

Town of Farmington
Board of Selectmen Public Meeting Minutes
Monday, November 1, 2021
Selectmen's Chambers

Board Members Present:

Paula Proulx, Chairman
Neil Johnson, Vice Chairman
Ken Dickie
Doug Staples
Gerry Vachon

Others Present:

Arthur Capello, Town Administrator
Gary Rogers, DPW Director
Josif Bicja, Hoyle, Tanner & Associates
Sharon Turner, Farmington Historical Society
Debra Van Gelder, Farmington Town Players
Residents Penny & Mike Morin, Emanuel
Krasner, Jason Parker, Kandia Watson, Jim
Watts, Chris Koslowski

1). Call to Order:

Chairman Proulx called the meeting to order at 6 p.m.

2). Pledge of Allegiance:

All present stood for the Pledge of Allegiance.

3). Public Hearing:

Chairman Proulx said this public hearing is regarding the solar contract for the purpose of receiving public comment concerning the acceptance of \$25,000 for a lease extension on the Town landfill solar project with the funds to go to the general fund.

Mr. Capello said the planned Town landfill has had years of delays, changed ownership and is finally ready to proceed. He said as a result of the delays the operative documents-the PILOT and the land lease needed to be extended for 1 year in anticipating the commercial operation date by October 2022.

He said in exchange for the Town's agreement to extend the lease the solar company will pay the Town \$25,000 to go towards the Town's general fund. These unanticipated funds require a public hearing under RSA 31:95-b which says anything over \$10,000 unanticipated requires a public hearing. Further, the Town and the solar company took the opportunity to clarify some small points on the Power Purchase Agreement and the energy consumption rate process for payments or credits.

Chairman Proulx opened the public hearing to take public comments at 6:05 p.m.

Emanuel Krasner said he was here to speak against the acceptance of the \$25,000 and the extension of the lease. He said that when he was looking through the Selectmen's meetings in his capacity as a Trustee of the Trust Funds he came across some of the minutes concerning the solar power and based on those minutes it is foolish for the Selectmen to give these guys

another year.

Mr. Krasner said Mr. Johnson pointed out back in March of this year this contract was started 4 years ago and these guys have not been able to get it off the ground. As of March of this year, 4 years after they apparently signed a contract they still did not have investor. They're out looking for funding 4 years after they've signed it he said.

He said his questions included if it was actually 4 years ago or even longer since they signed the contract, what the original completion date was and how many extensions they were given. He said back in March Mr. Johnson may have been guessing when he said 6 or 7 extensions had been given but however many it was that's one heck of a lot of extensions.

Mr. Krasner then asked if they haven't been able to get the job done with that many extensions what makes them think they will be able to get it done in another year and the Town is not just going to lose another year of having this project going.

He said at the March meeting the representative from Blue Planet Mr. Funk said they were confident in getting the inverter issues with Eversource done by May. He said the board made an inquiry in May asking for a status update and the answer they gave Mr. Capello was they had funding source issues despite the fact that in March Mr. Funk said the conversion is reliable and it looks really good. He doesn't even mention if they got the inverter problem solved he said.

Mr. Krasner asked why they would give them an extension when they don't even know if they straightened out their issues with Public Service. He then asked what kind of company signs a contract to do a job without having the funding for it.

He asked what assurances the board has that this time it's going to be different. He said there are a lot of solar companies in NH that are reputable, that have done major projects and get the job done. A lot of them have done work in this town and Revision Energy put the solar panels on my roof and on some houses on Charles Street and did excellent work. They also do municipal projects such as the solar field in Hanover he said.

He then listed several solar power companies he found by searching online.

Mr. Krasner said some of members may remember when you could go into a bar for a free lunch but there is no such thing as the cost for the food is built into the cost of the drinks. He said businesses are in business to make a profit so if they offer you something for free they built somewhere else into the price.

He said this property has been off the market for 4 years and now they are asking for another year so the Town is not getting \$22,000 a month for the lease and if you factor in the 4 years he already has had you getting a heck of a lot less.

He asked what assurance they have if they actually start the work that they can do the work properly. He asked what happens if come October they have broken ground and put up supports and that is as far as they have gotten. Do you pull the plug or do you let them finish and hope to God that this time they actually get something done he asked.

He said they would then have to worry about getting someone else to come in after they have

made a mess and they are going to want to clean up the mess and then go ahead with the project so it's a lose-lose for the Town.

Mr. Krasner said all-in-all this guy has proven himself to be utterly unreliable, there is no reason to believe he's going to be more reliable and if they get it started and then the company collapses they will have a half-finished project and nowhere to go. I think it is time to cut the losses and stop digging the hole deeper he said.

Mr. Johnson said anything he would say to that would agree with Mr. Krasner and he has been fighting this for the past 2 or 3 years. He clarified that it is not one person or one company and gave a brief history of the project and that this was not meant to defend anybody.

He said when they first started this it was with Solar Gardens and they were going to have it up and running by Sept. 2018 but Eversource was not as cooperative then as they have been at later dates and DES had issues with the installation of the equipment on the closed landfill so they had to get a permit for that. He said that delayed it more than the 3 months they expected to 6 or 7 months.

He said the Eversource issue was never resolved so by Oct.-Nov. there was nothing they could do due to the change of seasons so it was delayed to the next year. Then we got the DES approval and Eversource changed their requirements so the company had to re-file he said.

He said then Solar Gardens was sold to another investor who found out Solar Gardens had not applied for the Eversource permits and licenses so they had to make the submissions. He said then Blue Planet's original funder went away due to COVID-19 and they didn't want to risk any money on it so they had to get another funder for the project.

Mr. Johnson said one of the major issues was with Eversource and getting their permits delayed the project close to 3 years and it wouldn't matter who they got in to replace the solar company Eversource wasn't going to allow that solar system on the old dump site to hook up. Then there were changes to the net metering law going through so Eversource was not being cooperative because they didn't know which way that would go so in my opinion they were delaying approvals. Not that that excuses anything but it was a series of different issues he said. Chairman Proulx said they also had to go to the Planning Board so they could subdivide the property so they could get more wattage from the site.

Mr. Johnson said the state law allows only 1 Megawatt per lot.

Chairman Proulx said then they had a turtles issue with Dept. of Environmental Services and it was put off again because they had to go through all the permitting and make sure the turtles were not hurt. She said at any point in time no matter who they had she would have to agree with Mr. Johnson that it would have held us up quite a bit unfortunately.

Mr. Johnson said currently they have the option of extending the lease one year with a payment of \$25,000 to entice them to extend the lease with a complete and up and running date of Oct. 2022. He said the problem is if they drop it and go to another vendor the permit from Eversource is no longer valid and they would have to supply their own. The DES permit

would also be invalid and they would have to start everything from scratch and we're trying to avoid that because that would push it out another 2 years. This would give us a chance to get it running in a year he said.

Mr. Johnson said they looked at Revision Energy earlier but they weren't doing municipal projects 4 years ago and have only been doing that for about a year or two. He said you had to have the money up front, they would install it, deal with the licenses, etc. but you needed to have the cash outlay. They have come up with something different in the past 2 years he said. He said because of COVID and everything else that has been going on in the past 4 years electric rates have dropped and if they had installed this solar system when they planned it we'd be paying almost 2 cents per kilowatt hour more than what we're paying now. It's been to the Town's benefit that the actual installation has been delayed from a financial aspect he said. Penny Morin asked if they don't finish it by Oct. 2022 if they would still have to go back and get all the permits again.

Mr. Johnson said if company goes away those permits and licenses go away and have to be reapplied for.

Mr. Staples began by thanking Mr. Krasner for coming to the meeting and said he feels his frustration as well. He said when he took a seat on this board he first learned of this in non-public session and at the time he was absolutely not in favor of an extension and they could go. He said they then offered the \$25,000 and this is the first time they ever put any money on the line so he figured the Town should take it. He said they would bring \$25,000 in for the Town, give them a 1 year extension, if they get it up and going great and if they don't we have \$25,000 and they can get off our site and we'll go somewhere else.

Chairman Proulx asked if anyone else wished to speak on this matter and hearing no other comments closed the public hearing at 6:20 p.m.

She then asked for a motion to accept the public funds.

Motion: (Johnson, second Staples) to move to accept into the general fund and expend as may be needed for general municipal purposes the unanticipated \$25,000 from Blue Planet Solar contingent upon receipt of said funds from Blue Planet Solar passed 5-0.

Chairman Proulx said the board next has to vote on the lease involved.

Motion: (Johnson, second Vachon) move to accept and sign the Amendment One to the Land Lease Agreement between the Town of Farmington and Blue Planet Funding passed 5-0.

Motion: (Johnson, second Vachon) move to accept and sign the Amendment 2 to the Payment in Lieu of Taxes Agreement between the Town of Farmington and Blue Planet Funding, LLC for both the Upper Landfill and the Lower Landfill passed 5-0.

Motion: (Johnson, second Staples) move to accept and sign the Amendment Two to Group Net Metering Agreement passed 5-0.

Mr. Capello then gave the documents to the board for their signatures.

Mr. Johnson said there are 2 other solar projects going on at the Knight property and the

(former) Cardinal landfill that are not part of this and have nothing to do with the Town other than the PILOT and he didn't have any idea what was going on with those 2 projects.

Mrs. Morin asked what the taxes would have been if they were getting a tax bill versus the \$25,000 and if we are making out or losing money.

Mr. Johnson said we are definitely making out as it is municipal land so there are no taxes on it.

Mrs. Morin said she meant over the 4 years if they had paid taxes on the land and he just said that the money was **Payment in Lieu of Taxes**.

Mr. Johnson said it would be payment in lieu of taxes on the equipment once it's installed. He said there is a PILOT for each of the landfill lots and a lease on the land for those lots.

Chairman Proulx said they could also distribute power amongst the Town, library, schools, etc. and if the cost of electricity goes up they are locked into a rate agreement so they don't have to pay the extra. There was a lot to it that we were gaining she said.

Mr. Johnson recalled if it was installed and up and running between the PILOT agreements and the lease of the land it was close to \$40,000 a year just for the landfill property. He said the other 2 properties just had PILOT's because somebody else owns those lots and that was another \$12,000-\$14,000.

Chairman Proulx said that unfortunately the owners of the Cardinal landfill don't pay their taxes and that would be a definite increase with the way they negotiated the contracts.

Mr. Johnson said the taxes on the Knight property would have been on the improvements to the property.

Michael Morin asked if the Cardinal landfill is the one next to the Town landfill and is the old Davidson Rubber Super Fund site.

Mr. Johnson said yes.

Mr. Capello said it is not the Super Fund site and that is located off of Route 11.

Chairman Proulx said that is where Davidson Rubber dumped their chemicals and there is constant monitoring involved with that but it has never been designated as a Super Fund site. She said she didn't think they could do anything there without some sort of mitigation and that was one of the things that caused them to constantly monitor the Town's landfill and what comes off of it so they could distinguish between the two. That cost is significant but the cost of that not being separated out would be even more substantial she said.

4). Public Input:

Chairman Proulx said during the bridge budget workshop they will be working with Mr. Bicja to get numbers for the budget and asked the public to make their comments now and try not to intervene during the workshop and then they could take some questions at the end.

She said this is the town wide bridge report and it doesn't just focus on one particular bridge.

She said the Hornetown Road Bridge has been a recent topic of conversation but that would probably be better served during budget season as well and that if they are really concerned it would be nice to see them during budget season too.

Mr. Morin said they didn't just post the Hornetown Rd. Bridge for 15 tons but posted a 1.9 mile section of that road for 15 tons with the sign being down by Mr. Johnson's house as soon as you turn off of Ridge Rd. onto Hornetown Rd. all the way to the Ten Rod Rd. intersection. He said a 6 wheel truck has a capability of being registered to almost 34,000 lbs. or 17 tons. He asked the board to raise the limit on the road to 17 tons so that any propane or fuel oil bobtail would have the legal right to go over the bridge to deliver fuel to those houses without having to do a circuitous route over Ridge Rd. up to New Durham, down Berry Rd. and back down Ten Rod Rd. or traveling all the way up Ten Rod Road from Rochester or from Meetinghouse Hill Rd. just to get a propane delivery that they can't legally bring over the bridge.

Mr. Staples said they didn't post the road they posted the bridge.

Chairman Proulx said it was posted that way because they were afraid if they started down the road they wouldn't be able to turn around.

Mr. Capello said that is exactly why and anyone that has called was told they could go on the road up to the bridge they just can't go over the bridge with anything over 15 tons.

Chairman Proulx asked how that is limiting it to what Mr. Morin has suggested.

Mr. Staples said its 2 different issues-he wants to raise the weight limit on the bridge and the road is posted so nobody can go on that road anyway. He said they should have a sign at the beginning of the road that says posted bridge ahead warning the driver that it's not a thru road.

Mr. Capello said they could change the sign to posted bridge ahead with a 15 or 17 ton limit if that is what the board chooses to do.

Chairman Proulx asked how much of an issue it would be to go to 17 tons for the bridge.

Mr. Staples said he would go to 20 tons but would like to discuss it with Mr. Bicja first.

Mr. Morin said according to the state the maximum weight for a 6 wheeled vehicle is 33,400 lbs. He said they have over weight limitations where if a truck has a heavier suspension and frames the maximum legal weight for a 6 wheel truck 37,400 lbs. so 20 tons is in excess of that. He said 95% of the commercial vehicles will be 17 tons.

Mr. Capello asked for the weight of a fully loaded logging truck.

Mr. Morin said a dual axle trailer is 80,000 lbs. and it could go up to 99,000-100,000 lbs. on a tri-axle trailer.

Chairman Proulx said the intent is not to stop home deliveries but to get the life of the bridge that we paid for. She said after they talk to Mr. Bicja they may have an answer for this.

Mrs. Morin asked where they got the depth, length and the distance from the bridge for the speed bumps and if that is a state standard. She said even at a roll going over them is awful.

Mr. Vachon said the bumps are right on the bridge and they were supposed to be farther from the bridge so that when somebody hit them they didn't put all that weight on the bridge.

Mr. Capello said the company that installed them did not put them where they told them to and they will resolve it next spring as it is late in the year to resolve it now.

Mr. Vachon said he would like to discuss this matter in non-public session.

Mrs. Morin asked how they would plow the bridge with the speed bumps on it.

Mr. Vachon said it's not that hard as they would just turn the plow blade straight and go slow and it would go up and over it.

Jason Parker asked for the budget they are at with this bridge for the installation, having the company come back to re-pin the boards that should have been done originally, temporary speed bumps moved multiple times, the permanent speed humps that won't last the winter because they didn't do it properly and then going back to re-paint them. He said he thought they are almost to the point of the cost for a permanent bridge and they are wasting money with all this "hoop-la" with the posted roads.

He said the load issue should have been known months ago because they just had 100-150 loads of logs go across that bridge and now all of a sudden it's an issue. If there was a load issue this should have been known the day of installation and when the Town signed off on the project the wood should have been pinned and there should have been a spec sheet with the ton limit when they finished the work on the bridge. He asked at what point they would say to rip it out, put in a couple of 8 foot concrete culverts and call it good.

Chairman Proulx said she wished they could do that.

Mr. Parker said he has previously asked why they can't do it and hasn't gotten an answer. He said it is not a pond area it is a brook and the pond area there now is because the beavers downstream have it dammed up and if they were removed it would go back to a brook which justifies the use of culverts. He then asked again for the total budget from the start of the project to this point including the additional signage and repair of the speed humps.

Mr. Capello said the repair of the speed bumps won't cost the Town anything as that was the company's mess up.

Chairman Proulx said the company is coming up against the time where they have all these projects to finish before the shutdown of the asphalt plant.

Mr. Capello said the DPW Director showed them where they wanted the speed bumps but they did not put them where he showed them.

Mr. Johnson said he could give a ballpark figure for the cost and recalled that the temporary bridge and the installation was approx. \$230,000.

Mr. Vachon said it was less than the amount set aside for the bridge.

Mr. Bicja said it came in at \$65,000 under the initial estimate.

Mr. Johnson said with the pinning of the wood it was \$250,000, about \$256,000 with the temporary speed bumps, about \$260,000 with all the signage and then \$265,000 with the permanent speed bumps so \$270,000 is probably the total number.

Mr. Parker said approx. \$35,000 was wasted in going from temporary speed bumps to permanent speed humps. He said the temporary bumps were moved multiple times...

Mr. Johnson said that didn't cost the Town anything.

Mr. Parker asked if the Town employees work for nothing. He then asked at what point are they

going to say let's do it right.

Mr. Vachon said they are still \$1.2 million away from the cost for a new bridge even with that \$300,000.

Mr. Parker asked where they are with a permanent plan and that there is a certain percentage of the cost the Town has to have set aside before the state will even accept an offer.

Chairman Proulx said there is an 80%/20% split (for the state funds for bridge replacements).

She said a bridge study was done and Mr. Bicia laid out a **Capital Improvement Plan** for the all the bridges and they planned to discuss that tonight.

She said the (Hornetown Rd.) bridge is a temporary bridge that was the easiest way to go because of the infrastructure and within 2 days the application (for state bridge aid) could be in there and because they invested in the temporary bridge we will be at the top of the list for that. She said the money wasn't wasted and it is a step forward as a town to make sure we're at the top of the list to get the grant money.

Chairman Proulx said the noise level of the deck boards that the neighbors were experiencing was not anticipated so they tried to mitigate it by putting a little more money into it because it came in at \$65,000 under the initial estimate. We didn't know we had to pin it ahead of time or that it was going to cause that much of a problem with the neighbors she said.

She said there are also other bridges they need to attend to some based on the information they got and they can put some money into and possibly extend the life of those bridges so we have more time with the CIP to try to plan for that going forward.

She said once they started seeing a lot of the traffic that went up there this bridge was taking a beating because people just refused to slow down and protect our investment as a town. We will be able to move that bridge to the next one that needs it if we keep it good but people just don't seem to care and it becomes a game going over this bridge and I don't get it. People are burning out on these things she said.

Mr. Parker said he thought a lot of that was frustration with the speed bumps. He said he hauls trailers and has to do 5 mph or under to cross the speed bumps and having to cross them 3-4 times a day is a major frustration. He said they are way too high and he shouldn't have everything in a trailer slam while going 5 mph over them.

Mr. Vachon said he tried to look up the state standards on speed bumps and it didn't say anything about any standards.

Mr. Parker said his friend works for NH **Dept. Of Transportation** and there is a "standard" that they all follow. He said Mr. Vachon's suggestion to turn the plow blade straight to plow the bumps isn't going to happen because they are too steep.

Chairman Proulx asked Mr. Capello to check into if the height and the width of the speed bumps and their distance from the bridge is what Mr. Vachon had previously specified.

Mr. Parker said the residents here could say they aren't protecting every other bridge or road in town that way and the residents of that area are being punished because of the actions of

someone else. You could sit here on any given day and watch people go flying through he said. Mr. Staples said that Mr. Bicja said the bridge can't take the abuse of the speed so the speed bumps are there just to protect that bridge. He said if you go over the temporary bridge at 40 or 45 mph the vibration is going to yank the boards lose and then we are right back to a noisy bridge and asked how they would re-lag them.

Mr. Parker said the people doing the burnouts are not slowing down and the bumps provide a small jump that puts all the weight on the bridge. They are creating more damage with the speed bumps by hitting it than you ever will without them he said.

Mr. Staples said they also posted another bridge in town due to its condition and it is one of those things where the state is going to mark it down and we will lose that bridge too or are we going to voluntarily mark it down to buy us some time. Which is why we marked that bridge down and it sucks for the people on that road but it's either that or the bridge is gone he said. Chairman Proulx said they're trying to enter this into a 10 year budget plan so after a few years when we get a permanent bridge in there we can remove the temporary bridge and put it into another spot so they can have it there for a few years and the money is put away and we can pay for it without killing everybody with taxes. It's expensive to bond a bridge she said.

Mr. Parker asked if an 8,000 lb. vehicle doing 40 mph across the bridge is doing more damage than a 100,000 lb. truck crossing the bridge.

Mr. Bicja said the bridge can handle the state legal load and that speed is the issue. He said when a fully loaded dump truck or log truck is going at high speed way above 30 mph is what's causing all the damage.

Mr. Parker said then it is not the residential vehicles doing 40 mph across the bridge that are damaging it and it is all the larger vehicles going across the bridge at a high speed that are damaging it so they shouldn't have speed bumps on the bridge because it's not the people that live up there that are damaging the bridge it's the commercial vehicles that flying across it.

Jim Watts asked if they post the road at 15 or 17 tons they would take out the speed bumps. He said if they post the road commercial vehicles don't go through.

Chairman Proulx said she didn't say that and she didn't know.

Mr. Staples said that they "shouldn't" but they still do.

Mr. Watts said there are laws against that and then we address that issue.

Kandia Watson said that with the speed bumps everybody slows down and they can barely go over them at 5 mph which prevents the emergency crews from getting to their houses in a timely manner. She said if her husband has a heart attack every second counts in getting the emergency ambulance to the residence and if they have to slow down they're losing 10 seconds of time when a person having a stroke, a heart attack or anything like that can't afford even 10 seconds of time. We live up there, I pay my taxes on time every time they are due and now I feel like I'm penalized because of where we live she said.

Chris Koslowski said he owns a food concession trailer and the main way they go in and out is

Hornetown Rd. He said the first day that the speed bumps were put down he slowed down to about half a mph, went over them and after the second set of bumps everything was crashed in the food truck that was set up for a party of 500 down south. He said he lost every last thing in the top section of the trailer including his computer and had to clean the whole thing up.

He said he keeps hearing it's the big trucks that are hurting it not the local cars that are going over it and they live about a half mile through the woods from there and there is more noise on the bridge than there was before the boards were pinned.

He said on Saturday night they are up there around 8 p.m. and he didn't know if they thought it was the start of a race but it's louder up there now than it was before. I'm hoping they remove them and maybe put the weight limit back in for the bridge he said.

Mr. Koslowski said if they put in 3 or 4 inches of something to transition up to the bumps to make it a little more smoother to get through would probably help out. You have to do something about this it's our livelihood and it's beating the hell out of these things he said.

Mrs. Morin said Mr. Dickie has been over the speed bumps and asked if any other board members have traveled over them.

Some board members said they have not been over the new speed bumps.

Mrs. Morin suggested they take a trip up there and do so.

Employee Gag Order?- Mr. Staples said he was out Trick or Treating with his family and he encountered some extremely upset residents that were under the impression that Town employees are not allowed to approach or talk to a Selectmen about problems and it made for a hostile situation. He said he is approachable and is open to talking to just about everyone. Chairman Proulx said the issue he was referring to was a whole different issue and was not that they are unable to approach them.

Mr. Staples asked for clarification that there is no Town policy saying they can't approach the Selectmen.

Chairman Proulx said that she has been there for a while and there has never been any policy that said employees couldn't talk to Selectmen to her knowledge and the issue mentioned last week has been resolved.

Mr. Dickie said the standard is you try to follow the chain of command but there are exceptions where you jump to this level. He said when he was a School Board member he told someone they can jump to this level but you may not always like the outcome because now you're bringing it to 5 people who will all have input and that could work against you. I don't think any of us are not approachable we just try to go through the chain of command and if you can't you jump to that level he said.

Bulletin Board Request- Sharon Turner said she was here to talk about the village parking lot garden that was adopted by the Farmington Historical Society and Turner Liberty Insurance. She asked the board for their opinion/permission to put up a bulletin board there and showed it to the board and said it is weather proof, lockable and unbreakable and she planned to put it

on 4x4 posts and secure the bulletin board to a piece of plywood between the posts. It would be more about the Historical Society than Turner Liberty Insurance she said.

Mrs. Turner said they would put 4 historic pictures there each month with a little write up about them for people walking by to see and read about. She said she was considering putting it behind the Adopt-a-Spot sign because she didn't want to put it in the way of the sign that says village parking or where people sit waiting to catch the bus.

Mr. Dickie said he liked the idea and that he loved reading about the history of Farmington.

Chairman Proulx said she loved the idea too and that is why she asked Mrs. Turner to come to the meeting when she contacted her about it so everyone would know what she was planning.

Mr. Johnson said the only restriction he would like to see is that it's used for the purpose stated. He said in 10 years they didn't want it to turn into a community bulletin board where people put up lost cats and that kind of stuff.

Mrs. Turner said it would be strictly for the Historical Society.

Consensus of the board was to approve Mrs. Turner's request to put up the bulletin board.

5). Review of Minutes:

October 25, 2021- Non-Public Sessions A-D- No errors or omissions

Motion: (Johnson, second Staples) to approve the minutes as written passed 5-0.

6). Farmington Town Players:

Artistic Director Debra Van Gelder said their recent show had a good audience and that was really pleasing to see. She said they have gotten some excellent support from the Parks & Rec. Dept. Director Erica Rogers and then informed the board that she needs a ladder.

She said they couldn't fix 2 of their lights because they couldn't get up there because the old ladder was in bad shape and had to get kicked. She said it hasn't been replaced and you can't change the light bulbs in the stage lights, change the time on the clock or do other repairs.

Mr. Capello said he just texted Mrs. Rogers and told her to buy a ladder.

Ms. Van Gelder said they will also need a ladder for when they put up the set for their spring show which will be a reprisal of an old comedy show called "Men Are Dogs".

Chairman Proulx said their request to renew their agreement with the Town was identical to what they've had in the past and is pretty straightforward.

Motion: (Johnson, second Dickie) to waive the rental fees and waive the staffing fees for rehearsals, the actual night of the play they will still cover and provide Debra Van Gelder with a key to the building;

Discussion: Mr. Capello asked Ms. Van Gelder to keep the Rec. Dept. informed about their rehearsals and when they will be there because there is a lot of stuff happening there and he wanted to avoid conflicts.

Ms. Van Gelder said she and Mrs. Rogers have been working together on schedules and not interfering with other things that are going on and everything is going just as it always has and

they have the same rehearsal times and they're not interfering with anyone else.

She said Mrs. Rogers is doing a great job as Rec. Director and she has a good understanding of what the town is looking for and the Town Players' wants and needs.

Vote: The motion passed 5-0.

Mr. Vachon asked if the forms have been updated.

Mr. Capello said the forms haven't been updated and they need to change the names (of the Director and Asst. Director).

Mr. Vachon asked Ms. Van Gelder to put the date on the facility use agreement and she did so.

7). Bridge Budget Workshop:

Mr. Bicja asked to begin with addressing some of the public's earlier questions. He said the bridge can handle the weight and it was designed to carry the legal state of NH certified loads and there is no issue. He said they were trying to lower the weight limit to make the bridge last longer based on what they had seen the last few months when heavy loaded trucks were going at full speed not even paying attention to the speed bumps.

He said the 17 ton weight limit proposed by Mr. Morin is not a typical one it's usually 15 or 20 tons so that is not a standard sign and suggested they may want to limit it to 20 tons. He said some people are going to abuse it and if they put it at 15 tons most likely they will go over that. If you put it at 20 tons and people over 20 tons use it the speed bumps will come into play to help with that situation he said.

Mr. Staples said if they run into that problem they can ask the Police and DOT to patrol it more.

Mr. Bicja said he didn't think the DOT would do any patrolling because it's a Town owned road.

Mr. Staples questioned that the DOT offices in charge of commercial vehicles wouldn't go sit on a marked bridge.

Mr. Bicja said the DOT doesn't have enough staff to do that.

Chairman Proulx said the Town doesn't have enough Police officers to have someone sit there all the time.

Mr. Staples gave the example of a bridge in Candia that is posted at 10,000 lbs. and the DOT is there at least once a month.

Mr. Morin said in Maine they posted a bridge at 17 tons GVWR (gross vehicle weight rating) with a picture of a 6 wheel truck so if anything other than a 6 wheel truck went over the bridge the Town cops could pull over the dump truck and ticket them. He said they changed how they did it so instead of having to have scales and weigh the truck they posted the bridges for GVWR which at 17 tons is the maximum weight of a 6 wheel truck.

Chairman Proulx said they do use those types of signs as there is one posted at both ends of Lone Star Ave because they were getting thru traffic too but unfortunately they still do.

Mr. Bicja said he thought fuel delivery trucks were under or around 15 tons and he understood Mr. Morin's concern as it is a major inconvenience for them to go through the detour.

Chairman Proulx said that is something to check into to make sure they're under what they

have to be so they can get those services.

Mr. Bicja said it is unlikely that NH DES would approve using concrete culverts on Hornetown Rd. but it is worth asking them the question.

Mr. Vachon said especially going from a bridge and if there was already a culvert there they could enlarge it by 50%.

Chairman Proulx and Mr. Dickie said there were culverts there at one time.

Mr. Bicja said you always go bigger and they never make you go back smaller.

Chairman Proulx asked about the width of a culvert that could be put in there because one of them took the flow of the river and the second one was for the overflow. She said the water hitting the bridge wall helped to deteriorate it over time.

She said when the culverts were there that didn't happen as much because with the regular flow of the river the water flowed through the single culvert but when we had high water situations the overflow would go through the second culvert so it was used when necessary.

Mr. Dickie said that brook comes up high quickly.

Mr. Bicja said there was some flooding there during the Mothers' Day floods and in July and August there were record amounts of rainfall and we are seeing more of those types of events so it's unlikely DES will permit a smaller structure than what is there.

He said UNH published some stream crossing guidelines and it tells you to measure from bank to bank, multiply that number by 20% and that would be the size of the span. Most of the time you end up with a 700-1,000 ft. bridge on a small culvert and you can't make it work he said.

Chairman Proulx suggested they could look at whatever size culverts would make it work.

Mr. Bicja said the culverts would be a maintenance nightmare for the DPW because although they may handle the flow temporarily the roadway approaches would blow out from all the pressure from the flow. Usually they don't work that well when you have high flows he said. He said there were some good comments about the speed bumps and they all agree they don't want them right next to the bridge because a truck is going to slow down right on the end of the bridge and its going to hit and create a shoving force on the end of the bridge that they do not want. The speed bumps should be set back a little bit further he said.

Mr. Staples said the residents want to post the bridge and take out the speed bumps and asked if they limit it to small commercial vehicles and residential traffic without speed bumps what that would do to the bridge.

Mr. Bicja said if they only have passenger cars and small pickup trucks the speed is not going to cause much damage. He said if they are going to allow 17 to 20 ton vehicles that's a pretty loaded vehicle that's sometimes going 40 or 50 mph and that is going to cause some damage.

Mr. Staples asked if there is any commercial traffic the speed bumps should stay there.

Mr. Bicja said yes.

Chairman Proulx said that is what he originally told the board and why they made the decision to put them in because none of them want to put speed bumps in and they all hate the idea.

She said this is trying to sustain what we have for the period of time that we need to use it and she wanted Mr. Bicja to speak to the decisions he made because some misconceptions made it feel like that homework wasn't done prior to making those decisions but that it had been done. Mr. Bicja said some of the earlier comments were they had to pay a lot of money for things to be fixed. He said the first set of documents they prepared for the Town was where the contractor GW Brooks gave them a price and they got what they paid for the first time. He said they saved \$65,000 and then spent \$20,000 very wisely to attach the boards and reduce the noise. It was no one's mistake it was just not part of the original design to have the deck attached to the steel and it was the speed that caused the noise because the vehicles were going way above what we down posted the limit to he said.

Chairman Proulx said at one point they removed the speed bumps and had a speed trailer put there to see what the speeds were actually at and even the passenger cars were well above the speed limit.

Mr. Dickie said the maximum speed recorded was 68 mph. He said going that fast even on that road isn't right.

Mr. Staples asked if they limited the weight to 1 ton and under if they could take the speed bumps out.

Mr. Bicja said he didn't have an issue with that.

Chairman Proulx said if they did that school buses, emergency vehicles or fuel trucks couldn't go over the bridge.

Mr. Vachon said the government vehicles are already exempt from that because the board voted to allow them to cross that bridge.

Chairman Proulx said service vehicles wouldn't be able to cross it and that would be a problem because she would want to get her gas delivered without having to pay more money for it. She then moved to budget workshop and asked where Mr. Bicja would like to start.

Mr. Bicja said the Town-owned Bridges Evaluation Report contained a recommended 10 year bridge CIP for all 12 bridges the Town owns. He said there are different amounts for each one and depending on what the town wants to do and if the DPW has the resources to do some of this work it will be a bit cheaper than what they estimated. He said the estimates given here are mostly for subbing out the work to a subcontractor and combining the work between bridges. He said the first year is mostly maintenance work and the amounts vary from \$1,000 to \$27,000 for a total of \$123,500 and the sooner it's done the better off they will be with the lifespan of the bridges.

Chairman Proulx noted that part of the first year cost is \$60,000 for an engineering study for the Spring St. Bridge over the Cocheco River so it's not \$123,500 of just repairs.

Mr. Bicja said the study would tell them the length, width and type of structure needed for the bridge and would include subsurface investigation, borings, surveying, mapping the wetlands and a plan on how to go forward with replacing the bridge.

He said year 2 includes design and permitting money for Spring St, a 20% contingency and 3% inflation for 1 year, engineering studies of the Cocheco Road and River Road Bridges.

Chairman Proulx asked if they are not going to do that work until year 8 if these numbers are flexible and if that could be moved out a little further so they could try to balance the cost of the CIP. The more we can maintain a standard cost the more we can have taxes without peaks and valleys she said.

Mr. Bicja said the cost given here is assuming the town is going to appropriate \$7.5 million to take care of all the issues with the bridges and if we get state funding that amount would be significantly less. That's why I started the funding low because that is coming out of your pockets and hopefully the DOT will figure out what they are going to do with the funds and by that time you will be on year 2 or 3 and then get the 80%/20% split of the cost he said.

Mr. Staples asked when he thought they might receive some state funding and the last time he was here he said it could be 10 years and they can't hold their breath.

Mr. Bicja said recently it has been bad because the project estimates in the DOT program have been going up due to increased costs for materials and labor and inflation. He said he has heard from contractors that they can't get enough laborers and it is getting worse.

Mr. Capello asked if the Congress ever passes the infrastructure bill if that is different money than what the state bridge plan does.

Mr. Bicja said the money is in addition to the state's 80%/20% bridge aid program.

Mr. Capello asked if the criteria would be the same as the state program or if there would be federal criteria.

Mr. Bicja said they did not know and at one time they were talking about giving a certain amount of money to each town based on the population and it's unknown because they are still negotiating.

Mr. Staples said he heard they were talking about spreading the money out over 10 years and not handing it out in one lump sum.

Mr. Johnson said it is pretty clear they can't count on the state or federal money. He said the state has a 10 year plan with only \$10 million in it per year if they fund it which is 4 to 5 bridges in the state and they haven't funded it in the last 2 or 3 years.

Mr. Bicja said 25 years ago the program was initially funded with \$4.8 million and then it was increased to \$6.8 million. He said 4 years ago they passed the gas tax to double the \$6.8 million to approx. \$14 million, then they took out the original \$6.8 million and the total went back to \$6.8 million and now the program is fully funded by the gas tax.

Mr. Johnson said they have to come up with a plan to start repairing the bridge that is in the worst condition and if any additional money comes through they could use that for other bridges. We have to do something he said.

Chairman Proulx said that is the purpose of this workshop and for having Mr. Bicja layout a CIP and set up a budget for them to follow. She said they have to put money away like they have

been doing and have a plan because Mr. Johnson is right that they can't count on that money. Mr. Dickie asked how confident Mr. Bicja was that they would see the state money.

Mr. Bicja said he is not confident at all because when he last talked to the DOT rep that manages the program he still did not give them a date as to when the program is going to open back up. He said the program has been closed for 4.5 years and there is no town that can get a project into the program because they are backed up and they can't get through the backlog. Mr. Dickie said we have some bridges that are almost in dire straits and we're just Band-Aiding them trying to prolong the inevitable but the inevitable is catching up.

Mr. Bicja said at the bottom of the table it shows that most of the years are close to \$1 million per year and those were intentionally pushed further out so hopefully they will get the state or federal funding by then.

Chairman Proulx said if not this is their budget going forward taking into account the condition and lifespan of the bridges.

Mr. Dickie said they need to put a weight limit on the Spring St. Bridge and possibly replace the deck with steel plates. He asked if that would sustain them for 5 years while they try to stay ahead of the repair work on the other bridges or if the deterioration would keep going and suddenly they have 3 bridges in dire straits with no temporary bridges for the other 2 places.

Chairman Proulx asked if he was asking if the deterioration factor was built into this CIP.

Mr. Dickie said he wanted to make sure the deterioration over those years is sustainable so they don't get to the end of the timeframe and have 3-4 bridges down.

Mr. Bicja said the bridges with repair dollars in the table are bridges that need the repairs done to make them last longer. He said Spring St. has \$1,000 listed for repairs as there are some sections of rebar that are sticking up and there is a swale that needs work. Some of it is wasted effort but is what you have to do to make it safer until you replace it he said.

He said a lot of the cost is to work toward the design and replacement of the Spring St. Bridge (\$1.4 million) and they estimate that will have to be done between 2024 and 2025.

Mr. Johnson said the last time Mr. Bicja was here he said he expected the DOT to reduce the weight limit on Spring St.

Mr. Dickie added that he said they would reduce the weight drastically or they would potentially come in and shut the bridge down.

Mr. Bicja said that could still be the case when the DOT inspects it. He if they make the recommendation to close it then you would have to do a temporary repair to it until you do a full replacement or keep it closed until you get the funding to replace it. We are trying to be proactive by down posting the weight limit to make it last longer until you have the funding in 2024-25 he said.

Mr. Vachon said Mr. Bicja said there is some rebar sticking up on the Spring St. Bridge which is an eminent hazard that needs to be repaired within 72 hours of notification.

Mr. Bicja said his short term recommendation to address the issue is on page 12 of the report.

Mr. Staples said the construction of the Spring St. Bridge is estimated to cost \$1.4 million but would be done in 2024- 2025 and asked what he thought the real cost of the bridge would be. Mr. Bicja said he included a 20% contingency and 3% for inflation when he submitted the report but the inflation rate is more than that now.

Mr. Johnson said it is closer to 6% now.

Mr. Dickie said he hated to sit back and not do anything while they inch into putting money in the Capital Reserve Fund to get ready for this and do the repairs. We may need to do a more aggressive plan.

Chairman Proulx said they would have to get the people to vote for it after they see their tax rates this year and then have to add another 30 or 40 cents per \$1,000 valuation. We saw what happened when Mr. Orvis tried to add more money last year and the people decided to go with what was planned out she said.

Mr. Dickie said he thought the peoples' eyes would open up when they start talking about the bridges in town. He said Spring St. is a major avenue going in and out of town and when you start hitting closer to the downtown it's going to change that mentality.

Mr. Bicja said there would be nothing wrong with accelerating the plan and the 10 year plan was what they thought was reasonable and manageable.

Mr. Johnson said a 10 year plan is good but they may need to readjust some of the priorities. He said River Rd. has \$31,000 being spent in year 2 and the residents seem to like it without a bridge so he would push that out.

He said it will come up during budget season that they can't count on the state or the feds for any money for who knows how long and we can't wait so we're going to have to come up with a plan to fund the Spring St. Bridge replacement because they don't know what the DOT is going to do next year. He said they would have to at least start with the deck repair and then start the engineering study for the new bridge.

Mr. Bicja said he would do the repair to the Spring St. Bridge only if they have to because you don't want to Band-Aid something you're going to rip out. He asked if they should move Spring St. way up on the schedule.

Mr. Johnson said they should look at funding the repair and the replacement of the Spring St. Bridge ourselves because the other items can be delayed while Spring St. is being repaired whether it is through a bond and do the minor repairs on the other bridges to get them to carry out and push them out. Spring St. is the top priority right now he said.

Mr. Vachon said they can't let them all get red listed and have them all be closed because they are waiting 10 years for the bridge funding to open up. He said if too many bridges are closed the town would be land locked and you couldn't get in or out of town.

Mr. Dickie suggested they go back to the original speed bump design when they have them moved back knowing that it wasn't the cars that were causing the issue and let there be the "Home Depot" speed bumps they had to slow down the heavy trucks and not affect the cars

the way they are affecting them today. He said they had to do something to accommodate the residents somehow so they don't have to live with the bumps the way they are now up there. Mr. Capello said that would be possible in the spring.

Mr. Johnson said this is the first he has heard of this and he didn't know they were in the wrong spot and at this point he is more concerned about Spring St.

Chairman Proulx asked if the plan for Spring St. is laid out for 4 years.

Mr. Bicja said yes to do some engineering first and it takes up to 6 months to get a permit from DES so the sooner they start the better but the town has to raise the full amount before they can commit to it.

Mr. Dickie asked if they were to do that if they would be looking at bonding it.

Mr. Johnson said most likely but if they take care of Spring St. by bond or some other method they still have to about \$100,000 in the CRF to do the repairs on the other bridges.

Chairman Proulx said it would be at least that amount if not more so not only would they have the bond payment they will have all the money they will have to put away for everything else.

Mr. Staples said Mr. Johnson said the current interest is low on a bond and asked if it would be cheaper to take out an \$8 million bond and get these bridges done and beat the inflation and then they will have a set cost for the taxpayers every year.

Mr. Johnson estimated that would be \$16 on the tax rate and it would shut down any possibility of any state funding.

Chairman Proulx asked if they could put in for reimbursement if funding became available.

Mr. Bicja said it depends on the program and the state bridge aid program doesn't allow that and you have to get approved before you spend the money. You can't go through the approval because you are not on the program he said.

Chairman Proulx said if they bonded the replacement of the Spring St. Bridge they wouldn't get reimbursed for any of that.

Mr. Johnson said he wouldn't take the chance on doing a gross appropriation for the repair/replacement of the all the bridges and it would be too expensive.

Mr. Vachon said the Spring St. Bridge is the one in the worst condition but noted it is easier to get around that bridge with Rt. 11 and Central St. being smooth paved roads and they would not be forcing residents to drive over hammered dirt roads. He said the whole point of the temporary bridge was to move it to other bridges that needed extreme repairs and asked if it would make more sense to rebuild the Hornetown Rd. Bridge and put the temporary bridge at Spring St. He said the Town owns the bridge and it was about \$70,000 to put the bridge in at Hornetown Rd. after the Town bought it.

Mr. Johnson said that is an option and they haven't excluded anything yet. He said if they are going to replace the Hornetown Rd. Bridge and put the temporary bridge at Spring St. they could add the \$70,000 to the bond for the bridge replacement. We still have to come up with the \$1.5 million or the \$2 million because one of the bridges has to be addressed so we can get

this stuff moving he said.

Mr. Johnson said that will have to be part of the budget discussion which they have to have soon because if there is a bond issue they have post a public notice in December.

Mr. Capello said the board will have to make that decision within the next 1 or 2 meetings because they have to complete the application, get bond counsel and it is a lengthy process.

Mr. Bicja said the numbers can be moved around so if the board wants to attack Hornetown Rd. he could swap the numbers and do that first.

Chairman Proulx said if they decide to do a bond for 1 bridge the timing and the way everything is laid out on the CIP would change because it's based on the deterioration and the amount of money they would have to put away to hit all their marks going forward.

Mr. Bicja said the Cocheco Rd. Bridge by the Transfer Station also needs attention. He said the foundation, the substructure and abutments are in good shape but the steel deck and the pavement need work. He said Hornetown Rd. is priority #3 because they already took care of the problem they had there more or less.

Mr. Johnson said the reason they did Hornetown Rd. first is that's the one DOT shut down first.

Mr. Bicja said if the board wants to redo any of the numbers they will redo the table and sum them up based on their preferences. He said this table was from his perspective and what he knows and anticipates and everything is open for discussion.

Mr. Johnson said they need to have a discussion on what their priorities are and which way they are going to go.

Mr. Morin said the total bottom line number they are looking at under this 10 year plan is \$7.5 million and that includes the replacement of the Spring St. Bridge and asked if it includes the replacement of the Hornetown Rd. Bridge.

Chairman Proulx said it includes all of the repairs needed to be done right now, the design and engineering costs and construction for every bridge that has a situation.

Mr. Morin said that is a lot of money and the school bond was \$6 million and they built a building and paid it back in 10 years. He said we spent \$12-\$15 million on a wastewater treatment plant and we have a 15-30 year note term and the ambulance has probably gone out for the people having heart attacks at Mr. Johnson's \$16 per \$1,000 tax rate increase.

He said the \$7.5 million with no interest is \$750,000 a year and is approx. \$1.40 increase on the tax rate per year for the next 10 years. He said that is not unreasonable and if they put that over 15 years the increase would be down around \$1. With the 20% contingency you're up around \$9 million on a 15 year note which is \$1.00-\$1.25 for the next 10-15 years and we have all new bridges in town that's not unreasonable he said.

Mr. Morin said he had a copy of the proposed pending DOT 10 year plan and currently the state is looking at spending about \$101 million or 3.7% of the \$4 billion they anticipate getting in the next 10 years. He said by law every 2 years they have to update their 10 year plan and the pending plan for State Assisted Bridge Aid they are looking at spending 1.6% of \$4.5 million so

they are cutting money left and right and he doesn't believe the Town will get any of it.

Mr. Morin said in the current 10 year plan Farmington has one project and it's for sidewalks on Elm Street with the engineering to be done in 2026, the right-of-ways in 2029 and in 2032 they will give us the money to build the sidewalks.

He said having the bridge engineering in 2022-23 with the projects moving forward in 2024-25 is not an unreasonable timeline. He said the board could bond the whole thing or do half of it, Spring St. and Hornetown Rd. and move the temporary bridge to Cocheco Rd. or wherever. I say we should bond the whole thing and put it out for 15 years as the rates are low now- it sucks but the people in town will be better off he said.

Mrs. Morin said she liked Mr. Vachon's idea to bond the bridge replacement for Hornetown Rd. and move the temporary bridge to Spring St. as that would probably get us the most bang for our buck. Then we can repair the other bridges and start saving for the future she said.

Mr. Bicja asked the board to let him know if they want rearrange the priorities or the timeframe and they will update the CIP table.

Selectmen then thanked Mr. Bicja for time.

Speed Bumps -DPW Director Gary Rogers said one of the speed bumps at the Hornetown Rd. Bridge is where it is supposed to be at about 8 ft. back off the bridge. He said he said the other one was not put where he told them to put it and he is working with them on that.

He said the company did this as a favor to the Town as they didn't want to do it because they were so booked up. He said he couldn't get anyone to come in to do a little project like that because everyone is busy getting their projects done before the asphalt plants close.

He said they've never had an issue with this contractor so he didn't think it will be an issue to get it fixed but he didn't know if it will get done this year. He said they were busy and somebody should have been there to oversee it but they couldn't make it and it got put in the wrong spot.

8). COVID-19 Update:

Mr. Capello said he didn't have anything at this point but he would have a bunch of stuff at the next meeting.

9). Town Administrator's Business:

a). Orchard Circle Settlement Agreement – Mr. Capello said the board received copies of a memo from Avitar Assoc. of New England Assessor Supervisor Chad Roberge to Assessing Clerk Kelly Heon regarding a settlement request. He said Mr. Roberge feels it would be a "crap shoot" if the Town ends up going to the Board of Tax and Land Appeals and the organization is on board with it and its with no interest where the BTLA could order that interest be paid or order that more money be paid. He asked the board if they wished to approve the agreement or go through the BTLA process.

Mr. Johnson asked for the impact of the agreement.

Mr. Capello said the \$10,929 would come out of the overlay.

Chairman Proulx asked for the balance in the overlay.

Mr. Capello said it has built up over the years so there is about \$1 million in the overlay. He said if they don't use it each year it drops into the line they use to pay for the utilities settlement.

Mr. Johnson said there is no way in hell that there is \$1 million in that overlay.

Chairman Proulx said they had quite a bit stored up in there because they anticipated paying more than they did for the utilities but she didn't what they have.

Mr. Capello said when they did the utility stuff the Dept. of Revenue Administration told him there was about \$1 million in there so it's that minus the approx. \$300,000 paid to the utilities.

Chairman Proulx said then there should be \$10,000 left in there to do this and that they should do it. She asked the board for their thoughts on the issue.

Mr. Johnson said he was fine with the agreement but he would like a definitive answer on how much is in the overlay account and how they can get that money out of it as there is no need of \$1 million being in that account.

Chairman Proulx said the reason it was in there was because they thought what they would have to pay to the utility companies would be extremely higher than what it was. We got a deal on the utilities she said. She asked what the board wished to do.

Motion: (Johnson, second Dickie) to approve the appeal filed by Orchard Circle for Tax Map U02, Lot 77 and Lot 76 by reducing their assessed value from \$1.265 million to \$1.197.5 million per the agreement proposed by the Town Assessor passed 5-0.

Motion: (Johnson, second Dickie) to authorize the Town Administrator to sign the agreement passed 5-0.

b). Old Courthouse Windows- Mr. Capello asked the board to approve the installation and construction required for the windows to be installed on the second floor of the former courthouse. He said the dormer window is an oversized window that has to be special ordered and they have to frame it all in which is why the total price is \$3,291.92 which would come out of the American Rescue Plan funds. This would cover the replacement of the windows except for the store front windows and the stained glass windows he said.

Motion: (Johnson, second Staples) to authorize the replacement of the second floor windows at the old courthouse excluding the front displays and the stained glass windows in the amount of \$3,291.92 to Lowe's of Rochester with the monies to come out of the ARP funds passed 5-0.

c). Volunteer Fire Assistance Grant- Mr. Capello said the Fire Chief submitted a grant application to put a Smokey Bear (Fire Danger) sign at the Public Safety Building and he needs the board's approval to accept the funding as it is a 50/50 matching grant and they would have to budget the full amount (not to exceed \$3,100) for next year and then account for the 50% reimbursement (\$1,550) on the revenue side of the budget.

Chairmen Proulx said the financial checklist Chief Reinert included with his memo says the Town's matching funds can be in-kind (goods, services, time or labor provided instead of cash)

asked for the cost for the labor to put in the sign.

Mr. Capello said he didn't know and at this point they just have to do the gross budgeting if the board chooses to get it okayed through them.

Mr. Johnson question the \$3,000 cost for the sign.

Mr. Vachon asked if the old sign was still at the old fire station.

Mr. Capello said it is still there but it's in bad shape. He said old sign had wooden attachments to denote the fire danger levels where the new sign would have a wheel with the danger levels.

Mr. Vachon said the old sign was built by high school students and they painted it in Art class.

That was 20+ years ago so it's probably time for a new one he said.

Mr. Johnson asked where they planned to put the new sign.

Mr. Capello said when facing the Public Safety Building it would be on the lawn to right of the building.

Mr. Johnson asked if that would be to right of the entrance driveway.

Mr. Capello said no and it would be to the left of the drive way but not blocking the other signs or anything else.

Mr. Johnson questioned if there would be enough room there for the new sign with the flagpole and its platform, the building sign and the 30-40' swale.

Chairman Proulx suggested that if the board approves this they could ask the Fire Chief to show them an outlay before they place the new sign.

Mr. Capello said this is another agreement form requiring only one signature.

Chairman Proulx asked that if approved that they try to do as much in-kind matching as possible so it doesn't cost the Town anything.

Mr. Vachon asked if Chief Reinert has a line item in his budget that would cover this if for some reason they don't do any in-kind matching and if so, if there is enough there to cover this.

Mr. Capello said he does and this would be in the 2022 budget so they would budget for it.

Mr. Johnson said he applied for the grant and has been approved but the money won't be disbursed until next year.

Motion: (Vachon, second Staples) to approve the purchase of a new Smokey Bear Fire Danger sign for the Fire Dept. under the 2022 Volunteer Fire Assistance Grant not to exceed \$3,100 which is a 50/50 match but can be in-kind and to authorize the Town Administrator to sign it passed 4-1 (Johnson opposed).

Mr. Johnson said it's too expensive for what they are getting-a couple of 2x4's and a 4x8.

d). Recycling Information Request- Mr. Staples asked for the total tonnage of the recycling for the last year that the Town did it.

Mr. Capello said that information would be part of the Transfer Station Supervisor's presentation during the budget discussions.

Mr. Vachon said they shouldn't have any tonnage for recycling this year.

Mr. Capello said they are still pulling out dumpsters with metal and he would have all the

hauling fees and the tonnage of MSW that went out.

Mr. Staples said he was looking for the amount of tonnage for the last year that we did single-stream recycling. He asked if there was a way to find out when they closed the landfill and switched to single-stream what the tonnage was on the baled recycling they sent out (paper, cans, plastic, corrugated cardboard).

Mr. Capello said it would take some time to figure that out if he can figure it out.

Mr. Rogers said that was done through Northeast Resource Recovery Assoc. and their records don't go back that far and they don't have any information on the baling tonnage. He said he could get the tonnage for recycling for the last year the Town did it but not for the baling.

10). Non-Public Session A:

Motion: (Johnson, second Staples) to enter non-public session under RSA 91-A: 3 II (c)

Reputation passed 5-0 by a roll call vote (Proulx, Johnson, Dickie, Staples, Vachon-aye) at 8:44 p.m.

Motion: (Staples, second Johnson) to come out of non-public session passed 5-0 at 9:15 p.m.

Motion: (Johnson, second Staples) to seal the minutes as disclosure would adversely affect the reputation of a person other than a member of the board passed 5-0 by a roll call vote (Proulx, Johnson, Dickie, Staples, Vachon-aye).

11). Non-Public Session B:

Motion: (Vachon, second Staples) to enter non-public session under RSA 91-A: 3 II (a, c)

Compensation of a Public Employee, Reputation passed 5-0 by a roll call vote (Proulx, Johnson, Dickie, Staples, Vachon-aye) at 9:15 p.m.

Motion: (Johnson, second Vachon) to come out of non-public session passed 5-0 at 9:35 p.m.

Motion: (Dickie, second Johnson) to hire Meghan Bickford full time at \$21 an hour passed 5-0.

12). Non-Public Session C:

Motion: (Johnson, second Staples) to enter non-public session under RSA 91-A: 3 II (a, c)

Compensation of a Public Employee, Reputation passed 5-0 by a roll call vote (Proulx, Johnson, Dickie, Staples, Vachon-aye) at 9:35 p.m.

Motion: (Johnson, second Vachon) to come out of non-public session passed 5-0 at 10:02 p.m.

Motion: (Johnson, second Dickie) to offer a position to Jonathan Purington as a laborer at \$17 an hour contingent upon the successful completion of the pre-employment tests and clearances and pending the results of the more in-depth research on his position at Index and that he obtains the required CDL license within 6 months passed 3-2 (Vachon, Staples opposed).

13). Non-Public Session D:

Motion: (Vachon, second Staples) to enter non-public session under RSA 91-A: 3 II (c)

Reputation passed 5-0 by a roll call vote (Proulx, Johnson, Dickie, Staples, Vachon-aye) at 10:02

p.m.

Motion: (Johnson, second Vachon) to come out of non-public session passed 5-0 at 10:16 p.m.

14). Adjournment:

Motion: (Johnson, second Dickie) to adjourn the meeting passed 5-0 at 10:16 p.m.

Respectively submitted

Kathleen Magoon

Recording Secretary

Paula Proulx, Chairman

Neil Johnson, Vice Chairman

Ken Dickie

Doug Staples

Gerry Vachon