

**TOWN OF WATERVILLE VALLEY
BOARD OF SELECTMEN
SPECIAL MEETING MINUTES**

DATE: **January 21, 2019**

MEMBERS PRESENT: **Mike Aronson, Chairman, Margaret Turner, Vice-Chair, and Richard Rita.**

MEMBERS ABSENT: **None.**

OTHERS PRESENT: **Mark Decoteau, Jim Mayhew and Sharon Charron.**

1. The meeting was called to order at 10:30 a.m. by Chair Mike Aronson.

2. Trash Truck Discussion

Mark begins by informing the board that the trash truck is off the road. The board needs to consider 3 options at present time: 1. Repair the truck, 2. Purchase a used truck, or 3. Purchase a new truck.

- Option 1 – Repair the Truck

The truck was reviewed for repairs by McDevitt Trucks and initially it needs a new radiator. An in-depth assessment of the entire engine will take place when on site at the repair shop. It was thought that belts, or a series of belts, also need replacement and could be responsible for other issues. The cost to replace the radiator and assess the rest of the engine is \$6K. Repairs to the belts would be additional. Other maintenance items which need to be assessed are brakes, hydraulics and the truck body. The brakes are the original brakes on the truck and are now 12 years old and are between \$2-3K/set and there are 6 sets which would be an additional \$12K. The body has been welded twice (most recently last year) with replacement metal. There is 147K miles on the truck and 10,750 hours on the engine. It was purchased in 2007 for \$162K with an anticipated life of 8 years in the CIP plan, which was extended to 10 years when, at the 8 year mark, the truck was still in decent shape. The hydraulics are weak and as a result has a decreased packing power which translates to lighter loads. The truck barely packs 11.5 tons while it once was able to pack 15 tons. To summarize, the cost to start to repair the truck is about \$30K for the radiator, belts and brakes.

- Option 2 - Purchase Used Truck

Mark informs the board he's investigated 3 possibilities. The first is the truck that is currently rented by the town, while our truck is out of service. It is a 2017 truck for \$125K and has 33K miles and 350 hours on it. It has a smaller packer body of 20 yards, being 5 yards less than what we currently have, which means it will hold 12-15 dumpsters of trash versus 20-25 dumpsters that we've been used to. This is both a volume and weight issue and will mean more trips to dump will be necessary. The packer on the used truck is medium duty, while ours is a heavy duty, which means the contents will be less compacted resulting in smaller loads. The engine is also smaller and will not have the same life expectancy as a larger truck. The second option is a larger 25 yard truck, and it has 74K miles for \$150K. Specifics on the engine size and hours on

the engine were unknown and we are waiting on the information. There is another option which is an older 2014 model year truck with 96K miles for \$140K.

- **Option 3 – Purchase New Truck**

A new truck would be \$200K-\$250K which would have a 13 liter heavy duty engine with a 25 yard dump body with the best packer for the best compaction of trash for the longest period of time. The option of a smaller packer is an option to reduce initial cost, but it will not last as long, and will require more trips/loads be taken which cost more in operations and will eliminate the savings on the price of the truck. The CIP Plan currently has \$350K included in 2022 for a new truck. Mark added that the \$250K truck option can be done within the capital plan staying within the recommended rate of \$2.75/year on the tax rate for Capital Projects. Within the CIP plan there was excess capacity on the \$2.75/year and remains so with the addition of a bond for \$250K for 10 years at 4%. What is the efficiency of the engine and gas mileage was questioned, and Jim Mayhew stated that the perspective new truck would be slightly more efficient, because of a new engine, but is the same engine size as the current green truck we now own. The board was in agreement that a new and larger truck is the better option. The truck would come with a 5 year warranty on the hydraulics packer and 5 year warranty on the engine. A lease option, as opposed to bonding, would not be a good option and would exceed the CIP plan \$2.75 rate/year. Bonding is the better option as the cost is spread out over the useful life of the truck and is at the rate of near \$30K/year on the CIP Plan. Rental options, provided by the dealer, in the event of a breakdown were asked and unknown at this time. Jim added that there are not many trucks available that are in reserve for this purpose other than smaller truck, which are more suited for city type environments. A discussion followed concerning the old truck, and whether or not it was worth making repairs to it to sell it as an asset. It potentially has some value if repairs are made and the town sells the truck, but it was not expected that it would be able to be used as a trade-in towards the new truck. There is currently \$10,200 available in maintenance Capital Reserve, which could be used to repair radiator and assess the belts on the old truck. If it was able to be used until the new truck arrived, in place of using a rental truck, and sold later to hopefully recoup some costs once the new truck is in use. The fees for the rental truck are being booked to within the public work department budget which could be adjusted later if needed. The truck being rented is at an hourly rate on the engine of \$75/hour. Mark and Jim will calculate the expected hours and costs. The board was in agreement to add a warrant article for 2019 Town Meeting for a \$250K Bond for a new Trash Truck.

3. Other Business

- **Solid Waste Ordinances Review**

Mark gave the board draft versions of the Solid Waste Ordinances, which have the changes highlighted. These will be part of the 2019 warrant. The changes were reviewed by the board and a few edits were suggested by the board. The board suggested that the end-user, aka the condo associations and commercial properties, be notified of these changes once/if they are adopted to ensure compliance on their part.

- **Corcoran Pond Dam Project**

Mark reviewed with the board a request from Ryan Wingard for additional funds for the Corcoran Pond Dam project as a supplemental appropriation in the 2019 warrant. Discussion followed concerning the reasons for the request and project contingency funds. Mark suggested

that \$10K be appropriated from Fund Balance and if it isn't needed, it can be returned to Fund Balance, and the board was in agreement.

The reasons for the request are mostly for the engineering services and materials testing to verify that the work is being done to contract specs, as requested by DES. Due to the split season construction schedule and the slow start due to weather events which delayed physical construction due to the site conditions. The inspecting engineer fees also accumulated as a result of the unfavorable site conditions preventing placement of materials per the engineer, who then has to return to determine and inspect another time for the same purpose. The board proposed speaking to the resort to about these additional incurred costs, due to it being a direct result of a split construction season to accommodate the resorts schedule of events.

4. Adjourn

Mike Aronson motions to adjourn the meeting 11:14am.

Margaret Turner: 2nds.

Motion was carried by a unanimous voice vote.

Respectfully Submitted,

Sharon Charron

Town Clerk/Town Office Assistant