

SELECT BOARD MEETING AGENDA

DATE: Monday, November 9, 2015 at 6:00 pm

HELD: Public Safety Complex (2nd Floor Meeting Room) 20 George Bennett Rd, Lee

The Select Board reserves the right to make changes as deemed necessary during the meeting. Public Comment limited to 3 minutes.

1. Call to Order – 6:00 pm
2. Public Comment
3. Colin Lentz, Regional Transportation Planner/Strafford Reg. Planning Commission – 10 Yr Transportation Plan
Present the Board with the Strafford Regional Planning Commission's 2015-2040 Metropolitan Transportation Plan which covers a minimum 20 year planning horizon and serves as the comprehensive transportation-planning document for the entire SRPC region.
4. Julie Glover, Town Administrator Report
 - a. Recycling Equipment Grant
 - b. Comp Time Policy
 - c. NHRS Issue Update
 - d. Miscellaneous

5. Motion to accept the Consent Agenda as presented:

SIGNATURES REQUIRED

FEMA Project Completion & Certification Report
Alternate AG Commission Member Application for Appointment
Abatements (2)
Cemetery Deeds (2)
Maud Jones Tree Farm Inspection Record

INFORMATION ONLY

Town Clerk's Request for Refund
Newington Select Board request for Ltr to Site Evaluation
Committee re: SEA-3
Letter re: Round About

Individual items may be removed by any Select Board member for separate discussion and vote.

6. Motion to accept the Select Board Public Meeting Minutes from October 26, 2015.
7. Motion to accept Manifest #9 and Weeks Payroll Ending November 8, 2015.
8. Miscellaneous/Unfinished Business
9. Non-Public
 - a. NH RSA 91-A:3 II a - Police Chief Contract
 - b. NH RSA 91-A:3 II a - Fire Chief Contract
 - c. NH RSA 91-A:3 II a – Transfer Station
10. Adjournment

Posted: Town Hall, Public Safety Complex, Public Library and on leenh.org on November 6, 2015

Individuals needing assistance or auxiliary communication equipment due to sensory impairment or other disabilities should contact the Town Office at 659-5414. Please notify the town six days prior to any meeting so we are able to meet your needs.

BARRINGTON
BROOKFIELD
DOVER
DURHAM
FARMINGTON
LEE
MADBURY
MIDDLETON
MILTON



NEW DURHAM
NEWMARKET
NORTHWOOD
NOTTINGHAM
ROCHESTER
ROLLINSFORD
SOMERSWORTH
STRAFFORD
WAKEFIELD

November 2nd, 2015

Dear Lee Board of Selectmen:

As well as being the state-designated regional planning commission, Strafford Regional Planning Commission (SRPC) is the Metropolitan Planning Organization (MPO) for all of Strafford County, Brookfield and Wakefield in Carroll County, and Northwood, Newmarket, and Nottingham in Rockingham County. Currently SRPC is developing the 2015-2040 Metropolitan Transportation Plan (referred to as the “Metro Plan”), which covers a minimum twenty-year planning horizon and serves as the comprehensive transportation-planning document for the entire SRPC region.

The purpose of the Metro Plan is to review regional existing conditions and trends related to transportation (e.g. transportation infrastructure, demographics, land use, etc.), define goals, and suggest strategies for achieving improvements over the next decades. The Metro Plan is a public document, and the public plays a critical role in its development. We need your input to ensure that the Metro Plan is accurate, sets reasonable goals that are representative of the needs of both the municipalities and the region, and establishes an effective framework for measuring our progress.

After this information is compiled, local priorities and project information will be incorporated into the Metro Plan by SRPC staff. As SRPC staff communicate with elected officials, transportation officials, and other decision-makers, the Metro Plan is an important tool for “telling the story” of transportation in the Strafford region. This is an opportunity to consider your town’s future transportation needs, challenges, and goals:

- How can transportation investment boost local economic development?
- Are there demographic trends (e.g. aging statewide populations) that will impact transportation costs or needs?
- What specific needs, challenges, or goals are identified in your town master plan or capital improvement plan?
- How will local transportation infrastructure be affected by weather events that are projected to increase throughout the state?
- Are there specific intersections or major routes that pose safety concerns?
- Are there areas of local traffic congestion?



2015-2040 Metropolitan Transportation Plan Workbook

A Local Voice in Regional Transportation Planning

Metropolitan Transportation Plan Development Schedule and Timeline

September 24th, 2015 **6:00pm**

Metro Plan Update Kick Off Informational Open House

December 4th, 2015 **9:00 am**

SMPO Technical Advisory Committee (Metro Plan review)

December 18th, 2015 **9:00 am**

SMPO Policy Committee (Metro Plan review)

April 4th, 2016

Public Information meeting and start of official 60-day public comment period for draft Metro Plan

June 10th, 2016 **9:00 am**

SMPO Technical Advisory Committee review of draft Metro Plan, and recommendation to SMPO Policy Committee

June 17th, 2016 **9:00 am**

Official public hearing before SMPO Policy Committee approves the Metro Plan

June 30th, 2016

Final Metro Plan update completed

PLANNING PRIORITIES FOR MUNICIPALITIES AND THE REGION

The Metro Plan is a regional document, but we want to ensure that local needs and planning priorities are incorporated into the regional perspective. At meetings with municipal representatives, SRPC staff will discuss planning priorities with you. On the following pages, consider transportation planning at two scales:

- 1) What are Lee’s *local* transportation priorities?, and
- 2) What should be the transportation priorities at the *regional* level? Please rank planning priorities on a 1-5 scale from the list below.

- 1 = HIGH IMPORTANCE**
- 2 = MEDIUM IMPORTANCE**
- 3 = NEUTRAL IMPORTANCE**
- 4 = NOT IMPORTANT**
- 5 = NEED MORE INFORMATION**

LOCAL PLANNING PRIORITIES

Corridor Studies	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Regional Coordinated Plan Activities	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Public Transportation	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Inter-City Public Transportation	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Passenger Rail Service	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Regional/State Rideshare Program	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Recreational Opportunities	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Pedestrian Infrastructure	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Bicycle Infrastructure	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Maintenance/Operations of Existing Road Networks	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Adding Capacity to Road Networks	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Bridges	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Intelligent Transportation Systems (ITS) Projects	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Safety and Security Improvement Projects	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Incident Management Projects	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Infrastructure Resilience to Extreme Weather	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Emergency Management	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Inter-Modal Freight Options	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Alternative Fuel Vehicles/Infrastructure	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Funding for Local Match of Federal Funds	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
Other (Please Explain):	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>

REGIONAL PLANNING PRIORITIES

Corridor Studies	1	2	3	4	5
Regional Coordinated Plan Activities	1	2	3	4	5
Public Transportation	1	2	3	4	5
Inter-City Public Transportation	1	2	3	4	5
Passenger Rail Service	1	2	3	4	5
Regional/State Rideshare Program	1	2	3	4	5
Recreational Opportunities	1	2	3	4	5
Pedestrian Infrastructure	1	2	3	4	5
Bicycle Infrastructure	1	2	3	4	5
Maintenance/Operations of Existing Road Networks	1	2	3	4	5
Adding Capacity to Road Networks	1	2	3	4	5
Bridges	1	2	3	4	5
Intelligent Transportation Systems (ITS) Projects	1	2	3	4	5
Safety and Security Improvement Projects	1	2	3	4	5
Incident Management Projects	1	2	3	4	5
Infrastructure Resilience to Extreme Weather	1	2	3	4	5
Emergency Management	1	2	3	4	5
Inter-Modal Freight Options	1	2	3	4	5
Alternative Fuel Vehicles/Infrastructure	1	2	3	4	5
Funding for Local Match of Federal Funds	1	2	3	4	5
Other (Please Explain):	1	2	3	4	5

TRANSPORTATION PLANNING – A PERFORMANCE-BASED FUTURE

The most recent federal legislation that authorizes transportation funding at the national level requires MPOs and the NHDOT to begin implementing a performance-based planning approach.

The Strafford Regional Planning Commission is integrating performance measures that will track progress on transportation goals in the region. The national planning factors listed below guide the shift to a performance-based approach. Considering the needs and goals of your community, please rate these factors using the five point scale.

- 1 = HIGH IMPORTANCE**
- 2 = MEDIUM IMPORTANCE**
- 3 = NEUTRAL IMPORTANCE**
- 4 = NOT IMPORTANT**
- 5 = NEED MORE INFORMATION**

Federal Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
1 2 3 4 5

- Increase the safety of the transportation system for motorized and nonmotorized users;
1 2 3 4 5

- Increase the security of the transportation system for motorized and nonmotorized users;
1 2 3 4 5

- Increase the accessibility and mobility of people and for freight;
1 2 3 4 5

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
1 2 3 4 5

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
1 2 3 4 5

- Promote efficient system management and operation; and
1 2 3 4 5

- Emphasize the preservation of the existing transportation system.
1 2 3 4 5

NEW HAMPSHIRE PLANNING AREAS OF EMPHASIS

The Federal Highways Administration (FHWA) and the Federal Transit Authority (FTA) issue “planning areas of emphasis” that guide the transition to a performance-based planning approach. Two of these emphasis areas address broad challenges that are directly related to planning and development challenges at the local level. Please consider the brief descriptions of these and rank their importance to your community below.

Resilience to Extreme Weather

New Hampshire has seen a measureable increase in the number and severity of severe storms over the past decade, and scientific research predicts that observed trends will only get worse. The transportation network is under increasing threat from extreme weather, and municipal roads are particularly vulnerable.

Livability and Sustainability

Transportation is critical to livable communities. Livable communities offer multiple, convenient transportation options that connect affordable housing, quality schools, good jobs, and local services. Well planned transportation is also a key element in economic prosperity. Sustainability can be achieved by balancing the goals of local development with environmental protection.

Resilience to Extreme Weather

1 2 3 4 5

Livability and Sustainability

1 2 3 4 5

- 1 = HIGH IMPORTANCE**
- 2 = MEDIUM IMPORTANCE**
- 3 = NEUTRAL IMPORTANCE**
- 4 = NOT IMPORTANT**
- 5 = NEED MORE INFORMATION**

Vision Projects

A. MUNICIPAL PRIORITIES FOR LONG RANGE TRANSPORTATION PROJECTS

The following projects for your community are listed in the Strafford MPO's the current **Metropolitan Transportation Plan - Long Range Project Listing (Out-Years 2025-2040)**. An important part of the Metro Plan development process is examining specific projects at the local level. We have supplied information on your projects below - based on SRPCs latest data and planning documents. We want to confirm the value of these projects to your community, so please review the information provided in order to discuss it at our upcoming meeting and prioritize improvement projects.

Town	CAA Code	Type	Location	Issues	Anticipated Scope	Phase	Potential Construction Year	Air Quality Analysis Year	Year of Expenditure Cost Estimate	Cost Total	ITS Component
Lee	ATT	Intersection Improvements	Route 125, Kelsey Road	Kelsey is a cut through for commuters to and from Route 4. Ongoing incidents continue to occur at intersections along Route 125.	Needs left only turn lanes (NB), and potentially a designated right turn lane. (Route 125 Corridor Study recommends relocating the intersection to make Fox Garrison Road opposite Kelsey Road and potentially to signalize the intersection in the future)	C	2025	2032	\$584,285	\$584,285	TM-3
Lee	ATT	Intersection Improvements	Lee Route 125, George Bennett Road	Steep Approaches from George Bennett Rd. onto 125, poor shoulders on Route 125 NB at this intersection due to the addition of a right only in this location (these factors contribute to sight distance issues) Alignment is poor George Bennett/Mitchell Road. Needs	Intersection realignment and improved grade on the approach of George Bennett Road. Possible future signal (Route 125 Corridor Study)	C	2025	2032	\$584,285	\$584,285	TM-3
Lee	ATT	Bridge	106/126 Red List Bridge Over the Oyster River Route 4 East of the Lee Traffic Circle	Structurally Deficient. This is a primary commuter route, one of the few east west connectors in the state, and is a primary route for shipping freight. Failure of this bridge or weight restrictions placed upon it would result in unacceptable regional impacts	Bridge Replacement.	P	2025	N/A	\$116,857	\$6,051,457	EM-2, IMC-3
						C	2026	N/A	\$5,934,600		
Lee	ATT	Intersection Improvements	Route 125, Lee Hill Road	Poor alignment and a road used frequently to bypass traffic and congestion on Main Arterials	Intersection realignment to reduce traffic issues	P	2025	N/A	\$40,000	\$890,190	TM-3
						C	2025	N/A	\$850,190		
Lee	ATT	Intersection Improvements	George Bennett Road, Lee Hook Road, Route 155, Lee Hill Road	Intersection of 5 roads. This confluence of intersections is in the community center and is on a sharp curve. Lee Has expressed interest in a roundabout to assist with controlling traffic merging and speeds.	4 corners roundabout, possibly tied to sidewalks, bike lanes, and community center improvements	P	2027	2032	\$60,000	\$2,487,400	N/A
						C	2028	2032	\$2,427,400		
Lee	ATT	Bridge	087/084 Cartland Road over Little River	Structurally Deficient. Local Residential Route with outlets on Lee Hill Road and Fox Garrison Road	Bridge Replacement.	P	2028	N/A	\$105,715	\$1,368,945	N/A
						C	2029	N/A	\$1,263,230		
Lee	ATT	Intersection Improvements	Route 155, Route 152, Wadleigh Falls Road, & North River Road	Poor alignment and a road used frequently to bypass traffic and congestion on Main Arterials	Intersection realignment to reduce traffic issues	P	2038	N/A	\$50,000	\$3,690,425	N/A
						C	2039	N/A	\$3,640,425		

P = Preliminary Engineering C = Construction

Vision Projects

TOP FIVE PROJECTS

From the Long-Range Transportation Project List (on page 8), please identify your town's top five projects.

#1 _____

Please Explain:

#2 _____

Please Explain:

#3 _____

Please Explain:

#4 _____

Please Explain:

#5 _____

Please Explain:

Vision Projects

B. VISION PROJECTS

The following list of projects was also taken from the current Metropolitan Transportation Plan. These projects exist beyond the 20-year planning horizon in the Metro Plan and are not fiscally constrained as they are in conceptual project development. Please review the list so we can discuss these projects when we meet; they reflect your community's long term vision for local transportation improvements.

Town	Type	Location	Issues	Anticipated Scope
Lee	Intersection Improvements	Route 125 / Pinkham Road	Pinkham is used as a cut-through for commuter traffic to access Route 155. Intersection Alignment compounded by risk associated with high speeds and volumes on Route 125.	Intersection realignment, designated turning lanes (Route 125 Corridor & Land Use Study)

Project Ranking

RECENTLY COMPLETED - LOCALLY FINANCED - PROJECTS

#1 _____

Please Explain:

#2 _____

Please Explain:

#3 _____

Please Explain:

#4 _____

Please Explain:

#5 _____

Please Explain:



RECYCLING EQUIPMENT
GRANT APPLICATION

2101 Dover Road, Epsom, NH 03234
Tel.: 1-888-784-4442 • Fax: 1-603-736-4402

- 1.) Name of Town, Towns, or Solid Waste District: Town of Lee
- 2.) Name & Title of Contact Person: Roger P Rice - T.S. Manager
- 3.) Community's Mailing Address: 7 Mast Rd. Lee 03861
- 4.) Telephone Number of Contact Person: 603-659-2239 - T4, P4, 3AT cell 969-9626
- 5.) County: STAFFORD
- 6.) Population: Town - 4,800 ±
- 7.) What piece or pieces of equipment are you planning to purchase? STORAGE CONTAINER FOR RECYCLABLES - 40 FOOT HIGH CUBE
- 8.) Is the equipment NEW or USED ?
- 9.) What is the purchase price? \$3,700-
- 10.) Do you have at least 1/2 the purchase price available to spend at this time? Yes No

Please include a copy of the dealer's proposal or seller's specification sheet, including full description and price, and any optional equipment included or added.

- 11.) Does your community currently have a *Pay-by-the-Bag* or *unit based pricing* program?
Yes No Are you considering one? Yes No

12.) *On the back of this form* please describe your current recycling program and explain briefly why and how the requested equipment will improve it.

This application must be signed by someone authorized to spend and accept money for the Community or District. By signing below the applicant signifies acceptance of the following: *The applicant is solely responsible for the selection, installation and operation of all equipment purchased with funds obtained through New Hampshire the Beautiful, Inc.. New Hampshire the Beautiful, Inc., assumes no responsibility or liability for any equipment selected, installed or operated as a result of this grant.*

Signature of Authorized Person(s):

Name & Title Date

Name & Title Date

Name & Title Date
Roger P. Rice T.S. Manager Mar. 2, 2015
Name & Title Date

NEW HAMPSHIRE THE BEAUTIFUL, INC.

CRITERIA AND INSTRUCTIONS FOR RECYCLING GRANT APPLICATIONS

To ensure proper evaluation of applications, all information requested must be submitted. The Board of Directors may request additional information if needed for evaluation. The person listed on the application form as the Contact Person will be the person contacted for further information.

1) **General Guidelines:**

- Municipalities and solid waste districts are eligible.
- Only capital equipment for recycling will be considered.
- Applicant must have a minimum of 50% of purchase price available. Grants from others may not be considered as part of the minimum. Grants up to 50% may be awarded subject to funds available and Board evaluation.
- Per Articles of Incorporation, New Hampshire the Beautiful, Inc. cannot consider applications from private enterprise.
- Grant requests must be for current and anticipated projects.
- Grants that will interfere with existing, approved recycling programs will not be considered.
- Ineligible expenses include buildings, land, construction, fencing, landscaping, studies, planning, administration, travel, vehicles, etc.
- Equipment purchased must be used exclusively for recycling purposes and sole ownership maintained by applicant for 5 years. If ownership of the equipment changes in less than 5 years, the grantee agrees to return grant funds to New Hampshire the Beautiful, Inc.
- Grant awards are contingent upon availability of funds. New Hampshire the Beautiful, Inc. is a private non-profit corporation. All funds are donated and expended so as to promote the orderly expansion of recycling in the State of New Hampshire.
- Applicant MUST have returned the current year's "Municipal Recycling Information Sheet" to the New Hampshire Department of Environmental Services.

2) **Application Procedure:**

- Submit completed application.
- Application must be received at least 14 days prior to board of directors' meeting (call for dates).
- Addendum must accompany application giving description of present operation, proposed operation, methods of collection, effect on public, economics (recyclable sales, cost avoidance, etc), ordinance (mandatory or voluntary recycling, pay-by-bag or other user fee based system).
- Specific equipment grant requests must include name of supplier; specification sheets; descriptions; proposals and price quotations.

3) **Details:**

- Project must be fully executed within six months of grant notification. One extension of three months may be allowed. Requests for extensions must be received prior to the end of the initial six-month period.
- Grant funds to be issued only upon satisfactory documentation and inspection.
- For further information please contact New Hampshire the Beautiful, Inc.

4) **Follow-Up:**

- Report is requested one year after the award to measure the impact on the recycling process.

New Hampshire the Beautiful, Inc.
2101 Dover Rd
Epsom, NH 03234
1-888-784-4442 • Fax: 1-603-736-4402

We currently have six storage containers for baled recyclables. We need to replace one very old one that has a leaky roof with a good long term investment of an overseas shipping container, 40' high cube. The NRRRA has been a help locating the best buy for us.

We bale inside a large building and keep all three "fibers" in the building for dry storage. There is no room for cans, plastics, electronics etc. The storage containers are important to keep the recyclables dry and in good condition to get the best possible price. We also have a "run in" building for storing our PGA (glass) to keep it dry before trucking.

We appreciate the grant to help keep our Town's recycling at its maximum level.

Thank You

Roger Rice, Lee Transfer Station Mgr.

A handwritten signature in blue ink, appearing to read "Roger Rice", is written over the typed name.



State of New Hampshire Department of Safety
John J. Barthelmes, Commissioner
Kevin P. O'Brien, Assistant Commissioner
Homeland Security and Emergency Management
Perry E. Plummer, Director
Jennifer L. Harper, Assistant Director



October 19, 2015

RECEIVED
OCT 23 2015
TOWN OF LEE, NH
SELECTMAN'S OFFICE

Chairman, Board of Selectmen
Lee Town Office
7 Mast Rd
Lee, NH 03824

Vendor Code: 177231-B003

Dear Chairman:

Enclosed you will find a copy of your Project Application under Disaster **FEMA-4209-DR-NH**, January 2015 Severe Winter Storm and Snowstorm, which was declared on March 25, 2015. This disaster declaration resulted in authorizing the Public Assistance Program (CFDA # 97.036) for eligible applicants. A check or direct deposit to your financial account will be sent *separately* for **\$6,740.61**, representing the Federal share of the total approved eligible costs.

Funding Code: 12320000-500574
Activity Code: 23DR4209

Enclosed is a ***Project Completion and Certification Report***, which should be dated, signed, and returned to this Agency once **all** projects are completed; a ***P.2 – Project Application Grant Report*** which list the applicant projects; ***Sub grant Entire Application*** for the individual projects which should be kept for your records, a ***Public Assistance Fact Sheet***, to include information such as applicants have eighteen (18) months from the date of the declaration to complete permanent work on the projects. Any extension requests must be received by this agency sixty (60) days prior to deadline in order to be considered. In addition, the non-federal cost share commitment is being examined at this time. An ***Acceptance of Audit Requirements*** form needs to be filled in and returned. If the **cumulative total amount of federal funds from all granting agencies is \$750,000.00 in your fiscal year or greater you are required to submit an audit report of expenditures on this account to this agency.** All records on this account must be retained for a minimum of three (3) years.

If there are any questions regarding your current disaster projects, audit requirements, or previous disaster accounts, please contact Leigh Cheney for assistance at (603) 223-3639 or 1-800-852-3792. All correspondence should be directed to this office.

Sincerely,

Perry E. Plummer
Director of NH HSEM

Attachments
Invoice Number: 10192015LEEDR4209

Report Generated on:	10/13/2015 20:56
Data Captured As Of:	10/13/2015 20:56
Disaster Number:	4209
Bundle:	PA-01-NH-4209-PW-00035
Applicant:	017-41460-00

Capture Date: 10/13/2015 20:56

**Federal Emergency Management Agency
Project Application Grant Report (P.2)
Disaster: FEMA-4209-DR-NH**

Number of Records: 1

Applicant ID: 017-41460-00
Bundle #: PA-01-NH-4209-PW-00035
(38)

Applicant: LEE (TOWN OF)

PW #	Cat	Cost Share	Projected Completion Date	Approved PW Amount (\$)
PA-01-NH-4209-PW-00035(0)	B	N	09-25-2015	8,987.38

Facility Number:

1

Facility Name:

48 Hour Snow Removal
Town Wide

Location:

The GPS coordinates for this Project Worksheet are recorded as 43.12460, -71.49151 and is located at the Town of Lee, 7 Mast Road, Lee, NH 03861.

WORK COMPLETED

Throughout the incident period, the Town of Lee took necessary actions to facilitate and maintain 37 1/2 miles of roadway during its most crucial needs, which began on 6:00 AM January 27, 2015 and extended to 6:00 AM January 29, 2015 for an eligible forty eight (48) hours consecutively. Eligible work performed during this time included plowing of snow, application of salt and sand on road ways throughout the Town.

Eligible costs include all force account overtime labor hours with benefits, all force account equipment hours and all usage of materials.

Force Account Labor: The applicant used 6 employees who worked 144 regular hours (ineligible) and 32 overtime hours (eligible). Only Peter Hoyt and Warren Hatch were eligible for overtime hours. Road Agent Randy Stevens is exempt.
Total FA Labor = \$916.97.

Force Account Equipment: The applicant used 6 employees who operated 17 pieces of equipment for an eligible 394 hours. Equipment hours exceed labor hours since plow units consisted of multiple pieces of equipment.
Total FA Equipment = \$7,489.25.

Materials: The applicant utilized 12 Tons of salt. The Town applied less than 1/4 ton/lane mile (NH DOT standard application rate) on 34 miles of paved road. The Town plowed 3 1/2 miles of gravel road which did not receive salt application. The materials costs and amount applied are reasonable.
Total materials cost = \$581.16.

DAC: The sub-grantee is not requesting direct administrative costs.

All roads associated with this PW, to include all FHWA roads, are eligible for FEMA reimbursement during the 48 hour period in this Project Worksheet.

The applicant must acquire all necessary Federal, State and local permits. Noncompliance with this requirement may jeopardize the receipt of Federal funds.

Back up documentation reviewed by project specialist verified and found to be accurate. All documentation is on file at 43.12460,-71.49151 - located at the Town of Lee, at 7 Mast Road, Lee, NH 03861.

Procurement. The federal regulations at 2 C.F.R. §§ 200.317 to 326 set forth various procurement standards that a non-Federal entity must follow when using FEMA Public Assistance funding to finance procurements of property and services to perform the scope of work under a Public Assistance award. As detailed in those regulations, a state must use the same policies and procedures that it uses for procurements from its non-Federal funds. 2 C.F.R. § 200.317. A state must also comply with 2 C.F.R. § 200.322

(Procurement of Recovered Materials), must ensure that every purchase order or other contract included any clauses required by 2 C.F.R. § 200.326 (Contract Provisions), and must follow all applicable federal laws, executive orders, and implementing regulations.

All other non-federal entities, including non-state subrecipients of a state, must follow the regulations at 2 C.F.R. § 200.318 (General Procurement Standards) through 2 C.F.R. § 200.326 (Contract Provisions). A non-federal entity, however, may continue to apply with the former procurement standards applicable to FEMA awards formerly located at 44 C.F.R. Part 13 (for states, local, and Indian tribal governments) or 2 C.F.R. Part 215 (for institutions of higher education, hospitals, and other nonprofit organizations) until the completion of one additional fiscal year after December 26, 2014. 2 C.F.R. § 200.110(a). This is an elective grace period and, if a non-federal entity chooses to use the previous procurement standards before adopting the procurement standards in 2 C.F.R. pt. 200, must document this decision in its internal procurement policies.

Records Retention. The FEMA-State Agreement and 2 C.F.R. § 200.333 set forth the records retention requirements under the Public Assistance grant. The State is required to retain records for 3 years (except in certain rare circumstances described in 2 C.F.R. § 200.333) from the date it submits the final Federal Financial Report (SF 425) for the entire Public Assistance grant to FEMA in compliance with 2 C.F.R. § 200.333, notwithstanding the time period prescribed for subrecipients. Subrecipients are required to retain records for 3 years from the date that the State submits to FEMA the final expenditure report for the subrecipient. The final expenditure report for the subrecipient is the quarterly progress report in which the State indicates it reflects the last and final expenditures for the subrecipient for the Public Assistance grant. FEMA will not confirm the quarterly progress report as the final expenditure report for a particular subrecipient until the State has submitted all outstanding information and certifications required in 44 C.F.R. § 206.205 for all the subrecipient's costs and work for the major disaster. See FEMA-State Agreement, ¶¶ V (E) and VI(E).

Scope of Work:

1 PW	PWs (\$)	Subgrantee Admin Exp. (\$)	Total (\$)
Amount Eligible (\$)	8,987.38	0.00	8,987.38
Federal Share (\$)	6,740.54	0.00	6,740.54

PA-01-NH-4209-PW-00035(0) <u>P</u>	
Applicant Name:	Application Title:
LEE (TOWN OF)	LEETB01 48 Hour Snow Removal
Period of Performance Start:	Period of Performance End:
03-25-2015	09-25-2015

Bundle Reference # (Amendment #)	Date Awarded
PA-01-NH-4209-PW-00035(38)	08-04-2015

Subgrant Application - FEMA Form 90-91

Note: The Effective Cost Share for this application is 75%

FEDERAL EMERGENCY MANAGEMENT AGENCY PROJECT WORKSHEET								
DISASTER				PROJECT NO.	PA ID NO.	DATE	CATEGORY	
FEMA	4209	-	DR	-NH	LEETB01	017-41460-00	06-01-2015	B
APPLICANT: LEE (TOWN OF)					WORK COMPLETE AS OF: 04-13-2015 : 100 %			
Site 1 of 1								
DAMAGED FACILITY: 48 Hour Snow Removal					COUNTY: Strafford			
LOCATION: PA-01-NH-4209-PW-00035(0): Town Wide The GPS coordinates for this Project Worksheet are recorded as 43.12460, -71.49151 and is located at the Town of Lee, 7 Mast Road, Lee, NH 03861. Current Version:					LATITUDE: 43.1246	LONGITUDE: -71.49151		
DAMAGE DESCRIPTION AND DIMENSIONS: PA-01-NH-4209-PW-00035(0): During the declared incident period of January 26-28, 2015 a powerful Nor'easter Snowstorm generated a record heavy snowfall along with hurricane force winds through-out southern New Hampshire specifically the Town of Lee, the County of Strafford. As a result, mass accumulation of heavy snow was deposited on Town roads, sidewalks, and parking lots. Responding to the critical safety and well being of its citizens the applicant maintained its snow plowing and spreading salt operations throughout the municipality. This project worksheet includes eligible costs per FEMA Disaster Assistance Policy DAP9523.1-Snow Assistance Policy, accrued to the Town of Lee Department of Public Works(DPW) for snow removal operations during the eligible 48 hour critical time selected by the applicant. Current Version:								
SCOPE OF WORK: PA-01-NH-4209-PW-00035(0): WORK COMPLETED Throughout the incident period, the Town of Lee took necessary actions to facilitate and maintain 37 1/2 miles of roadway during its most crucial needs, which began on 6:00 AM January 27, 2015 and extended to 6:00 AM January 29, 2015 for an eligible forty eight (48) hours consecutively. Eligible work performed during this time included plowing of snow, application of salt and sand on road ways throughout the Town. Eligible costs include all force account overtime labor hours with benefits, all force account equipment hours and all usage of materials. Force Account Labor: The applicant used 6 employees who worked 144 regular hours (ineligible) and 32 overtime hours (eligible). Only Peter Hoyt and Warren Hatch were eligible for overtime hours. Road Agent Randy Stevens is exempt. Total FA Labor = \$916.97.								

Force Account Equipment: The applicant used 6 employees who operated 17 pieces of equipment for an eligible 394 hours. Equipment hours exceed labor hours since plow units consisted of multiple pieces of equipment.
Total FA Equipment = \$7,489.25.

Materials: The applicant utilized 12 Tons of salt. The Town applied less than ¼ ton/lane mile (NH DOT standard application rate) on 34 miles of paved road. The Town plowed 3 ½ miles of gravel road which did not receive salt application. The materials costs and amount applied are reasonable.
Total materials cost = \$581.16.

DAC: The sub-grantee is not requesting direct administrative costs.

All roads associated with this PW, to include all FHWA roads, are eligible for FEMA reimbursement during the 48 hour period in this Project Worksheet.

The applicant must acquire all necessary Federal, State and local permits. Noncompliance with this requirement may jeopardize the receipt of Federal funds.

Back up documentation reviewed by project specialist verified and found to be accurate. All documentation is on file at 43.12460,-71.49151 - located at the Town of Lee, at 7 Mast Road, Lee, NH 03861.

Procurement. The federal regulations at 2 C.F.R. §§ 200.317 to 326 set forth various procurement standards that a non-Federal entity must follow when using FEMA Public Assistance funding to finance procurements of property and services to perform the scope of work under a Public Assistance award. As detailed in those regulations, a state must use the same policies and procedures that it uses for procurements from its non-Federal funds. 2 C.F.R. § 200.317. A state must also comply with 2 C.F.R. § 200.322 (Procurement of Recovered Materials), must ensure that every purchase order or other contract included any clauses required by 2 C.F.R. § 200.326 (Contract Provisions), and must follow all applicable federal laws, executive orders, and implementing regulations. All other non-federal entities, including non-state subrecipients of a state, must follow the regulations at 2 C.F.R. § 200.318 (General Procurement Standards) through 2 C.F.R. § 200.326 (Contract Provisions). A non-federal entity, however, may continue to apply with the former procurement standards applicable to FEMA awards formerly located at 44 C.F.R. Part 13 (for states, local, and Indian tribal governments) or 2 C.F.R. Part 215 (for institutions of higher education, hospitals, and other nonprofit organizations) until the completion of one additional fiscal year after December 26, 2014. 2 C.F.R. § 200.110(a). This is an elective grace period and, if a non-federal entity chooses to use the previous procurement standards before adopting the procurement standards in 2 C.F.R. pt. 200, must document this decision in its internal procurement policies.

Records Retention. The FEMA-State Agreement and 2 C.F.R. § 200.333 set forth the records retention requirements under the Public Assistance grant. The State is required to retain records for 3 years (except in certain rare circumstances described in 2 C.F.R. § 200.333) from the date it submits the final Federal Financial Report (SF 425) for the entire Public Assistance grant to FEMA in compliance with 2 C.F.R. § 200.333, notwithstanding the time period prescribed for subrecipients. Subrecipients are required to retain records for 3 years from the date that the State submits to FEMA the final expenditure report for the subrecipient. The final expenditure report for the subrecipient is the quarterly progress report in which the State indicates it reflects the last and final expenditures for the subrecipient for the Public Assistance grant. FEMA will not confirm the quarterly progress report as the final expenditure report for a particular subrecipient until the State has submitted all outstanding information and certifications required in 44 C.F.R. § 206.205 for all the subrecipient's costs and work for the major disaster. See FEMA-State Agreement, ¶¶ V(E) and VI(E).

Current Version:

Does the Scope of Work change the pre-disaster conditions at the site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Special Considerations included? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Hazard Mitigation proposal included? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Is there insurance coverage on this facility? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

PROJECT COST

ITEM	CODE	NARRATIVE	QUANTITY/UNIT	UNIT PRICE	COST
		*** Version 0 ***			
		Work Completed			
1	9007	LABOR	1/LS	\$ 916.97	\$ 916.97
2	9008	EQUIPMENT	1/LS	\$ 7,489.25	\$ 7,489.25
3	9009	MATERIAL	1/LS	\$ 581.16	\$ 581.16
		Direct Subgrantee Admin Cost			
4	9903	No Direct Administrative Costs	1/LS	\$ 0.00	\$ 0.00
				TOTAL COST	\$ 8,987.38
PREPARED BY ROBERT R BURT			TITLE FEMA Project Specialist	SIGNATURE	
APPLICANT REP. Scott Nemet			TITLE Fire Chief & EMD	SIGNATURE	

**Public Assistance Grant Program CFDA # 97.036
Final Performance & Expenditure Report**

Community/Agency: _____ Date of Report: _____

1. **Summary of Activities for the entire performance period (please provide a summary of all activities completed with the grant funds):**

2. **Please list one of the specific projects you had in your application. Indicate whether or not you completed this activity (Double-click on the appropriate box and a pop-up window will allow you to put an "x" in the box). Repeat for each of your projects.**

Project Title:
Complete? Yes No
Describe what was done from start to finish on this project:

Project Title:
Complete? Yes No
Describe what was done from start to finish on this project:

Project Title:
Complete? Yes No
Describe what was done from start to finish on this project:

3. **Issues affecting completion or outcome (if you had any projects that were not completed, please indicate in this section, the reason(s) why):**

4. **Final Expenditures (enter the final figures of your project expenditures; include both local match and federal match amounts). Attach additional documentation, if necessary. If you received funds in advance, please attach proof of cost and proof of payment.**

I am the duly appointed Authorized Agent and certify that the above projects and expenditures are true and correct.

Signature of Authorized Agent _____ Printed Name _____
Title _____ Date _____ Contact # _____

NH HSEM Use Only	
Reviewed by: _____	Date: _____
Comments: _____	

**New Hampshire Dept. of Safety – Div. of Homeland Security & Emergency Management
Compliance of Audit Requirements
Certification Form**

<i>For HSEM Use Only</i>
Rec'd Date: _____
SFY: _____
FFY: _____
Expiration Date: _____

Single Audit Act Amendments of 1996

Name of Sub-Recipient (Community/Agency): _____

Public Assistance Project: _____

Please check all of the appropriate statements below regarding your organization's compliance with the audit requirements and indicate when, if required, the audit will be sent to our office.

Please complete the following information, sign, include your title, and date. **Please return at the end of the audit period noted on the Audit Requirements Form:**

1. ___ We have completed our OMB Circular A-133 audit for Fiscal Year 20__ and:
- There were no findings affecting any Federal awards.
 - There were findings affecting one or more Federal awards.
 - Our Circular A-133 Audit for fiscal year ended FY 20__ is attached.*
 - Our Circular A-133 Audit for fiscal year ended FY 20__ will be completed by date: _____*

*Mail audit to: NHDOS/HSEM, Attn: Public Assistance Coordinator, 33 Hazen Dr., Concord NH 03305

2. ___ Our jurisdiction is not subject to an OMB Circular A-133 Audit for Fiscal Year 20__ because:
- Our jurisdiction received less than \$750,000 in Federal Awards from all sources in this fiscal year.
 - Other (please explain): _____

I certify that the provided information above is accurate:

Print Name _____ Title: _____
Chief Financial Officer

Signature: _____ Date: _____

Phone: (____) _____ Fax: (____) _____

Acknowledgment: State of New Hampshire, County of _____, on ____ / ____ / ____ (date), before the undersigned officer, personally appeared the person identified above, known to me (or satisfactorily proven) to be the person whose name is signed, and acknowledged that he/she executed this document in the capacity indicated above.

Signature of Notary Public or Justice of the Peace: _____
(Seal) My Commission Expires: _____

Printed Name & Title of Notary Public or Justice of the Peace: _____



TOWN of LEE, NEW HAMPSHIRE
7 Mast Road, Lee, New Hampshire 03861

**APPLICATION FOR APPOINTMENT TO A BOARD, COMMISSION OR
COMMITTEE POSITION WITHIN THE TOWN OF LEE.**

Applicant's Name: Jonathan Kohanski

Address: 289 Lee Hook Road Phone/Cell: 978-257-6578

of Years as a Resident: 25 yrs

Email address: JKohanski@msn.com

Full Membership (3 year term) position applying for: _____

Term Expires on the following date: _____

Alternate Position (3 year term) position applying for: Alternate on Commission Member ^{250th Planning Commitee}

Term Expires on the following date: _____

I feel the following experience and background qualifies me for this position: A strong desire to learn the skills needed to sustainably use my property on Lee Hook Rd for agriculture. I currently maintain goats for milking, chickens for meat and eggs and garden a large portion for produce. I want to encourage more Lee residents to go back to the town's roots in agriculture and live in a more sustainable manner.

Jonathan Kohanski
Signature

10/27/2015
Date

You are welcome to submit a letter or resume with this form. Applicants are requested to attend the Board of Selectmen's Meeting to express their interest. Applicants will be notified of the meeting date in advance. Thank you for your application and interest in the Town of Lee.

To: **JONATHAN KOHANSKI** of Lee, New Hampshire in the **County of Strafford**:

Whereas, there is a vacancy in the office of 250TH ANNIVERSARY PLANNING COMMITTEE and whereas we, the subscribers, have confidence in your ability and integrity to perform the duties of said office, we do hereby appoint you, the said named above, upon your taking the oath of office, and having this appointment and the certificate of said oath of office recorded by the Town Clerk, you shall have the powers, perform the duties and be subject to the liabilities of such office until December 2016.

Given under our hands, this 9TH day of November, 2015

.....>

.....> **SELECT BOARD**

.....>

I, _____, do solemnly swear that I will faithfully and impartially discharge and perform all the duties incumbent on me as an ALTERNATE member of the 250th ANNIVERSARY PLANNING COMMITTEE according to the best of my abilities, agreeably to the rules and regulations of the constitution and laws of the **State of New Hampshire - So help me God.**

**STATE OF NEW HAMPSHIRE
STRAFFORD COUNTY**

Personally appeared the above named **JONATHAN KOHANSKI** took and subscribed the foregoing oath. Before me,

.....

Linda R. Reinhold, **Town Clerk**

Date: _____, 2015

Received and Recorded:

ABATEMENT RECOMMENDATION

TO: Select Board
Town of Lee

FROM: Scott P. Marsh, CNHA
Municipal Resources Inc.
Contracted Assessor's Agents

DATE: November 2, 2015

RE: James Prioli
10 Cavern Knoll Way
Weymouth, MA 02189-2524

Property Tax Map 26 Lot 2-12A
Address: L29 Ferndale Acres

Tax Year: 2014
Assessment: \$7,100

The subject is a camper on rented land. The property was a duplicate account created inadvertently. As this is the case, it is recommended an abatement is granted for the 2014 taxes in the amount of \$211, plus any applicable interest/penalties/fees.

Note; Abatement is to close out tax collectors billing system for previously issued bills. No actual refund will paid to Mr. Prioli.

Abatement Granted

Abatement Denied

Dated _____

ABATEMENT RECOMMENDATION

TO: Select Board
Town of Lee

FROM: Scott P. Marsh, CNHA
Municipal Resources Inc.
Contracted Assessor's Agents

DATE: November 2, 2015

RE: Daniel Daly
John Freeman
196 South Main Street
Newmarket, NH 03857

Property Tax Map 31 Lot 004-238
Address: L29 Ferndale Acres

Tax Year: 2013 & 2014
Assessment: \$1,600

The subject is a camper on rented land. The property was removed from the site and value removed from assessing software May 4, 2015. As this is the case, it is recommended an abatement is granted for the 2013 taxes in the amount of \$60.38. It is also recommended an abatement is granted for the 2014 taxes in the amount of \$48 plus any applicable interest/penalties/fees.

Note; Abatement is to close out tax collectors billing system for previously issued bills. No actual refund will be paid to Mr. Daly or Mr. Freeman.

Abatements Granted

Abatements Denied

Dated _____

KNOW ALL MEN BY THESE PRESENTS

That the Town of Lee in consideration of Three Hundred Fifty Dollars paid by **Terrance T. Spires and Diane H. Spires**, the receipt of which is hereby acknowledged, do hereby grant, bargain, sell and convey to the said parties, their heirs and assigns one (1) Grave in the Public Burial Ground, known as the **LEE HILL CEMETERY** situated on Lot I-11 and numbered Grave 01 on the plan, and bounded as follows, to wit:

- On the North by Grave 12 of Lot I-10;
- On the South by Grave 2 of Lot I-11;
- On the East by Grave 7 of Lot J-11;
- And on the West by Grave 6 of Lot I-11

Recorded on a plan entitled Lee Hill Cemetery dated March, 1960, drawn by G. L. Davis Associates, the original of which is on file in the Town office. To have and to hold the said grave(s) to the said Grantee, their heirs and assigns forever, subject, however, to the following Conditions and Limitations:

First. That the said grave(s) shall not be used for any other purpose than as a place of burial for the dead and no tomb shall be erected or constructed on said grave(s) and no trees within the grave(s) or border shall be cut down or destroyed without the consent of the Superintendent of Cemeteries.

Second. That said grave(s) shall be graded, sodded, suitable land markers of stone erected and the number permanently and legibly marked on the premises by the Superintendent of Cemeteries and that no work shall at any time be done upon or around the said grave(s) by other persons than the proper officers or employees of the Town of Lee except by consent of the Superintendent of Cemeteries.

Third. That no fence, curbing, hedge or other landmark, other than corner posts set by the Superintendent of Cemeteries, shall be placed upon or around said grave(s); no marker shall be set either above or below the level of the turf; no grave shall have more than one marker and no lot more than one monument, such marker or monument to be approved by the Superintendent of Cemeteries before it is contracted for; no grave or lot shall be mounded.

Fourth. That the Superintendent of Cemeteries has the right to forbid or remove any marker, monument or structure deemed objectionable by him.

Fifth. That there shall be no planting of trees/shrubs except by consent of the Cemetery Trustees & Superintendent of Cemeteries. Also, said Town of Lee, in consideration of the above sum paid to them by the Grantee, does further covenant to and with said Grantee and/or their heirs and assigns, that they will forever keep said grave(s) in suitable and good condition, including such monuments which may occupy the site, and further keep in good repair the roads, fences and grounds of the cemetery itself. Except that in no case will the Town of Lee obligate itself to expend a sum in excess of the income from the perpetual care fund.

In Witness Whereof the said Town, by its Selectmen duly authorized, has affixed its seal, and the said Selectmen have subscribed their names this _____ day of _____ in the year _____.

TOWN OF LEE

Mail deed to:
Terrance T. and Diane H. Spires
112 Bellamy Woods
Dover, NH 03820

By _____

Selectmen

Signed and Sealed in the presence of:

Witness

Witness

State of New Hampshire, Strafford County, personally appeared the above-named Lee Board of Selectmen who in their capacity acknowledged the foregoing instrument to be their voluntary act and deed.

Before me, this _____ day of _____ in the year 20____ by _____ Notary Public



KNOW ALL MEN BY THESE PRESENTS

That the Town of Lee in consideration of Three Hundred Fifty Dollars paid by **R Arthur Bradbury and Susan L Martin Bradbury**, the receipt of which is hereby acknowledged, do hereby grant, bargain, sell and convey to the said parties, their heirs and assigns one (1) Grave in the Public Burial Ground, known as the **LEE HILL CEMETERY** situated on Lot I-11 and numbered Grave 02 on the plan, and bounded as follows, to wit:

On the North by Grave 1 of Lot I-11;
On the South by Grave 3 of Lot I-11;
On the East by Grave 8 of Lot J-11;
And on the West by Grave 7 of Lot I-11

Recorded on a plan entitled Lee Hill Cemetery dated March, 1960, drawn by G. L. Davis Associates, the original of which is on file in the Town office. To have and to hold the said grave(s) to the said Grantee, their heirs and assigns forever, subject, however, to the following Conditions and Limitations:

First. That the said grave(s) shall not be used for any other purpose than as a place of burial for the dead and no tomb shall be erected or constructed on said grave(s) and no trees within the grave(s) or border shall be cut down or destroyed without the consent of the Superintendent of Cemeteries.

Second. That said grave(s) shall be graded, sodded, suitable land markers of stone erected and the number permanently and legibly marked on the premises by the Superintendent of Cemeteries and that no work shall at any time be done upon or around the said grave(s) by other persons than the proper officers or employees of the Town of Lee except by consent of the Superintendent of Cemeteries.

Third. That no fence, curbing, hedge or other landmark, other than corner posts set by the Superintendent of Cemeteries, shall be placed upon or around said grave(s); no marker shall be set either above or below the level of the turf; no grave shall have more than one marker and no lot more than one monument, such marker or monument to be approved by the Superintendent of Cemeteries before it is contracted for; no grave or lot shall be mounded.

Fourth. That the Superintendent of Cemeteries has the right to forbid or remove any marker, monument or structure deemed objectionable by him.

Fifth. That there shall be no planting of trees/shrubs except by consent of the Cemetery Trustees & Superintendent of Cemeteries. Also, said Town of Lee, in consideration of the above sum paid to them by the Grantee, does further covenant to and with said Grantee and/or their heirs and assigns, that they will forever keep said grave(s) in suitable and good condition, including such monuments which may occupy the site, and further keep in good repair the roads, fences and grounds of the cemetery itself. Except that in no case will the Town of Lee obligate itself to expend a sum in excess of the income from the perpetual care fund.

In Witness Whereof the said Town, by its Selectmen duly authorized, has affixed its seal, and the said Selectmen have subscribed their names this _____ day of _____ in the year _____.

TOWN OF LEE

Mail deed to:
R Arthur and Susan M. Bradbury
14 Tuttle Road
Lee, New Hampshire 03861

By _____

Selectmen

Signed and Sealed in the presence of:

Witness

Witness

State of New Hampshire, Strafford County, personally appeared the above-named Lee Board of Selectmen who in their capacity acknowledged the foregoing instrument to be their voluntary act and deed.

Before me, this _____ day of _____ in the year 20____ by _____ Notary Public





American Tree Farm System (ATFS) Tree Farm Inspection Record

ATFS Form 004 Revised 01/15

State **NH**

Tree Farm Number **2824**

INITIAL INSPECTION INITIAL INSPECTION: HOW DID THE LANDOWNER LEARN ABOUT ATFS? (Check All That Apply)

- Certified/Recognition
- My Inspector
- Currently a Tree Farmer
- ATFS Sign
- Referred by Tree Farmer
- Website
- Pioneer
- Brochure
- Landowners Assn
- Magazine
- Forestry Association
- Field Day/Education Event

REINSPECTION

- Recertification/Renewal
- Decertification (Choose One):
 - Deceased
 - Missing
 - No interest
 - Sold
 - Substandard
- Pioneer

FIELD INSPECTION DATE INTERVIEW DATE

Month Day Year Month Day Year Type:
 9 28 2015 Field Phone Email

LANDOWNER INFORMATION (Legal Owner) PRIMARY CONTACT

Organization or Last Name First Name MI
 Town of Lee
 Co-Owner / Contact Last Name First Name MI

PRIMARY CONTACT

Mailing Address 1 Mailing Address 2
 5 Mast Road
 City State Zip Absentee Landowner?
 Lee NH 03861 Yes No
 Email Phone Preferred Contact
 603-659-5414 Any Phone Email No Contact

WHICH CONSERVATION ORGANIZATIONS ARE YOU INVOLVED IN? (Check All That Apply)

- State Forestry Assn
- State Landowner Assn
- County/Local Forestry Assn
- Ducks Unlimited
- Nat Wild Turkey Fed
- QDMA
- Other (Please Specify)

TREE FARM LOCATION

County Town Forested Acres Location (Legal or GPS)
 Strafford 74 Garrity and Turtle Pond Rds.

OWNERSHIP TYPE (Check One) WHICH PROGRAMS IS THE PROPERTY ENROLLED IN? (Check All That Apply)

- Non-Industrial Private/Family
- Other Public (non-State Forests)
- Municipal/City/Village
- Other
- Conservation Easement
- Forest Tax Law / Tax Abatement
- State Forest Stewardship Program
- Successional Planning (Estate Planning, etc)
- Cost Share (Please Specify) Other (Please Specify)
 Federal State Local

NOTES/UPDATES

The Maud Jones Memorial Tree Farm is a 70+ acre parcel owned by the Town of Lee New Hampshire. The Management plan was approved by the Town Select Persons in 2010. A small harvest was conducted in 2014 on unit one of this property supervised by Licensed Forester NH# 147, Don Quigley. In addition an educational trail was constructed on unit two by UNH Forestry Students and used as an Eagle Scout project for marking and signs.

APPROVALS

Landowner * Signature Month Day Year I (Landowner) understand that, by checking this box, my typed or written signature constitutes a legal signature.

Qualified ATFS Inspector Signature Month Day Year Recommendation:
 Donald Quigley 11 5 2015 Certification/Recognition Pioneer Decertification
 First Name MI Last Name ID#
 Donald W Quigley

Regional Approval Signature Month Day Year Recommendation:
 Certification/Recognition Pioneer Decertification

State Approval Signature Month Day Year Recommendation:
 Certification/Recognition Pioneer Decertification

*Signature affirms commitment to comply with the 2015-2020 AFF Standards of Sustainability and all relevant laws/regulations/ordinances. Signature further permits agents of ATFS ingress and egress for purposes of verification and in coordination of corrective or preventative activities. Participation in ATFS is purely voluntary and may be discontinued by landowner at any time or if found ineligible by ATFS. Only required for new certifications

STANDARD 1. COMMITMENT TO PRACTICING SUSTAINABLE FORESTRY (MANAGEMENT PLAN)

PM 1.1 Landowner has and implements a written forest management plan consistent with the size of the forest and the scale and intensity of the forest activities. Yes No

Location of management plan, maps and other related documents?

Files of the Lee, NH Conservation Commission, Town Hall

Notes/Observations

Indicator

1.1.1. Management plan is active, adaptive and embodies the landowner's current objectives, remains appropriate for the land certified and reflects the current state of knowledge about natural resources and sustainable forest management. Yes No

1.1.2. (a) Management plan describes current forest conditions, landowner's objectives; management activities aimed at achieving landowner's objectives, documents a feasible strategy for activity implementation and includes a map accurately depicting significant forest-related resources. Yes No

1.1.2. (b) Management plan demonstrates consideration of the following resource elements: forest health, soil, water, wood and fiber production, threatened and endangered species, special sites, invasive species and forests of recognized importance (FORI). Yes No

1.1.2. (c) Where present and relevant to the property, the plan describes management activities related to the following elements: fire, wetlands, desired species, recreation, forest aesthetics, biomass, and/or carbon. Yes No

1.1.3. The landowner should monitor for changes that could interfere with the management objectives as stated in management plan. When problems are found, are reasonable actions taken? Yes No

STANDARD 2. COMPLIANCE WITH LAWS

PM 2.1 Landowner complies with all relevant federal, state, county and municipal laws, regulations and ordinances governing forest management activities. Yes No

Notes/Observations

Indicator

2.1.1. Landowner corrects conditions that led to adverse regulatory actions, if any. Yes No

2.1.2. Landowner should obtain advice from appropriate qualified natural resource professionals or qualified contractors who are trained in, and familiar with, relevant laws, regulations and ordinances. Yes No

STANDARD 3. REFORESTATION AND AFFORESTATION

Has the property been harvested or afforested since 2010 under this ownership? (If no, skip to Standard 4: Air, Water and Soil Protection) Yes No

If yes, **PM 3.1** reforestation or afforestation achieved by a suitable process that ensures adequate stocking levels. Yes No

Notes/Observations

Indicator

3.1.1 Harvested forest land achieves adequate stocking of desired species reflecting the landowner's objectives, within five years after harvest, or within a time interval as specified by applicable regulation. Yes No

Tot. Number of acres affected?	Methods of regeneration	Species selected?
16	natural	white pine

STANDARD 4: AIR, WATER AND SOIL PROTECTION

PM 4.1 Landowner meets or exceeds practices prescribed by State Forestry Best Management Practices (BMPs) that are applicable to the property. Yes No

Notes/Observations

Indicator

4.1.1. Landowner implements specific State Forestry BMPs that are applicable to the property. Yes No

4.1.2. Landowner minimizes road construction and other disturbances within riparian zones and wetlands. Yes No

PM 4.2 Landowner considers a range of forest management activities to control pests, pathogens and unwanted vegetation. Yes No

Have pesticides been used on the property? (If no, skip to Prescribed Fire) Yes No

Notes/Observations

Indicator

4.2.1. Landowner should evaluate alternatives to pesticides for the prevention or control of pests, pathogens and unwanted vegetation to achieve specific management objectives. Yes No

4.2.2. Pesticides used are EPA-approved and applied, stored and disposed of in accordance with EPA-approved labels and by persons appropriately trained, licensed and supervised. Yes No

Landowner's Last Name	State	Tree Farm Number
Town of Lee	NH	2824

PRESCRIBED FIRE

Is prescribed fire used on the property? (If no, skip to Standard 5: Fish, Wildlife, Biodiversity and Forest Health) Yes No

If yes, **PM 4.3** prescribed fire conforms with landowner's objectives and pre-fire planning. Yes No If yes, number of acres treated:

Notes/Observations

Indicator

4.3.1. Prescribed fire conforms with the landowner's objectives and state and local laws and regulations.

Yes No

STANDARD 5: FISH, WILDLIFE, BIODIVERSITY AND FOREST HEALTH

THREATENED AND ENDANGERED SPECIES

Indicator

5.1.1. Landowner conferred with natural resource agencies, state natural resource heritage programs, qualified natural resource professionals or reviewed other sources of information to determine occurrences of threatened or endangered species on the property and their habitat requirements.

Yes No

Which resources were consulted to determine occurrences of threatened or endangered species on the property?

NH Natural Heritage Bureau

Are there known occurrences of threatened and endangered species on the property? (If no, skip to Desired Species) Yes No

If yes, which species?

Number of acres affected:

If yes, **PM 5.1** forest management activities protect habitats and communities occupied by threatened or endangered species as required by law. Yes No

If yes, **5.1.2.** forest management activities incorporate measures to protect identified threatened or endangered species on the property Yes No

If yes, what management activities have been undertaken or are planned to protect the habitats and communities occupied by threatened or endangered species?

DESIRED SPECIES

Has the landowner identified objectives related to desired species and/or forest communities? (If no, skip to PM 5.3: Forest Health) Yes No

If yes, which species?

Number of acres affected:

If yes, **PM 5.2** landowner should address the desired species and/or desired forest communities when conducting forest management activities, if consistent with landowner's objectives. Yes No

Notes/Observations

Indicator

5.2.1. Landowner should consult available and accessible information on management of the forest for desired species and/or forest communities and integrate it into forest management.

Yes No

FOREST HEALTH

PM 5.3 Landowner should make practical efforts to promote forest health. Yes No

Notes/Observations

Indicator

5.3.1. Landowner should make practical efforts to promote forest health, including prevention, control or response to disturbances such as wildland fire, invasive species and other pests, pathogens or unwanted vegetation, to achieve specific management objectives.

Yes No

Which forest health issues are relevant to the property?

Number of acres affected:

In what ways is the landowner seeking to prevent, control or respond to forest health concerns?

FORESTS OF RECOGNIZED IMPORTANCE (FORI)

Which resources were consulted to determine relevance to FORI on property?

Are FORI relevant to the property? (If no, skip to Standard 6: Forest Aesthetics) Yes No

If yes, **PM 5.4** forest management activities should maintain or enhance forests of recognized importance (FORI). Yes No

Notes/Observations

Indicator

5.4.1. If relevant, appropriate to the scale and intensity of the situation, forest management activities should incorporate measures to contribute to the conservation of identified forests of recognized importance.

Yes No

Landowner's Last Name

State

Tree Farm Number

Town of Lec

NH

2824

STANDARD 6: FOREST AESTHETICS

PM 6.1 Landowner should manage the visual impacts of forest management activities consistent with the size of the forest, the scale and intensity of forest management activities and the location of the property. Yes No

Notes/Observations

Indicator

6.1.1. Forest management activities should apply visual quality measures compatible with appropriate silvicultural practices. Yes No

STANDARD 7: PROTECT SPECIAL SITES

Indicator

7.1.1. Landowner made a reasonable effort to locate and protect special sites appropriate for the size of the forest and the scale and intensity of forest management activities. Yes No

Several geological features have been identified

Which resources were consulted to reach this determination? For example, field observations by qualified natural resource professional, state natural, historical or cultural heritage databases or offices.

Field observations of qualified natural resources professionals

Are special sites relevant to the property? (If no, skip to Standard 8: Forest Product Harvests and Other Activities) Yes No

If yes, which special sites are present?

Number of occurrences:

How are special sites protected?

Kettle hole and esker formations

2

Timber harvesting excluded

If yes, **PM 7.1** forest management activities consider and maintain any special sites relevant on the property. Yes No

STANDARD 8: FOREST PRODUCT HARVESTS AND OTHER ACTIVITIES

PM 8.1 Landowner should use qualified natural resource professionals and qualified contractors when contracting for services Yes No

Notes/Observations

Indicator

8.1.1. Landowner seeks qualified natural resource professionals and qualified contractors when undertaking forest management activities. Yes No

8.1.2. Landowner should engage qualified contractors who carry appropriate insurance and comply with appropriate federal, state and local safety and fair labor rules, regulations and standard practices. Yes No

8.1.3. Landowner should retain appropriate contracts or records for forest product harvests and other management activities to demonstrate conformance to the Standards. Yes No

PM 8.2 Landowner monitors forest product harvests and other management activities to ensure they conform to their objectives. Yes No

Notes/Observations

Indicator

8.2.1. Harvest, utilization, removal and other management activities conducted in compliance with the landowner's objectives and to maintain the potential of the property to produce forest products and other benefits sustainably. Yes No

Landowner's Last Name
Town of Lee

State
NH

Tree Farm Number
2824

Town of Lee
Town Clerk/Tax Collector
7 Mast Road
Lee, NH 03861

Memo

To: Selectmen
From: Linda Reinhold, Town Clerk/Tax Collector
Date: 10/23/2015
Re: Refund to S&J Transportation

Attached is a request for a refund of the town portion registrations for S&J Transportation Services Inc. processed on September 28, 2015.

As stated in the request, new replacement vehicles for their fleet arrived earlier than expected and they had already done the town portion of the registrations on vehicles they were going to replace (listed in their letter).

They registered the 6 new trucks on October 7, 2015 in the amount of \$6,294.00.

I recommend refunding the requested amount of \$2,554.00*.


Linda R. Reinhold
Town Clerk/Tax Collector

*Because S&J did not complete the renewals at the State, the only refund requested is from the Town.



Transportation Services, Inc.

(Tel) 603 659-3542

(Fax) 603 659-3558

October 7, 2015

Town of Lee
Selectman's Office
Lee, NH 03861

To Whom It May Concern:

We were in the process of adding vehicles to our fleet when we started our renewal process on 09/28/15. Our new vehicles arrived sooner than anticipated therefore there are eight registrations that were processed and will not be used as we will put new plates on the new additions.

2000	Intl	2HSCEAMR0YC071109	316.00
2002	Intl	2HSCEAMR42C025063	329.00
2002	Intl	2HSCEAMR72C025123	329.00
2000	Intl	2HSFMAMR9YC030302	316.00
2003	Intl	2HSCEAMR03C046669	374.00
2000	Frht	1FUZYDCYB1YDH40915	302.00
2000	Frht	1FUZYDSEB1YLG48336	248.00
2003	Frht	1FUJAHCG33LK79707	340.00

The original cards received from the Town Clerk are attached and we respectfully request a refund in the amount of \$2,554.00.

Sincerely,

Barbara Bedrosian
Controller

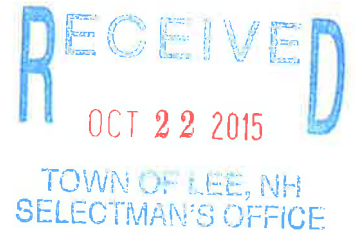
ATTACHMENTS



OFFICE OF
SELECTMEN

The Town Of Newington New Hampshire

Established 1713



October 19, 2015

Dear Fellow Selectmen:

Like you, the members of the Newington Board of Selectmen take seriously our obligation to be good stewards of public safety and to support economic growth in our community.

It was in that context that we supported our Town's Planning Board in its May 2014 decision to approve the site plan application from a long-standing and highly respected corporate citizen— Sea-3, Inc. — to expand its Newington facility so that it could accept, store and distribute domestically produced propane delivered by rail. The Planning Board spent seven months examining SEA-3's expansion plan, scrutinizing SEA-3's 40-year safety record, and listening to the arguments of both proponents and opponents of the project.

Unfortunately, our local approval wasn't enough to move the project forward. As you may know, the NH Site Evaluation Committee (SEC) is empowered to review energy related projects like this to ensure that public safety and the environment are adequately protected. SEA-3 has acted within its rights to request an exemption from the yearlong SEC review process. SEA-3 received such an exemption the last time it expanded its facility and we think it should receive one for this proposed expansion.

If you share this view, we humbly request that you write to the members of the Site Evaluation Committee — specifically, Martin Honigberg, Roger Hawk and Thomas Burack, the three members assigned to handle the SEA-3 request.

We have attached a sample letter that you are welcome to adopt or modify to express your support to the Site Evaluation committee on the importance of having an adequate, local supply of propane. We also enclose a very supportive article discussing consumer savings, with this expansion in place, that appeared on October 19, 2015 on the front page of the Portsmouth Herald.

If you have any questions, do not hesitate to contact us. We appreciate any support you might provide.

Very truly yours,

Newington Board of Selectmen

Rick Stern, Chair

Cosmas Iocovozzi

Jan Stuart

October 19, 2015

Martin Honigberg, Chairman
Thomas Burack
Roger Hawk
New Hampshire Site Evaluation Committee
21 South Fruit Street
Concord, NH 03301

Re: SEA-3, Inc., SEC Docket No. 2015-01

Dear Chairman Honigberg:

We support SEA-3, Inc.'s request for an exemption from full review by the NH Site Evaluation Committee of SEA-3's proposed expansion of its propane storage and distribution facility. The SEA-3 site has been a long-standing industrial use in the Town of Newington, having supplied local New Hampshire communities with propane for 40 years from its facility. The residents of our Town will benefit from having an abundant, stable, local supply of propane; an additional layer of contested review before the Site Evaluation Committee will only delay expanding and stabilizing the price and supply of propane in New Hampshire. Under such circumstances, we believe that the extensive site plan review conducted by the Newington Planning Board of the SEA-3 site plan application should be deferred to by the Site Evaluation Committee. This is a modest expansion of an existing propane distribution and storage facility, a facility that has an exemplary safety record.

Thank you for your consideration.

Very truly yours,

Study sees savings for consumers

Facility could receive domestically produced propane

By Jeff McMenemy
jmcmenemy@seacoastonline.com

NEWINGTON – A study by a Pennsylvania professor concludes that New Hampshire consumers would save about \$1,000 a year if Sea-3 Inc.'s proposed expansion is allowed to go through.

The proposed expansion at Sea-3 would allow the Newington propane storage

and distribution facility to receive and store domestically produced propane at a time when prices are predicted to drop, according to John Urbanchuk, assistant professor and chairman of the Agribusiness Department at Delaware Valley University and managing partner and principal of Agriculture and Biofuels Consulting.

"Our analysis indicates that over the past three years the 74,929 households

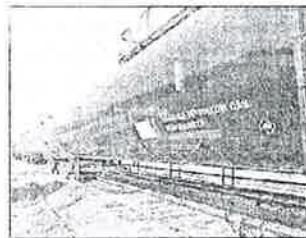
in New Hampshire that used propane would have saved almost \$1,000 a year had the Sea-3 upgrade been in place," Urbanchuk stated in the study commissioned by Sea-3. "That's \$73 million a year in saving statewide. Similar savings can be expected in future years."

Paul Bogan, the vice president of operations for Sea-3, said in a statement that their proposed expansion would allow Sea-3 to receive cheaper domestically produced propane at its Newington facility, rather than having to import propane shipped in from overseas.

"Sea-3 could stockpile more than 23 million gallons year-round of lower price domestic propane transported by rail from nearby Northeastern states," Bogan said.

Sea-3 wants to build five additional rail unloading berths, three 90,000-gallon above-ground storage tanks, a condenser, condenser cooling unit, a dryer and heater, a mechanical building, refrigeration equipment and associated pipelines and accessory equipment, according to court documents filed by the company.

The state Site Evaluation Committee is scheduled to hold a hearing on Sea-3's request for an exemption from what could be a year-long review of their project on Nov. 5-6 at the Public



The proposed expansion at Sea-3 would allow the Newington propane storage and distribution facility to receive and store domestically produced propane at a time when prices are predicted to drop, according to John Urbanchuk, assistant professor and chairman of the Agribusiness Department at Delaware Valley University and managing partner and principal of Agriculture and Biofuels Consulting.

FILE PHOTO

Utilities Commission Hearing Room in Concord.

Senior Assistant Attorney General Peter Roth asked for and received an order from the committee this summer to force Sea-3 to pay for an independent safety study about their proposed expansion.

The study showed that both the plant and the railroad tracks leading into it meet "all applicable safety standards."

The report prepared by Sebago Technics Inc. states that "a site inspection of the Portsmouth and Newington industrial tracks did not reveal any conditions which would render them out of compliance with the requirement for Class 1 track."

In fact, the study notes, "there was evidence of recent significant track

facilities improvements."

Much of the concerns raised by the city of Portsmouth and group of Portsmouth residents has been focused on the condition of the tracks owned by Pan Am Railways.

The report also states that Pan Am has conducted bridge inspections – including an underwater inspection – and "no structural deficiencies were noted."

The company also reviewed train records from 1999 to 2014 which showed that "there had not been a reportable train accident" on Pan Am lines running to Sea-3 "in the last 15 years."

Urbanchuk in the study being released Monday, states that Sea-3 owns the only facility in New Hampshire with refrigerated storage capacity for propane.

The study states that Sea-3's expansion could allow them to take advantage of a dramatic increase in domestically produced propane, which increased by 68 percent over the past five years.

And typically, Urbanchuk states in the study, New England propane customers have paid consistently higher prices for their propane than anywhere else in the country.

"If our exemption request is approved, Sea-3 will be able to provide New England with a dependable supply of low-cost U.S. produced propane by the winter of 2017 when homeowners can start saving almost \$1,000 per year to heat their homes every winter," Bogan said.

By Jeff McMenemy
jmcmenemy@seacoastonline.com

November 05, 2015 12:09PM

Sea-3 reaches deal with Seacoast communities

CONCORD — Sea-3, Inc., along with the cities of Portsmouth and Dover and the state attorney general's office, reached a wide-ranging deal on the company's request for an exemption from a full-year review of its proposed expansion from the state Site Evaluation Committee.

Lawyers for all parties, including the Great Bay Stewards, formally announced the deal at an SEC hearing Thursday afternoon.

Alexander Speidel, presiding officer of the SEC, recessed Thursday's hearing until Friday at 1 p.m., so lawyers could rewrite the agreement so it's easier to understand and does a better job of defining who's responsible for each part of the agreement.

Sea-3 agreed to a series of fire and safety provisions under terms of the agreement, which also included a group of Portsmouth residents.

The parties who had opposed Sea-3's request for the exemption for the proposed expansion of its propane storage and distribution facility, agreed to drop their opposition and the city of Portsmouth agreed to drop its Superior Court appeal of the decision by the Newington Planning Board to approve the expansion in May 2014.

A hearing on the merits of Sea-3's request for an exemption was scheduled to start at 9 a.m. on Thursday before the committee. Instead, lawyers for all the parties, along with Newington Planning Board Chairman Denis Hebert, and fire chiefs from Portsmouth, Newington and Dover hammered out the deal.

All three chiefs stated during the afternoon hearing that the agreement addressed all concerns they had.

Terms of the agreement call for Sea-3 to create a "comprehensive fire safety analysis" of its entire facility, which will then be submitted to the town of Newington and the New Hampshire State Fire Marshal's Office for approval. The agreement also calls for "railcar training and tanker truck training in Portsmouth and Dover for all fire department shifts at Sea-3's expense."

Fire departments in towns along the entire Pan Am Railways line will be invited to the training, according to the agreement.

Much of the earlier concerns raised by the cities and some Portsmouth residents focused on the condition of Pan Am Railways tracks, which will carry a significantly increased load of propane carrying railcars.

Senior Assistant Attorney General Peter Roth asked for and received an order from the SEC earlier this summer to force Sea-3 to pay for an independent study about its proposed expansion. The report prepared by Sebago Technics Inc. states "a site inspection of the Portsmouth and Newington industrial tracks did not reveal any conditions which would render them out of compliance with the requirement for Class 1 track."

The deal also calls for Newington and Sea-3 to hold a mutual aid meeting to deal with potential emergencies on site, including a propane leak or fire, according to a copy of the tentative agreement.

Sea-3 also agreed to limit the amount of propane rail cars to the Newington facility to 16 per day, according to the agreement.

Newington will also draft an "area emergency response plan," which will deal with "appropriate evacuation procedures."

Sea-3 wants to build five additional rail unloading berths, three 90,000-gallon above-ground storage tanks, a condenser, condenser cooling unit, a dryer and heater, a mechanical building, refrigeration equipment and associated pipelines and accessory equipment, according to court documents filed by the company.

The expansion will allow it to receive and distribute domestically produced propane, which is dramatically cheaper than the propane it has historically received from overseas.

After Thursday's hearing, Rich DiPentima, one of the Portsmouth residents who had opposed Sea-3's expansion, called the deal "a victory in some part for everybody."

"We all got a little of what we wanted, not everything, but I think in the long run we've come away better off than we were when we started the process," he said inside a hearing room at the Public Utilities Commission.

Portsmouth Staff Attorney Jane Ferrini said there was "considerable effort by all parties" to "address those first response concerns and overall safety of the project in the region." She noted the agreement called for hands-on fire training for Portsmouth and Dover firefighters.

"I think that was critical, particularly live training with a railcar," Ferrini said after the hearing.



Liquefied petroleum gas railway cars parked at the Portsmouth Rail yard off Deer Street on Thursday. Sea-3 Inc., along with the cities of Portsmouth and Dover have reached a tentative deal that will be presented to the state Site Evaluation Committee Thursday afternoon. Photo by Rich Beauchesne/Seacoastonline

Denis Hebert, chairman of the Newington Planning Board, noted after the hearing that the deal reached Thursday included many of the conditions his board attached to its approval of the expansion in May 2014.

"This is really for the good of the state as a whole," Hebert said, but he acknowledged that although everything seems to be working out fine, "it took too long."

Alec McEachern, attorney for Sea-3, said the key to reaching the deal was getting "the three fire chiefs in the room together."

"It was a great day for Sea-3 and it's a great day for everyone in New Hampshire who uses propane," McEachern said after the hearing.

If the exemption is granted Friday, Sea-3 will be able to move ahead with final engineering and design work on the project, McEachern said.

human
P.O. Box 666
Durham, NH 03824-0666

October 24, 2015

Town of Lee
7 Mast Road
Lee, NH 03861

NOTICE OF HIGHWAY INSUFFICIENCY

To whom it may concern,

I recently had occasion to drive through the traffic circle at the intersection of NH route 4 and NH route 125 in Lee, NH. Much to my surprise, the circle has been redesigned to incorporate multiple lanes of travel. Much to my chagrin, that traffic circle is now a deathtrap.

In order for a multi-lane traffic circle to be safe, it would need to be about three times the size of the Lee circle, in order to give drivers enough time to safely change lanes between exits. It really is a good thing that people don't actually use the dotted white lines separating the lanes in this new circle! If they did, they'd be crashing into each other left and right.

Keep in mind that the reason why the Lee traffic circle has been a bottleneck during rush hour is because Democrats and other people from MA don't know how to drive properly in traffic circles. This new circle (or "round about," as you might call it) is even *more* confusing, and even *fewer* people will know how to drive in it. As a result, I expect that we will see more problems with this new circle that we had with the circle that it replaced. Remember: different isn't always better.

Please consider this a notice of highway insufficiency pursuant to RSA 231:90. This traffic circle needs to be fixed, immediately. If it is not, we will surely see an increase in the number of accidents at this location.

Thank you

human

cc: New Hampshire Highway Safety Agency