

**TOWN OF DEERFIELD
BOARD OF SELECTMEN
May 31, 2022
MINUTES**

Call to Order

5:30 – Chairman McGarry called the meeting to order

Present: Fred McGarry, Chairman, Richard Pitman, Vice Chairman, Alden Dill, Cynthia McHugh and Will Huebner, Selectmen.

No sound the first thirty second of the meeting.

Pledge of Allegiance to the Flag.

All right, well, I asked John to schedule a special meeting of the Board so that we could address the potential grant that is out there with regard to purchasing a vehicle for the fire department and I'll let Matt pick up from there.

So, I think last meeting, if I remember correctly and if I misspeak, please correct me, I think the decision was made to move forward with applying for the grant. We had some options on the table, either pursuing state contract for a new vehicle or pursuing a used one and I think this meeting is to kind of firm up on which way we want to go and final price and stuff. I believe, I think, from last meeting to this meeting the idea of being able to put money back in the trust or warrant article capital reserve fund can't happen unless it's at a town vote, so if we get the grant, we would either have to put the money in the general fund or possibly checking with Rita about of the existing escrow accounts so we could use it to offset costs. Just to recap, the Ford state contract with McFarland Ford out of Exeter, can't order a similar vehicle, F-150, until sometime in July and they're expecting about thirty-six weeks which puts us March of twenty twenty-three if it comes in on time. The option I forwarded along last and have in front of the Board tonight would be the used two thousand eighteen, I said that right twenty-eighteen, not two thousand eight. Which is (inaudible) to Ford now.

Also, the reason for the emergency meeting here is that we have until January third, June Third, Friday to get our application in.

Correct.

So, otherwise we miss out on the grant entirely.

Correct.

So, I thought in the last meeting we had decided to go ahead and apply for the grant.

Without definitive paperwork as to exactly the vehicle of what you're purchasing I can't apply for the grant. They need all that documentation and it was still very much up in the air when it was decided last meeting.

We've got to be basically under contract for something to apply for it. Well, I've been talking to Matt about this quite a bit today and I think the important point that he raises is the Tahoe is basically dead and I was thinking why don't we just order something to have a new one on order but since we're going to have to wait till basically next spring to get it, that would mean we'd have to keep the Tahoe running which, in my mind is throwing some really bad money after (inaudible) at this point because I don't want to put another dollar into that thing so, this case buying something now and getting it on the road now is a better use of our funds.

I share that feeling too, just crazy sinking more money into it.

I mean I just took it for a ride, if transmission lasts for another week I'll be surprised. It's not shifting much.

I don't think we need a sales pitch; we need a decision on what we're going to do.

My only concern it, if we don't get the grant we're locking ourselves into buying a new vehicle.

Right.

Then where does that money come from?

So, John and I had a couple conversations today. My thought would be, use the, if allocate the money to, out of the fire/rescue line dot eight one two which, is for fire/rescue grant, there's only seven hundred sixty-one dollars in the line the rest would be in the budget, if we, so, that the expenses show clearly what that line was used for to offset those costs if we don't get the grant. With the overrun, obviously in tat line, we could pull money from the vehicle maintenance trust fund to a, upfit the vehicle if we don't get the grant and extended vehicle maintenance costs that we have with the fleet this year.

How much money is in those?

There's fifty thousand dollars in the vehicle equipment, vehicle maintenance fund is fifty thousand dollars and the capital reserve for apparatus and equipment replacement that has, I wanna say, three hundred and sixty or so in it. But I would not plan on using that fund.

I'm going to make a motion that we go ahead and buy the two thousand eighteen F-150.

You say a price?

At, yep good point, thirty-seven twenty-two.

There a Second?

I'll second it.

I think we're, if we don't go after this grant the grant is going to be gone and we'll have missed out on paying for this vehicle if we don't go after the grant so, I don't see any alternative.

Right.

Dick?

Is that, should the (inaudible) thousand two seventy-one be in that motion?

(inaudible) discussion could you consider doing, I don't know how this would work, language-wise. The grants for fifty thousand dollars allocating up to fifty thousand dollars for the purchase of the vehicle which, would come out of line eight one two and the upfit would come out of the vehicle maintenance fund.

So, we're only looking at forty-three.

Right.

Yeah.

All right, so I have to modify my motion then to include the upfit fee, roughly fifty-three hundred dollars in the anticipation that we are applying for the grant up to fifty thousand dollars, correct?

Correct, the price of the vehicle itself is thirty-seven thousand twenty-two dollars. That will be charge against the grant line in the budget out of the fire/rescue budget. The five thousand two hundred and seventy-one dollars for the upfit would be expended to the capital reserve expendable trust fund for vehicle maintenance. If the grant comes in that pays for all the equipment and the upgrade. If the grant comes in, we are trying to determine whether or not we're restricted to putting that in the general fund where it cannot be touched or we can direct it into an existing escrow account that has been previously set up by the fire department so that any of these costs that are being taken out of the budget could be offset by using that escrow fund.

So, I'll modify my motion to include those following funds and budget plans.

And the second agrees to the modifications.

Cindy, you had a question?

Yeah, now I'm really confused. This forty-three thousand is a complete truck ready to go?

No.

So, the other expenses that we're going to get into, which is why I was asking for the fifty thousand, will cover the console, the lighting upgrades, the lettering, all that stuff. We have the light bar, some of the radios, the siren controller, all that stuff in the Tahoe now. So, as much as we can transfer out of the Tahoe will be put into...

So, what's the fifty-two seventy-one for the outfit?

That's the cap on the pull-out body.

Okay.

So, if we don't do anything else it's going to be a pickup truck sitting there with a cap and a body on it. So, we have to upfit it for its use.

So, what are we really looking at complete?

All I have is best guess budget numbers right now that's why I'm saying the fifty thousand cause that's what the grants for. It's what, I think, we're going to shoot for.

So, the fifty thousand would cover everything.

What I explained to Matt is, whatever he has an invoice or quote for by Thursday is what I can charge against the grant. If it's forty-five thousand then that's what the grant will pay. If it's forty-eight thousand that's what the grant will pay. But I have to have that documentation in my hand. If he can't get a quote to me then I will submit what I have.

Okay, so, right now you can submit the forty-three?

I can submit the two quotes he's gotten in front of me. He's working on getting the lettering, the bed liner...

Yeah, the lettering, the bed liner, the center console for the vehicle. My plan is to take the, in the back, the command console if you will, take that out of the Tahoe and put it in the pickup. It should fit between the, on the bed slide in the caps, we can reuse that and whatever else we can reuse out of the Tahoe and of we get to the point where we, there's things to still add then, long as they're not crucial items, I'm going to worry about it this year. At this point it's utilizing the funds we have available...

So, should the motion be, up to fifty thousand?

I would say so, yes. So, up to fifty thousand including upfit purchase, lettering...

And the second agrees with that.

Dick?

That's exactly what I'm trying to avoid, is thirty-seven thousand all of a sudden it came in at fifty. We've gotta be upfront with people. This is the real deal to set it up the way Matt needs it. So, get the figure right now and then go with that for the grant.

One more part of the motion would be the ten percent match would be authorized by the Board to come out of the ARPA funds which, we can do so that whatever that final figure is we're putting the grant in I'd have to make sure there's a ten percent...

Should I just start at the beginning again? I've never modified one this many times. All right, so, I'm going to make a motion, I'm going to modify my motion to just state, we're going to purchase a twenty thousand, I mean two thousand eighteen F-150, used, upfit, lettering, etc. not to exceed fifty thousand dollars, we're applying for a grant up to fifty thousand dollars and if we get the grant, we're going to use the ten percent match out of ARPA fees.

And I'll second that.

Does that tie up all the loose ends this time?

I hope Randi can get all this.

Okay. That's why I thought I'd start from the beginning. Make it clear as much.

Okay. Will?

So, my only concern now, I don't have to much concern that it's needed and that, you know, this is a reasonable way to approach it, but I, you know, we've had voter sentiment against this in the past, although, in the recent election we have not, so that doesn't tie our hands, but do, you know, as Board members that we're doing the will of the voters basically here or are we kind of overriding their, their decision, maybe they're not fully aware of the condition of the Tahoe I suppose.

Dick?

That's exactly what we need to portray is it's more than a safety issue between getting to a response and having it die on the side of the road, lose somebody with a heart attack or whatever.

So, that's the other half of my question. So, how does this relate to our ability then to buy, in the future, an ambulance, which I think there is sentiment by the voters to do. Does this affect that by taking funds away from that.

We're only talking five thousand dollars on that and, I don't know, what's the...

Unless we don't get the grant, then it might be more than five thousand dollars. Is that true?

It wouldn't be coming out of ARPA.

The monies coming out of the ARPA fund would be to the ten percent match to whatever we are applying for. So up to the full fifty would be five.

But if we don't get the grant does that mean we're taking money away from any ability to get an ambulance?

No, cause that's ARPA money at this point.

Right.

So, it's not affecting out ability to buy an ambulance.

No.

What have we got that's uncommitted under the ARPA money?

Well, we have another two hundred and seventy-five thousand and some change coming in next month which, is our second payment of the full payment and then we have over one hundred thousand dollars left from the first payment. So, we have sufficient funds for an ambulance depending on what style ambulance, what make of ambulance.

Right.

So, I think, personally in my own opinion, but I think the voters would like us to move ahead, if we're going to do this we also should be moving ahead with the ambulance.

I think the fire department is getting towards that. There's a subcommittee, if I understand, working on this project which, once they have a final recommendation they're going to be coming to the Board.

Yes.

When do you expect that, Matt, that recommendation?

I'd like to see it in the next month or six weeks.

Can you make that happen?

All right, any further discussion on the motion? Hearing none, all those in favor of the motion signify by saying Aye. Those, no? Votes unanimous.

Thank you, Matt.

For signing for the town for, to buy the vehicle, did you want that to be...

Well, I reread the instructions for the application, the way it works is you have two choices. You can either submit an invoice for merchandise, equipment that you've already paid for and immediately get reimbursed or if you have a quote with no commitment to buy, once you have that commitment to buy, such as a sales and purchase agreement with a dealership, then you can submit that and then payment will be forthcoming. They can still approve the grant based on a quote of a promise to buy but you have to prove that you've bought it and then they'll reimburse you. I don't think there's a...

But is, Fred, are you going to be able to, I'm assuming, be able to go with me at some point to pick up the F-150?

Sure.

I'm sure how that works so I guess that's what I was asking, right?

The only thing you could do is authorize me to go and sign on the Board's behalf if one of you two can't make it.

When would you be going over to pick it up?

I don't know.

Okay.

I'll let him tomorrow that we're gonna buy it.

But Dick or Fred would have to go.

Yeah, right.

This might be a stupid question; will they give us anything for the Tahoe?

No.

So, I jokingly asked them if they would give us a trade in value, they jokingly said, you're probably gonna want us to pay you to take it, they offered five hundred dollars.

So, what do we do with it if...?

White farm.

Yeah.

So that way we keep it. We park it next to the new one so when it's getting set up, they can take everything off, put everything on and then it goes to Concord.

That's the thing, Cindy, it needs all that taken out of it, it's not like we can run it down.

I think we're going to get slightly better at white farm than if we just put some, put sealed bids in for it, it's gonna be scrap price.

I don't even know what scrap price would be for.

About five hundred bucks.

Well then you know.

So, then do we need to, we don't need to authorize John to go down? One of you guys can do it?

All right, so, contact, give me a buzz and depending on what day it is, to be able to go. We'll work something out.

I'm sure as long as we sign, we're going to buy it they'll hold it for us. When I was down there today, I was asking if they would take a deposit of, non-refundable deposit, to hold it and they said no.

All right, that's it for Matt?

That's it for Matt. That's what we needed.

Okay, we have a payroll manifest in the amount of eighty, gross payroll, eighty-three three thirty-two sixty-four with a net payroll of fifty-two thousand one hundred and eleven and eighty-two cents.

So moved.

Seconded.

Movement seconded. Any discussion? All those in favor of the motion signify by saying Aye. Those no? Votes unanimous.

Accounts payable manifest in the amount of fifty-six thousand five hundred and twenty-four dollars and twenty cents.

So moved.

Is there a second.

Second.

Moved and seconded. All those in favor of the motion signified by saying Aye. Those no? Votes unanimous.

Anything else, John?

(Inaudible talking amongst themselves)

Suggestion of closing Haynes Road to non-through trucking.

Oh, really?

This has been some serious ...

Is it, just it's more that just a culvert now, right? I haven't been down there in a few weeks.

It's pavement breaking up at this point.

Because the culverts let them go is what Fred was saying.

This is the road I cited in earlier meetings.

Yes.

But, before we just jump to that I kind feel like we have a plan that somebody's evaluated all the roads apparently and we have a plan in place, right? Do we want to start...?

Well, this was, this isn't to pave that is. This is to close trucking down on it.

So, what is our plan on Haynes Road? Where does it stand in the pecking order of that priority?

It's the next level down from...

It's not the primary one, right? So, does that mean that we'll get to it any time soon or not this year?

Maybe two years.

Not this year. Just not this year.

Two years?

I mean, this year we laid out what we were going to do but I think the hope was we were going to have better bids and have some money left over and just shim over Haynes to hold it for a year because I think that's one Freddie's talking about, is it going to last? It's in bad shape.

Well, if we can't, I've been on that road, if we can't pave it then I think I agree with Andy that we should just not let trucks, other than local delivery, we shouldn't allow trucks over it.

Do we have any other roads posted like that in town right now?

Not that I know of.

I couldn't think of any either.

Never heard of it.

What' that Dick?

I never heard of it.

Oaky, that's what I was thinking. I couldn't come up with any other rods that we had that with.

So, will truckers comply since it's so unusual? Will they even know that it's there?

It'd have to be posted on either end and...

It's not like they can go, like they have to go that way.

Right.

So, they'll go down Candia Road and up Ridge.

It's all the developments going on, on Middle Road and Range Road.

You know, it would be, is there anyway the planning board could start holding road bonds on these guys? Because Dick's got a point. That's where it's, there's no other reason there's large excavation moving stuff going other than that, right now.

That's a good question.

Especially on, you know, the access roads to whatever road they're building on.

Right.

Is that where the impact comes from?

No.

This would be a separate bond from the contractor for any destruction on the road.

I realize that, but the impact fees, they don't cover (talking over) the road?

There's some that go to the road, highway, but not directly, I'm not thinking for a lot or two, but some of these major subdivisions, road bonds would make sense because they are accessing via a lot of town roads by the time they get there.

I've never heard of, never heard of actually requiring posting bonds for potential damage to roads.

Pretty sure we did it in Northwood for a while.

Cindy, to your point, you could possibly use whatever impact fees highway has for that reason. That would be a good use of them. I'm not sure what the balance is in there and how far it would go.

I was just thinking on the contractor's side, they're gonna say, we pay impact fees, that's what that... I mean...

That's a minor percentage though.

What we have done in the past if we've got a new road, a new development road coming into the existing road and there's improvements required at the, on the existing road, we can require the developer to pay that cost. A good example of that was Sherborn Woods. When they came out into the intersection on old center or church street now, we required the developer to take and cut out some of that dip that we had right in front of the church and so they ended up paying for that in addition to their road coming out. But as far further potential damage outside of that area I haven't heard of that.

The problem is, none of these developments are actually on Haynes. They're adjacent too.

I just think we're all here right now, it's been brought to our attention, it's a safety issue. Waiting another week...

Really what we end up doing, what the posting we would have?

No through trucking.

No through trucking period.

On both ends.

Don't we have to put a weight limit on the trucks.

No.

Just any truck?

Usually, well it, like Lucas Pond Road is, no through trucking and there's a sign at either end. It's, I'd say somewhat, successful. It's not a perfect, it's not like the weight postings.

So, any truck or whatever that, I guess, the police officers interpret the truck to be?

Commercial and its commercial owners so you know so farm vehicles and et cetera are exempt.

But local delivery of course, if the amazon truck is delivery a package to an address...

Yeah.

That's usually exempt.

So, I assume Fred would be able to get some signs for that.

Do you want to make a motion to that affect? No through trucking on Haynes Road and only local deliveries allowed.

I'll make such a motion.

Is there a second?

I second.

Movement seconded. Any further discussion?

I think we should put, effective June first in the motion if we could.

Well, whenever Fred can get a sign.

And this will be in effect until the road is repaved?

Until we lift it pretty much. There's no seasonal requirements or anything on this.

I mean, presumably, we're only doing this because you just can't pave it. So, once it's repaved, we would unreal...

Yes.

So, where's the culvert? Is that kind of at that flat section shortly...

It's on the Ridge Roads side of Haynes. Yeah.

Okay.

Where all the (inaudible) is.

Yeah.

In the really bad culvert.

And then in the part by the cemetery is really bad. Right up, going over the crest of the hill.

Yeah.

Yeah, where that culvert is, I go over that on my bike and it...

Do we need any patch repair in the meantime for some holes, you know? Andy was alluding to some holes that somebody fell and hurt themselves or something.

Well, Fred should be able to do that.

He should be and then we can investigate how much is in the impact fees and be able to, I'll have that figure for you Monday and if the Board wants to approve using that for patching or even paving to shim it.

I think that would make more sense than cold patch because cold patch is expensive it just doesn't last.

No, it doesn't. that's true.

Maybe we can pave a small...

Well, that's what he was talking about with shim coat and ca just do that in town with just renting a roller, is what he's thinking to just go and patch selective bad spots.

All right, all those in favor of the motion signify by saying Aye. Opposed, no. votes unanimous.

Would like to make a vote to utilize impact fees and have Fred start looking at areas and then we can come up with an idea of price?

You want to make that motion, Cindy?

(inaudible)

I'll have that for you Monday.

So, we'll take that up on Monday.

All right, we all done?

Motion to adjourn if there are no other comments.

Second.

Movement seconded. All those in favor? Votes unanimous.

*The Minutes were transcribed and respectfully submitted by Randi Long, Recording Secretary
Pending approval by the Board of Selectmen*