

MOULTONBOROUGH, NEW HAMPSHIRE
CAPITAL IMPROVEMENTS PROGRAM COMMITTEE MINUTES
Draft
Minutes of January 16th, 2014

Members Present: Richard Brown (Chair); Josh Bartlett; Peter Jensen (Planning Board); Jordan Prouty (alt); Alan Ballard (ABC); Bruce Woodruff (Town Planner)

Absent: Barbara Rando (alt); Heidi Davis (Finance Dir.); Jon Tolman (BOS)

Others: Carter Terenzini (TA); Dave Bengtson (Fire Chief); Bud Heinrich; Nancy Wright

The meeting began at 1:005 AM. Jordan Prouty was seated in place of Jon Tolman.

The committee listened to a presentation by C. Terenzini on the possible work for States Landing. He listed four possible improvement areas that would require capital funding; Parking; improvement of the intersection at Castle Shores Rd., States Landing Rd., and Baden St.; Landscaping Improvements; dredging and prevention of future lake bottom degradation in beach area.

If the town decides to accomplish all of these improvements, a current rough estimate of capital funding would be \$25K on the 2014 warrant for minor improvements + the following not in the current capital plan; ~\$150K in 2015, ~\$200K to ~\$400K in 2016, ~\$175K to \$350K in 2017. Firmer estimates would require community commitment to some or all of the plan elements, more information about the feasibility and scope of dredging, and results of negotiations with the Suissevale Association regarding nearby real estate for added parking. A full report that includes all potential improvement was presented to the CIPC plus a copy of slides used to aid the presentation. The engineering estimates items discussed are:

- ~\$250K for a gravel parking area (add ~\$100K if paved);
- ~\$350K for dredging;
- ~\$150K for fixing the boat ramp; and
- ~\$100K for improvements to the intersection.

There was discussion about making sure that users of the parking areas know they are supposed to purchase a usage sticker (current town sticker would serve for residents). Absence of the sticker or tag, displayed either on the vehicle or by a beach user when the police come to check, would result in a fine.

It was suggested that a turn-around be included in the improvement plan.

Staffing and maintenance costs will be estimated after it is determined whether or not to dredge the area to attract swimming usage.

No changes were requested at this time to the current 6-year Capital Plan. The presentation intent was to update the CIPC on what changes might be requested at a future date.

For more detail, please see the "States Landing Recap" report prepared by the Town Administrator for the BoS on Nov. 15, 2013.

Fire Chief, Dave Bengtson, presented a draft needs assessment to the committee that was requested by his management. The Chief distributed a copy of his assessment report titled "Fire Apparatus Needs Analysis", dated November 11, 2013, to the committee. He made the point that the biggest driver of the department's requests for services was EMS.

He described the geographic environment the department is expected to support. He then described current fleet/equipment resources and service requests since 2001:

- 3 paid staff
- 38 volunteer staff
- 10 pressurized fire hydrants serving a very small percent of the town
- 58 dry hydrants
- 13 cisterns
- Two Fire Stations
- Fleet Inventory of 4 pumpers, 0 (zero) Tankers, 3 rescue apparatus, 1 wildland fire apparatus, 3 Utility apparatus (incl. Chief's SUV), 3 boats, and 3 off road vehicles
- 748 average annual requests

The Chief explained his assessment of needs does not change the current CIP schedule or fund levels requested. His recommendations for change to current equipment type are:

- Engine 2 (1981 pumper) – Becomes a tanker; body refurbished in 1997; replace with 2500-gallon tanker in 2016
- Engine 3 (1993 pumper) – Becomes a tanker; had frame rails replaced in 2012; replace with 2500-gallon tanker when replacement needed
- Engine 4 (2001 pumper) – Replace with greater capacity pumper in 2027
- Rescue 2 and 3 (1st response Med. Vehicles) – Replace both with EMS vehicles that are also pumpers and carry 400 gallons of water – rescue 2 in 2015; rescue 3 in 2019
- Forestry 2 (Wildland Fire apparatus) – eliminate after Rescue 2 & 3 have been replaced as they will also serve the function of Forestry 2;
- Utility 1 (2001 pick-up) – replace when needed (not in current sched.) with similar vehicle sized for towing the fireboat and plowing access to dry hydrants.

The Chief believes making these adjustments to the fleet could lower fire insurance costs as well as provide more effective service.

The Woodshed fire was discussed as an example for issues with the current fleet. Roughly 300,000 gallons of water were used. The first two responding trucks were from Moultonborough's main house. Periods of time between running out of water and resupply arriving were perhaps 15 minutes on average. Tankers from other communities that arrived later to help came from Tuftonboro, Tamworth (2), Holderness, Meredith, and Gilford. Meredith was the first to get a tanker to the fire and that took 18 minutes. He said fire tends to triple in size every minute it burns unchecked.

The Chief was asked about the staffing resources for EMs work. The chief said 22 of the volunteers have some level of emergency medical training (4 at the paramedic level).

A question was asked about why we would reduce our pumper capacity by replacing 2 pumpers with tankers. The Chief responded that the fleet would not lose pumper capacity because of the changes proposed for Rescue 1 and 2. Essentially the capacity changes would be as below:

Current Fleet	Current Function		New Fleet	New Function
Engine 1	Pumper	→	Engine 1	Pumper
Engine 2	Pumper	New →	Engine 2	Tanker
Engine 3	Pumper	New →	Engine 3	Tanker
Engine 4	Pumper	→	Engine 4	Pumper
Rescue 1	EMS	→	Rescue 1	EMS + Pumper
Rescue 2	EMS	→	Rescue 2	EMS + Pumper

The change intends to retain or improve existing capacities, add tanker capacity and improve ability to bring fire suppression to more difficult areas with smaller equipment (Rescue 1 & 2). The changes should not alter the planned replacement schedule, nor increase cost.

Minutes from the November 9th, 2013, were briefly discussed.

In the context of discussion about the sidewalks reflected in the minutes the question was raised about the CIP having an opportunity to review a petition warrant article after it has properly been submitted to the town for inclusion on the warrant at town meeting. Some members thought the CIP should be able to include such potential expense in the report so the plan reflects real potential capital expenditures. Some were concerned that the committee charge may need to be changed in order for the committee to review petition warrants after they have been submitted. The chair suggested the committee would review the issue at the next meeting.

A motion to approve the minutes of November 9th, 2013 was made by J. Prouty and seconded by J. Bartlett, then approved unanimously.

The next meeting is scheduled for Feb. 20th, 2014 at 9:00 AM in the Ernest Davis Conference Rm.

J. Prouty made a motion to adjourn the meeting. J. Bartlett seconded and the motion was unanimously approved. The meeting was adjourned at 12:40 PM.

Respectfully Submitted,

Peter Jensen,
 Capital Improvements Program Committee