

MINUTES OF 4/9/2008
WARREN SELECTBOARD
WARREN TOWN HALL
7:00 PM

MEMBERS PRESENT: Kirstin Reilly, Burt Bauchner, Chair, Barry Simpson, Andy Cunningham, Erin Russell-Story.

OTHERS PRESENT: Mac Rood, Margo Wade, Damon Reed, John Donaldson, Michael Ketchel, Kenny Blair, Liza Walker, Robin Bennett, Richard Robinson, Tony White, Lisa Miserandino, Meg Moffroid, Susan Hemmeter, TV 44, Kara (Valley Reporter), Cindi Hartshorn-Jones.

7:05 PM - Meeting called to order by Mr. Bauchner.

7:06 PM – RICHARD ROBINSON, TONY WHITE – TRUCK REPLACEMENT 2003 FROM FIRE DAMAGED NOT TO EXCEED \$65,000. – Mr. Robinson started the conversation by updating the board on the current road conditions. The crew has been out grading to start to get the roads back to shape. They have also been cold patching potholes on Main and Brook, Covered Bridge. Members of the road crew, Tony, Richard and Raemon have been researching and getting proposals for a truck to replace the fire damaged 2003. Mr. White started the conversation that they had been researching and getting truck quotes on a Dodge, GMC, and Ford Trucks. The Allison automatic stands up pretty well but are available only in GMC. The dodge has a deramax diesel and is automatic. They started out looking at the 1 ton 3500 series trucks. This is a just a basic truck which is what the town original had but it had a lot of problems because it was not heavy enough for what the town was using it for. The GMC did not have enough ground clearance and when you install a plow on the front the weight drops the front end to no ground clearance. The new fords have been reported having mechanical issues and have not been tested thoroughly. They ended up looking at a Dodge at Foster Motors and they are offering a cab and chassis. The difference between the 4500 and 5500 series a 3000 lbs difference. The frame is thicker, the brakes are 2" thicker in width and bigger in diameter and the brake pads are twice as thick in width. The load capacity is 19,000 lbs. vs. a 1 ton. The dodge truck would have the snowplow prep package with heavier springs with a heavier braking system and it will have a dump hoist body that would be more suitable efficient for the town. The central hydraulics would run off the transmission that will run only the sander.

They looked at and priced out a flatbed body for the dodge. Lucky's priced out a complete body for \$1,860 and Mr. White could build a more rugged, durable and neat looking body for ½ the price. Lucky's will supply all the lift mechanics. The dodge comes with a 3 year, 100,000 mile warranty on it with a Cummings engine and has more torque with an exhaust brake. The plow will be an extreme v-plow that angles in 3 different positions and would be more efficient in plowing the small areas. Warranty on the drive train is 7 years, 100,000 miles and it would take about 10 weeks to order. Mr. White is also looking into the system of electric over hydraulic switches for the sander.

Tenco has more experience than Lucky's with this system, as they have been installing them in some of the state trucks.

Mr. White can also install the plow, hoist and bed and it would look neater and be set up so that it was easy to work on. Mr. Bauchner asked about how much time it would take to do this work. Mr. White indicated that on the 2003 the body took him about 2 weeks. He would install a metal body with a wood floor. It would have floor chain pockets, stake sides to custom fit its needs for what the town would be using it for. Also Roxbury gave the Town a one-way plow that they do not use anymore and he would retro fit it to the new truck so that both plows are interchangeable and be used for different plowing areas.

On another note Mr. Weston's truck (the Sugarbush Truck) will require about \$3,600-\$3,800 to replace all the hydraulic hoses at Tenco and needs two brake valves. The crew will sandblast and paint the body to keep it operational for another 2 years. All total it will require about \$7,200 and it just had the rear end replaced early spring. The board agreed that this was worth doing for maintenance on the Sugarbush Truck.

Fosters indicated it would be about 10 weeks to get the truck and the cost for a 5500 series would be \$39,800-\$41,700. The sticker was \$49,000 but Fosters came down about \$8,000 as a customer loyalty discount. Dave Foster, the owner would also bring the truck over so that the town could see and ask question on what they were buying and it would also be a crew cab so that if all four employees were cutting and chipping then they would only have to take one vehicle as opposed to two vehicles. The average price for the 4500 series is \$49,000 and for the 55,000 is about \$51,000. Mr. Cunningham noted that it was the same truck that the fire department was quoted and he thought it was priced less. Mr. White indicated that the Mr. Foster said that fire department truck had a few differences than this truck. It was also priced lower and Mr. Cunningham wanted to know why they are pricing the same series truck at a higher cost to the Town than the fire department. Mr. Cunningham will investigate.

Mr. Robinson stated that the insurance rental on the pickup is up at the end of the week. If the town were to keep the rental until May 1 it would be additional \$1,023.00 that the town would have to pay. Mr. Bauchner asked if Mr. White could look into the possibility if Foster's would give the town a loaner vehicle. Mr. White would look into it.

7:45 PM – Petition of Right-of-Way Use – Waitsfield Fayston Telephone. – Waitsfield Fayston and Champlain Valley Telecom were seeking a right-of-way to install and underground telephone within the highway limits of the Town of Warren. In order to provide residences on South Hollow Rd with telephone service it is necessary to install underground cable from the junction of West Hill Rd to Gilhuly driveway on South Hollow Road. Mr. Simpson, Mr. Robinson and Mr. Trombly, Field Engineer from Waitsfield Telcom, met at the site to determine if this was feasible. From the visit it was determined that the line would have go right down the center of the road and that where they want to cross the road that there is a culvert and below it about 3' is ledge. If the line was buried in the middle of the road, there would be road and line maintenance

issues. After much discussion the group decided it was not feasible and Mr. Trombly would go back and petition Green Mountain Power to put in taller poles.

8:00 PM – PLANNING COMMISSION CHECK IN – Mr. Donaldson and Ms. Miserandino came back to the Selectboard to inquire if the board had made a decision on proceeding with the Brownsfield Phase 2 study on the Garage Site and proceed with the funding. The board felt that it was a good idea to proceed with phase 2 study as there is a lot of interest and activity on this site currently. If the Phase 2 study finds that there is some reclamation of the site then the town would be responsible for the cleanup.

8:01 PM – Motion by Mr. Simpson to authorized the Planning Commission to proceed with the Phase 2 Assessment on the Town Garage Site, second by Ms. Erin Russell-Story. All in Favor: VOTE: 5-0.

The Planning Commission also inquired if the Selectboard still wanted them to look at the municipal sewer system service area for any possible extensions. Ms. Jones indicated that there was at least one area at the bottom of the Dump Road that could be added. The more allowable connections in service area, the less the user fees are if new flows are added. They would look at the present area and follow-up with the Selectboard.

8:10 PM – CONSERVATION COMMISSION CHECK IN - Margo Wade, Robin Bennett and Kenny Blair. The Commission presented to the selectboard a formal letter stating the next steps of the Brownsfield Project. The Phase 1 study was completed at the end of November 2007. Based on the information contained in Phase 1, discussions with the CVRPC and ANR Brownsfield Staff the Commission provided the following recommendations:

- Since our original communication with CVRPC, it has been made clear the Phase II money is available but that clean up money probably is not available to the town. This change in funding information may have an effect on costs the town would need to cover.
- It is the Commissions recommendation that the Selectboard Proceed with Phase II.
- The Commission has asked CVRPC to research further funding options for clean up efforts. They also will talk with other Departments at the ANR to explore other programs available to the town that may be assistance with this project.
- The Commission has completed its work on Phase I and believes that any further work on this project requires the direct oversight of the Selectboard.

Mr. Simpson felt that since there is no future plan on what the town wants to do with the Dump Parcel that efforts should be put into the Town Garage Site. He felt that the old town dump should wait for awhile. Ms. Russell-Story indicated it could be really costly to remediate both sites at the same time. The board wanted to know if the town were to proceed with Phase II how long would it take, how long the town would have to accommodate the remediation efforts. The Commission would go back and research these questions. Ms. Reilly asked if it is possible to do both assessments and just remediate one site now. Ms. Reilly indicated that it would be good to take advantage of Phase II money but agrees with Ms. Russell-Story to wait on dump site and proceed with garage site as there is a plan in progress. Mr. Cunningham agreed with Mr. Simpson that the Town Garage Site was the first priority.

Mr. Bauchner asked if the Commission would research what the town would be getting into if Phase II goes ahead, how long for time intervals, sequence of events. He was not as much concerned to the cost of Phase II if the funding goes away as to the amount of money it would cost for remediation. When the Commission has researched these questions, then the board would reconsider the request based on a full set of information before making a determination.

The Commission also received a grant for \$19,000 from the VT Dept of Forest and Parks for the interpretive trail on the Eaton Parcel and repairs for The Mad Path. Construction would begin the of summer beginning of fall. There were a few components to put together before moving ahead.

8:30 PM – RFP – KINGSBURY FARM PROJECT – Mac Rood, Liza Walker, Kenny Blair, Susan Hemmeter.

Mr. Rood started the discussion by presenting to the Selectboard the final copy of the RFP that the Kingsbury Farm Committee had put together. A lot of effort was put together in RFP solicitation proposals from farmers, groups of farmers and community members to meet all the goals. The main parties involved consist of The VT Land Trust, The Town of Warren and The Mad River Water Shed Conservation partnership. They all are partners in the project and have a say in what the final disposition on what the committee does. The committee wanted to verify that what they are asking for in the RFP complies with what the town wants. Mr. Rood also asked if any one on the board wanted to be in on the section process. Ms. Walker indicated that the disposition plan was project for May 1. The Committee wanted to make sure that the RFP clearly states what they want to happen and see at the Kingsbury Farm Project. The current committee is only an advisory committee.

Mr. Rood indicated the Selectboard should look at the project goals and the conservation easement part of the project. The buyer selection and ownership options consisted of: A) an individual, private partnership or corporation buying the farm. B) A non-profit organization, cooperative or community partnership buying the farm. And C) An individual or organization buying the farm with an interest in granting one or more leases to other entities for agricultural or community-oriented use.

On inquiry from Mr. Bauchner, Mr. Rood indicated that neither the Kingsbury Farm Committee nor any of its constituent agencies now sees itself as a functional operator of the property for the public good, rather they are transitional owners seeking via the RFP an ultimate owner or group of owners who would operate the property in a manner consistent with the stated goals of the Kingsbury Farm Committee.

Mr. Simpson expressed that the key was making sure that the conservation easement is very clear on what is intended with a basic outline how it will be used such as trails, educational etc. He also wanted to know what value of the farm is as it is blank currently on the RFP. Mr. Richard Larson, and independent Appraiser, just finished the appraisal. The cost of the easement is somewhere between \$265,000-\$270,000 and the after value is between \$225,000-\$230,000. This put the property in a more affordable range for a buyer. Ms. Walker would have the final numbers next week.

The committee is seeking from the Select board an approval for the RFP and seeing if these are the same things that the town might solicit for in an RFP. Ms. Walker indicated that they will not meet May 1 deadline. All applications are to be received by June 9th and the committee would review the applicants and make a recommendation to the Selectboard the end of June. The wanted to keep the Selectboard informed on what is going with the Kingsbury Farm Project and that the RFP is going out to the public. There are 9 members on the committee presently. Ms. Jones asked Mr. Rood if prospective buyers during the walk through of the property would be apprised of the Kingsbury Bridge Project and what to expect during that time. Mr. Rood requested a copy of the drawings of the new bridge with explanation of full detail, timing, what to expect, how much land will use used in the project temporarily while the bridge is being constructed. What the prospective buyers can do and can not due at that time. The Selectboard felt that the present committee was doing a good job, and agreed that Mr. Rood should be the town representative in this process.

8:45 PM – ROOTSWORK CONCEPTIONAL TREE PLAN FOR “EAST WARREN SCHOOL COMMON – MEG MOFFROID. Ms. Moffroid presented to the board the conceptional plan for the common and explained it detail. She indicated that the grant for \$4,000 has been completed and mailed and that Ed Reed, Mad River Garden Center, would help plant the trees if they receive the grant funding. They are looking at 2-3” diameter elms to be planted. She addressed the concerns of site visibility at the intersection of Brook and Roxbury. Indicating that they would sit far enough back not to restrict the site distance about the same as the few that are still there. She addressed any plowing of snow issues as well. MR. Bauchner indicated that the board has already reviewed and approved the plan and endorsed it by signing off on the grant application with Town Road Commissioner Simpson for final onsite approval before actually commencing work.

9:03 PM – Other Business:

The Mad River Path Easements – Mr. Rood, Ms. Reilly, and Ms. Thompson met with Ms. Getzinger on the drafting a Path Easement and License. The concept is that the town

would own the easements and the Path would be granted a license to maintain it. Mr. Rood presented it to the Path Association and they voted unanimously in favor of it. It left open that the Path could just directly get a license from the landowner if the landowner did not want the town to have an easement. Mr. Rood asked the board if they wanted to go ahead and finalize both documents and once finalized, Mr. Rood would come back before the board for approval.

9:13 PM – Wastewater Studies Access to the Rodgers Property – Mr. Rood indicated as town representative he has requested a meeting with their lawyer to acquire permission to access the property for water quality testing. He requested that FA &A provide him a simple, short, one-paragraph on what the town needs to do, how long it is for and how it would be done. Mr. Bauchner would follow-up with Mr. Aldrich at FA&A to get a short letter in stating the goals.

9:15 PM – Approval of Minutes for March 25, 2008 – Motion by Mr. Cunningham to approve the Minutes of March 25, 2008, second by Ms. Russell-Story. All in Favor: VOTE: 5-0.

9:16 PM – Liquor License Approvals: Sugarbush Resort Inc, Hogan’s Pub, Gatehouse and Sugarbush Inn.

Motion by Mr. Simpson to approve the liquor licenses for Sugarbush Resort Inc, Hogan’s Pub, Gatehouse and Sugarbush Inn, second by Mr. Cunningham. All in Favor: VOTE: 5-0.

9:18 PM – Approval of Sale of 2003 Fire Damaged Truck – Motion by Mr. Cunningham to approve the Proof of Loss Statement for \$17,575 minus the \$500 deductible, second by Ms. Reilly. All in Favor: VOTE: 5-0.

9:19 PM – Motion by Ms. Reilly to authorize Mr. Bauchner to sign the Loss Statement and the Bill of Sale to VLCT, second by Ms. Russell-Story. All in Favor: VOTE: 5-0.

9:25 PM – Gardner Road Permit Access Re-review – The Gardner Road Access Permit was granted last year with the road being down on the down hill side of past Vickery Hill Road. Contractors have been looking at the access and Mr. Simpson has met with them to discuss the curb cut. In re-reviewing the application the granted road access permit creates a problem with the Green Mountain Power Line and there was a culvert issue. Mr. Simpson felt that the road access permit should be directly across from the Vickery Hill Road. The benefit would be that it is at the top of the rise of hill and there would be no culvert issue.

Motion by Mr. Cunningham to grant the Gardner Road Access Permit and authorize Mr. Simpson, Road Commission) to work with the land owner to meet the B71 and A76 Standards, second by Ms. Russell-Story. All in Favor: VOTE: 5-0.

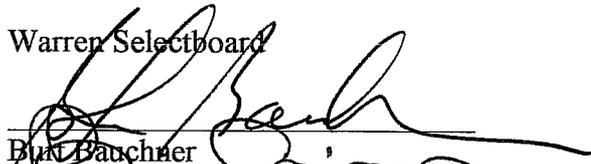
9:30 PM – Motion by Mr. Bauchner to go into executive session to discuss personnel and invite Mr. Rood and Ms. Jones, second by Mr. Cunningham. All in Favor: VOTE: 5-0.

10:30 PM – Motion by Ms. Reilly to come out of executive session, second by Mr. Cunningham. All in Favor: VOTE: 5-0.

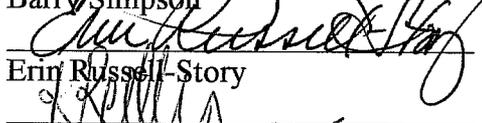
10:40 – Motion by Mr. Bauchner to adjourn, second by Ms. Reilly. All in Favor: VOTE: 5-0.

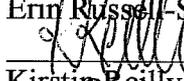
Minutes Respectfully Submitted by,
Cindi Hartshorn-Jones
Warren Town Administrator

Warren Selectboard


Bill Bauchner


Barry Simpson


Erin Russell-Story


Kirstin Reilly


Andy Cunningham