

LINCOLN BOARD OF SELECTMEN
MEETING MINUTES
FEBRUARY 22, 2016
LINCOLN TOWN HALL - 148 MAIN STREET, LINCOLN, NH

APPROVED

Board of Selectmen Present: O.J. Robinson, Patricia McTeague, and Jayne Ludwig.

Staff Present: Town Manager Burbank, Police Chief Smith, Fire Chief Ron Beard and Recording Secretary Wendy Tanner.

Public Present: Tamra Ham, Edmond Gionet, Dave Beaudin, Paul Beaudin, Tammy Gionet Dutilly, Mary Conn, Roger Harrington, Steve Noseworthy, Brent Drouin, Tom Tanner, Phil Rackley, Al MacQuarrie, Rick Kelley, Taylor Beaudin, Michael Shephard, and a few others.

I. CALL TO ORDER

Chairman Robinson called the meeting to order at 5:35PM.

II. REVIEW AND APPROVAL-MINUTES OF THE PREVIOUS MEETING

MOTION: "To approve the public minutes of the February 8, 2016 Select Board meeting."

Motion: Jayne Ludwig **Second:** Patricia McTeague **All in Favor**

MOTION: "To approve the non-public minutes of the February 8, 2016 Select Board meeting."

Motion: Patricia McTeague **Second:** Jayne Ludwig **All in Favor**

MOTION: "To approve the minutes of the February 2, 2016 Select Board meeting on the bonds."

Motion: Jayne Ludwig **Second:** Patricia McTeague **All in Favor**

MOTION: "To amend the February 1, 2016 Select Board meeting minutes with two clarifications, on page 2 paragraph 6 and page 3 paragraph 1. Correction will be attached to the previously approved minutes."

Motion: Patricia McTeague **Second:** Jayne Ludwig **All in Favor**

III. THE LANDING HOMEOWNERS DISCUSSION *with Michael Shepard*

The company that owns the roads at The Landing and Beechwood II development has filed chapter 7 bankruptcy. **(See attached).**

Michael Shepard a resident of The Landing expressed concern for safety and emergency vehicle access to these roads during bad weather. There has been spotty plowing done by multiple people to keep the roads opened. Mr. Shepherd also explained that The Landing contains a pump house that supplies water to The Landing and parts of Upper Black Mountain Road. The Landing homeowners are requesting that the Town maintain the roads and keep them safe and plowed.

Town Manager/Planner Burbank has asked town Attorney Peter Malia if a lien could be put on The Landing property to help pay for the maintenance of the pump house, and to keep drinking water flowing to the homes. Town Manager/Planner Burbank has also contacted DES because the pump house is under DES jurisdiction to oversee.

Chairman Robinson read Peter Malia's response. (**Copy attached to these minutes**; refer to "A Hard Road to Travel – New Hampshire Law of Local Highways, Streets and Trails" by the NH Municipal Association.)

Al MacQuarrie and Mike Shepard both expressed concerns about the safety of the unplowed roads and access by safety vehicles such as police, fire and ambulance in the event of an emergency. Mr. Shepard requested that firefighting capabilities at The Landing be researched (see attached).

There was further discussion about the repurchase of the property at The Landing and what responsibilities and obligations a new owner may or may not incur. Having the town put a lien on the property was discussed.

Mr. Shepard gave the name of Michael Askenaizer of Nashua, NH as a person that has been assigned Trustee of The Landing property.

A discussion ensued about whether the town was to begin plowing or maintaining the road, and if we would then assume ownership of the roads. Mr. Shepard thought that if the town were to put a lien on the property, and start plowing the roads, the prima fascia case would not exist here because it would be in the record that the town was not taking ownership, and that this was being done as a temporary solution, and that the town would be repaid for any work done.

There was a concern that the town should move carefully so as not to construe that they would in any way take over any responsibilities on the private roads or pump house.

Mr. Shepard explained the difference between Saber Mountain Landing, LLC and Saber Mountain Builders, LLC where the former has filed Chapter 7 bankruptcy. Mr. Shepard explained that the trustee would be looking at the companies involved and any contracts that each company had, as well as the obligations each had before the Chapter 7 filing.

The Town would like to extend a "Thank You" to Loon Mountain and Paul Beaudin for their efforts in plowing Black Mountain Road during this past storm.

There was a discussion about ownership of the roads before the Landing came in. Rick Kelley said that Loon Mountain sold the property to Schorr Berman and with that any responsibility.

Selectman Ludwig said that while she feels regret for the effected homeowners, she also wanted to remind the Board that there have been other homeowners on private roads that have asked for town help, and the town did nothing to assist them. She feels that the town should not make any exception in this case either.

Chairman Robinson discussed the possibility of Beechwood II homeowners forming an association. Paul Beaudin questioned when and why the Bond from The Landing for Black Mountain Road had expired. The Town was not officially notified of the expiration that occurred in late 2015, and it was discovered when the extension for site plan approval was reviewed.

Roger Harrington questioned who pays the electricity at the pump house. Mr. Shepard responded that Saber Mountain Landing, LLC was paying the electricity, and it is now the trustee's responsibility to ensure that continues to get paid.

Al MacQuarrie wanted to say that Loon Mountain has been a great neighbor over the years and that they have always helped when possible.

Rick Kelley said that Loon Mountain has no part in this as far as who owns the roads.

It was determined that there can be no decisions made at this meeting, and that a discussion with town council needs to happen before any conclusions are made.

Roger Harrington felt that the cost of lawyers was getting extensive, and contacting a lawyer for this was not necessary. Chairman Robinson reminded Mr. Harrington that when he asked the town to help him on a private property a lawyer was contacted, and when Mr. Gionet asked for town assistance on a private property, the same thing. Chairman Robinson added that the Town is trying to do what is right, fair and legal.

IV. OLD/NEW BUSINESS

Town Managers Report

Town Report for 2015

The Town Report will be proofed for print within the next few days.

Loon Pond Dam

There is a bid opening for Loon Pond Dam scheduled for March 1, 2016.

LAMP (Levee Analysis and Mapping Project)

The draft copy of the report has been received from FEMA and the project is moving along. There is a teleconference scheduled for February 23, 2016 to hear about the next steps in the project.

Chairman Robinson Report

Assessing Software

Proposal was put out to bid to 4 different companies, two of which declined to bid. Two companies bid, and the lowest bid received was from the company that did the job five years ago and was not done to the satisfaction of the town. It was commented that the staffing of the company may have changed in the past five years. Town Manager Burbank will get references and negotiate.

Meet the Candidates

There are two citizens in town that are organizing this meeting. No one in the Town Hall has been involved. The meeting will be held in the Town Hall meeting room on Wednesday, March 2, 2016 at 6:30 PM.

Budget Committee

All three members of the Select Board are in agreement with the final changes made by the Budget Committee to the 2016 budget for the town.

Pollard Road Sidewalk

The Budget Committee and the Board of Selectmen are in favor of the bond article for the Pollard Road sidewalk to be paid over a ten (10) year period. The Budget Committee and the Board of Selectmen are opposed to the petitioned article for the Pollard Road sidewalk to raise the funds in one year.

Other changes to the budget included reduced welfare spending, reduced electric costs, and the price of fuel. The Community Center Building renovation project was changed from capital into the operating budget, and Woodstock was on board to split that cost. Chairman Robinson added that the Community Center Building renovation funding change was a great suggestion by David Beaudin.

Planning Board Members

There are 5 positions on the Planning Board that have either expired or will be expiring in the next 30 days. Ron Beard, Callum Grant and John Hettinger have terms that have not expired. Pat Romprey and Norm Belanger have terms that expire next month; Paula Strickon, Jim Spanos and Taylor Beaudin have all expired.

Taylor Beaudin said that he does not have the time and requests to be removed from the Planning Board.

Paul Beaudin questioned why BOS would nominate Planning Board members that had been absent all last summer. Chairman Robinson responded that one (1) member was working out of town temporarily.

MOTION: To nominate Jim Spanos and Pat Romprey for 3 year terms and Norman Belanger and Paula Strickon for 2 year terms on the Planning Board.

Motion: Jayne Ludwig Second: Patricia McTeague All in favor.

There will be a notice placed on the Town Web Site that there is an opening for an alternate on the Planning Board.

Letter from Jeanie Forrester regarding the New Hampshire Site Evaluation Committee for the Northern Pass

Copy attached to these minutes.

Letter from North Country Council about the Transportation Advisory Committee.

Joe Chenard is the Town of Lincoln Representative for that committee.

Copy attached to these minutes.

Letter from the CDFA (Community Development Finance Authority)

Possible programs for the Town to look into.

Copy attached to these minutes.

Letter from Walter Reed of the Lodge at Lincoln Station

Copy attached to these minutes.

Public Participation

Edmond Gionet asked if he could place his opposing reasons for not wanting the Town Manager form of government on the Town of Lincoln web site, Board of Selectmen agreed.

Tammy Gionet-Dutilly said that the sign of the Peaked Moon Farm Bakery in front of the Mill Front Marketplace is obstructing. Police Chief Smith said that he would talk to the proprietor to remove the sign.

Mary Conn said that the Warrant article on the levee last year was 1.6 million dollars and this year it is 1.4 Million dollars. Chairman Robinson said that actual figures are more firm now when contingency figures were used last year.

V. NONPUBLIC SESSION Pursuant to RSA 91-A: 3II (a,c,e,d)

MOTION: To enter into non-public session:

Motion: OJ Robinson

Second: Jayne Ludwig

All in favor.

VI. ADJOURNMENT

After reviewing the weekly accounts payables, the Board made the following motion.

MOTION: "To adjourn."

Motion: OJ Robinson

Second: Jayne Ludwig

All in favor

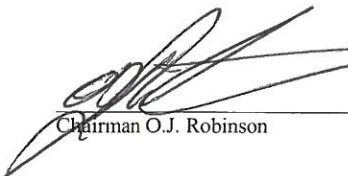
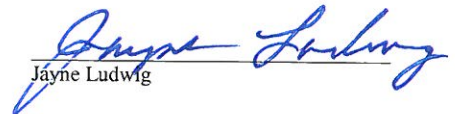
The meeting was adjourned at 7:35 PM

Respectfully Submitted,



Wendy Tanner

Approval Date 2 / 29 / 16


Chairman O.J. Robinson
Patricia McTeague
Jayne Ludwig



NIXON PEABODY LLP
ATTORNEYS AT LAW

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Daniel W. Sklar
Partner
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900 Elm Street
Manchester, NH 03101-2031
603-628-4000

February 16, 2016

Town Manager
Town of Lincoln
PO Box 25
148 Main Street
Lincoln, NH 03251

RE: Saber Mountain Landing, LLC Chapter 7 Bankruptcy

Dear Sir:

In reference to the above-captioned Company, we would first like to take this opportunity to inform you that the aforementioned firm serves as special bankruptcy counsel to the Company. In that capacity, we have been asked to: (i) file the Company's voluntary petition for relief pursuant to Chapter 7 of the Bankruptcy Code with the United States Bankruptcy Court for the District of New Hampshire and; (ii) inform the Town of Lincoln, New Hampshire that the Company will no longer be able to plow, sand, salt or otherwise maintain Black Mountain Road. In specific, upon filing Chapter 7, the Debtor can no longer operate its business in the ordinary course. Consequently, since the Company was the party responsible for plowing and otherwise providing winter maintenance to Black Mountain Road, the Company felt compelled to take this opportunity to notify the Town of the foregoing situation and to thereby enable the Town to make alternative arrangements with the residents who are serviced by said road.

Please be advised that Saber Mountain Builders, LLC did not file for bankruptcy and therefore will continue to operate in the ordinary course. This means that Builders will continue to honor its contract with The Landing Owners Association which includes the plowing of the roads located within the Landing proper.

Town Manager
February 16, 2016
Page 2

NIXON PEABODY LLP
ATTORNEYS AT LAW

NIXONPEABODY.COM
@NIXONPEABODYLLP

If you should have any questions or comments with respect to the foregoing, or if you should require any additional information please do not hesitate to contact the undersigned at any time.

Very truly yours,



Daniel W. Sklar

DWS/chc

cc: R. Schorr Berman

townmanager

From: Peter Malia <pmalia@hastingsmalia.com>
Sent: Monday, February 22, 2016 3:21 PM
To: townmanager
Cc: OJ Robinson; Jayne Ludwig; Patricia McTeague
Subject: RE: Beechwood 2/ The Landing

Butch & Selectmen:

This is from page 41 of "A hard Road to Travel – New Hampshire Law of Local Highways, Streets, and Trails" by the NH Municipal Association:

"Just about every town and city in New Hampshire has houses situated on private roads that are open to public use and thereby dedicated as potential highways. Some private roads are...modern roads installed in subdivisions that are still under development. ...residents are apt to request municipal snowplowing and summer maintenance to keep the roads passable. Municipal officials may feel an obligation to provide services out of concern for public safety and a sense of fairness toward fellow taxpayers. However, the New Hampshire Supreme Court has ruled that municipalities cannot spend public funds to maintain private roads or driveways, unless (a) such maintenance is subordinate and incidental to public highway maintenance, and (b) the landowner pays the additional costs incurred by the town in providing the service. Clapp v. Jaffrey, 97 N.H. 456 (1952). The doctrine of implied acceptance of public highways, revived by Hersh v. Plonski, intensifies the legal risks associated with public maintenance of private roads. Inasmuch as private road maintenance is not authorized in the first place, when a town, nevertheless, performs such work, it can readily be viewed as evidence of implied acceptance of that private road as a public highway."

Pages 123 and 124 sets forth and explains 5 reasons why a town should not plow a private road, including increased liability exposure and equal protection issues.

Finally, Page 124 states that if a town is feeling compelled to plow a private road, there are 3 possible methods that may be helpful: contracting for the work with the abutters, declaring a road an emergency lane (RSA 231:59-a), or laying out a road for winter maintenance (RSA 231:24).

Peter

HASTINGSMALIA PA.

Peter J. Malia, Jr. | Attorney
P.O. Box 290 Fryeburg, Maine 04037
Physical Address: 376 Main Street
Phone: (207) 935-2061 | Fax: (207) 935-3939
pmalia@hastingsmalia.com | www.hastingsmalia.com

Al MacQuarrie
32 Loonwood Dr, POB 1343
Lincoln NH 03251
603/ 745-9496
almacq@roadrunner.com

RECEIVED

FEB 22 '16

Town of Lincoln
New Hampshire

February 21, 2016

Mr. Alfred "Butch" Burbank
Lincoln Town Manager
Lincoln Town Hall
PO Box 25
Lincoln NH 03251

Dear Butch,

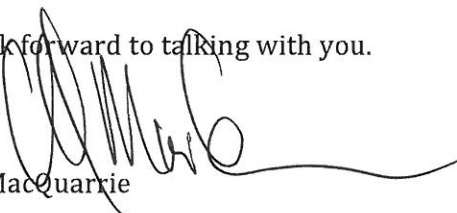
Want to advise you that about 9:00 AM this past Saturday I phoned the Lincoln Police dispatcher to advise that, following 5" - 7" of snow, upper Black Mountain Road was unplowed and hazardous for emergency vehicles. About 8:00 AM I left my Loonwood home to drop-off grandchildren at the Mountain. Lower Black Mountain Road through Beechwood-2 was unplowed. However, the road through Beechwood-1 (the Town owned section) was both plowed and sanded. The curve by the Mountain Club was also plowed and sanded. On returning home I drove up the hill on Black Mountain Road and found the road unplowed and treacherous (I drive an all-wheel drive Subaru with new snow tires).

Later in the morning while shoveling my walkway, I discovered that Friday night's precipitation initially fell as rain then froze and was followed by 5"-7" of snow. It was extremely slippery under the snow.

Given that Saber Mountain Landing advised the Town last week they were abandoning Black Mountain Road, it was a surprise to me that both the Town and Loon Mountain also seemed to ignore the safety needs of homeowners. It was only a few weeks ago that an ambulance was required for an elderly resident of upper Black Mountain Road, Ron Fiscus. He was taken to hospital and kept for five days before recovery. Driving and slipping up the hill on Saturday morning caused me to wonder if an ambulance that day could have reached Ron. By 11:00 - 12:00, Black Mountain Road through Beechwood-2 had been plowed.

Going forward, what is the Town's plan to insure police, fire and ambulance safety for residents of Black Mountain Road through Beechwood-2 ?

Look forward to talking with you.



Al MacQuarrie

CC: Chief Ted Smith, Lincoln Police Dept
Chief Ron Beard, Lincoln Fire Dept



The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

COPY

February 10, 2016

Dear Selectboard Chair:

Enclosed please find a copy of a letter I recently sent to Pamela Monroe, the Administrator of the New Hampshire Site Evaluation Committee ("SEC"). Also included is a letter from Attorney Michael Iacopino, Legal Counsel for the SEC.

As the author of several pieces of legislation designed to assure more public input from communities, I am concerned with the recent schedule and location of public hearings relative to the Northern Pass Transmission Project.

Please note Paragraphs 2 and 5 on Page Two of Ms. Monroe's letter.

If you have any questions, feel free to call me at 271-4980.

Sincerely,

A handwritten signature in cursive script that reads "Jeanie Forrester" followed by a small flourish.

Jeanie Forrester
NH State Senator, District 2

JF/dm

Enclosures



The Senate of the State of New Hampshire

107 North Main Street, Concord, N.H. 03301-4951

February 8, 2016

Ms. Pamela G. Monroe, Administrator
NH Site Evaluation Committee
21 Fruit Street, Suite 10
Concord, NH 03301

Dear Ms. Monroe:

I write to address two procedural issues concerning Docket #2015-06, the Site Evaluation Committee's (SEC) review of the application submitted by Northern Pass Transmission (NPT). One issue relates to the timing of the public hearing schedule, and the second relates to the decision to join the SEC public hearings in Colebrook and Concord with the US Department of Energy (DOE).

On the timing of the hearings, as I advised in my e-mail to you on January 25, it concerns me that four of the five public hearings are scheduled to occur before NPT has indicated it will have supplemental information available for the application it filed on October 19, 2015. The five public hearings the SEC recently announced regarding the NPT application start March 1 and end March 16. Yet the SEC has enabled NPT to have until March 15, 2016 to amend its application as a result of new Administrative Rules adopted by the SEC on December 16. Fairness would dictate that the public should have the benefit of time to meaningfully digest the supplemental application information BEFORE public hearings are scheduled.

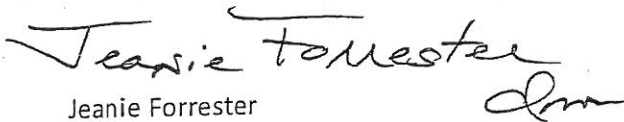
I acknowledge that the circumstances here are somewhat unique, in that NPT submitted its application on October 19 under one set of SEC administrative rules, and that the application must now comply with new rules adopted by the SEC on December 16. The SEC is entirely correct to afford NPT the opportunity to amend its application. If NPT needs until March 15 to do so, it should be afforded the opportunity. But if the SEC extends to NPT the deadline by which the applicant submits a complete application, the SEC should also extend the regulatory schedule for the amended application's formal review. The SEC should agree to hold public hearings in each of the five counties 60 to 90 days after the supplemental information is filed, or after the SEC formally "accepts" the supplemental information, if the latter occurs.

When I first brought this issue to your attention on January 25, you asked the SEC's legal counsel Michael Iacopino to review this matter. I thank you for this, and for Attorney Iacopino's January 28 response (copy enclosed). Attorney Iacopino's conclusion is that the SEC should wait to see if any of the new materials provided by NPT warrant a determination by the Subcommittee that remedial action is necessary. He goes on to suggest that one remedy is for affected municipalities to request individual public hearings, to be held by the Subcommittee if it so chooses. He also suggests another possible remedy, that the Subcommittee could itself determine (under RSA 162-H:7) that a temporary suspension of the proceeding is warranted.

Pamela Monroe
NH Site Evaluation Committee
Page Three

The recent legislative changes made to the SEC statute were intended to improve public trust and confidence in the SEC decision-making process. It would be a great misfortune for all of us in New Hampshire if the implementation of these changes were to subvert this very goal.

Sincerely

A handwritten signature in cursive script that reads "Jeanie Forrester". To the right of the signature is a small, stylized monogram or set of initials, possibly "JF".

Jeanie Forrester
NH State Senate, District 2

JF/dm

Enclosure



85 Brook Street | Manchester, NH 03104
Telephone: 603-668-8300 | Fax: 603-668-1029
www.brennanlenehan.com

Michael J. Iacopino
Kathleen A. Hickey
William J. Quinn **
Jaye L. Rancourt
Daniel J. Kalinski
Iryna N. Dore *
Jenna M. Bergeron *

OF COUNSEL
William E. Brennan *
Gary S. Lenehan
James A. Connor

*ALSO ADMITTED MA
**ALSO ADMITTED ME

January 28, 2016

Senator Jeanie Forrester
Chairman Senate Finance
NH State Senate District 2
State House Room 105
Concord, NH 03301-4951

**Re: Your Inquiry Regarding Site Evaluation Committee Joint Public Hearings
in Docket No. 2015-06 – Northern Pass Transmission**

Dear Senator Forrester:

Thank you for your recent inquiry regarding Site Evaluation Committee procedure. Pamela Monroe, Administrator of the Site Evaluation Committee, forwarded your e-mail of January 25, 2016, regarding the scheduling of the joint public hearings in the above referenced docket to me for response. RSA 162-H:10, I-c requires the Site Evaluation Committee to hold at least one joint public hearing in each county in which a proposed facility is to be located. That joint public hearing must be held within 90 days of the acceptance of the Application. The Northern Pass Application was accepted on December 18, 2015. Therefore, the five joint public hearings (one in each county) must be completed prior to March 17, 2016. There is no provision contained within RSA 162-H which allows the Site Evaluation Committee to extend the deadline for holding its public hearings pending amendments to the Application.

RSA 162-H:10, VII sets forth the process to be used when an Application for a Certificate of Site and Facility straddles the "old" administrative rules and the Committee's "new" rules. In pertinent part, RSA 162-H:10, VII states:

"Except for the cases where the adjudicatory hearing has commenced, applications pending on the date rules adopted under this paragraph take effect shall be subject to such rules. Prior to the adoption of rules under this paragraph, applications shall be continuously processed pursuant to the rules in effect upon the date of filing. If the rules require the submission of additional information by an applicant, such applicant shall be afforded a reasonable opportunity to provide that information while the processing of the application continues."



Regional Planning Commission & Economic Development District

February 10, 2016

Dear Selectboard Chair or City Council,

Is your community represented on the North Country Council Transportation Advisory Committee (NCC TAC)?

What is the Transportation Advisory Committee (TAC)?

It is a body made up of a representative from each municipality in North Country Council's area (51 towns, 25 unincorporated places).

What does the TAC do?

The committee meets bi-monthly to "act as a sounding board on transportation issues within the North Country Council (NCC) planning region; to be a resource of ideas for NCC and the New Hampshire Department of Transportation (NHDOT); to review and disseminate information from NHDOT and other transportation sources to NCC and its members; to make transportation related policy recommendations to the NCC Board of Directors and to advocate for gains in the regional transportation infrastructure and implementation." (From the Bylaws of the TAC - attached).

What is in it for my municipality?

As a representative for your town, you get to have your voice heard on any of the issues described above. You can help to determine the top priorities in the region for the Ten Year Plan and Transportation Alternative Programs among other things. You can also learn about and help your municipality and the region with projects like bridge replacements, dangerous section of road or intersection, rail, airport projects, public transportation and other transportation related issues.

How does my municipality appoint a representative to the TAC?

Easy! Your selectboard appoints a representative and sends us a signed letter or the meeting minutes.

Does my municipality already have an active TAC representative?

Your municipality's current representative is: Joe Chenard - Lincoln

Your representative currently attends meetings: ☒ regularly ☐ occasionally ☐ does not attend.

Please contact Mary Poesse (mpoesse@nccouncil.org) or Kevin McKinnon (kmckinnon@nccouncil.org) if you would like to replace/appoint a TAC member.

Sincerely,

Kevin McKinnon & Mary Poesse
NCC Transportation Planners



Regional Planning Commission & Economic Development
District

North Country Council Transportation Advisory Committee

2016 Meeting Dates

January 21st

March 17th

May 19th

July 21st

September 15th

November 17th

*****All meetings are from 1-3 pm in the NCC Conference Room.**

Mark your calendars now!

All meetings are open to the public

North Country Council Transportation Advisory Committee

Article I. Mission Statement

To act as a sounding board on transportation issues within the North Country Council (NCC) planning region; to be a resource of ideas for NCC and the New Hampshire Department of Transportation (NHDOT); to review and disseminate information from NHDOT and other transportation sources to NCC and its members; to make transportation-related policy recommendations to the NCC Board of Directors and to advocate for gains in regional transportation infrastructure and implementation.

Article II. Authority

"The Council, through its Board of Directors, may create and recognize committees which are instruments for affecting a strategy of implementation of the Comprehensive Plan for Region One. Committees may be organized to address specific portions of a region wide interest, such as transportation..." NCC BY-LAWS, Article V, Sec. A. Committees shall be subject to an annual review by the NCC Board of Directors to assure continuing effectiveness and performance.

Article III. Membership

Membership consists of those individuals appointed by their municipalities within the North Country Council planning region to represent their communities and other transportation experts.

Section 3.01 All members of this committee are voting members.

Section 3.02 One representative may be appointed by their select board/City Council on an annual basis.

- (a) Municipally appointed Transportation Advisory Committee members are considered to be voting members unless replaced by the municipality.
- (b) Any members appointed by their municipality as of the date of these changes go into effect shall be 'grandfathered' members of the committee until un-appointed by the municipality or until they resign.

Each calendar year, CDFA works with communities across New Hampshire to help them meet their community and economic development goals. For 2016, there are several sources of state and federal resources that are available. You can find more information on our website (nhcdfa.org) or you can call our main line in Concord at 226-2170 with any questions or for assistance. We look forward to working with you in the coming year.

All applications are completed and submitted via CDFA's online grant management system (nhcdfagrants.org), and are due by 4:00 pm on the dates listed below.

Here is some information on the major CDFA funding opportunities for this year, along with contact information for the appropriate CDFA staff.

Tax Credit Community Financing

- A competitive community development investment program open to qualified organizations for specific projects or programs that show a high degree of community support, build partnerships, and leverage other funds.
- Letter of Intent due February 26
- *Contact: Amy Currie, Director of Tax Credit and Equity Programs, acurrie@nhcdfa.org*

Economic Development Grants and Loans

- A federally-funded competitive program to help create jobs that provide good wages, benefits, and training programs. Funds can also be used for acquisition of land and buildings, construction of commercial buildings, purchase of machinery and equipment, employee training, and public facilities improvements.
- Applications are accepted on a first-come, first-served basis
- Microenterprise deadline is March 18
- *Contact: Katy Easterly-Martey, Director of Economic Development, keasterly@nhcdfa.org*

Planning Grants

- Up to \$12,000 grant for a feasibility study to determine whether or not a proposed CDFA-funded project is feasible. Eligible activities include income surveys, preliminary architectural and engineering design, cost estimates, and market analysis.
- Two deadlines: April 29 and October 31
- *Contact: Meena Gyawali, Director of Policy and Planning, mgyawali@nhcdfa.org*

Affordable Housing Grants

- A competitive grant program to provide funding for affordable housing and housing rehabilitation. Funds can be used to purchase, rehabilitate, expand, and improve the

Skateboard
Park?

February 17, 2016

Walter Reed
President & General Manager

Town of Lincoln
Board of Selectmen

By the way of introduction, my name is Walter Reed and I am the President of the Board of Directors of the Lodge at Lincoln Station and as such I represent 320 none voting tax payers of the Town of Lincoln. I am writing to you today because of some great concerns that we have developed over the last year about where the Town of Lincoln is headed in the near future. I am one of the non-voter tax payers and have been for the last thirty years to which I might add that we have been very happy with the job that all of you have been doing until recently.

I attended last year's Town Meeting and I was quite disappointed to see a very small number of voters (less than 100 out of 1050) gut the town and its annual operating budget to a point where it was evident that there would be numerous jobs cut affecting not only the town operation, but the good people who were working in most of those jobs.

In our opinion, the results were devastating and the money saved did not serve me or the other thousands of non-voting tax payers (who by the way provide the majority of the tax dollars here in Lincoln) or for that matter, even the voting tax payers were not well represented in that vote. These actions by a short sighted few only served to produce negative results.

We still cannot vote but thought you might benefit from our thoughts on the important issues that face the Town of Lincoln.

1. To the Budget Committee – First and foremost, thank you for the great job that you do on our behalf year after year. Please put back the necessary funds to restore the Town of Lincoln to the 2014/2015 budget levels and return the good people who lost their jobs to the positions held before these cuts were made.
2. On the position of the Town Manager. As far as we can see Alfred Burbank has done an excellent job as Town Manager and should continue on in that position. I have had numerous meetings with Mr.

Burbank and have always been very impressed. This position requires a full time person that not only has the experience, but the common sense to provide the excellent leadership on some very complex issues. In the same manner, in our opinion, the Town of Lincoln should maintain the Town Manager position, daily functionality would be greatly reduced without it.

3. The position of Fire Chief – The Town of Lincoln needs a full time Fire Chief, and enough support staff (at least two personnel per shift) which can be supplemented by the volunteer force. In this matter, we are dealing with public safety. The Town of Lincoln does not operate with a part time Police Chief and a volunteer Police Department, the Fire Department is no less important particularly with the obvious and continued growth of the community.
4. Levee Replacement – Once and for all, lets fix and finalize this issue before any more stalling costs us any more money. We wouldn't be in this position if someone in Town Government years ago had not decided to live up to our agreement to maintain the structure that was given to us after it was built. By the way- Definition – In Perpetuity – “Something that goes on forever.” Which we had agreed to in our initial agreement with the Army Corp of Engineers.

Last but not least is the subject of development in the Town of Lincoln. At this point, development in our opinion is out of control and should be halted until we can provide a full time Fire Department to better protect the people who already live here. At this point only the developers are being served by any more Time Share or Condominium Developments.

Thank you



Walter Reed
President & General Manager
The Lodge at Lincoln Station