



TOWN OF WEARE
PLANNING BOARD
ZONING BOARD OF ADJUSTMENT
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Charles F. Meany, III
Land Use Coordinator

Office Hours:
Monday
thru
Friday
8 AM ó 4:30 PM

CIP SUBCOMMITTEE
MINUTES
AUGUST 19, 2015
(Approved as written 9/9/15)

PRESENT: Jack Dearborn; Tom Clow, Exofficio; Jerry Little; Stu Richmond; Bob Ledger; Chip Meany, Land Use Coordinator; Naomi Bolton, Town Administrator

GUESTS: Beth Rouse, Finance Administrator; Bill Anderson, Finance Committee; Fire Chief Bob Vezina; DPW Director Tim Redmond

I. CALL TO ORDER:

Jack Dearborn opened the meeting at 8:30 AM in the conference room of the Weare Town Office Building.

II. MINUTES:

There were no minutes to approve.

III. MEETING:

Fire Department: Fire Chief Bob Vezina presented the subcommittee with his requests for the 2016 upcoming year as follows:

- **Apparatus Replacement ó Ambulance:** The cost of a replacement ambulance for 2016 is \$238,000.00. This is a first line piece of apparatus and is required for twenty-four hour service 7 days per week. The current ambulance is a 2003 and will have an estimated 90,000 miles on it by the end of the year. Maintenance of the twelve year old ambulance has necessitated removing from service for approximately 2-3 weeks a year for various issues, which represents lost revenue. The increased frequency of repairs has a negative impact on both operating and available mechanic time. The repair costs in calendar year were \$4,165.00 and currently in 2015 are at \$3,708.00. The cost escalation for waiting another year is approximately \$7,200 (3.5%). There is a loss of purchasing power in 2015 of \$11,000.00. The current equipment in this ambulance will be recycled into the new ambulance. The ambulance revenue is approximately \$10,000 per month and since they have changed carriers it has improved and on track. At the end of 2014 when you removed the \$90,000 for EMTs and the \$8,500 for Comstar there was less than \$1,000 put into the equipment fund. A 5 year lease will cost approximately \$51,300/year.
- **Equipment Replacement ó Jaws of Life:** This equipment is needed to provide tools for vehicle extraction and specialized rescue operations and is necessary to provide reliable emergency fire and medical services. As automotive technology has changed the effectiveness of our existing vehicle extraction equipment is falling behind. Newer construction methods and high-strength materials require stronger and more powerful tools. There have been significant door structure changes as well

that include the tubes, bars and honeycomb materials which provide additional protection for the vehicle occupants but complicate the extraction process. They see it first hand when the tools the Fire Department relies on don't perform well when they interact with new vehicle materials. The plan is to recycle the motor/hydraulic parts of the existing set.

- Apparatus Replacement ó Car 1: This is a 2006 Dodge Durango with 117,000 miles on it as of August 5, 2015. It did pass inspection. This is the Chief's car and it is necessary to provide reliable emergency fire and medical services. The command center is located in this vehicle. Fire has been using vehicles that are at the end of their useful life for several years. These vehicles have consumed many repair dollars and many mechanical staff hours to keep on the road. Fire proposed to move the replacement of the forestry up from 2020 to 2016 and repurpose the existing vehicle for the day to day operations for the Fire Chief/Emergency Management Director. Moving the Forestry vehicle up provides a vehicle better suited for the mission of forestry/utility. Replacing it with a 550 would increase the GVWR for the weight carried by the current unit and increase focus on the utility characteristics of the vehicle, allowing more economical deployment of equipment.
- 2017 ó Replace Self-Contained Breathing Apparatus (SCBA): The entire set of air tanks were replaced in 2003 through a grant. The current condition is that the air cylinders have a service-life of 15 years. September 2017 is the expiration date and they need replacement. However, other SCBA components such as masks, regulations, packs, etc. have no set service life and can be replaced and repaired as needed. Chief Vezina is looking at full replacement with reconditioned equipment. This provides the purchase of 25 NFPA compliant Air Packs with 25 spare cylinders and 2 RIT packs for a total cost of \$50,000.

Bob Ledger moved, Stu Richmond seconded that the CIP subcommittee recommend that the Chairman send a message at the time of presentation to the Finance Committee to put the EMT daytime coverage in the budget and revert the money back to the Special Revenue Fund. Vote passed unanimously 5-0.

Public Works Department: Director Tim Redmond presented his requests for the 2016 upcoming year as follows:

- Loader Replacement - An updated vehicle schedule was presented to the subcommittee. The first priority for the Highway Department is to replace the loader. The current loader has had lots of leaks cropping up. They are having trouble with the injection system and they may have to lease/rent a loader to get through the winter. Currently the loader has a trade value of approximately \$25,000. He is looking to get a new loader with a 3 yard bucket capacity. The total cost for a new loader is approximately \$185,000.
- T-3 Plow Truck Replacement ó Director Redmond stated that they have been trying to keep to a 10 year rotation schedule. T-3 is a 2003 6-wheel dump truck that he is looking at replacing this year. He would like to replace it with another 6 wheel dump truck. The cost of the truck is \$179,000.00.
- Skid Steer Replacement ó The current skid steer is a 2005 with approximately 4,284 hours. It is used at the transfer station to process recyclables and municipal solid waste at the facility. It is vital and necessary to handle fee based items, revenue

generating recyclables and municipal solid waste. The total cost for replacement is \$59,600. There is a possible grant through NRRA of \$5,000 that could be applied to the cost.

- New scales ó Currently there are no scales at the transfer station. This would provide a mechanism that would accurately weigh items and calculate the fees that residents pay for on the fee based schedule. It would be fair to all. Presently the employees estimate cubic yards when residents are charged for disposal items. The Town pays by ton at the end destination. Converting from cubic yards to tons is not a science, only a guess/estimate. Sometimes resident loses, sometimes Town loses. A scale will be accurate and fair to all. The total cost for scales would be \$42,000 with again a possible grant from NRRA of \$5,000.
- New Highway Garage ó A committee was formed and met several times. They then decided to tour other facilities, so they visited the Newbury Highway Department and the Sutton Highway Department. The consensus was that the Newbury building is what we needed. It would be a steel building 100 x 200 feet. It would pre-engineered and include a fire protection system. There would only be three doors in the building for heat loss reasoning. It would have radiant floor heat. They are still working on quotes and sharpening their pencil. The current number of \$1,349,700 will be re-evaluated when the real numbers come in.
- Road Reconstruction ó This is an annual request. The anticipated Highway Block grant funding it going to increase by approximately \$30,000 therefore Director Redmond would like to move the amount from \$450,000 to \$480,000 leaving the anticipated tax impact neutral.
- River Road Bridge ó This was built in 1998 and was cheapened by using corrugated metal and covered it with pavement. The Town washes all bridges in the spring. According to the engineering report there is an estimated cost of \$580,000 to fix the bridge. The current report according to the engineer is fair for now. The Town's engineer report expresses that this needs immediate attention. The Town currently has approval for an 80/20 State match funding for Peacock Brook. Director Redmond is going to ask the State if the project funding can be switched to the River Road Bridge. There is a larger impact if this bridge was to be closed than the Lull Road Bridge over Peacock Brook.
- River Road Paving ó River Road is the only other direct north-south route in Weare other than NH Route 114. In case of Rte. 114 closure, temporary or long-term, River Road is the most viable route for emergency services and traffic. The cost of this project is \$750,000 and would be necessary to prevent River Road from further deterioration.

IV. NEXT MEETING(S) - SCHEDULE:

The next subcommittee meetings are as follows:

August 26th ó Parks & Recreation and Police Department

September 2nd ó Library and Cemetery

September 9th ó finalize 2016 CIP

V. ADJOURNMENT:

As there was no further business to come before the subcommittee, the meeting was adjourned at 11:50AM.

Respectfully submitted,

Naomi L. Bolton

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Town Administrator