

**TOWN OF BOLTON  
BOARD OF SELECTMEN  
FACILITIES AND PUBLIC SAFETY SUBCOMMITTEE - SPECIAL MEETING  
THURSDAY, AUGUST 12, 2021, 2:00 P.M. VIRTUAL  
MINUTES**

The Board of Selectmen held a Facilities and Public Safety Special Meeting on Thursday, August 12, 2021 with First Selectman Sandra Pierog presiding. Also in attendance were Selectmen Michael Eremita, Robert Morra, and Administrative Officer Jim Rupert.

Members of the public attending were: RST Brian Contenta, RST Dan Richman, and John Morianos Jr.

Selectman Robert DePietro joined the meeting at the very end...

**1. Call to Order:**

First Selectman Sandra Pierog called the meeting to order at 2:00 p.m.

**2. Discussion on Hebron Road Stop Signs:**

Sandra Pierog started the meeting with a discussion about the stop signs at the intersections of Hebron Road and Loomis Road and Hebron Road and School Road. The Town is looking to install 4 way stops and also a 3-way stop at the corner of Hebron Road and Webster Road as Hebron comes out of Andover and crosses into Bolton.

Michael Eremita brought up that a long time ago the BOS had talked about installing those lighted LED stop signs. They are definitely more visible than a plain stop sign to get your attention. We had talked about doing that but nothing ever happened after it was brought up.

RST Trooper Richman stated that it's a four- way intersection and the type of collision you tend to have is more serious accidents with more serious injuries than an area that's more conducive to rear end accident. Here you're getting a t-bone accident that is impacting the side of the car. These accidents have had some pretty serious injuries and are making us lean towards thinking this is a really good idea. Even when it's low speed and people going 40 there is no breaking involved, and they don't expect it. So, you're hitting that door at 40 is the same as someone doing 80 and breaking and hitting you.

RST Brian Contenta stated that they are definitely in favor of it. Looking at how things are laid out with East Street in Hebron which then turns into Hebron Road in Bolton. In Hebron they already have 3 and 4-way stop sign intersections on East Street. Here in Bolton, specifically Loomis and School streets both at the intersection of Hebron; we get a lot of collision and they are always resulting in serious injuries. It's been very few times that accidents at these intersections haven't been serious.

Michael Eremita brought up that one of the problems that exists at the intersection at School and Hebron is if you look towards the center of town there is a big bush that hides a big portion of your visibility. He's not sure if it's on our property or the homeowner's

property but it needs to be attended too. He feels this would be a great help but doesn't disagree about the stop signs. Robert Morra agreed with Michael Eremita on the line of sight and stated you almost have to creep out to get a good amount of sight.

Sandra Pierog reported that Lance Dimock (Highway Supervisor) had looked at the line of sight issue and determined it was on private property. According to Sandra the home has changed hands a couple of times over the last couple of years and there may be hope that the current homeowner may be willing to do something. Michael Eremita then stated that he thought Sandra was talking about the wrong side of School Road towards West Street which she agreed. Michael did suggest that the bushes may hang over onto our easement and there should be some trimming we could do which would help. But again, he agrees there should be stop signs.

Administrative Officer James Rupert stated that the research his office had done for the BOS about getting additional stop signs put up on these roads can be done by the Local Traffic Authority which he is the head of. It states: traffic signaling all way stops on a town road can be done by the local traffic authority.

Regarding stop marks (lines on the road): install, remove stop marks and yield lines – also local traffic authority on a town road.

Sandra Pierog stated she thought the local traffic authority would feel better if the BOS were to take official action to install these stop signs in those three locations and asked if there were any other concerns?

Robert Morra thought when bringing this to the BOS we need an outline of how they're going to be setup and where we're putting them... They need to be exceedingly visible. Stop lines would be helpful and particularly on the Hebron Road side – stop ahead signs should be posted.

Michael Eremita thinks we should go with the LED signs right from the get go. (Especially on the Hebron Road side). He also suggested that coming from Andover through the s-turns, the stop sign is not going to be visible several hundred feet ahead. Do we need to get ahold of Andover to see if we can put a stop sign ahead in their town a couple a hundred feet back? Sandra said that was a great idea and we'd have James reach out to them.

Sandra thought the stop ahead sign near the Andover Town line was a great idea and asked Jim Rupert to follow-up with them for permission. Sandra also brought up that she thought the LED signs were going to take a big chunk out of road repair. Those signs aren't cheap. She believes the research from before showed the signs were \$4-5,000 each. Sandra asked Jim to get info on the solar LED stop signs before the next BOS meeting along with costs for the stop ahead signs – we're talking about buying 8 or 9 of them.

### **3. Discussion on Fire Department Suburban.**

Sandra stated the next item on the agenda is the retaining of service 134. She is a little concerned about service 134 and it becoming the 3<sup>rd</sup> service vehicle in use for the FD. Two years ago the town spent \$63,000 on a command vehicle that was intended to take part of the stress off of service 134. Last year we spent \$98,000 and change on the service vehicle

that is out having its customization finished; and now the FD is asking that we retain service 134. So, the town would now be operating, maintaining and equipping three (3) service vehicles. Based on information the chief gave us concerning usage I don't see there is enough usage that would require three (3) vehicles rather than two (2). I'm wondering if there isn't another solution that's cheaper than retaining an aging vehicle; which when we replaced the vehicle in 2019 and the vehicle in 2021 we were told was on its last legs.

Robert Morra stated he was not a proponent of keeping an older vehicle. It runs but it's going to die out on us.

Michael Eremita then pointed out that the paperwork that was sent to Sandra and the rest of them talks about the replacement of that vehicle. The only time that would be requested to be replaced is when a new vehicle replaces either the 2019 or the 2021. One of those may step down to fill that void. It's not going to be coming to the BOS for a replacement in five (5) years. If that vehicle dies in five (5) years, it's dead. There is no intention of asking for another one. The intention is that when the 2019, whenever that's replaced, that would step down to be the duty officer's vehicle. The reason for the duty officer vehicle is the service is really utilized by the fire police because it carries all the equipment for them. It is utilized by other members of the department for other functions but its primary function is supposed to be for fire police. The new vehicle that's being purchased right now is the EMS responder vehicle basically. It's the vehicle that will do all the EMS calls. It will go to pretty much every call in-town. Its primary function is EMS because that is the majority of the calls we do. The idea behind keeping the suburban, it has several functions. As a duty officer vehicle it allows us to keep a lot of the equipment that's already in that vehicle available to the duty officer. As shown by the pictures of Bruce's trunk. You try to get in his vehicle and you have to clean off a spot to be able to sit down. Michael state his truck is pretty much the same. The back of his pickup is pretty much useless, I pull my trailer around because I can't get anything else in the back. For the majority of the people that do the duty officer role they don't equip their vehicles like that. They may carry their turnout gear and a vest but that's it. The idea is that there would be a vehicle that is equipped with thermal imaging, hazmat books and all the stuff that we carry in it now so the duty officer would have everything they need. The suburban has relatively low mileage. Metal fatigue and corrosion are the things that kill these vehicles. The engine is still in pretty good shape. The corrosion is not there because they have taken good care of it and because it's a light duty vehicle there's not a lot of metal fatigue. The vehicle still has a great deal of value to the FD and the community. As far as selling the vehicle it has almost no value because most of the interior is gone out of it. The third row of seats has been replaced by a command module, the center console is missing and has a radio console in it and it's got holes all over it. It really has no value to anyone but the FD. Since it's not a big cost vehicle; we pay for the insurance, gas and the average repairs is about \$200 per year and most of that has been for tires.

Sandra replied it has been more like \$2-3,000 a year for the past couple of years and one year it was much more because you had to rebuild the transmission. I think you're talking about retaining a vehicle that's going to eat into your maintenance dollars by \$2-3,000.

Michael replied if it was to do that then we could just as easily get rid of it and go back to trying to stuff everything in the trunks of our cars. My vehicle is packed to the hilt. Bruce's vehicle is packed to the hilt. For other people, there's no incentive to pack their cars to the hilt because these are their families vehicles. That's the big problem. As duty officer we

carry two sets of gear so we always have a clean set. Using a family vehicle we can't be jamming dirty gear in the back of a family vehicle that we put our family, kids and wives in. These are people that have family vehicles they're committing to use for the town and there is only a certain amount that you can commit to putting in them.

Sandra then stated that if the truck that is now used for the fire police were turned into the duty officer vehicle, it would be on scene for the fire police to grab whatever it is they needed and we wouldn't be adding an extra vehicle to the FD. I think that's what troubles me most here. It's the fact that in retrospect we are adding at least one and then two when we get to talking about the 334 vehicle to the FD fleet; and along with that is the cost of the insurance, which is about \$1,000 per year per vehicle, the fuel and the maintenance, and you never go backwards with the number of vehicles you have, you always move forward.

Michael then replied two things: 1. talking about service to 234. I wasn't involved in the purchase of 234, the 2019 dodge. That vehicle, as nice as it is, it's really not designed to be a command vehicle.

In response to Sandra asking what the vehicle was lacking Michael answered: basically a cover over the back. Command vehicles have changed over the years from a ford station wagon in the city to suburban, to now pick up trucks. Four door pick-up trucks with shelves and slide out trays in the back. Similar to what we're buying now for our newest service vehicle. Without that capability of having a significant amount of equipment under cover; I don't think it would serve the function of a command vehicle. You start carrying books, thermal imagers; and equipment like that can't get exposed to the elements. That's why cities went to the pickup trucks for two reasons. One, to allow you to put your dirty gear in a separate atmosphere inside the cab and two; the capability of having four people in it and still having all your equipment in the back. Service two doesn't give us that capability.

Pierog then asked let's talk about the 2021 pickup. Why not that as a duty officer vehicle? Michael replied because that's our primary EMS vehicle.

Pierog asked, the duty officer would not go to an EMS call? Eremita replied he would; but many times the duty officer is not at the location of the incident exactly. For example an auto accident. The duty officer is going to respond to an auto accident and they park in a location that's not conducive to EMS because of the nature of things. Many times the duty officer will block traffic until a larger vehicle gets there. There is a whole host of reasons why a duty officer is not always right with the patient. If it's a hazmat incident you may be parked a distance away while EMS is setting up a triage center. Again, there's a whole bunch of reasons why that shouldn't be the duty officer vehicle.

Robert Morra reiterated he still thinks one of those new vehicles would be adequate as the duty officer vehicle. Which ever one is deemed the most adequate for that. Be it the one our fire police utilize or whatever because if we have a serious situation and both command vehicles will be on scene. That's the nature of a serious scene. Quite honestly, we can well utilize those two newer vehicles to service this. Whichever is deemed the most proper one. I appreciate what you're saying about the EMS one. That one should really be dedicated for that. So use the other vehicle for duty officer. I honestly don't see the need for keeping the old vehicle.

Again Eremita replied like I said, the newer vehicle is primarily EMS and it's been outfitted as primarily an EMS vehicle. That's its basic function. Service two is really not outfitted to be compatible with a command vehicle. My recommendation would be to keep the vehicle, see what the costs are, use it as an experiment down the road for a year or so and see what we wind up with. If it becomes extremely expensive to maintain or we find that we could do without it, then we let it go. Definitely if it becomes too expensive to maintain. We let it go. It still has value to us and I think the value to the department outweighs the costs of it, at least when you look at insurance and fuel. If it turns out to be \$2-3,000 a year in maintenance, well then you're probably right and we should let it go. I think we could do it at least an experiment to see. We already have the vehicle, it's ours, we've maintained it. It's fit for the road. It's probably not the best vehicle in the world but I think we should make use of it and I think we should try it and see and visit this question in a few months. See if we were right or wrong and at that time make a decision one way or another and see if it proved to have had significant value to us. We don't have to go into this long term. We don't have to say we're going to replace it in three years if it dies; because I don't think that's the intent of anybody. I think the intent is to try it and see if it could work. If it doesn't work then we go a different direction. As long as we own it, I see value in keeping something that doesn't cost us a fortune when we don't need to get rid of it. A good example: we kept the old explorer. We got a new explorer; but kept the old one because it's not costing us a lot and it has some function.

Pierog replied that the old explorer was a planned keep. It wasn't an out of the blue keep which is what keeping the suburban is. That and an analysis of the insurance budget says if we keep 334, and although replacing 334 I don't think has a prayer of happening in this fiscal year; but if we were to keep both of those we would be hard pressed in our insurance budget. Simply because retaining those that were not anticipated and costs increased more than we anticipated.

Jim Rupert stated it seems like all 3 of the selectmen here are in favor of having the firefighters have some sort of a command vehicle that they can respond with and do their jobs appropriately without filling up their family vehicles full of equipment maybe the answer is somewhere in between. Which is, according to Mike's comment the vehicle that is equipped for fire police. Perhaps if we put some well thought out plan together to cover the back – we could make that a dual- purpose vehicle for fire police and a command vehicle. The suburban isn't going to last forever. There needs to be a secondary solution for when the major repair comes that we decide we don't want to fund. It seems to me if we started moving toward taking the vehicle that's equipped for fire police and begin to work on making that a command vehicle at some point you'd be able to transition out of the suburban into that as a command vehicle without a catastrophic event of a failure or deciding to take the suburban off the road.

Eremita then responded to Jim saying while that vehicle maybe used for fire police it is also used to bring hose for fires. Hose which could have never been put under a cap. It is serving some multi functions. I know what Sandy's saying about unanticipated requests like the trailer. I'd really like to see them hang onto this to use it for the function they could. It's really not a vehicle anyone is going to want to buy with radio antenna holes all over it.

John Morians Jr. then chimed in saying calling it a fire police vehicle is a misrepresentation. The suburban has lights on it unlike my vehicle to protect me and

accident victims until another piece of equipment arrives. Service 2 also will bring 3-4 guys to the scene to keep personal vehicles off the highway. It is a more visible unit. We put all the hose in the back of this vehicle after a call. 8, 10, 15 lengths of hose in the back of that thing. Remember we're responding to calls, going to scenes in our own cars, using our own gas, then bringing supplies back to the station with our own vehicle. This was the purpose of having a duty officer vehicle. As long as we have the vehicle let's use it. I don't remember spending \$2,000 a year on this vehicle – maybe on the transmission but not every year. I don't see what purpose getting rid of the suburban is going to do for the town. It saves the firefighters on their personal vehicle plus keep them safe on the side of the road.

Eremita also stated he put about 5,000 miles on his own vehicle for just the FD. His ten year warranty ended up being a seven year warranty because he added 5,000 miles a year to his actual mileage for the FD. I was right on target until I became the Asst. Chief.

Pierog agreed with Jim Rupert's statement that the Duty Officer's should be allowed to have a vehicle. She stated she's concerned that we have two new vehicles and she needs to explain to Mr./Mrs. Taxpayer, who's not close the FD, and sees two brand new pickup trucks which may or may not be there, and who then sees Joe down the street bringing home a vehicle because he's the duty officer. That's not going to sit well with the average Bolton taxpayer today.

She then asked Eremita do you keep track of what vehicles go to what calls? I really don't have a problem with not making this decision today, but rather making this decision in three to six months. Simply because of the experience we had with the tanker. Where once it got into use we discovered there were some flaws. So if we take the suburban out of use and don't have the new pickup truck totally vetted and operational to our satisfaction then I think were hurting everyone. Do you have a method or plan for a method to track the usage of the suburban and the specific costs of maintenance for that vehicle for the next six months without involving finance? And you can track RT 6, RT 44 or Birch Mountain Extension?

Eremita replied it would be very easy. There is a log sheet in each vehicle. We record who takes the vehicle out, the purpose for taking the vehicle out, lights and sirens, fuel keys and we can add up them mileage each time. We can add all of that to the fuel usage so that each time we fill it up we'll know how many gallons. We can track our repairs. We have repair budgets. The log sheet also tells us what call we went to. It gives us a log number, a time and location of the call. So, we'll know if it's a mv accident, ems call, hazmat or fire call. We can track it all very easily just by using our log books. We can cross reference everything if we need to. Jim Rupert stated we might also be able to print a report out of the infer system as well.

Robert Morra would like to look at part-farming if we're going to expand the planning time. If the suburban craps out it may be a good time to look at how we would adapt an existing vehicle? At least take a look at it. Could we would do it and how would we do it?

Eremita stated if we'd had this discussion two weeks ago he probably would have said yes, let's convert service 2; and can we have that Ford four wheel drive dump that you just got rid of as a vehicle to haul hose. We can convert service 2 but we won't be able carry hose

in it. Can we have that old truck from the Town to use as our service vehicle to carry hose. We call it a chicken truck to haul hose, pallets for the burn and stuff.

Morra said he has a lot of different thoughts on how that might be resolved. If we're going to extend this process I'd like to share it with you and everyone else. Some outside the box thoughts. I know what you're saying about all those years of hauling that crap back and forth. How we might be able to deal with it and this situation. I'd like to discuss it with everybody once I've done my due diligence if Sandy's okay with that.

Pierog said she was fine with that. She then asked Mike, and John Morianos Jr. to implement that record keeping to help us facilitate the decision when we revisit it. To which John replied not a problem, we'll take care of it.

Pierog then asked if there was anything else on the suburban before we move to 334.

Eremita replied the only other thing I would say and it pertains to 334 as well. Some of the reasons for keeping it; and you talked about it if our new truck doesn't fit the bill, god forbid we have an accident in one of these things. The ability to put something back in service is invaluable. We've rolled a truck here in Bolton before and so have other towns. Every department has an accident over a period of time. The unfortunate part about fire trucks is you don't just go down to the ford dealership and buy a new one. They take extended periods of time to be replaced. That's why every chief wants to have a couple of spare pieces. Because things happen and that's when these things become invaluable to you. When you see and extended period of time – 6 months or a year out of service. It's a comfort feeling that something could be put right back into service that's sitting there. It's that same thing for the suburban and the engine tanker.

Pierog: Now were into the discussion on ET 334.

Morra stated he has a slightly different version of that. When you think about reserved vehicles of that magnitude which is a million dollar replacement vehicle; you think about the very small towns around us; each of us can't do that. If we were even to consider that I would consider it a regional vehicle. Things do happen but they don't happen to a department continually. They do happen occasionally here and there. But a reserve vehicle like that is just going to sit there. If it's there for a reserve, why can't it be there as a reserve for three towns? In fact, one of the towns might even have room to keep it; which we don't.

Eremita responded: you know what it's like with volunteer departments in New England and town's sharing equipment. If we were a smart southern county, we would still have county government, we would have Tolland County FD, we'd have one chief over the whole thing and we would be doing things correctly. But New England can't get its head out of its keister. We did away with county government. Until you can get Tolland County FD on the door of the truck you're never going to have that kind of relationship between communities. It's just never going to happen. A Tolland County FD would solve 99.9% of the problems we have talked about over the past year when it came to the FD. Tolland County would have sent the Town of Bolton a bill for the fire service. There's nothing that would make me happier than to see Tolland County on the door of the truck, but not in my lifetime.

Morra replied: I know it's a difficult situation.

ME: It will never happen. We're destined to be little kingdoms spending too much money because we're buying different trucks and not doing group purchases and all those kinds of things that you have with county governments. Look at the education system. What would we have for schools or what wouldn't we have. The regional districts of schools are the idea of it. We should have jumped in and grabbed Andover when RHAM was expanding. There's nobody in Hartford that going to let it happen. Nobody in Bolton would let it happen. There's nobody in any of these small towns that's going to let any of this stuff happen.

When it comes to having reserve apparatus; I think Hebron has one, I think Coventry has one. They're in service for larger incidents. For example: the fire we had on School Road. Our engine tank was out of service. Had a new engine tank been in the front of the building; the old engine tank could have been at the pond pumping. The fire truck runs a 100 some odd calls a year. Out of those 100 times the reserve apparatus would probably go out a couple times a month on larger calls. That's good for the reserve apparatus because it keeps it serviced, maintained and running. But for the most part it's an insurance policy. We've spent \$150,000 on it in the past few years and when I talked to two of the manufacturers that came to the fire house they said they'd give us \$5,000 at most because it's of absolutely no value to them. Yes, when the truck becomes too expensive to maintain we'll get rid of it. As long as it has value and we're not hit with any more significant maintenance events I think it's a good insurance policy. It has no trade-in value of any amount but it does have a lot of value to us.

Pierog asked Eremita, what's the recertification and inspection schedule for 334?

According to Eremita it happens once a year and basically, it's a DOT mechanical check and pump check. The pump is simply a pump test. They run it through the paces for pumping pressures and the ability to perform. It's hooked to a cistern and it pumps back into the cistern. About an hour long pump test. There's not a lot that goes into the annual inspection of that vehicle.

Morra stated: It says it's mechanically sound and the pump works.

ME: There are things we foresee down the road maybe 5 to 10 years, maybe sooner having problems. As trucks get older corrosion, metal fatigue are the biggies. You know that crap they're putting on the highway now. We're trying to stay ahead of it but that will probably end the life of the vehicle before anything else. Metal fatigue and corrosion. Barring any major malfunction like drive train or pump. I think in a few years you'll see the corrosion will take effect on it and it's just not salvageable. But I think if we have an insurance policy for the next few years which we've already paid for with the amount of money we've put into it; I'd like to keep it. As a chief I always wanted to keep 4 reserve pieces. I kept the ladder, rescue truck and two engines. There was almost always one or two of them in service. Just as we saw with the ET. It was out of service for two months. If it was the new ET out of service for god only knows, it could have anything go wrong with it like we saw with the tanker. We'd have a truck right in service. If the rescue went out of service we could transfer some equipment off the rescue on to the old ET and run it as a rescue for a while and it has a 1,000 gallons of water on it. Which is nice to know you've got it in stock so to speak.



Pierog then asked, if 334 were retained and something major were to happen to it; it would become scrap and it would not need to be replaced and we would continue on the normal replacement cycle? Eremita and Morianos Jr. both agreed that yes that was what was discussed.

Eremita then stated again, for the years we might get out of it, it's a good insurance policy. Five or ten years down the road if it's no longer serviceable then we take our chances; but between now and then it's an insurance policy. Morianos Jr. also brought up that they had been without a truck a few times over the years. Once, when the truck rolled over, when ET 134 got hit from behind – that was laid up for 6 months. When ET 234 went out to get the body redone because it was cracking. We've had quite a few times. And we got lucky. We do have a great mutual aid system but you can't rely on that all the time. You got a school fire or something like that; I want everything possible ready to roll. Our children are our best assets. God forbid if we ever have something there. I want to be ready and this helps us be ready.

Eremita then talked about how they got lucky on School Road last month when they had the fire there. There were people at the station and I think that extra five ten minutes somebody didn't have to respond made us able to extinguish that easily with the water we brought with us and what we couldn't have pumped the pond for we would have had to have mutual aid pump for us. I think we lucked out on that because we didn't use the amount of gallons we could have if the fire had gotten an extra 10 minute head start on us. I think we got really lucky not having the 1000 gallon pumper as first in piece.

Morra then explained one thing we've relied on ever since being in that mutual aid thing is that it is exceedingly effective. Ask any chief in any department on any major incident, you would be screwed. It works well, it has worked well. I give our chief's a lot of credit because it requires a lot of cooperation and at times in my years there was hesitancy in certain departments. I don't feel that's there anymore. I think all these departments realize this mutual aid working together and that's going to save them, us and everyone when a vehicle goes out for a short period of time.

Eremita replied: unfortunately, Bob, you bring up something that I've been talking about for a while now. That's the decline in volunteerism. We went from in 2013 I believe it was 1.2 million volunteer fire fighters across the country to 2019 I believe it was down to 650,000. Almost a 50% decrease; something we've never seen before. If you look at not just our town, although we are a shining example of a daytime staff mostly made up of people collecting social security. Few other towns are in the same boat. People are working and are just not available any more. You're finding Monday through Friday daytimes are extremely difficult to get mutual aid on the road. It's getting worse. A reduction of 50% of volunteer fire fighters in the US over 6 or 7 years is a dramatic decrease and something that we've never ever seen before. Were lucky, we've gotten a bunch of cadets but they're still kids. Only one has rolled over and is an 18-year-old where he can become a regular member. The others are kids between 16 and 18. Of the 8 or so of them hopefully we'll keep a couple. They're coming out of the high school and some are going to college. It's just not like the old days where people volunteered. Unfortunately, this is something I think about a lot. People say we're going to have to hire people. Not in our lifetime. When you look at Coventry with paid people, Hebron with paid people, Tolland with paid people, Willington with paid people, Ashford and Mansfield with paid people. You didn't see this fifteen years ago. Every volunteer department around us is starting to put on paid people

during the daytime because they can't get their staff out or their apparatus on the road. This is, aside from the discussion we're having, this is a serious problem that a Tolland County Fire Department might solve for us, but it will never happen.

### **3. Discussion about Temporary Building Commission.**

Pierog started with she is concerned that we have a lot of projects that are on the table that for a myriad of reasons we haven't necessarily moved forward. As you know only the BOS can enter into contracts and/or negotiate for public improvements. My proposal is that we appoint at our September meeting, or at a special meeting soon after the September meeting, a Temporary Public Building Commission in accordance with section 7.4D of our existing charter. Which says anytime there's an expenditure anticipated to be greater than \$250,000 it should be under the auspices of the Temporary Building Commission. That would take on town hall and the track at the school. The school is already working on a school roof and the BOS in order to obtain state grants has already appointed the BOE to act as the Public Building Commission on that and they would retain it and then we have the fire department addition. On top of that we're going to have the removal of Notch Road and rework of the space currently leased to the YWCA to move the finance department down there. Suggestions or feedback? Any names I ought to reach out to?

Eremita suggested Jim Aldrich; but Pierog brought up if they asked him to be on the committee he would be prohibited from bidding; and is that something he would give up? Eremita thought we should at least ask him. He's extremely knowledgeable. He could leave and if he's willing to step out of the bid process he would grab him in a heartbeat.

Morra agreed, saying Jim's knowledge goes far beyond building. Morra also suggested we should hold a special meeting for this due to the time constraint with the September meeting. Time is tight and people may still be on vacation. Give us some time to get the word out and see if anyone is interested.

Pierog agreed and stated she thought in the September meeting they could pass the motion and just populate it at a special meeting. Perhaps that will just bring some faces out of the woodwork.

Eremita would love to be on that committee but understood as Pierog stated it's a conflict of interest. He also wanted to know if the PBC would actually do the bids for the preliminary project and would this happen after the bond process?

Pierog answered that they would do the interviewing of users, the hiring of architects, the hiring of planners, handle the bidding, come back to us with recommendations and final approval. It would not be prior to the bond process because we need to know how much it costs before we can ask the voters to vote on it.

Rupert stated this would help with the RFP process; which Pierog agreed with.

Eremita brought up that the FD had reached out to a couple of architects to help them with some ideas and what might be available or what might not be available. None of which costs us anything. They're just trying to get information and don't want to step on any toes. It would be nice to know what were asking for before we asked. This is mostly information gathering and he thought those they were talking to would probably put in a bid. Then we would go to the RFP for everybody so they have the same thing.

Pierog told him they needed to be very careful with that because in a public building situation all of the information shared has to be shared with all bidders at the same time. We can get ourselves in a fair bit of trouble if we're having different conversations with different potential bidders. She stated at this point if you're asking someone to work for you for free that's great. But nobody has the ability to hire an architect except the BOS under the Public Building Commission. So, don't spend any money.

Rupert indicated that after what we went through with the addition to the town garage he is very pleased to see the BOS moving in this direction with the projects we have upcoming.

Pierog stated: so, that's it unless someone has anything else?

Morra spoke up at this point. One thing that has absolutely nothing to do with this it the 300<sup>th</sup> anniversary parade. As the chairman of the parade for the 300<sup>th</sup> anniversary committee I have held off as long as I can. We will not in this atmosphere of where this virus is going and what we may be facing, be moving forward with the parade in November. I'm afraid the governor would cancel on us. There's so much work that goes into this and I don't want a half baked attempt at it. We do it right or my recommendation we don't do it at all. My recommendation is that we don't do it. We've been working on this thing for two years. But that's my recommendation and it pains me to give it.

Pierog agreed and totally supported Morra's decision. So, the 300<sup>th</sup> will be the year we will never forget.

At that point Rupert relayed a message he has just received. I just got a notice a few minutes ago that we can reopen the lake. That will probably happen Saturday because we have to get staffing back in place. Definitely Saturday. I talked with John already. Private individuals can use the water today and we'll get communication out immediately to the public and Kim Welch as well.

Robert DePietro just got back onto the meeting after being kicked off at the start.

Pierog gave a quick summary of what went on and said he should read the minutes once they're done.

#### **4. Adjournment.**

Meeting was adjourned at 3:20 p.m.

Respectfully Submitted,

Kathy McCavanagh

Please see minutes of subsequent meetings for corrections to these minutes and any corrections hereto.