

MOULTONBOROUGH, NEW HAMPSHIRE  
CAPITAL IMPROVEMENTS PROGRAM COMMITTEE  
Minutes of May 17<sup>th</sup>, 2012, Meeting

Members Present: Richard Brown (Chair); Peter Jensen (Planning Board); Barbara Rando; Alan Ballard (ABC); Bruce Woodruff (Town Planner); Jon Tolman (Selectman); Josh Bartlett (Alternate)

Others Present: Leonard Wetherbee (Police Chief); Peter Beede (Police Sgt.); David Bengtson (Fire Chief)

Absent: Heidi Davis (Town Finance Director)

Meeting Location: Library Back Room

Richard called the meeting to order at 9:17 AM.

**Follow-up from Prior Meeting:**

Richard read a letter drafted by Josh on behalf of the CIPC asking the Selectboard to let us know who is looking at the long term Capital needs for the Lions Club building as there are now one or two post Lions Club Contract years in the CIPC planning window. Alan suggested that the phrase “repairs and maintenance” be expanded to “repairs, maintenance and possible improvements”.

**Agenda Items:**

Review of Project Requests

*1. Police (Chief Len Wetherbee)*

Chief Wetherbee was accompanied by Sgt. Peter Beede. Chief Wetherbee explained that in the past the practice when replacing a cruiser was to also replace in equipment in the cruiser that was damaged or broken, but to simply transfer undamaged equipment to the new cruiser. Currently the challenge for the fleet of cruisers is larger as the model of the cruisers in the fleet is no longer being offered in the cruiser configuration and the cabins of new cruiser options are not compatible with the older fleet cars. This means that most equipment – broken or not – will also have to be replaced in the first replacement cycle. After the fleet cars have been cycled through, operational equipment will once again be available for transfer to new vehicles.

There was discussion about the radio equipment in the vehicles. The Chief said they could separate the radio equipment into its own capital item if the CIPC wanted. Richard explained that the radio equipment is part of the cruiser outfitting and should be included in the total capital cost of cruiser replacement. He asked that all cruiser equipment the vehicles would be outfitted with be included in the total replacement cost for the fleet vehicles.

Regarding the replacement of vehicles: The Chief explained that cruisers are scheduled for potential replacement between 100k – 150k miles. He explained that Ford Motor Co. suggested at least 30% should be added to mileage because of the high idle time and the impact on the engine life caused by long idle times. He explained that routine maintenance is performed at the Moultonborough Highway Garage and non-routine issues are handled by a dealership garage. Each car is purchased with the 100k miles warranty which has minimized and leveled the maintenance expense over that period of usage. The Chief explained that even though the replacement schedule identifies which car(s) are planned for replacement in any given year of the replacement cycle, each year the department assesses actual conditions of all vehicles and determines which vehicle to actually replace based on vehicle condition – not based on the scheduled replacement plan.

The K9 cruiser scheduled replacement has been deferred a year. The current dog is near ‘retirement’ and the Chief was not prepared to request an extension to the K9 program after that occurs. So the 2013 fleet replacement has been reduced from two vehicles to one vehicle.

Future vehicle plans are to procure the Ford Sedan Interceptor and some vehicles will be changed to the Ford Interceptor Utility (police version of the Explorer). They believe the six cylinder engines will provide sufficient power and Ford is forecasting a 20% savings in fuel with these engines.

The Chief was asked to explain what happened to the 2009 cruiser that caused the dept. to believe it needed to be replaced in 2013. The chief explained they are hoping to replace one car per year. He reminded the committee that in 2011 none of the vehicles were replaced. The vehicle the dept. is seeking to replace has electrical issues and has caused the dept. the most problems. It currently has 90k miles and Ford has been covering the repairs under the extended warranty. By the time the planned replacement occurs, the vehicle will be off warranty and the estimate is it will have approx. 120k miles. The vehicle has had significant down time which has compromised its value to the fleet.

The Chief was asked if the length of useful value of a vehicle was different when officers were assigned a vehicle vs. sharing vehicles. The chief said studies have shown that assigning a vehicle to a specific officer results in fleet vehicles being better maintained but it is an option we cannot use as our fleet is not big enough.

Barbara was asked to follow up with the Police Dept. to review their vehicle maintenance records to confirm they capture unplanned vehicle downtime, total vehicle repair and maintenance costs, frequency of repair for each vehicle, and other pertinent asset management information.

## *2. Fire (Fire Chief Dave Bengston)*

Chief Bengston explained that in addition to current requests, one of the pump units is failing to achieve manufacture performance benchmarks. He estimates when it is overhauled the capital cost will be approx. \$15k. The pump is supposed to output 1250 gallons per minute when the engine runs at ~1450 rpm. Instead the engine must be run at 1850 rpm to achieve the 1250 gallons per minute. He explained that this engine speed is no problem for the engine currently but the test-to-test measured degradation of performance clearly suggest the unit should be overhauled before the performance become a problem – perhaps another year or two out.

The Chief corrected the cost estimate for replacement of the First Responder Medical vehicle (1) (Rescue 3) scheduled for 2014. He is estimating a \$44k cost not the prior \$55k est. He also said he is going to review the new interceptor vehicle available for police to see if it would take all the equipment needed for a first responder service and if it will, he will reduce the replacement cost further to approx. \$38k.

The Chief discussed research underway that could result in reducing the fleet cost. He thinks we may be able to combine the Forestry vehicle and Rescue 2 into one vehicle. He estimates the combination would not reduce the capital equipment cost but could significantly reduce the frequency of the capital equipment cost expenditure (frequency of replacement). In addition, some service responses would improve as they would take only one person to deliver the equipment to an emergency with the combined capabilities of what are now two vehicles.

The Chief suggested he would like to have an independent consultant come in to assess the town's service and equipment needs. He said in a prior job they had done this for a cost of about \$5k.

The Chief said as the large engines get replaced he wants to replace one at each location with a tanker to increase the availability of water by roughly 75% (from 2k gallons to 3.5k gallons) as that would allow the dept. to put out a much larger percentage of fires without having to seek a supplemental water supply (lake, tankers from other departments, etc.) which delays the ability to contain a fire. We could also get some insurance credit for property owners with better water supply. The Chief said the replacement at the neck location of a pumper with a tanker would probably not increase the cost over that of the pumper replacement (est. \$375k for either).

The Chief was asked what the impact of combining Rescue 2 and the Forestry vehicle into one unit would have on the replacement schedule. The Chief said that since Rescue 2 is a low use vehicle we could probably defer a combined unit

expenditure out to 2018 (Rescue 2 currently scheduled for replacement in 2015). The Chief was asked if we could then defer the 2015 vehicle regardless of whether or not it was combined with the Forestry vehicle. What ensued was a discussion of what are the criteria for deciding to replace equipment. The Chief said ultimately we need to decide whether we rely on the condition of the equipment or instead rely on the manufacturer's recommended replacement schedule to determine when equipment is replaced. The committee seemed to have consensus that a hybrid of the two approaches might be best. The committee will ask that equipment replacement plans be presented that extend out as far as the longest planned useful life of any equipment.

The Chief was asked to submit a revised plan based on his continued evaluation of issues discussed.

### **Other Business:**

Richard read aloud the minutes of the May 10<sup>th</sup>, 2012 meeting. The minutes were amended to replace the phrase "policy makers" with "Board of Selectmen". On a motion by Barbara and second by Alan, the amended minutes of May 10<sup>th</sup>, 2012 were approved by voice vote with no objections and Peter abstaining due to absence.

The committee discussed the recent "progress" on the Playground drive project and the concern that the State may not be as willing to grant a permit as previously thought. Outstanding issues include there doesn't appear to have ever been a permit to build in the wetlands location vs. the thinking that the area was not a wetlands when the playground drive area was initially constructed and that the construction was what created the wetlands. Bruce will continue research to determine legacy facts that may support that the field was not a wetland area when the field was constructed. Some members were concerned that the committee did not have all the information when the project was last presented to us. Bruce assured the committee that they were provided all the relevant information available at the time of the last presentation of the project.

The next meeting is scheduled for Thursday, May 24<sup>th</sup>, 2012 at 9:00 AM at Town Hall. We will be reviewing the DPW and School.

Josh made a motion to adjourn the meeting. Peter seconded and the motion was unanimously approved. The meeting was adjourned at 11:52 AM.

Respectfully Submitted,

Peter Jensen,  
Capital Improvements Program Committee