

Minutes
Nottingham Selectmen's Meeting
October 12, 2015

6:30 PM Chair Bonser opened the meeting and asked all those present to stand for the Pledge of Allegiance.

Members Present: Mary Bonser, Donna Danis and Mark Carpenter

Others: Town Administrator Chris Sterndale, Gene Reed, John Morin, Jaye Vilchock, Matt Curry, John Fernald

CIP COMMITTEE MEETING: The Selectmen met with the other two members of the CIP Committee, Mr. Morin and Mr. Reed to discuss matters related to the Fire/Rescue Department and Highway Department as they work towards completing the CIP Report.

Chief Vilchock reviewed the proposed 2016 warrant article for the new ladder fire truck, a "Quint." The Quint is not only a ladder fire engine, but it also contains an approximate 500 to 600 gallon water tank, pump, fire hose, aerial device (ladder), and ground ladders. The new vehicle would hold the apparatus and increase the hose length and equipment that would be carried. The Quint will allow Engine 3 to become a reserve/back up vehicle for when it is needed during emergency situations.

The tank in Engine 2 holds 1000 gallons.

Chief Vilchock stated the only new issues presented with the proposed purchase of a Quint would be the vehicle height, such as tree heights on road and in driveways. All other issues, such as dirt roads and bridges are present with the existing equipment. The Quint will allow the department better access to more Town properties than the existing equipment.

Chief Vilchock stated the Quint will not require new or additional driving/licensing requirements than existing equipment. Training on equipment takes place, regardless of what type of equipment it is.

Chief Vilchock stated the 115 foot ladder on the Quint provides safe alternatives to roof access for firefighting personnel.

Discussion took place about building regulations and possible difficulties dealt with by the Fire Department. This included road, driveways, wires and other possible issues.

Chair Bonser requested an estimate of what percentage of existing structure and locations in town the Quint could be used. Ms. Danis clarified it is what percentage will gain access because of the new equipment.

Discussion took place about establishing some statistics about how many structures and type of emergency activity took place that would be better served by the Quint versus other equipment.

Chief Vilchock answered the Quint will fit into the existing Fire Station; no equipment will be stored outside.

Chief Vilchock stated the total estimated cost would be \$800,000.00. The existing balance of the capital reserve fund is \$320,000.00 for initial cash payment. The amount remaining for lease purchase or bond would be \$480,000.00. Purchase of a new engine was originally proposed for 2016.

The Selectmen expressed concern about the recommendation to lower the amount going into the capital reserve fund to \$10,000.00 and increasing the payment for the Quint to reduce the number of years to pay for the new vehicle. Discussion took place about time lengths of bonds in comparison to future purchases.

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Discussion took place about the amount being put into the capital reserve account and if the amount was enough, or too little. It was stated the amount could be seen either way, depending on the cost of the new purchase.

Discussion took place about possible alternative vehicles to purchase instead of the Quint. Chief Vilchok stated he has not looked at any other vehicles for purchase, and if the Quint did not pass with the voters in 2016 he would try again in 2017.

Chief Vilchok answered the question that a potential risk of not purchasing the Quint may be a need to purchase more than one piece of equipment in one year. The existing equipment, such as the tanker and pumper will remain actively used, with a higher age and increased need for replacement. Delay of purchasing the Quint or purchasing only an engine could limit the ability to expand the fleet, upgrading the type of equipment used by the Department.

Discussion took place about surrounding towns and the equipment they have, which could be used in Nottingham if needed. Mr. Curry stated based on emergency scene procedure, once established a ladder truck would not gain access unless it was the first vehicle on scene. General discussion took place about establishing an emergency scene and arrival of vehicles.

Discussion took place about the other additional costs with purchasing a Quint, such as property insurance. Concerns were expressed about the ability to use the Quint on existing driveway widths, use of vehicle stabilizers, safety of operators, and overall cost of the new equipment.

The committee members made the decision to continue discussing the other Fire Department CIP items at a future meeting.

Mr. Fernald reviewed the Highway related CIP items. Mr. Fernald suggested raising the annual capital reserve fund payment to \$75,000.00; the current fund is approximately \$1000.00. The fund was mostly depleted to purchase the 10-wheel truck, plow and sander equipment in 2015.

Mr. Fernald stated he did not have any recommendation for purchases in 2016, but there is the potential of purchasing a 6-wheel truck and a pickup truck in 2017; either could potentially be pushed out to a different year. There is concern about how frequently the pickup truck is used during the winter months as it is actively used for many of the smaller roads.

Discussion took place about the estimated lifespan for each of the vehicles, with the average being 15 to 20 years to try and get the most use out of them. Lifespan can depend on the winter use and maintenance provided to keep the frame in working condition. Mr. Fernald stated a determination can be made on lifespan within the first five years about how long that number will be, based on maintenance and repairs.

Discussion took place about the amount of money being put into the capital reserve fund in comparison to the proposed future purchases, which could mean an approximate \$450,000.00 needing to be funded. Mr. Fernald stated he has purchased all the vehicles from the capital reserve funds versus loans, with the exception of the grader that was a lease purchase.

Discussion took place about what equipment is most needed, where it is needed, and what equipment is needed using the existing gravel pit and what equipment would be more useful when the gravel pit is out of service. The grader is used primarily for the high number of dirt roads; the loader is used to load the trucks with sand and gravel, and the dump trucks used for both winter and summer maintenance work. The grader could be eliminated if there were no longer dirt roads.

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Discussion took place about the estimated cost of maintaining the private roads designated as emergency lanes. Mr. Fernald stated he couldn't give an exact figure, but the work is being completed using existing and owned equipment.

Mr. Fernald was asked by Mr. Carpenter to estimate the cost of maintaining the private/emergency lane roads, including how many miles the emergency lanes are.

Mr. Carpenter stated it was important to determine the estimated cost of maintaining roads designated emergency lanes. Ms. Danis stated the issue of maintaining the roads is discussed every couple of years. Mr. Carpenter reiterated that data should be reviewed, without any assumption about decision making.

Mr. Fernald reviewed the possible upcoming road projects for consideration. This included the twin bridges for possible maintenance in the future, culverts that might need to be replaced, in addition to the other dirt and paved roads. Although estimates have been made for the possible repair cost, they are only estimates, and will vary depending on the other issues that might come up, such as wetlands permits, and additional engineering needs. It was stated the list has been established based on the current needs for repairs.

Discussion took place about the changing cost of shim and seal coats expenses, including the base and tar. Mr. Fernald stated traffic counts are not used to help determine when roads should be maintained; road work is based on the knowledge of which roads are used at a higher level versus those that are not used as much. Mr. Fernald stated road counts might help in making a decision to change from dirt to paved, but even traffic counts can be debated.

Discussion took place about the recent citizen's petition request to pave Gile Road and the potential cost to pave, or consideration to pave. Mr. Fernald stated he doesn't believe it has enough traffic to pave, but there could be an advantage to pave a small section; it isn't a simple change to paving Gile Road and it would need a lot of new and additional work.

The Selectmen thanked Mr. Fernald for coming in.

ADJOURNMENT: Having no further business,

8:30 PM Motion: by Ms. Danis, second by Mr. Carpenter to adjourn.

Vote: 3 – 0 in favor.

Respectfully Submitted,

Dawn Calley-Murdough