CIP Committee
Draft Minutes
Thursday, July 30, 2015
6:30 pm

Meeting called to order at 6:34 pm in the Fire Station Meeting Room

Present: Steve Felton, Ingrid Heidenreich, Susan MacLeod, David Toth

Water & Sewer Dept: Commissioners Eli Badger, Alan Cilley and David Toth handed out copies of their presentation. Dave explained how they have separated the Assets and Projects for water and sewer and total costs by year. For the Water Dept., there has been an Asset Management Plan for all above ground infrastructure. The spreadsheet itemizes the repair, replace, cost of replacement and lifespan in current costs. They are working on a grant for $25,000 to get an Asset and Operations Management Plan done for the sewer department looking below ground using GIS to assess the pipes. Estimates for costs will be more accurate when exact footage is known. They will put the project out to bid, There is a DES grant in Nov. for operation and maintenance software. They have also submitted the paperwork for a grant to cover a project to detect water leaks in 11.4 miles of pipe. They are working on replacement of the older water lines in town. It is estimated at $25,000 to fix the leak under Winona Road. The leak into the system of river water that floods into the lagoons from the mill area may be isolated and now needs follow up repair work. Another project is a catch basin on Winona Road for flushing the hydrant there so water no longer goes into Ames Brook. Water Assets and projects greater than $10,000 will be submitted to the CIP, and those under $10,000 will be included on the internal W&S spreadsheet. Thompson Street is a capital project, and the eventual relining of the water storage tank will be ~$1,000,000, so they are starting to save for that. Other water line project is on Highland Street which again should be coordinated with DPW. The overall water quality issue with salt needs to be addressed.

The Septage Receiving Station is a key project as a source of revenue and to extend the life of the system. A design had been done previously, but now a newer, better design has been researched. It is less expensive to build and maintain and is more efficient in removing all grit and particulates, so only effluent goes into the lagoons. This will extend out the time for the lagoons need to be cleaned out. The estimated cost of this system is $900,000; annual cost of disposal of sifted out material about $100,000 per year. New plan includes scales at receiving end for more accurate intake numbers, and the hauler dumps into sifter, and pays on the way out. This set-up may also allow two additional haulers in, increasing revenue. To build the receiving station, they are exploring a 5-year DES grant/forgivable loan and will use the increased revenue to pay it back. The waste water facility has been run efficiently with regular maintenance with those costs now accounted for in the spreadsheet, even if not a capital need. Regular repairs and maintenance of equipment and building has extended the life of all of it. Upgrading to new technologies has also contributed to efficiency. The total cost of assets and projects now adjusted to two million dollars less than previously projected.

Other capital needs: replacement of two trucks, years uncertain. The Commissioners stated that they are working well together, and have made a lot of progress in identifying all the projects and costs for the departments, and have sought out and written grants.

Parks & Recreation: The outstanding project estimate is for the beach sand permit from DES (to be approved shortly) and future dredging and any repair/alteration to the handicap ramp and the wall. It was suggested not to dredge as the steady flow of the river will always be eroding the beach area.

Fire Department: Chief Heath and Tim Joubert updated on the evaluations of the trucks and the priority to replace Engine 2 has not changed. Pump tests have not yet been done, but there has been a decline in performance every year. Vacuum test is scheduled for the second week of August that will make certain critical issues apparent. They are working with the Town Mechanic to schedule repair work and to establish regular pro-active, top-to-bottom inspections twice a month. A better working

relationship with the mechanic is helping to determine what work he can do and what needs to be shipped out for repair. A recommendation for future is that the next Town Mechanic be certified to work on emergency vehicles.
2016 request to replace Engine 2, now $40,000 more expensive than last year due to inflation and new federal standards. Although Engine 1 is older, it was spec'ed for a corrosion-preventing undercoating film treatment, and the chassis was a better material than the newer Engine 2, which was a demo model without the treatment so it is now much more corroded. It, and the ladder truck, have a different frame construction which make it difficult to keep out the materials that corrode. A possible measure to extend life of ladder truck is to clean and coat underside @$710. They may need to ask the BOS for approval to fund this, or it may come from the capital reserves. The Apparatus Committee meets on Monday and will discuss all this.
For replacement, a stock commercial fire truck is not built to last 20 years and does not allow for exact equipment configuration, which is important to keep the arrangement on both trucks as similar as possible for efficiency. The tasks that fire departments do now is beyond just firefighting – water and technical rescue, hazardous material handling, etc, so there is much more equipment to store on the vehicle. They are looking for a "no frills" model, but it needs to be customized. Ambulance: it has more mileage on it than any other vehicle, but it is not transporting now. The underside corrosion is not too bad, the airbags and back tailgate have been replaced and the chassis is still good. When it is replaced, it will be with a smaller, more maneuverable, gas efficient one. They are trying to replace gear a few per year as much as possible since level of technology needs to be considered for compatibility. The 11-year-old composite cylinders (lifespan 15 years) are tested annually and sensors at $750 each are replaced as necessary. As a major to replace all at once, they are looking for grants, although the federal grants are suspended right now. They have also looked for opportunities for group purchases with other fire departments, as they did with the pagers for a greatly reduced price. The CIP process has highlighted the need to account for all equipment, apparatus and facility needs to then prioritize and schedule replacement/repair. With all equipment, they are keeping maintenance contracts to extend the lifespan, and to provide back-up equipment when needed. The CIP spreadsheet for FD remains the same with the adjustment from 2015 to 2016 for Engine 2. Tim asked how to get information out to the public so warrant will pass next time. They should set up a photo display at every opportunity to answer questions and show that they have been diligent in the care of and have extended the life of the equipment as long as possible. Point out that each year it is put off, there are diminishing returns with the cost of repairs, and the ever-increasing price of a replacement. It was suggested that this type of presentation be done at the financial forum that would be on TV.

Minutes of July 15, 2015: Steve motioned to accept as written; Ingrid seconded. All in favor.

Next Meeting: Wednesday, August 12, 2015, 6:30 pm at the Fire Station. 6:30 pm: start working on recommendations to present to BOS on September 9.

8:22 pm: Motion to adjourn, all in favor.