

GOFFSTOWN SELECT BOARD
MINUTES TO MEETING OF JANUARY 12, 2026

In attendance were Chairman Peter Georgantas, Vice Chairman Mark Lemay, Selectman Jim Craig, Selectman Joshua Douglas, and Selectman Richard Manzo.

Also present were Town Administrator Derek Horne, Assistant Town Administrator Danielle Basora, Police Chief Eric Sereno, Fire Chief Benjamin Selleck, and DPW Director Adam Jacobs.

Call to Order / Pledge of Allegiance

6:00 p.m. Chairman Georgantas called the Goffstown Select Board Regular Meeting to order. He led the board in the Pledge of Allegiance.

Acceptance/Correction of Minutes

12/22/2025 public and non-public minutes

Vice Chairman Lemay made a motion to accept the December 22, 2025 public and non-public minutes with corrections if needed. Selectman Craig seconded the motion. No corrections were made. VOTE: 5-0-0. All in favor. Motion passed unanimously.

Announcements

The Chair welcomed the new Fire Chief Ben Selleck to the front. He explained that former Fire Chief Shawn Murray had retired at the end of December. Chairman Georgantas administered the oath of office to Fire Chief Selleck.

Following the swearing-in, the Chair made two additional announcements:

Budget Hearing – January 15, 2025

First, he announced a public hearing for the 2026 budget under New Hampshire RSA 32:5. The Goffstown Budget Committee would hold the hearing at 6 PM on Thursday, January 15, 2026 in the Craig Heber Theater at Goffstown High School to receive public input on the 2026 budgets for the town, school, Pinardville Water Precinct, and Grasmere Village Water Precinct. A snow date was set for Tuesday, January 20th. The budget committee would meet immediately following the public hearing to consider input and discuss recommendations for the annual warrants.

Supervisors of the Checklist – Mandatory Session

Second, he announced that the Goffstown Supervisors of the Checklist would be in session at Town Hall in Room 104 on Tuesday, January 20, 2026 from 7:00 PM to 7:30 PM. This would be the last day to register to vote until after the town and school deliberative sessions. No voter registration would take place at the deliberative session meetings. New voters would need to bring proof of citizenship, date of birth, home address, and photo ID to register.

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Public Comment

The Chair explained the 3-minute limit for public comment and asked if anyone wished to speak.

Michael Gross, 61 Up-A-Way Farm Road, approached first. He explained he was there to discuss the board's consideration of which roads to include in a warrant article. He submitted a letter from his attorney for the public record. Mr. Gross stated he moved to Goffstown to start a family and has two young children, ages 1 and 4. They rely on Up-A-Way Farm Road daily, including in winter. He noted that in 1994, the select board issued a letter affirming this road as a town road, showing it had long been recognized and maintained for public use - a fact they relied on when purchasing their home. He explained the road serves more than just his residence, providing access to approximately 57 acres of unposted land that includes cleared usable land historically used by residents for hunting and recreation. He asked the board to consider these issues thoughtfully before deciding whether to include this road in any discontinuance warrant article.

Michael Boulay, 3 Martin Farm Road, spoke next about road maintenance. He had moved to the area 11 years ago and was concerned about the potential discontinuance of dirt roads. He stated that if the town decides not to maintain the road anymore, it would decrease property values. When trying to sell a property and having to tell buyers the road is not maintained by the town anymore would bring the value down. He asked whether property assessments and taxes would go down if the town discontinues road maintenance, expressing concern that his property value would decrease.

Russell Gocht, 389 Pattee Hill Road, expressed reservations about any development on New Hampshire class 6 roads. He referenced the town of Swansea where they own another home, noting that town has effectively not allowed property development on class 6 roads for decades, avoiding the confusion and ambiguity that comes with their use. He questioned who would be responsible for policing the roads and what maintenance standards would apply. He referenced a July state law that forces municipalities to allow development on class 6 roads, which he opposed. He requested that the town either discontinue class 6 roads and/or join with other municipalities to seek repeal of this new law. He also noted the select board agenda included work toward converting certain class 5 roads to class 6 roads, and requested the board not proceed until understanding the full costs and potential litigation from property owners. He stated that as an impacted property owner, he would "surely not sign away my rights to town services such as fire and police."

Sally Sites, 11 South Mast Street, stated she had just found out about the potential discontinuance on Friday and was not as prepared as others. Her concerns with discontinuing Clinton Rising Road included decreased property value and increased responsibility for maintaining the road. She noted they had lived on the road for 22 years and the town had never had to mow grass, do tree cutting, grading, or pothole repair - the only cost to the town was plowing and sanding. She was particularly concerned about drainage at the bottom of the road becoming their responsibility, noting she doesn't have equipment to maintain drainage. Her biggest concern was that the sidewalk in front of their house bows out into the road as traffic has increased, with trucks and cars hitting it continuously. She noted families use the public road to avoid that unsafe portion of sidewalk. If it became a private road, they would have to post it as private property and she wouldn't want liability for people using it.

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Frank Lamparelli, 15 Saunders Road, explained his issue was different as he understood paving would continue beyond his house. His concern was about utilities 100-200 yards up the road that pass through the woods from the Devon Farm to the other part of Saunders. He stated they lose power frequently and if the road is not maintained, he couldn't imagine what it would look like for Eversource not having access to fix the utilities. He noted that if 88 Saunders (an out-of-state owner) would be responsible for that portion as their driveway, he couldn't imagine that would be good for the 4 residents on the paved part who rely on those utility lines.

Daniel King, 31 Martin Farm Road, began by thanking the DPW for their hard work. He expressed deep frustration regarding the director's decision to stop maintenance on Martin Farm Road. His family had been part of Goffstown for over a century, and since 2006, his grandmother, uncle, neighbors, and parents had entered into significant conservation projects, choosing to preserve the land rather than seek the highest bidder because it was right for Goffstown. He noted this aligned with the town's master plan and state RSAs supporting open space preservation. Since taking over Clark Ridge Farm management in 2013, he had worked to make the farm a public asset, opening it to UNH Cooperative Extension, NH Timberland Association, Granite State Grazers, and even local church services during COVID. He stated the farm operates on razor-thin margins while he works full-time as a teacher. He questioned what metrics determine "negligible public benefit" and raised safety concerns about his 3 children under 12 living at the road's end, asking about EMS response times on a compromised class 6 road and whether insurance would continue covering a home on an unmaintained road.

Britta King, 31 Martin Farm Road, wife of the previous speaker, shared their story of moving from Chicago in 2012 and suddenly becoming stewards of Clark Ridge Farm in 2013 when her husband's uncle Jim Clark died of a heart attack. She emphasized the public use of Martin Farm Road is not negligible - they are a working farm managing conservation land the community can access. They host open houses for maple season (featured on WMUR), provide grass-fed beef and pastured pork to local customers, and sustainably manage a woodlot on which they pay timber tax. She stated there's significant value in road maintenance to the community and their business, and they would sustain significant damages if the town discontinues maintenance. She cited "A Hard Road to Travel" which states "it is probably best to avoid complete discontinuance of highways unless absolutely necessary" and warns officials to "be cautious of any request to discontinue a highway that involves land that could be subject to subdivision request. The loss in value could be substantial." She stated it appears the town is discriminating against farms, noting there are other roads with only 1-2 residents that aren't being considered for discontinuance.

Max Blindow, 97 Shirley Hill Road, owner of Benedict Dairy, explained they farm in Goffstown full-time as their livelihood. Two roads in question for discontinuance are used for their farm business. He wanted to emphasize these aren't just someone's "fancy driveway" but roads actively used for farming. He detailed that Welch Lane, where Paul Welch's house is the only residence, is surrounded by Jim Shirley's land which they lease and farm. Welch Lane is their main access for semi-truck hay delivery, where they unload and store hay. In winter, they go there several times daily to pick up hay, drive it to another property, load it on a dump truck, and feed about 60 cows on two farm properties. He explained that historically, farmers never put houses or barns in the middle of fields far from roads - they put them by the road, which was the main road at the time. These roads may no longer be main roads, but they're still access to historically-grown infrastructure they use today. He stated these are "not just someone's driveway" but "farm roads actively farmed by farmers."

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Timothy Kenney, owner of property at 17 South Mast Street (French and Rising Funeral Home), explained their section of road is very small, servicing 2 buildings. It's used daily by people other than residents or funeral home visitors - pedestrians and vehicles use it regularly. Seven years ago, they entered an agreement with the town where they paid for road paving and maintain the grass and trees, so the only cost to the town is winter plowing. He suggested that from a financial standpoint, the cost of plowing versus the public use and potential confusion if discontinued makes the trade-off worth maintaining it.

Michael King, 421 Pattee Hill Road, had brief remarks. He lived on Martin Farm Road from 1982-1990 and had many discussions with then-selectperson Bob Wheeler about road maintenance. Initially, the plow went beyond the house, then backed off after discussions. Long after he moved away, his brother-in-law Jim Clark and mother-in-law Ruth Clark entered into a formal turnaround agreement with the town, registered at the registry of deeds, so maintenance only goes to the end of the straight portion of Martin Farm Road. There was also a slope easement entered at that time. He noted his other son Timothy owns an undeveloped lot on Up-A-Way Farm Road, intending to build someday but currently living in North Carolina. If Up-A-Way Farm Road is discontinued, it would create challenges and probable significant devaluation of that property.

The Chair, seeing no one else wishing to speak, concluded the public comment period.

Village Bridge Ad Hoc Committee - Presentation of Ad Hoc Committee Status Report

Paula Bedard, 36 Shirley Park Road, chairperson of the Village Ad Hoc Bridge Committee (pedestrian bridge committee), presented the committee's status report. She noted the board had the 3-page report and she wouldn't read it entirely unless requested. The report included committee member list, background about the committee, and on page 2, a review of the TAP (Transportation Alternative Program) grant status. The committee did not win the grant this year.

Under recommendations, the committee requested endorsement from the select board to continue so they could apply again in 2028 for the next round of TAP grants or other grants like CMAQ or SS4A (Safe Streets for All). Ms. Bedard stated they could wait until March for a more thorough answer if the board needed time, as that's when Southern New Hampshire Planning Commission should receive federal updates on various grant funding programs.

The Chair clarified they were only asking to continue the committee, not for funding. Ms. Bedard confirmed this was correct.

Selectman Craig noted the request also included moving forward with a new revised or amended charter. Ms. Bedard explained they think a new charter is in order, probably similar to the existing one but with updates that make sense. She noted items like having an MOU with Friends of the Goffstown Rail Trail, though whether that needs to be in the charter would be determined with Derek's guidance.

The Chair asked if they would move forward with the current charter and come back with an updated one. Ms. Bedard confirmed this was correct.

Selectman Douglas, relatively new to the group, expressed his opinion that for the committee to succeed, there needs to be funding and commitment from the town, similar to the library and other grants. He felt they didn't win because they lacked funding and push behind it.

Ms. Bedard explained that while their TAP grant application had no money committed from any source, the committee is interested in doing a pledge campaign for donations to cover the

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cost - a minimum of \$250,000 they would need to raise. They wish to move forward with a capital campaign for private donations/pledges over the next 2 years.

Selectman Craig asked when they would need to raise the \$250,000 by. Ms. Bedard stated fall of 2028 is when the TAP grant would be open for applications.

Selectman Douglas questioned whether this committee had to be the ones raising money, noting the Friends of the Rail Trail could help if more staffed and funded. Ms. Bedard confirmed she couldn't speak for Friends but they're in close contact, with Dave Pierce having been on the committee, and Friends has stated willingness to be the 501(c)(3) to hold the money.

Selectman Douglas raised concerns about town employees attending meetings and waiting 2+ years to figure out if they can get this, suggesting the town has more important things to focus on. Ms. Bedard addressed this, noting a select board member could serve ex officio without attending every meeting, and they might meet every month or two months.

Selectman Douglas clarified his concern wasn't about select board members but about Derek or other town staff attending and tracking meetings.

After discussion among board members commending the volunteers' commitment, the Chair suggested authorizing the committee to stay in existence with the anticipation they'll bring an updated charter by second quarter.

Selectman Craig made a motion to authorize the committee to stay in existence for another 2 years, provided they present the Select Board with a revised charter by the second quarter of 2026. Selectman Manzo seconded the motion. VOTE: 5-0-0. All in favor. Motion passed unanimously.

Public Works Director - Proposed Discontinuation of Farm Roads

Adam Jacobs, DPW Director, presented on the potential discontinuance of certain farm roads. He began by acknowledging the residents who had spoken during public comment, noting word had gotten out between his outreach efforts and the packet.

He listed the street segments in question:

- Saunders Road from Story Road intersection to the end
- Story Road/Old Story Road from Saunders to the end
- Martin Farm Road from Pattee Hill Road to the end
- Up-A-Way Farm Road from Pattee Hill to the end
- Nasar Place from Gorham Pond Road to the end
- Worthley Hill/Mountain Valley Farm Road from Mountain Base Road to the class 6 section
- Welch Lane from Shirley Hill Road to the end
- Roberts Farm Road from Addison Road to the end (including class 6 portion by resident request)
- French and Rising/Clinton Rising Way from Prospect Street to South Mast Street

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His recommendations included:

- Full discontinuance: Saunders Road (section mentioned), Nasar Place, Welch Lane, Roberts Road, and Clint Rising Way
- Discontinuance subject to gates and bars (remaining public roads but class 6/non-maintained): Story/Old Story, Martin Farm Road, Up-A-Way Farm Road, and Worthley Hill - these would preserve public street frontage for parcels that would otherwise be landlocked

Mr. Jacobs explained the history - in the 1980s and 1990s there were efforts to pare down maintenance. In 1985, voters were asked if the town should continue maintaining certain roads, and by voting affirmatively, the town accepted those roads, giving them class 5 status.

In response to questions about maintenance responsibilities, Mr. Jacobs explained that with discontinuance, the town would no longer maintain these roads. With full discontinuance, the public couldn't use them (no more 4-wheelers calling for class 6 road lists). Maintenance would fall on property owners as private driveways. For roads serving multiple properties, owners would need to determine shared maintenance.

Regarding budgetary impact, Mr. Jacobs noted it's "death by 1,000 cuts" - small percentages of every storm event add up. Material costs aren't breaking the budget, but time and overtime costs are higher. Paved roads that deteriorate need resurfacing - Nasar Place and Welch's Farm Road were recently resurfaced at \$10,000-15,000 each.

He noted they get calls from residents questioning why they're "plowing their neighbor's driveways" when private driveways are longer. One landowner actually desires discontinuance to maintain the farm nature of their large contiguous parcel and prevent subdivision.

Utilities would maintain their responsibilities regardless of discontinuance, as they have overlapping easements. Many of these roads are below town standards for width of traveled way and right-of-way. Clinton Rising Way's connection to French and Rising is particularly narrow and difficult for trucks with wings to navigate.

When asked about the timeline for decision, Town Administrator Horne stated they would need to decide tonight to meet the 14-day notice requirement for deliberative session.

Selectman Craig made a motion to not put this on the warrant. Selectman Douglas seconded the motion. VOTE: 5-0-0. All in favor. Motion passed unanimously.

Police Chief – Highway Safety Committee Recommendations

Chief Sereno presented Highway Safety Committee recommendations, noting he was not at the Highway Safety meeting - Lieutenant Hammond filled in along with Derek and Adam.

Pattee Hill Road - Streetlight Request

Chief Sereno explained a resident came requesting a streetlight in their area of Pattee Hill Road. Highway Safety Committee voted 5-0 to recommend no action. Based on light pollution concerns, they typically don't recommend streetlights unless there's a public safety need. There was no high volume accident data, and that part of town was designed to be an under-lit area.

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Vice Chairman Lemay made a motion to accept the committee's report and take no action at this time. Selectman Douglas seconded the motion. VOTE: 5-0-0. All in favor. Motion passed unanimously.

Tanager Road / Shirley Hill Road - Request for Day Time Running Lights signage

Chief Sereno explained this request was for daytime running lights signage and an ordinance on Shirley Hill Road. The committee voted 5-0 to recommend no action. Lieutenant Hammond advised there was no high volume accident data to support it, and Adam Jacobs advised that daytime running light signs were not approved signs to post.

The Chief provided context that the individual has difficulty seeing when coming out of Tanager onto Shirley Hill due to a blind corner. The board had previously authorized mirrors at this location. The requestor felt if lights were on all day on Shirley Hill, they'd see cars more readily. The board confirmed a mirror is already there and discussed this is where they had quoted to flip the light a couple years ago.

Vice Chairman Lemay made a motion to accept the committee's report and take no action at this time. Selectman Craig seconded the motion. VOTE: 5-0-0. All in favor. Motion passed unanimously.

Grady Hill Road / E Dunbarton Road / Hooksett Road - Request for No Through Trucking Restriction

Chief Sereno explained this initially started as a request for no through trucking on Grady Hill Road. Traffic counts showed roughly 1,500 vehicles per day with several larger trucks. Adam Jacobs advised the speed limit should be lower due to the road's narrowness and curve, and noted the K value on Grady Hill approaches the crest too steeply to see oncoming traffic.

Highway Safety Committee voted to recommend:

- Reducing the speed limit on Grady Hill to 25 mph (currently unposted, so 35 mph by law).
- Installing "hill blocks view" signs with appropriate speed advisory placards.
- Having the town administrator seek legal counsel opinion on posting Grady Hill as no through trucking, and if not permissible, supporting a weight restriction.

The requestor feels dump trucks and sand/gravel trucks from the Hooksett sand pit travel through, cutting through Grady Hill to Tirrell Road.

Chief Sereno explained this connects to Hooksett Road no through trucking because on the Hooksett side (Goffstown Road in Hooksett), there is already no through trucking. Vehicles coming from Hooksett are essentially violating their own ordinance then coming into Goffstown.

After discussion about enforcement (violations would result in court appearances, typically \$100 fines unless the town sets higher amounts in the ordinance), Town Administrator Horne clarified they've been doing traffic ordinances with two public hearings and a vote, but learned traffic regulations are adopted under a different statute requiring only a board vote (NH RSA 41:11). The board agreed to have public hearings the same night as votes for transparency.

Selectman Douglas made a motion to accept the Grady Hill Road recommendations as provided; hold a hearing to reduce the speed limit on Grady Hill to 25 mph and post Grady Hill as no through trucking.; and install "hill blocks view" signs with appropriate speed

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advisory placards. Selectman Craig seconded the motion. VOTE: 5-0-0. All in favor. Motion passed unanimously.

For Hooksett Road, the town would post advisory signs at the intersection with East Dunbarton to warn truckers they'll encounter no through trucking if they continue into Hooksett.

Motion by Selectman Douglas to accept the recommendations on Hooksett Road as outlined. Seconded by Selectman Craig. VOTE: 5-0-0. All in favor. Motion passed unanimously.

Assistant Town Administrator & SAU 19 Operations Manager - Solar Net Metering

Danielle Basora, Assistant Town Administrator/HR Director, and Scott Gross, SAU 19 Operations Manager, presented on solar net metering potential. Ms. Basora explained this is a process where the town essentially rents out a portion of their utility usage to a project developer who gets credits and shares a portion with the town. Projects in New Hampshire must have someone assigned to take the energy they produce before going live.

She explained the visual on slide 3 showing how a solar project produces power to the utility, the utility gives credits back to the project under state law, and the project shares with the host (town and school). An example showed 1 million kilowatt hours at 10 cent credit value would be \$100,000 in credits, with a 10% share resulting in \$10,000 savings.

Mr. Gross clarified no solar panels would be installed on town or school property. Developers looking to do solar projects in New Hampshire need to find hosts who consume lots of electricity. This company matches developers' needs with hosts like the town and school districts of Goffstown.

Selectman Douglas asked about their obligation. Ms. Basora explained they would only be agreeing to rent it to them for 20 years. The RSA originally came into existence in 2018 but municipalities were excluded until 2023. Early adopters get better rates because there are fewer hosts in the market.

When asked about payment structure, Ms. Basora explained there's an upfront fee of \$1,000 each for school and town for the RFP process, contract drafting, and negotiations. However, for the first several years, the fixed upfront fee would be applied against group net metering credits - instead of collecting 10% annually, they'd only collect 5% for the first 4 years until the upfront fee is reimbursed.

After clarification that no checks would be written to the company and the revenue would be \$5,000 annually for the town and \$13,500 for the school, Selectman Douglas made a motion.

Selectman Douglas made a motion to move forward with the review of the consulting agreement with attorney counsel and bring back a final one that can be signed, in concurrence with the school board to actually put it out for bid. Selectman Craig seconded the motion. VOTE: 5-0-0. All in favor. Motion carries unanimously.

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Town Administrator's Report

Consent Agenda

Town Administrator Horne presented the consent agenda:

- **Employee Status Reports** (Needs signature of the Chair)
 - FIRE – FT Firefighter – Associates degree incentive (per CBA)
 - FIRE – FT Firefighter – Paramedic License and Paramedic differential (per CBA)
 - FIRE – FT Firefighter – AEMT License and AEMT differential (per CBA)
 - FIRE – Per Diem EMT – update to current matrix
 - FIRE – Per Diem Firefighter/EMT – new hire
 - PARKS & REC – Official II – new hire

Vice Chairman Lemay made a motion approve the consent agenda as presented this evening. Selectman Craig seconded the motion.

When asked about the deputy chief position, Town Administrator Horne confirmed a conditional offer was made with start date of January 26th.

VOTE: 5-0-0. All in favor. Motion carries unanimously.

Assessor's Recommendations

Town Administrator Horne presented a 2025 tax year report of timber cut and timber tax warrant on Map 6, Lot 1-6-2 for \$107, which the assessor recommends approval.

Selectman Douglas made a motion to approve the assessor's recommendation as presented. Vice Chairman Lemay seconded the motion. VOTE: 5-0-0. All in favor. Motion carries unanimously.

2026 DRAFT Warrant & 2026 Proposed Budget

Town Administrator Horne distributed the draft warrant to board members, highlighting a significant issue discovered the previous week. Initially, when presenting to the budget committee, the comparison was made against the 2025 total appropriation, which included the Collective Bargaining Agreement (CBA) and the \$350,000 deposit into the capital reserve fund from unassigned fund balance. Including this \$350,000 in the base led to an overstatement of the operating budget, which was inaccurately reported as a 5.3% increase when, in reality, it was closer to a 7.1% increase.

On Friday, the Town Administrator met with the budget chair to address the oversight. A \$470,000 cut was deemed necessary to return to a 5.3% increase. To achieve this, the proposed solution was for the budget committee to cut \$450,000 from reclamation funds in the Capital Improvement Plan (CIP), reducing it from \$1.6 million to \$1.15 million, matching the 2025 appropriation.

Additionally, Town Administrator Horne recommended that the select board propose an appropriation article to separately fund the \$450,000, providing voters with an opportunity to decide on the matter. A similar article from the previous year had narrowly failed by 75 votes, potentially due to concerns about its incorporation into the default budget.

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Selectman Manzo made a motion to reconsider the previous decision to fund the packer through unassigned fund balance. Selectman Douglas seconded the motion. VOTE: 5-0-0. All in favor. Motion carries unanimously.

Selectman Douglas made a motion to propose a special article for additional \$450,000 for the road plan budget funded from unassigned fund balance. Selectman Craig seconded the motion. VOTE: 5-0-0. All in favor. Motion carries unanimously.

Vice Chairman Lemay made a motion to propose an article to appropriate \$430,000 for the solid waste packer through new taxation. Selectman Manzo seconded the motion. VOTE: 5-0-0. All in favor. Motion carries unanimously.

In addition, Select Board stipends were debated. Vice Chairman Lemay underscored the significant work of the board that justifies compensation, and expressed concern about the budget committee's decision to exclude the stipends, which he characterized as politically motivated.

Selectman Manzo made a motion to include an article appropriating \$29,322.57 for the select board stipends in 2026. Vice Chairman Lemay seconded the motion. VOTE: 5-0-0. All in favor. Motion carries unanimously.

Adjournment

8:17 p.m. Selectman Manzo made a motion to adjourn. Vice Chairman Lemay seconded the motion. VOTE: 5-0-0. All in favor. The motion passed unanimously.

The meeting adjourned at 8:17 p.m.

Respectfully submitted,

Derek M Horne, Town Administrator (prepared with assistance of AI, ClerkMinutes.com)

These minutes are subject to approval by the Select Board.