

CAPITAL BUDGET OVERVIEW COMMITTEE

Legislative Office Building, Room 201

Concord, NH

Wednesday, November 6, 2019

MEMBERS PRESENT:

Rep. John Cloutier, Chair

Rep. John Graham

Rep. Michael Edgar

Rep. Mary Beth Walz

Sen. Regina Birdsell

Sen. David Watters

Sen. Lou D'Allesandro

(The meeting convened at 10:01 a.m.)

(1) Acceptance of Minutes of the September 10, 2019 meeting

JOHN CLOUTIER, State Representative, Sullivan County, District #10: All right. I'm going to call this meeting of the Capital Budget Overview Committee to order. I do have a quorum. As I said, Senator Bradley said he can't come and I think the other members, House Members, are not going to be here today. First item on the agenda will be the minutes of --

JOHN GRAHAM, State Representative, Hillsborough County, District #07: Move acceptance of the minutes.

CHAIRMAN CLOUTIER: Okay. Representative Graham moves acceptance. Do I have a second on the motion?

(Rep. Edgar raises his hand.)

CHAIRMAN CLOUTIER: Second by Representative Edgar. Okay. Are we ready for the vote?

All those in favor of accepting the minutes of the September 10, 2019, meeting, signify by saying aye? All those opposed say nay? The ayes have it, and the September 10th meeting minutes are accepted.

*** {MOTION ADOPTED}

(2) Old Business:

(3) New Business:

CHAIRMAN CLOUTIER: I see nothing under Old Business so we'll go directly to New Business, and this is under the Pease Development Authority, Item 19-025. This is Pease Development Authority, Division of Ports and Harbors, requests approval to expend just over \$5 million in the Port Expansion Fund, subject to the approval of the Pease Development Authority Board of Directors for the purpose of providing matching funds associated with the Main Pier Rehabilitation Project and the recently awarded U.S. Department of Transportation Better Utilizing Investments to Leverage Development under the BUILD Grant, as specified in the request dated October 17, 2019. And I will turn it over now to Mr. Geno Marconi who will explain this item and answer our questions.

(Rep. Mary Beth Walz enters the committee room.)

GENO MARCONI, Director, Division of Ports and Harbors, Pease Development Authority: Thank you, Mr. Chairman. For the record, I'm Geno Marconi. I am the Director of the Division of Ports and Harbors, and this request is somewhat repetitive, but it's also a little bit more of a request. I had been to the Committee prior to ask permission to leverage \$5 million in the application process for this grant. The grant -- they notified us of the award, but their award they told us that we needed the extra \$3,235. So that's in additional monies; but also I need to certify with US-DOT the availability of the funds so that we can proceed with the project.

CHAIRMAN CLOUTIER: Okay. Thank you, Mr. Marconi. Questions of Mr. Marconi from the Committee? Representative Graham, please.

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REP. GRAHAM: Thank you, Mr. Chairman. Mr. Marconi, we're going to spend a little over five and -- out of the 5.3 that you have. What happens to the fund after this?

MR. MARCONI: 73,000 -- 73 or \$75,000 of it was spent because we could not finalize the agreement with MARAD until we did the NEPA review. NEPA review has been done. If there's any change left over, sir, it goes back to the General Fund.

REP. GRAHAM: Okay. Thank you.

CHAIRMAN CLOUTIER: All right. Thank you. Further questions of Mr. Marconi from the Committee, please?

****** DAVID WATTERS, State Senator, Senate District #04: I'd like to move approval.

CHAIRMAN CLOUTIER: Okay. Senator Watters moves approval. Do I have a second on the motion? Second by Representative Edgar, please. Okay. Are we ready for the vote? Any further questions or comments? All those in favor of adopting Item 19-025, signify by saying aye? All those opposed say nay? The ayes have it. The motion carries. The item is adopted.

***** {MOTION ADOPTED}**

MR. MARCONI: Thank you, sir.

CHAIRMAN CLOUTIER: You're welcome. Thank you. And next time, Mr. Marconi, maybe if you could come the next meeting update the Committee on the Turning Basin Project and also the Portsmouth Pier. And, as I said, some Members of the Committee have requested it.

MR. MARCONI: Yep. Excuse me. Yes, sir.

CHAIRMAN CLOUTIER: Okay. All right. Thank you.

MR. MARCONI: All right. Thank you, sir.

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SEN. WATTERS: Way to go.

(4) **Miscellaneous**:

(5) **Informational**:

CHAIRMAN CLOUTIER: So the next item under Miscellaneous. I see no items under Miscellaneous, but the next two items are Informational.

First one, Item 19-024 under the Department of Transportation. This is a report about the appropriated funds and matching private funds for the Coos County Rail Improvements and Strafford and Carroll County Rail Improvements, and an update on the use of appropriations for repairs to State-owned active railroad line and bridges for the period ending August 31st, 2019. And I believe I have someone from the Department of Transportation here, Mr. Patrick Herlihy. Welcome and, for the record, if you could please identify yourself.

PATRICK HERLIHY, Director of Aeronautics, Rail, and Transit, Department of Transportation: Yes, thank you, Mr. Chairman, Members of the Committee. For the record, my name is Patrick Herlihy. I'm the Director of Aeronautics, Rail, and Transit at the Department of Transportation. As -- as the Chairman pointed out, we through the last Capital Budget appropriation there was a footnote to prepare, I believe, I think it's an Annual Report, or something along those lines for -- the first one being for the period ending August 31st regarding the two projects that were awarded for private rail -- private freight rail service for the St. Lawrence and Atlantic Railroad and the New Hampshire Northcoast Railroad.

Right now currently since the Capital Budget was approved in July, this report was for August, we are in the process of contracting for those projects. The Northcoast Project should appear on the December -- in the December G&C time frame and the St. Lawrence and Atlantic should appear in January of 2020 on Governor and Council. We have been going -- we have been

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conversing back and forth with the railroads on what improvements they needed to make. There was a reduction from their original request to \$900,000. So we just wanted to make clear what improvements they were going to do. So right now that's where we're at with those two projects.

On the -- on the State-owned rail lines we have not yet started work on that as well. That, again, just getting passed in July. Right now our railroad operations engineer position is vacant. It has been since the retirement of our engineer back in January. We're trying -- we are going through a reclassification request with the Department of -- Department of Administrative Services, Division of Personnel, to get that upgraded from a Civil Engineer IV to a Civil Engineer V for two purposes. One, to try to attract people to apply for the job and another to provide more supervisory function to the rail staff than the prior engineering position had. So that's where we are with the two projects.

CHAIRMAN CLOUTIER: Okay. Thank you, Mr. Herlihy. Questions of Mr. Herlihy from Members of the Committee? Yes, Representative Graham.

REP. GRAHAM: Thank you, Mr. Chairman. Mr. Herlihy, you also had money in the 2017 Capital Budget for State-owned railroads.

MR. HERLIHY: Hm-hum.

REP. GRAHAM: Can you give us an update on where that is since that's been a couple of years now you had the money?

MR. HERLIHY: Yep. Well, I don't have that information currently provided. I don't have the exact amounts; but the 2017 Rail Bridge Project is pretty much expended. I think we have about \$300,000 left in that. So that -- we have been going -- we did do quite a few bridge repairs with that funding.

REP. GRAHAM: And if I may?

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CHAIRMAN CLOUTIER: Yes, please.

REP. GRAHAM: I believe there was some also stone archway work.

MR. HERLIHY: The stone archway work is currently going through environmental review.

REP. GRAHAM: Okay.

CHAIRMAN CLOUTIER: Okay. Thank you. Any further questions of Mr. Herlihy from Members of the Committee? Are there any further questions? Okay. All right. Okay. Good. Representative Walz, you're okay? You look like you may be thinking of a question?

MARY BETH WALZ, State Representative, Merrimack County, District #23: No, no, no. I'm fine.

CHAIRMAN CLOUTIER: Okay. All right. I just wanted to be sure.

REP. WALZ: I'm not shy. I'll speak up.

CHAIRMAN CLOUTIER: Okay. Good. Excellent, excellent. Okay, thank you. I guess unless further questions, thank you, Mr. Herlihy. I appreciate you coming in and briefing us and answering our questions.

MR. HERLIHY: Thank you.

CHAIRMAN CLOUTIER: Yes. And we also have, I think, Mr. Paul Worsowicz and Mr. -- former Representative David Campbell. I don't know if they wanted to come up and answer any of our questions about what the money we gave to the private railroads. So, gentlemen, welcome.

DAVID CAMPBELL, ESQ., on behalf of New Hampshire Northcoast Railroad: Certainly willing to talk.

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CHAIRMAN CLOUTIER: Okay. I appreciate you coming and taking time out of your busy schedules.

ATTORNEY CAMPBELL: Well, basically, as -- David Campbell representing -- attorney representing the New Hampshire Northcoast Railroad.

As the Director said, the projects haven't started yet and they are, in fact, along the lines of what we proposed to the Legislature. I have packets for the Committee, as does -- as does Paul, just to show what we're doing. This has slightly been reduced, again, from a \$2 million project to a \$1.8 million project. Thank you. And that's just a refresher. Those are what we passed out -- that's what I passed out during legislative process that explains not only who we are and what we do, but also, you know, what the scope of the project is. And as -- and as the Director also said, Mr. Herlihy also said we're going through AG approval of the contract and then it goes to Governor and Council in December, and we will be back on, I think, a quarterly basis.

CHAIRMAN CLOUTIER: Quarterly, right, I believe that's correct.

ATTORNEY CAMPBELL: As it actually transpires. So you'll be seeing us regularly once we get the work done.

As far as Northcoast goes, we expect to do it all in the 2000 -- I'm sorry the 2020 season, you know, the construction season. We hope to start in May and hope to be done by October.

CHAIRMAN CLOUTIER: Okay. So start in May of next year, in other words.

ATTORNEY CAMPBELL: Yep.

CHAIRMAN CLOUTIER: Okay. Thank you. Okay. Are there questions of Mr. Worsowicz and Dave Campbell from the Committee, please? Any question?

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MR. WORSOWICZ: What I handed out, Mr. Chairman, I just wanted to --

CHAIRMAN CLOUTIER: Sure, go ahead, please.

MR. WORSOWICZ: One is the narrative of the project that will be funded in 2020, what we're going to do. I provided a map. Again, when I first started on this repairing of the -- this line was many years ago and we were getting Federal funds. We started on the Maine border. We moved forward and you're going to look at the project we just completed is 2018-2019 program. It's mile post 116.91 to 121.2. It was 4.29 miles. That was in the 2017 Capital Budget.

We waited until this year to really complete the project because of the tariffs that were imposed. It spiked the cost of steel. So we waited and we kept informed -- kept informed the DOT that it best to wait until the price came down, which it did. So we have completed that project. And the project that we're going to be working on starting in 2020 based on the Capital Budget appropriation of 2019 is mile post 122.45 to 125.72, 3.27 miles. That will be starting in the spring.

What I'm showing you is the next page you'll see some rail that is up there. It's going to be not part of this project but maybe the future project. But that's the type of rail that we -- that's up there now. You know, it's 80, 90 years old. As I said in testimony was when the -- we set up the German Prison of War Camp up that way and they were travelling over that type of rail. You'll see the work that we did this past year.

The next one is where we invested the money, the State and our money, and that's the type of project you're seeing the improvement in the rail, the continuous welded rail along with the balance. From that you'll see some photos of Rymes Oil which is on the Beecher Falls. Many of you people may -- the Beecher family is well-known up in Coos County, former Director of Motor Vehicles, Ginnie Beecher, her family. Beecher Falls Line which

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is owned by the State, we have Rymes Oil has a depot there, and we bring in fuel to that facility. And so it's beneficial to the State and also the State of New Hampshire because the State gets money from the -- from the cars that come up on the Beecher Falls because that's owned by the State. So there's a rental fee paid by Rymes. You'll see the number, we have oil cars and we also have propane.

And there's also the last page is a car shop. We do a lot of work up there with the New Hampshire Central Railroad, and they do go up, who brings up the oil cars as well and the propane cars in the Beecher Falls which they lease from the State of New Hampshire; but we also have a car shop up there. Keith has a car shop up there and St. Lawrence & Atlantic does a lot of work having their cars repaired by that company. So that's the overview from the St. Lawrence & Atlantic Railroad.

CHAIRMAN CLOUTIER: Yes, please.

ATTORNEY CAMPBELL: If I could just add one thing, Mr. Chairman. I forgot to tell the Committee that there's a CRISI Grant was made available by the federal government through the US-DOT to short-line railroads. CRISI stands for Infrastructure Support of Railroads basically. And that -- that grant is 60/40 money; 60 federal, 40 private match. Our railroad submitted -- on October 18th was the deadline -- we submitted a grant application for \$7 million of which 40% will be paid for by New Hampshire Northcoast and we also got a contribution from Eastern Propane in Rochester who is -- who is one of the customers of the railroad, they actually contributed -- will contribute to the private grant should it be awarded. The reason I mention this I'm going to be approaching some of you, hopefully, to get letters of support for the grant. It would be good and won't cost the State anything. Thank you.

MR. WORSOWICZ: And St. Lawrence & Atlantic we tried to obtain federal funding when they used to have "earmarks". New Hampshire did well by both parties; but currently since moose do not vote up in that area, we have little chance of obtaining

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federal funds, shall I say. So we explore every possibility that is out there.

CHAIRMAN CLOUTIER: Okay. All right. Thank you. Questions of these gentlemen from Members of the Committee? Are there any questions?

LOU D'ALLESANDRO, State Senator, Senate District # 20: No, I do, Mr. Chair.

CHAIRMAN CLOUTIER: Yes, please, Senator D'Allesandro.

LOU D'ALLESANDRO, State Senator, Senate District #20: Thank you, Mr. Chairman. Paul, are we still transporting aggregate to Boston?

ATTORNEY CAMPBELL: That's the Northcoast that does that.

SEN. D'ALLESANDRO: They are.

ATTORNEY CAMPBELL: Yes, they actually about 65% of the aggregate goes to -- it's actually concrete sand --

SEN. D'ALLESANDRO: Right.

ATTORNEY CAMPBELL: -- that is mined and extracted and washed up -- washed concrete sand washed up in Ossipee. About 65, 70% of it goes to Boston to the concrete plants down there and the rest of it goes to Rochester for local distribution in the Rochester concrete plants.

SEN. WATTERS: Come to Dover twice a day, you can watch it go by.

ATTORNEY CAMPBELL: Once down and once up, four days a week. Everyday.

SEN. D'ALLESANDRO: I used to hear it.

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CHAIRMAN CLOUTIER: Okay. Please continue, Senator.

SEN. D'ALLESANDRO: And the status of the railroad, what's the speed with which you can travel on those rails?

ATTORNEY CAMPBELL: Right now we have no speed restrictions because of all the work that we've been doing and the contribution of the State. Right now we are at 30 miles an hour which is, you know, the max for that type of railroad and -- but we -- I think they go 20 through the cities just to give themselves a little more reaction time.

SEN. D'ALLESANDRO: Thank you. Thank you, Mr. Chairman.

CHAIRMAN CLOUTIER: Okay. Thank you. Further questions of these two gentlemen from the Committee? Are there any further questions? Okay. I think we're all set. Thank you very much for coming.

MR. WORSOWICZ: Thank you.

ATTORNEY CAMPBELL: Thank you very much.

CHAIRMAN CLOUTIER: Thank you for answering our questions and giving us all this information. If we have further questions, we may contact you but thank you.

Okay. Next item is also informational under the New Hampshire Liquor Commission, Item 19-026, Status Update on the NextGen ERP system project dated October 18, 2019. And welcome, and for the record, could you please identify yourselves.

JOSEPH MOLLICA, Chairman, New Hampshire Liquor Commission: Good morning, Mr. Chairman. I'm Joe Mollica. I'm the Chairman of the New Hampshire Liquor Commission. With me is our COO Rose Wiant, April Bunker who's the Project Manager of the NextGen Project, and Tina Demers, our CFO. We'd be happy to fill you in on where we're at with the project.

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CHAIRMAN CLOUTIER: Okay.

MR. MOLLICA: COO will do that and then we'd be happy to take questions.

CHAIRMAN CLOUTIER: Please proceed. If you could update us and then answer any questions.

MR. MOLLICA: Absolutely.

ROSE WIAN, ESQ., Director of Administration, New Hampshire Liquor Commission: Good morning. Again, my name is Rose Wiant. What I thought I would do is just give you sort of a high-level timeline of where we are and then we can go from there. But just to start, you hear about the NextGen Project and just to make sure that everyone understands what we're talking about when we say NextGen, it's -- it's the whole -- it's basically the technical infrastructure for our whole business. So it is the system that from the cash register, the point-of-sale system, it connects with the bailment warehouse, feeds through to our back office financial systems, and even connects to NHFirst for payroll and HR. So it's -- it's really the heart of our business.

And I'm sure, as you know, in 2016 the Commission entered a contract for the development, the design and development of that system and we entered the contract with a company called AlfaPeople.

In 2017, the contract was amended to change the platforms that we were using. It's a Microsoft platform and that added a little bit of cost and a little bit of time to the project; but it's a newer platform and it's still -- and it's still very, very young platform.

AlfaPeople was really -- at that time, we were starting with an idea and a concept. We knew we wanted this system. We knew what we wanted it to do, but we brought in AlfaPeople as the experts to develop and sort of turn it into a reality. We

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found that contractor over time to be difficult to work with; but, nevertheless, you know, in a contract like that, such a large contract, we worked very hard to try to make it successful and to work with them on it.

I became involved in approximately February of this year and around that time it was being -- we were realizing that the contract -- the contractor was more problematic to work with. There had been, as an example, the people who work on the project, they're called resources, and 35 resources went through. We lost 35 resources from the project from AlfaPeople during that time period. So at the beginning of April of this year, we brought AlfaPeople all the way up to their CEO to Concord to sit down to talk about the issues that we were having with them. And around that same time, we made a decision to bring in Microsoft to do an assessment of what have they developed so far. And, also, we were working with and very closely throughout this process our executive sponsors, including the Commissioner of the Department of IT, Commissioner Arlinghaus from DAS, Commissioner Bailey from Safety, as well as Director Theresa Pare-Curtis from DoIT, as well as the Attorney General's Office, we were working with them and keeping them in the loop as well.

This is going much longer than I anticipated, but I'm getting to sort of where we are now just so you can kind of understand how we got here.

Hum -- after April 2nd -- in May we brought in Microsoft to start reviewing -- reviewing the work that had been done to date. That took a period of a few months and it really confirmed some of our concerns along the way in terms of what kind of quality, what product were we really receiving.

Also, around that time I think we came to realize we really didn't expect that AlfaPeople was going to be able to produce the products that we need to be able to really justify the money we're spending and to do the job that we need to do to continue to bring revenue in for the citizens. So working with the

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Attorney General's Office we, you know, we gave them sort of another chance to produce or perform, but we were working very strategically to figure out if we need to separate, how do we do that and how do we do that in a way that we minimize the risk, that we minimize the risk of litigation, quite frankly, and at the same time we take the step to sort of stop -- stop spending money on a project where we really felt it was in the best interest of everyone to change course. And working with the Attorney General's Office we actually were quite successful in doing that and we separated with AlfaPeople. We paid them for the work that they had finished to date, and they agreed to walk away from the project and waived any -- any claims that they felt they might have had.

They, in addition, agreed to come in and spent five days with our people to go through to make sure they had delivered all of every remaining document or things that they had done to date. So make sure that our people knew where that information was held, how to, you know, if there was code that we needed to understand where it is, how to find it, what it means and all of that. So that's where we are today. Well, that's where we were a few months ago.

Since then, AlfaPeople no longer is with us, but the work has very much continued. And what we've done since then is we have -- we call them super users are really subject matter experts that have developed on our team and we have worked to -- we have gone through lessons learned, what part of the project would we -- are we happy with, where do we need to go from here to streamline and make it better as we go forward. We've been mapping the processes so that when we pick this up and go forward we're able to sort of pick up where we left off and minimize any loss of time. And right now we're in a very different place in that when this first started it was still very much a concept and an idea, but now it's much more concrete, it's much more real. It has more defined edges.

The New Hampshire Liquor Commission folks and the DoIT people that are working with us have really become experts on

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the Microsoft platform that we're using, on the processes that how we need to accomplish the processes that we need, how to do that in a way that we minimize customizing it so that it's easier to adapt to the platform and easier to be upgraded as the platform evolves.

So we're now in the process of assessing how we want this to look going forward and to preparing to procure a new vendor to come in and take it forward. And one -- just one last thing I want to add, in terms of sort of what we've gotten out of it so far. We have the software platform. We have the licenses we need to have. Much of the -- the design has been completed. Much of the configuration has been completed and the development of the project.

In addition to that, one component is our eCommerce component where we can sell directly to consumers and that was being accomplished through a subcontractor to AlfaPeople which has really been -- has been really quite excellent to work with, and that's the feedback we have had from other states as well. They -- that component that what we call the B to C, the business to consumer, that is about 80% completed, 85% complete. So what we're pursuing there is perhaps working directly with that contractor to take that to the finish line. So we are sort of looking at this in two tracks in that way and that's how we intend to tackle it going forward.

So I apologize. That was much longer than I intended to give you; but as I'm sure you can appreciate there are a lot of moving parts to this.

CHAIRMAN CLOUTIER: Okay. Thank you. And before I open for questions, those of you for the Long Range meeting we should be done in a few minutes. This is taking a little bit longer than I originally anticipated. Any questions of the Liquor Commission from Members of the Committee? Senator Watters, please.

SEN. WATTERS: Thank you and thank you for your explanation and documentation. So just I have a couple questions. You can just take them as you will.

I wonder once you look back in terms of when you hired this firm, were there any -- was there any sign of what might go wrong? Also, was there any consideration of kind of claw backs? I mean, you got 3 million hardware and that gave you 6 million for the work. And is there any, you know, given the difficulties with them is there any conversation about trying to get any claw back?

ATTORNEY WIANT: First I'll start with when we first went through the procurement process with AlfaPeople. At that time there was no indication. They were working on a project in Utah, for instance, which in our conversations with Utah doing the checks we got good feedback from them. At the same time going through the process of the evaluation they performed, they did an excellent presentation. Their technical demonstrations were excellent. They really were scoring. They received the highest score on the technical component, aside from being -- they also happened to be the lowest cost.

Since then, though, we have learned Utah as well moved on from AlfaPeople. So what we learned after the fact is or as this was going on other states were encountering the problems. They were just encountering them sooner than we were because they were further along.

One of the good things about what we've done here, though, is we -- we took care of the issue much sooner than other states that had similar problems did. So, for instance, and I may get the state wrong, April knows the detail here, but Ohio, I think, some states at least went -- went live and are now trying to go back and fix everything at the same time that they're live on a system that's not really working. So we haven't done that. And now we -- we have sort of the, I don't know I'll say luxury, but we have the benefit of being able to take advantage of hindsight now at this point moving forward.

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In terms of your question about claw backs, what we did when we -- when we separated with them was looked specifically at what had been delivered that they legitimately were owed or had an invoice for. And there are things, for the most part, I don't have the -- I can't give you precision here, but for the most part what we paid for we actually own or are able to use going forward. It's not going to be a one-for-one certainly. There's some certain codes, you know, someone taking it on aren't going to be able to use. But we were very diligent and deliberate in working through the separation of paying for what we -- what we actually did receive and the work they legitimately did do. So no claw backs, but we tried to address that on the front side.

SEN. WATTERS: Could I ask one more?

CHAIRMAN CLOUTIER: Yes, please continue, Senator, and again just before -- for those of you here for Long Range we'll get started in a few minutes. This meeting is running a little bit over what I originally anticipated, but these are important questions to be asked. Please continue, Senator.

SEN. WATTERS: We're all, obviously, watching the revenues closely as I know you are. And so what's your anticipation of when this system might come on-line and then what impact with respect to the system to have on increasing revenues?

MR. MOLLICA: Well, the best part of what Rose has just gone through is that the system that's being built has nothing to do with the system that's operating the Liquor Commission now. So we have no -- we have no way the revenues will be disrupted at the current moment. We're looking at, as soon as we are able to choose another vendor, about another 18 months before we put the new system on-line, and that system will obviously be tested tremendously before it goes on-line. The biggest piece about the additional -- the new vendor or the new platform is the efficiencies of the system and the direct ship piece of the

system. We'll be able to direct ship piece in-state prior to being able to move to the out-of-state system.

The Supreme Court passed a law, you know, passed a ruling in July that retailers can now ship wine and spirits -- wine and beer into other states, and we are looking for those additional spirits as well in the future. So that will allow the Liquor Commission after the first of this year to be looking at at least shipping in-state. So the revenues, we're looking for increased revenues at that point.

SEN. WATTERS: Thank you.

CHAIRMAN CLOUTIER: Okay. Thank you, Senator. Any further questions of the Liquor Commission from Members of this Committee? Okay. Seeing none, thank you very much for your update.

ATTORNEY ROSE: Thank you.

MR. MOLLICA: Thank you.

CHAIRMAN CLOUTIER: As I said, if we have further questions we'll summon you back here. Thank you very much for answering our questions. Okay. On the agenda I think that's it.

MICHAEL EDGAR, State Representative, Rockingham County, District #21: Excuse me, Mr. Chairman.

(6) Date of Next Meeting and Adjournment

CHAIRMAN CLOUTIER: Set the date for our next meeting.

REP. EDGAR: Mr. Chairman.

CHAIRMAN CLOUTIER: I think we talked about Thursday, January 9th, at 3:00 p.m. Is that still okay with everybody?

REP. WALZ: I will be out of the country that day, I believe.

CHAIRMAN CLOUTIER: Okay. So you will not be available.

REP. WALZ: And I think last I spoke with the Speaker's Office they were still talking a session that day, even though that they were afraid session could run over that day. It may not be the best day.

CHAIRMAN CLOUTIER: Okay. Thank you, Representative. Is there any -- okay -- any alternative dates if we do have a session? Because it's possible the House, I think the Senate, both meet on Thursdays. If we met maybe the following week, the 16th. I mean, I'm just -- Thursday, I mean, I'm just throwing that out.

REP. WALZ: What about meeting on a Friday?

CHAIRMAN CLOUTIER: I don't necessarily mind. I mean, I don't know what Senators feel but for some of us might have County work; but I'm perfectly willing to come in on a Friday, Representative.

SEN. WATTERS: There are often Commissions on Fridays.

CHAIRMAN CLOUTIER: Commissions on Friday.

SEN. WATTERS: I wouldn't know.

CHAIRMAN CLOUTIER: Okay. Thank you, Senator. All right. Why don't we -- I don't know. I throw this out. Maybe Thursday, the 16th, moving it. Is there any objection? Anyone have a definite commitment on that date yet, Thursday, the 16th? Maybe the same time in the afternoon tentatively.

REP. WALZ: Three o'clock?

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CHAIRMAN CLOUTIER: For our regular meeting. Yeah. So I think we'd be done our session, I would think. So why don't -- the best thing to do is I will watch the schedule and if I have to I'll have LBA poll you again. But tentatively maybe try because we'll see what happens. Because you may be right, Representative. We may have a session of both the House and the Senate. So I don't want to interfere, but maybe we would be done by three o'clock on the 9th. You definitely won't be there anyway because you'll --

REP. WALZ: Well, it's probable. I haven't booked the tickets yet but looks like I'm out of the country.

CHAIRMAN CLOUTIER: So I'll leave it and I'll have to watch everything. But I do want to meet in early January for a regular meeting. Okay. Is there anything else to come before this meeting? Okay.

MR. SHEA: You're going to leave it for the 9th right now?

CHAIRMAN CLOUTIER: Why don't we leave it for the 9th. If I decide if there is a session I'm probably going to have to move it, either House or Senate session anyway. So we'll -- unless anybody objects we'll leave it right there for now and try to figure out a Friday or Monday if I have to. Okay. I will entertain a motion to adjourn.

** SEN. D'ALLESANDRO: So move.

CHAIRMAN CLOUTIER: Okay. Motion by Senator D'Allesandro. Do I have a second?

REP. WALZ: Second.

CHAIRMAN CLOUTIER: Second by Representative Walz. All those in favor of the motion to adjourn signify by saying aye? All those opposed say nay? This meeting is adjourned. Thank you very much for coming everybody.

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***** {MOTION ADOPTED}**

(The meeting adjourned at 10:36 a.m.)

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CERTIFICATION

I, Cecelia A. Trask, a Licensed Court Reporter-Shorthand, do hereby certify that the foregoing transcript is a true and accurate transcript from my shorthand notes taken on said date to the best of my ability, skill, knowledge and judgment.



Cecelia A. Trask, LSR, RMR, CRK
State of New Hampshire
License No. 47

