

Town of Rumney
Selectmen's Meeting
w/Groton Hollow Road Residents
09/12/11

7:00 p.m. Selectman Andrew began this part of the meeting by reading the condition as ordered by the SEC in their Certificate of Site and Facility with Conditions dated May 6, 2011:

- I. Further Ordered that the Applicant shall develop a plan with the Town of Rumney, in consultation with the residents of Groton Hollow Road, addressing adequate advance notification to the residents of Groton Hollow Road of the movement of oversized loads on Groton Hollow Road, including the date and time when vehicle traffic will be blocked on Groton Hollow Road; alternative transportation for residents of Groton Hollow Road during times when Groton Hollow Road is blocked to normal vehicular traffic; and a plan to deal with emergencies that may occur on Groton Hollow Road during the times when Groton Hollow Road is blocked to emergency vehicle traffic; and it is,*

This part of the meeting was recorded:

Mark Andrew: The purpose of tonight's meeting, first of all, in order to have a workable committee to thoroughly discuss how we are going to do this we are going to form this committee comprising of five residents of Groton Hollow Road to be chosen by you, the residents of Groton Hollow Road, as your spokespeople. The only requirement is that they must be a resident on Groton Hollow Road. Who you choose is up to you as to who would be a good spokesperson who would be able to enter into a discussion and come up with an agreement that is fair and accomplishes what everybody wants to accomplish.

Secondly, in addition to choosing five people, we are here to listen to all of your concerns tonight regarding what I just read about the SEC order to come up with an agreement. That is the entire subject matter that we are going to be working on for the next hour and half, if it takes that long.

No agreement will be done tonight. That will be done when the committee that you have chosen meets with representatives from Groton Wind, representatives of the town and the various town emergency departments who will be physically advising whether such a, whatever the stipulations are in the agreement whether it could be done. Not whether it's fair, not whether it accomplishes what you want but whether it could physically be done.

We will be recording this discussion tonight. I ask that one person at a time speak, that you state your name so that we have it on the tape and so that Annie can make a note as to who was here and the kind of comments that were made. This is not meant to be an argumentative session; we may ask some questions back to try and get some more detail. We do have some town department heads here so that they get an idea of what it is we are trying to work towards, what some of the specific conditions are so they can do some homework before this meeting and see if it is something they can make work or come back with a counterproposal that would accomplish what we all want. Are there any questions before we get started on this?

Okay, the first topic on the order, if you will, regards adequate **advance notification** regarding the movement of oversized loads, and I will open it up one at a time to what your concerns are regarding advance notification, how far in advance, what type of notification, what methods would work. Anyone have any thoughts on it? We are here to listen to you.

?: How long will the project go on for?

MA: That might be a question Mr. Cherian who is at the back can answer.

AD: Can I have his name?

MA: Could I have your name please?

JH: Jim Higginbotham.

EC: Construction time period is about a year. The time for oversized loads probably would be two or three months.

MA: Okay, but not every day during those two or three months?

EC: There will be periods during weekdays that it will be everyday for some weeks.

JH: Do you mean large loads coming up every day?

MA: That's what Ed just said, I don't know how many. Ed, could you shed any light on that?

EC: Not that much because it's going to be up to the State who will permit the number of frequency and route of any oversized loads so State DOT will decide that.

MA: So basically whatever the State allows to get up this far that's what would have to go up the road?

ED: They will permit it all the way up to the site.

MA: Okay, my understanding is they will permit it to the intersection of Groton Hollow Road. Maybe I am mistaken on that.

ED: The route we had in Lempster included town road and the State troopers escorted them on town roads.

MA: Okay, the State troopers continue on town roads?

ED: They did in Lempster.

Cheryl Lewis: My understanding though during the SEC hearing was that that would not take place, the police escort, during the hearings.

EC: I can tell you the State police escorted on town roads in Lempster. It's going to be up to the State DOT. They write the permits, and they will write in there where they want escorts and where they don't.

CL: Maybe that is something we can double check with the transcripts.

MA: We can check with the State DOT. Other thoughts regarding...

JH: So every time there is a large load coming up Groton Hollow Road you want to know a method of notifying us so this notification could take place, you know, on the hour, every hour, every day for a year?

MA: My understanding, or my thoughts behind this, would be it would be a notification that on such and such a day, morning, afternoon, there will be oversized loads, road will be closed for a period of time. And again until they start going up I don't think we'll know what that period of time will be. Maybe Ed could shed more light on that.

EC: I don't know, it depends on what kind of configurations they have. But it's a guess, I would say around 15 minutes.

MA: Fifteen minutes for each truck and trailer?

EC: For each convoy.

MA: For each convoy?

EC: That's a rolling closure so as they go up the road nothing is behind the trucks.

MA: Mr. Sanborn?

Doug Sanborn: Mark, you are going to need to work around the postal deliveries and the school bus drivers.

MA: As part of our agreement with Groton Wind we have the times when the school bus in on the road; there are periods of time blocked out for the school bus and the school I believe already has that information. We did not include the post office.

DS: But the mail deliveries are so off and on, that's going to be a tough one for you.

MA: Okay.

?: What about the newspapers?

JH: What period of time, how long would it take to get up the road and down the road I mean is it a matter of 20 minutes?

MA: From what Mr. Cherian just said for each convoy to go from Route 25 to the far end of the road would be roughly 15 minutes.

JH: And then unload and then turn around and come back?

MA: Okay, now, Ed, are those still considered oversized vehicles when they are empty? Or do they

EC: It depends, a lot of times they will break them down so that they are not oversized anymore on their way out.

MA: Okay. Yes?

Carl Spring: I think we can look at what, probably two or three hours a day then between the school bus runs that would be the normal timeframe?

MA: The school asked us to block out half hour timeframes morning and afternoon for school bus runs.

CS: Okay, that's what, eight to what, Doug, Gail, 7:30 to 8:00?

DS: It depends, you've got high school and grade school, so it's different times.

CS: So basically 9:00 to 2:00 then is the timeframe generally where the road is going to be closed.

MA: Or before or after.

CS: What happens when one gets hung up or something happens, and it is before the school bus...

MA: This is what we are trying to work towards here with this group. Right now we are working on the notification. Okay. What type of notification works for everybody? How about a show of hands? How many have e-mail?

Phil Cook?: There's a lot of cell phone areas that don't pick up on that road you may know, so if you are going to try to call us or e-mail us by a smart phone we might not be able to get it. There are a lot of dead zones there but I can't speak for everybody. It cuts off, I would imagine you are going to call, right?

MA: That's what we are trying to figure out.

Gordon Coursey: I live on the far end of Groton Hollow Road. I have a secretary sitting in the office everyday from 8 to 3. If they want to set me up as a contact to DOT because it's a 24-hour notice minimum if you're going to get the permit. I can just have her call everybody and let them know what time on their regular home phone. If they're not home most everybody today has an answering machine. But she is in the office five days a week. I need to know to get my trucks out. Oversized permits, they're grounded I know this for a fact. We can't move our equipment any holidays, any hard rain. If the State police are piloting them I would think DOT or State police could just call the office and say Tuesday at 9:00. I wouldn't have a problem with doing that because I am at the far end of the road and I've got my trucks that need to make a living.

MA: Okay, this is what we are trying to find out; what kind of a system works. We appreciate your offer. That's very gracious, and we are certainly making note of that.

Florence Sevigny: What about doctors' appointments? Like the VA calls my husband and he never know when they are going to call him and tell him to come in and you have to go when they say to go there.

MA: Okay, we will get to that part of it in a moment. Right now we are trying to figure out different options that work for notification. Carl?

CS: I say why don't we just go with landline on the telephone, and if you can't reach somebody have a preprinted flyer, go knock on the door and make a personal contact.

MA: Does everyone here have a landline? Let me backup. Does anyone not have a landline? Use cell phone? Okay. Is there anyone here that does not have an answering machine on their line? Does anyone not have an answering machine? So that if you are not home or you are out in the yard a message could be left and you would get the message? Okay.

CS: Last but not least a lighted sign at the end of the road, you know, like we see for the FEMA sign up here? Put one of them at the end of the road and that would help not only the residents but anyone that is coming up and down in and out. You can program that puppy to say whatever you want.

MA: Okay. Any other thoughts on notification?

JH: Are you saying that the road will be closed for several hours at a stretch or are they just going to close it when they are going up?

MA: Fifteen or 20 minutes while they are going up.

JH: Okay.

MA: But the important thing if you were planning on going out at 10:30 and the road was going to be closed from 10:30 to 10:45. If you had an advance notice, you could leave 15 minutes early. It's not like it's going to be closed all day. Any other thoughts on notification? Okay. Do you guys have anything?

Janice Mulherin: I understand that a phone call will be made to all the residents.

MA: That would be the best, preferred method that will work.

JM: And we will leave a message.

CL: My only question would be if once the first run is done and it's found that it's more than 15 to 20 minutes there may be an area where things need to be adjusted a bit if it's found that it's actually a half hour or longer to get up and down that road then I would think in fairness to the residents there may need to be a level of adjustment for schedules and ...

JM: But we are still just going to call everybody.

MA: And as far as adjusting probably to be on the safe side at the beginning figure a half hour; figure something is going to delay them getting started for five minutes or ten minutes. Nothing ever works exactly on time.

DS: Where is the truck from, the coast?

MA: I believe the trucks are coming from Pennsylvania. Ed?

EC: ..from Pennsylvania, some sections could come in via port, Portsmouth or Portland, or from Canada.

MA: But we would know as soon as they cross into New Hampshire because that's when the State police would pick them up?

EC: Particularly it's the troopers who can't give a time until the troopers pick them up at the border. There's a window where they cross border say between Maine and New Hampshire and they are handed over from Maine State police to New Hampshire. At that point NH troopers control the trucks and can give a time as to when they will get the site.

MA: Okay. Do you know at this time when the vehicles get up here would they just continue right up Groton Hollow Road or would they be staging somewhere?

EC: They would go right up Groton Hollow Road to the site.

MA: They would go right up, okay.

EC: And not stop along Groton Hollow Road.

MA: I was just wondering if they stage before they hit Groton Hollow Road so they were altogether or

EC: That's possible, yes. They might pull off somewhere, you know, before they get up here.

DS: Do you know what route they would be coming in on in New Hampshire?

EC: Don't know, the DOT decides that.

DS: My question being is I know just mail deliveries, to get mail from Manchester to Rumney you couldn't depend on a set time. Couldn't do it . .

EC: That's a good point. It is simply not going to be possible to say that at 2:17 pm on a Tuesday that a truck will arrive.

DS: Exactly, that's the point I was trying to make. You can't ...

EC: It's going to be up to drivers, the escort vehicles, the State police. Some troopers run a faster run than others. How fast the advance guy closes an intersection, so it's , they may give a time but it's going to be plus or minus depending on what the escort vehicles do or what the State troopers do.

MA: Okay, once they get here there won't be much of a delay before they head up the road so we wouldn't have an hour they wouldn't be sitting for an hour somewhere at the base of Groton Hollow Road probably?

EC: If they had to sit, suppose there were trucks on the site that were waiting to come out. If they were going to sit they would have to have a place off of the highway somewhere to wait. They would not sit on the side of the road on Route 25 or Groton Hollow Road once they go on the road they are going up.

DS: So you really can't determine a time?

MA: It doesn't sound like we can get it nailed down exact.

EC: Most likely if it is coming from Maine it's not going to be here at 9:00 in the morning, alright. It will probably be early afternoon. They have to get back out by a certain time. DOT permits doesn't let them haul at 7 o'clock at night. So there is a window for them to get in and get out that generally is 9 to 4 and sometimes half day Fridays, they won't allow them to haul in the afternoon Fridays because of weekend stuff and tourism. And usually they're not allowed to haul when it's wet or when it's a holiday so it's a pretty narrow middle of the day window that it usually happens.

MA: How did you deal with notification in Lempster?

EC: We didn't have to.

MA: The roads were wide enough, you didn't block any town roads?

EC: We blocked three and half, four miles of road but it wasn't a concern of anybody. There was a lot of logging, and a sand and gravel mine and it didn't seem like a, nobody raised a concern.

?: Was it a dead end street?

EC: It was .. that's a good question. There was a back way out for some residents. Partially, I mean it was a through street but once it was closed it closes driveways also. So there was a back way out for some residents that were further up on that road.

MA: Any other questions or thoughts regarding notification? The next topic on the condition: **alternative transportation** for residents of Groton Hollow Road during times when Groton Hollow Road is blocked to normal vehicular traffic. Now, I'm open to thoughts, your concerns on this. I've heard one already about doctors' appointments. Any other thoughts on it, concerns? If, think of it this way, if you are at home and you are going to head out and you find the road is blocked and it is going to be blocked for 30 minutes. Is that a major concern at most times?

CS: If we have enough advance notice to allow to go to work. ...Susan goes to work in the afternoon.

MA: They did say that 9 to 4 was the time they can be on the highway and they are not going to be starting here in Rumney so they are not going to be here at nine. Any other concerns?

Anita French: What about emergency things like ambulances like if someone, there are quite a few elderly people on that road and hey I'm one of them.

MA: That is the very next topic that we are about to ..., right now we are concerned with your personal transportation in and out, what issues do you have? For coming home from work if you are delayed half an hour either you sit or you do an errand. Getting to work is a valid point. Carl?

CS: If something were to happen and a breakdown does occur and that is the time when you have allowed extra time to get in or to get out what would be suggested to get the residents at least to their home, even if they have to park their car at the end of the road?

MA: That would be a definite topic for the group to consider, if there is an extended closure because of a breakdown. Ed did you have any experience with breakdowns at the Lempster operation?

EC: No.

MA: Do you normally have provisions if a truck does break down, is there are, are there repair personnel there? I can't, I don't know the vehicles so I don't know what might go wrong as far as with the specialized vehicles.

EC: They are pretty specialized vehicles. Again, I have not had experience with any breakdowns. It is controlled by the escort vehicles. You know, if a vehicle cracks an axle or something and has to pull off then that's what it has to do, and there is only so much flexibility you have when you are loaded. It's just not something I am familiar with; I haven't seen it happen on the project I worked on.

MA: In preparation for our actual committee meeting could you get a little bit of background and find out if the people with the vehicle are in fact the ones that would repair it or if you have to send out for a crew. Let's just say it was a broken axle and it was stuck right there in the road just looking for a more definitive answer as to how long the road would be closed, what it would take to fix it and get it off the road.

JM: Would it be towed out of the way, would it be off loaded, I can't imagine . . .

MA: Any other thoughts about transporting citizens, questions we will need to take up at this meeting? What are your concerns? Is that basically it, getting to work and if you need to get out to an appointment that was a

last minute thing? Okay. The final clause is a **plan to deal with emergencies** that may occur on Groton Hollow Road during the times when Groton Hollow Road is blocked to emergency vehicle traffic. Obviously, police, fire, EMS, those are the kind of emergencies that come to mind. Other thoughts, suggestions, ideas concerns? Yes, Gordon?

GC: This convoy is led by the State police? The State police and all emergencies are on the same frequency?

MA: I think what we are talking about is if the road is closed how do we get those emergency personnel beyond the vehicles that are blocking the road.

JM: But I think what Gordon is saying is that the State police will hear the tone ...

GC: The road wouldn't be blocked, if there was an emergency a fire or an ambulance had to get in doesn't that whole thing go through the whole system?

MA: I guess the concern is with the size of the vehicles how fast would they be able to clear the roadway, and I don't know the answer to that one.

Charlie Coursey: If there is an escort the State police are going to be in the front correct?

CL: I don't agree with that, only because I attended the SEC hearings and there was an aspect of that that was disputed that the State police would be on Groton Hollow Road. They would be the rest of the way but not be on Groton Hollow Road and that was discussed at the hearings and Mr. Cherian is saying, disputing that, but that was what I heard when I was at the hearings that the DOT would not, did not, accept that the State police would be able to handle it because they wouldn't be on Groton Hollow Road. So, I think that is something that needs to be looked into as far as the transcripts to determine whether the State police will actually be on Groton Hollow Road or if they have an obligation to be on Groton Hollow Road.

MA: Is there a reason we couldn't put that as a part of the agreement, that would help solve the issue?

JM: If the State police, is the town available to do that?

MA: There is a cost for that.

CL: Right, it shouldn't be the town's cost.

JM: Well yeah, it would be a detail.

MA: Ed?

EC: Not to get into the plan itself but I just want to clarify that I didn't say that State police will be on town roads, I said that in the Lempster project they escorted all the way up on town roads. So that has been our experience. The DOT will write the permits whether the State troopers go all the way up. I will tell you now they have to put it in the plan that if the State trooper stops at the entrance of Groton Hollow Road, we would gladly pay to have Rumney police escort up on Groton Hollow Road.

MA: Thank you. Gordon?

GC: Is this the chief of police?

MA: Yes it is.

GC: Does that radio pick up if there is an emergency of all, that your frequency is on?

MA: Would he hear the...

GC: Yeah, so he would know if there was an emergency.

Bill Main: We monitor the fire dispatch, EMS dispatch and our own dispatch. We can also monitor State police dispatch. Without getting into the plans, if there was a handoff there is a common frequency that is available.

MA: So you would know, you would be able to have someone there when they get there you would be able to escort the oversized vehicle up to the end of the road and if there were an emergency up ahead of you, you would know about it via your radio in the cruiser.

BM; If there was an emergency, oh, if like someone called 911 on . .

MA: If someone on Groton Hollow Road called 911 you would be made aware?

BM: Correct.

MA: Okay. Gordon, did that answer your question?

GC: Yes.

MA: Okay. Carl?

CS: Perhaps an option would be this load is going to come up through, we know not fast and faster than a walking pace. If there is an emergency would it be feasible to just have an ambulance and a fire truck at the top of the hollow manned. That way if there is something happening and the road is blocked for whatever reason at least we have something on the other side of the gate so to speak and as the trucks roll up through there is always access from the lower end behind the trucks for an additional ambulance or fire truck? That way no matter what happens on the road we have coverage on either side of a potential blockage.

MA: Mr. Taffe, for EMS, is that something?

William Taffe: Do I hear you offering us a second ambulance?

MA: Not exactly.

WT: Okay, I misunderstood. We have one ambulance, okay. That is a reality. So if we put it on the other side of the unit going in it can't respond to anything behind the unit.

CS: Obviously we would have to go to the backup then and have that on standby.

WT: We would, and we have a backup and that would be our normal transport system which would be Warren-Wentworth Ambulance Service who would come in behind us. They would come in on the other side so we could put the ambulance on the other side of all that; we could also put an EMT in his own private vehicle on the other side.

MA: By doing that you would still have oxygen, you would still have emergency medical supplies, radio..

WT: We would have everything that we would have everything up there if we had to, we could have everything up there the ambulance would have except we wouldn't have the ability to transport a patient. But if the road is blocked, we don't have that ability anyway. We could put a person up there in a private vehicle with an AED, with a first-in bag with a backboard with oxygen, all those good things, yeah. So yes, we could do that.

MA: That is one option. Other suggestions, concerns? Gordon?

GC: Isn't this going in a circle? We're talking 15 or 20 minutes and if it's something really bad the police are already going to know if there is an emergency. You've got a maximum of half an hour, tops, I mean we just, hell, we didn't have a road for two days. I don't think anybody was worried about what they was going to do. And this is something that is moving. I suppose it could be a major disaster but to put this kind of expense somewhere . . .

MA: My own personal feeling, obviously this isn't something we have discussed, this particular comment I am going to make, my thought is for the first few times we really don't know how long that road is going to be closed, we don't know if it is going to be a smooth 15 trip up, we don't know if there are going to be issues they run into until they try it; maybe it's going to be 45, it's the unknown. Until we start, until they start doing it, until we start seeing what happens and I think we need to fulfill the spirit of the condition that the SEC proposed; we need to have answers to these questions and maybe it's only 15 minutes, great, but if it's 30 minutes or 45 and someone has a medical emergency or there is a chimney fire or whatever, 15 minutes is an awful long time. So we just want to make sure we have all these bases covered and hopefully everything will just run smoothly and that will be the end of it. Yes, Frank?

Frank Simpson: Just a thought, that I will probably have a highway vehicle on either side of the convoy just because I am nosey just as much as anything. If personnel are needed to be trucked in to a medical, fire, whatever, just need transportation back and forth, I will be available even if we had to carry someone around the tractor-trailer to a waiting ambulance on the lower end. We will be available. I'm not saying I can carry stretchers and backboards in the dump trucks, but we can make it work.

MA: Okay.

WT: Can I ask a question of Mr. Cherian? Ed, if we had someone who had to be transported out and we put them on a backboard, can you stop one of the trucks and we simply walk the backboard right around them to an ambulance waiting?

EC: I don't see why not.

WT: That's straight forward. We carry people further than that on a backboard.

CL: I have a question for Mr. Cherian as well. Based on all these thoughts that are coming out now, can an assumption be made that Iberdrola would be paying for all the town employees that would be waiting on either side?

EC: I don't think we have agreed to a plan yet, so I can't answer that.

MA: I think that is part of the plan; that's what we have to work out as the details.

EC: The nice to haves and the wants to have, and I think hopefully working through and developing a plan that is fair and reasonable including the costs is part of it.

MA: That is the next step after hearing all of your concerns. This is your chance even if you are not going to be, or don't want to be, one of the five representatives that's going to sit on the committee. This is your chance to speak up. The committee meeting, because the selectmen are going to be on the committee, will be open to the public but it does not mean the public has a chance to speak. We are going to have a full evening just trying to work out the details with the committee. Yes, it is a public meeting, it means you can attend and you can listen. If you want to take part then I highly suggest you volunteer to be one of the five chosen by your peers from Groton Hollow Road. Carl?

CS: Is that legal to have a public meeting with taxpayers and we can't speak?

MA: Yes it is. Selectmen's meetings are like that. That's why we have the, we have a section that is comments from the floor, public input, but we don't have to. The only time you have to allow the public to speak is during a public hearing, that's why it is called public because everybody gets a chance to speak. Other thoughts, concerns? That is the sum total of what is in the request by the SEC for an agreement. Those are the three. I think there is just three: Notification, Alternative Transportation for Residents and a Plan to Deal with Emergencies. Now for those of you that live on Groton Hollow Road, are you prepared to choose five people tonight, and if they are not here, confirm with us within the next few days as to whether they would like to be on that committee? Do you want us to take a break for five minutes and you can huddle and ..

?: What are the duties of these five people? What would they be doing?

MA: Their sole purpose is to be a part of this committee that is to sit down with the town representatives, the town emergency service representatives and representatives from Groton Wind and agree on a plan that covers all three of those items, addresses them fairly to all parties involved and answers those questions that the SEC put in there. That's it, that's the duties of that committee. I am guessing it will be one meeting. I think we have brought out the issues tonight. I highly suggest that after you have chosen your five, whoever those five are, make sure you talk to people on the road who might not be here tonight. Brainstorm, come up with ideas. Maybe there will be a couple of other concerns that come up after you talk with people that might not be here. So this is your chance to represent the residents on your road and make sure that what happens is fair to everybody. Do you want to take a five minute break, and we will let you folks pick your five?

?: How do you propose we do that?

MA: I propose that either volunteer or if you are a resident of Groton Hollow Road that you nominate someone.

CC: I'll do it, Charlie Coursey

MA: And you live at what address on Groton Hollow Road?

CC: 96, I'm sure everybody knows I live there.

MA: Is there anyone else who would like to volunteer for this committee? Charlie Coursey.

JM: It's Gordon.

MA: Gordon Coursey, I'm sorry.

GC: I am the furthest one on the road, I live in Groton, but I do own property in Rumney.

Greg Saulnier: I'll volunteer.

MA: What number are you on Groton Hollow Road?

GS: 499.

MA: 499, okay, we have three.

Dick Drake: I may as well volunteer. Dick Drake, 124.

MA: Okay and we need one more. Who else would like ..

AF: How about Gail? She drives a bus.

CS: Yeah, we need to have a little better balance here.

?: Are you insinuating something?

CS: Yeah, three or four pro-wind people; we need a fair balance here.

MA: You people are choosing, you people are the residents. Gail? Okay, we have five people on the committee. Does anyone have any objections to those five people representing you to try and get a fair agreement ironed out, fair for everybody? Chat with your fellow residents, for those five that volunteered, let them know how you feel, find out how they feel. We want to have a real cross-section and make sure this works for everybody. Are there any other questions at this point? Carl?

CS: Who will the reps be from Groton Wind? What representative will be representing Groton Wind?

MA: Ed?

EC: It may not be me, like the construction project manager the person that will actually be responsible for that beyond there.

CS: The PM?

EC: The superintendent, and we may have someone else, maybe I will be on there as well and perhaps one of the, certainly someone from the transport contract company which has not been selected yet.

MA: That might answer a lot of questions regarding the vehicles on the road and so forth.

JM: How quickly will you have those people; I think we want to get this plan together and done.

EC: The superintendent is already been assigned. He is finishing up at another site but that person is already identified. The transport people would be sometime in the future, so we don't have to wait for that but we can get information that may answer some of those questions.

MA: When will your people be ready to sit down to have a meeting with the group?

EC: Anytime.

MA: October?

EC: Anytime

MA: Anytime, okay. Gordon?

GC: I have another question for Ed. When will the oversized load business start? Roughly, if everything gets put in place?

EC: Probably late June.

GC: Next June?

EC: Yes.

JM: So in theory then, there is a chance that much of it will be done during the non-school period anyway?

EC: That is our objective, is to do it, start it after school is let out and finish before school starts.

MA: That would take care of a lot of the issues.

JM: Then from the town it will be the police chief ...

MA: Police chief, representative from Fire, Bill Taffe from EMS and Emergency Management, Frank from Highway

JM: And you as

MA: And at least myself possibly, depending on the date, we may have more than one selectman, and I will ask Annie to go to those meetings and take notes, take minutes.

EC: If it is agreeable with everyone, we would like to put together an outline or structure to start with something to work from for the first meeting.

MA: An agenda.

EC: I don't agree with all the ideas put out there today; I don't expect, but just an outline of the plan that will, then can work with the committee to fill in details; not just a blank slate but it will be a document that everybody can have and mark up or whatever.

MA: If you want to put your thoughts down into I we can have Annie plug in the ideas that have been discussed here tonight so we have some talking points.

EC: Ultimately it is Groton Wind's responsibility to develop the plan and report it to the SEC. That is why I am suggesting it.

?: The committee doesn't report this? I thought we were mandated that we report this?

MA: The applicant shall develop a plan with the town of Rumney and consultation with the residents of Groton Hollow Road.

EC: The requirement was put on us, but in order to meet that requirement we have to be consulting with the town and residents but we have, it's the responsibility of Groton Wind we are told to do this so ..

MA: You are told to develop the plan with us in consultation with the residents. So we are trying to get as many people that are affected or can help minimize the effects involved now so the plan is a viable one. Carl, do you have another question?

CS: Yeah, whatever the end result of the committee decision as far as a plan program there should be absolutely no cost to the taxpayers of Rumney.

MA: We are all volunteers.

CS: No, I meant as far as supplying EMS equipment, paying for the man power, paying for all the costs for the truck

MA: Again, that is part of the duty of the committee to make recommendations to...

CS: I'm just letting it be known to the committee that there will be no costs to the taxpayer, and Ed had mentioned early on in discussions that there would be no overbearing costs to the town of Rumney on this. This is an expense we would not have to have.

MA: Yes?

Richard Delanoy: How much do they intend to widen that road, or is this the wrong time to ask that question? I'm new to all of this.

MA: They have a very limited road surface which I believe is a 33 foot right of way and from previous discussions with Ed there are no intentions to widen it or cut any trees.

AD: Who was that?

MA: And your name is?

RD: Richard Delanoy, 269 Groton Hollow Road. I am kind of new up here, kind of getting on the tail end of all this. Wish I had been here earlier.

MA: It should have very little impact to the road from what we have heard and seen, and we do have a separate agreement that protects the road. Anything else? Questions, comments, feedback, ideas? This is your chance. We are all ears.

Okay, thank you for coming. And Annie has the names of everybody who is on this committee and make sure everybody has signed in on the sheet which is on top of the file cabinet so that we have a record of who was here.

?: Is there any way we can see what ideas were put forth on the topics?

MA: This is what Annie is going to do, she has been taking copious notes here, and she will type them up and if Ed comes forth with an agenda for the committee soon we will just add it to that or otherwise we can send those out separately.

RD: Do they intend to clear-cut that whole piece of property up top there?

MA: Not the scope of this meeting, but maybe Ed can fill you in. We have been through it in the past year .. You might want to introduce yourself to Mr. Cherian in the back of the room. He can answer a lot of your questions. Anyone else?

Okay, thank you all for coming.

This part of the meeting ended at 7:45 p.m.