

Town Manager's Report

Select Board Meeting 05/9/2022

1. Grant Project Updates:

a. **Transportation Alternative Program (TAP) Grant (Pedestrian Accessibility Scoping Study):** **UPDATE: 5/6/2022** – *I had a phone conversation with Nicole Fox and Devon Neary about submitting proposals to the Selectboard where the project be “phased” and will allow the Selectboard to review the proposals and decide how a direction of travel so I can apply for the Bike & Pedestrian Grant, which is due by June 8th. It is possible, although not probable, that VTRANS will approve the money for all phases (alternatives the Selectboard agreed on). Therefore, by selecting phases of the project to include in the Bike & Pedestrian Grant, and not the entire project, the Town’s likelihood of receiving a grant award is increased. I haven’t received the proposal from Nicole yet, but the phone conversation between me, Nicole, and Devon led us to a recommendation to focus on South Street and Main Street from the intersection of North Road and South Street to the Amtrak Depot (north side of Route 4A) and from South Street to the Rail Trail (south side of Route 4A). This would include the bike lanes, traffic control devices, curbs, and crosswalks. This would serve the greatest number of walkers and cyclists.* **NO CHANGE. Last Update – 4/8/2022** – I corresponded with Nicole Fox from Fuss & O’Neill this week about applying for the upcoming Bike & Pedestrian Grant and she advised she has spoken with Devon Neary from the Rutland Regional Planning Commission (RRPC) about this subject. I am hopeful that Nicole and Devon will have all the necessary information pulled together should the Selectboard agree to have me apply for the grant which is now open. Applications are due in electronic format not-later-than (NLT) 1:00 PM on June 8, 2022. I will participate in the webinar being hosted by VTRANS on April 29th from 10:00-11:30 AM for potential applicants. Last update: 3/28/2022 - The Selectboard alternative selections were sent to Nicole Fox following the 3/14/2022 SB meeting. I await more word from Nicole.

Action needed: *I recommend the Selectboard consider the recommendation I am presenting to limit the scope of the project for the purpose of the Bike and Pedestrian Grant. Although it is not the entire project area, it will target the high traffic areas and improve the overall safety of pedestrians and cyclists in the village area. This comes with a cost. The Town’s 20% cost share must be considered when making a decision. The Town’s share could be \$250,000 or more. I don’t have the proposal yet, so I cannot provide the Selectboard with a more precise figure. The final figure will include a 15% contingency calculated into the total. The price of materials and the availability of materials impact overall cost and duration of the construction.* I recommend the board direct me to apply for the VTRANS Bike and Pedestrian Grant for design, engineering, and construction of the alternatives chosen by the Selectboard on 3/14/2022 for pedestrian accessibility per the scoping study that was conducted and presented by Nicole for and Devon Neary on the same date. This project requires a 20% Town share of the total project costs and the last remaining sidewalk funds we have in the coffers are committed to the Castleton Corners project to Parsons Hill Road, therefore we [Town] have NO funds available for the 20% match required for the village pedestrian accessibility project. The board may want to consider obligating some ARPA funds for toward the Town’s share for the village area project. We don’t have a cost estimate from Fuss & O’Neill at this time, but the Town’s share for the last project was approximately \$145,000 and the project for the village is substantially larger in scope and size. I believe the project costs for the village project will be closer to \$1.4M, meaning the Town’s share will be approximately \$250,000. According to Myron White or Myron White Concrete, the Village of Poultney just received bids back for a small sidewalk project and the bids ranged from \$100 per foot to \$200 per foot for the project. The pedestrian accessibility project in Castleton, if constructed as per the Selectboard’s choices,

would be approximately 6650 linear feet of sidewalk alone, translating to \$665,000 to \$1.33M. This would not be the total project costs since this would be using federal grant money. These are only my thoughts based on past projects and the increases we are seeing in goods and services across the nation. Just something to think about when considering the use of ARPA funds. FYI, the Town includes \$45,000 per year for sidewalks in the highway department operating budget. This means there could be \$45,000-\$90,000 of voter appropriated money available at the time this project is completed. I would caution against using all of it just in case we have to make any repairs to existing sidewalks over the next two years. That \$45,000 is also there in the budget to make necessary repairs, not just for applying to new projects.

b. TAP Bike & Pedestrian Grant (Parsons Hill): UPDATE: 5/6/2022 – Following the award of bid to Fuss & O’Neill for design and engineering for the project, Dan Monette advised that he directed the survey work to begin. They are using local surveyor Mark Courcelle to do that work. Last Update – 4/8/2022 – I submitted the VTRANS 1111 permit to Theresa Gilman. The meeting with Fuss & O’Neill had to be postponed to next week, so I have not spoken with Dan Monette yet. I will follow up with Dan the week of 4/11/2022 to discuss the design and planning phase of the project. Last update: 3/25/2022. I had a Zoom meeting with Pete Pochop and we discussed the “next steps” in moving this project along. I reached out to Dan Monette inquiring whether or not Fuss & O’Neill is still interested in providing a set of drawings for the project. I heard back from Dan’s supervisor advising they are interested so we set up a Zoom meeting this upcoming week. I also spoke with Ted Parisi and advised I needed his professional services to do the easement and ROW research for the project. Once I have that I can file the VTRANS 1111 permit request. Last Update: 2/10/2022 – The Town received the approved Grant Award. Next step is to work with engineer to begin the research on easements, utilities, and the VTRANS 1111 Permit for highway access (driveways). Last Update 8/5/2021: The project was approved for sidewalks from Castleton Four Corners to Parson Hills. The project was selected among five applications statewide with funding requests totaling \$329,000 in state funds. The project was approved for \$92,400, thus meaning the Town has an obligation to match that amount. Last update: 6/14/2021 – The grant application for the Bike & Ped Grant for a small-scale project was submitted and acknowledged. The estimated project cost is approximately \$185,000 (includes a 15% contingency). It is a 50% cost share.

Action needed:

None.....at this time. Informational Only.

c. Staso Road Stormwater Scoping Study –NO CHANGE. Last Update – 4/22/2022 – I corresponded with the project engineer, and he advised that the State is still reviewing the project proposal and there is nothing to discuss on 4/25. Last Update: 4/8/2022 – The final proposal is expected to come before the Selectboard on 4/25/2022. Last update: 3/25/2022 – Another virtual in-progress review was done this past Monday. Everything is on track to brief the final draft to the Selectboard in April. Once this is done, the report will be submitted to VTRANS for their review. The next grant cycle to apply for stormwater mitigation and the Salt and Sand shed is this fall. Update: 3/7/2022 – There was a meeting on 3/7/2022 between the engineer, Rutland Regional Planning Commission, and Town of Castleton (me). We discussed the proposed location of the building and a stormwater treatment area to the north of current small salt shed on Staso Road. Following the meeting, I contacted Brent Clark and Chris Fouracre asking them to clear the sumac trees and remove the trash (including tires) that is currently in that proposed stormwater treatment area. Last update: 01/06/2022 - I participated in a project update meeting on 01/03/2022 where it was announced that VT DEC agreed that the area adjacent to the current salt and sand store on Staso Road are not Class II wetlands. This is good news because that area can now be engineered as a treatment area. The final project presentation is expected in February for Selectboard review and approval. In speaking with Peter Pochop from VTRANS, the next round of grants for the salt and sand shed funding is

November 2022 with award notifications going out in January/February 2023. If awarded the grant, the best guess on when it would go out to bid to build it would be late 2023 or the summer of 2024. The Selectboard will have to decide whether to pursue the grant knowing there would not be a new salt and sand shed through grant funding until 2023 at the earliest. The current lease agreement with Pete Ruby for use of his shed on Route 4A West runs out 5/31/2022. If the Selectboard decides to ask for another 2-year lease with Pete, that new lease would expire on 5/31/2024, which would align with building a new one using the grant funds. Because the grant is not a 100% guarantee, I urge the Selectboard to consider asking the voters to assign a portion of last fiscal year's \$153,000 surplus to be used to help fund a new salt and sand shed. This was already done with the proceeds from the sale of the old fire station in the amount of approximately \$97K, so we already have some seed money in the bank, so to speak. As an FYI, I have asked Chris and Brent to start looking at grant alternatives and gather cost estimates for those alternatives. If it is determined that there is lost revenue due to COVID, the Selectboard could also consider using a portion of that amount to apply to building a salt and sand shed in 2023 or 2024. ARPA funds must be committed by mid to late 2024, so there is time to wait and see what happens with the grant application award in early 2023 and what Chris and Brent come up with for alternatives and costs if the Town were to fund it themselves. Last update: 12/27/2021– On 12/13/2021, MSK Engineering, Fitzgerald Engineering, and Rutland Regional Planning Commission representatives provided a briefing to the Selectboard outlining their proposed areas for a new salt and sand shed based. The location proposed was on the existing site of the sand pile and small salt shed adjacent to the Transfer Station on Staso Road. This would be the most cost effective, the best location for stormwater mitigation, would have no additional noise or visual impact to the neighbors, and would provide the best salt and sand delivery access each year. Last Update 11/8/2021 –There is a special meeting scheduled for 12/13/2021 for public comments.

Action needed: *None.....at this time. Informational Only.*

d. Grants-in-Aid Project (2022) – UPDATE: 5/6/2022 - Work to begin on Barker Hill on May 10th (Culvert replacement). I received the fully executed grant application back last week. Chris Fouracre and I will meet ~~in January~~ on 2/22/2022 to begin looking at the road segments to include in this grant. The culvert replacement on Barker Hill will be included and we already have the sections of culvert and coupling on hand. 80% qualifies for reimbursement under the grant. It is a win-win for the Town because we compliance with the permit, our roads get fixed properly, and we only pay 20% of the costs, all of which can be paid through in-kind work.

Action needed: *None.....at this time. Informational Only.*

e. Better Roads Grant – NO CHANGE. Last update: 12/27/2021 – DPW Director Chris Fouracre crafted and submitted grant applications for a Category B (culvert replacement, stone-lined ditches, grading, ROW clearing) for Eaton Hill West and a Category D (concrete box culvert replacement) for the South Street Trestle). If the Town is awarded the VTRANS Class II Structures grant for the South Street trestle, we [Town] cannot use the Better Roads grant for the same project, meaning we would have to ask VTRANS to remove the Category D application from consideration and ask that only the Category B grant be considered (See above for the Category B option).

Action needed: *None.....at this time. Informational Only.*

e. **Better Connections Grant – NO CHANGE.** Last update 6/14/2021 – Based on my conversations with members of the selection committee, the Town overall lacks community engagement in determining the future path of community and economic development. We will not likely be awarded Better Connections, or a host of other grants until we have a lead agency, steering committee, and community engagement. The CDERAC has started the SWOT (Strengths, Weaknesses, Opportunities, and Threats) assessments, but less than 300 people have participated in taking the survey. It is a start, more needs to be done. The Town Plan and priorities set by the Select Board are key ingredients in getting our resources pulling in the same direction.

Action needed:

None.....at this time. Informational Only.

2. **Transfer Station** –

a. **Operations – NO CHANGE.** Last Update: 4/8/2022. I spoke with Joe Rice about the layout of the transfer station, and he advised that the layout as it is now has been working well and does not recommend a change. I have directed Joe to work with Chris to get a quote to have concrete walls poured where the concrete block walls are currently located. This is the first step in upgrades that include a pole barn over cardboard and plastic bins. I also spoke to Joe Rice about getting information from the Rutland County Solid Waste District (RCSWD) about zero sort recycling. I have done this drill in the past and it came back that it wasn't worth it for all commodities. Cardboard and paper are commodities that fluctuate regularly, but #1 & 2 plastic have remained relatively steady. Glass has no recycling revenue value and costs us to get rid of it. Metal always generates revenue, but also goes through high and low revenue cycles. I don't want to speculate on overall zero sort, so I will wait to see what Joe and Chris get for information and put it into a decision briefing for board consideration later. Last update 3/11/2022 – I met with Joe Rice and Chris Fouracre at which time Joe briefed me on two possible courses of action to cover the cardboard and plastic bins, so the contents are not getting covered with snow and ice. Despite Joe using vegetable oil to spray the inside of the bins before they are placed to collect the recyclables, there are instances where he is unable to unload 100% of the contents at the Material Recycling Facility and ends up transporting a partially full bin back to the Transfer Station. I am not making any recommendation to the board at this time. Some thought has to be given to the final layout of the Transfer Station before I can make a recommendation. The block walls set two years ago are already starting to bow outward and despite our best efforts, this will continue to be a problem. This may require the wall to be removed once again and reset. I believe we are throwing good money on top of bad in this instance. They are holding back a lot of dirt and that area is subject to vibration and addition weight from the backhoe, vehicles, and the roll off truck. Additionally, water seeps behind the blocks and erodes away at the gravel, which in turn goes through freezing and thawing cycles that negatively impact the position of the blocks. Once the final layout is decided, it may be in the best financial interest to pour the walls like was done on the west side of the operations building. This is expensive so unless we can find an alternative funding source, putting it into the operating budget will prove challenging and likely would cause the board to increase rates to offset the costs. Last update: 2/14/2022 - Joe Rice submitted a proposal to cover the cardboard and plastic bins with a couple of courses of action. I will meet with Joe and Chris Fouracre next week to review the proposal. If we can come to a consensus, I will bring the proposal to the SB at a future meeting.

Action needed:

I retract my original request that the Selectboard consider \$9,000 to buy the materials to construct a pole barn to cover the cardboard and plastic

recycling bins. I am confident that I can use the operating budget in FY 2022-2023 for the pole barn materials. Instead, I ask the Selectboard consider using any budget surplus or a one-time authorization for ARPA funding to pay for installation of concrete walls where the block walls currently exist. With the money already invested in upgrading the transfer station, including stormwater mitigation, paving, building upgrades, pole barn over the demolition bins, and a new pickup, it seems like the well-received upgrades will be end prematurely if the walls and pole barn are not completed. These upgrades are too costly to be added to an annual operating budget. I spoke with Myron White of Myron White Concrete on Sunday morning and asked if he could provide an estimate of pour concrete walls at the transfer station where the block walls currently exist. Myron stated that he would visit the transfer station on Tuesday (4/12/2022) to gather information to provide the Town a quote. I let Chris, Brent, and Joe Rice know to expect Myron on the 12th.

b. Vehicles. NO CHANGE. Last Update: The new F-250 is still on track to be delivered by May 2022. Last update. 11/08/2021 - Chris ordered the 2022 Ford F-250 that the SB approved (with purchase order) and we now await a projected delivery date.

Action needed: None.....at this time. Informational Only

c. Public Outreach/Community Engagement – Household Hazardous Waste days are now posted for 2022.

Action needed: None.....at this time. Informational Only.

3. Solar Projects –

a. MHG Solar Gravel Pit – UPDATE: 4/18/2022 – I received a phone call and correspondence from the new operator of the solar array in the gravel pit. MHG Solar sold that right to larger company named The Greater Light USA LLC. They wanted to introduce themselves and they want to pay their lease payment. I am working with the Treasurer and Accountant to take the steps necessary for ACH transfers with our bank. NO CHANGE.
Update: 3/11/2022 - I received an email from Ted Parisi with a copy of a Memorandum of lease that he filed in the Castleton Land Records, Volume 226 at page 94. I also received a message from Pete Giese from MHG Solar confirming our address to mail a lease payment. Last update: 01/7/2022 – The final solar lease deal still not made it through probate court. This is ongoing and a favorable outcome is expected. I did check on the progress of the solar project on Monday during one of my many trips around town and the contractor is working on the electrical portion of the array. The power lines are installed and are of insignificant impact on the Town. I walked the array and checked the eastern edge to be sure there was no migration by the solar array contractors, and everything is okay. MHG Solar already received one extension to the deadline for the array to be producing power and that expired on 12/31/2021. With the number of electrical connections remaining to be made, I would guess they are a couple of weeks away from going live with the array. Update: 12/23/2021 – I signed documents with Ted Parisi on Thursday that will allow MHG to get title insurance and show total ownership of the property to the Town of Castleton. Last update: 11-19-2021. I signed the three Green Mountain Power utility pole and power line easements. Chris Fouracre and I met with both a GMP and MHG Solar representative in the gravel pit to finalize the location of the poles. Lastupdate: 11/08/2021 -The Town received the signed warranty deed for the purchase of the Hadeka property in our gravel pit. It has been filed with the Town clerk. This gives clear title so I can now sign the power pole easement agreements with Green Mountain Power and MHG Solar can proceed with the project.

Action needed:

None.....at this time. Informational Only

4. Sewer Plant – UPDATE – 4/21/2022 – *I received an email from the Vermont Bond Bank advising there is some good news about Castleton receiving grant assistance for the 20-year upgrades. Tom Brown wrote in an email to me that, “He is working on adding the construction subsidy to the loan, but won’t be able to finalize it until deobligation of the St. Johnsbury project has been completed. That work is underway at this time.”*

Last Update: 4/8/2022 – The bids were reviewed, and a recommendation will be presented at the next Board of Sewer Commissioner’s meeting on 4/11/2022. All bids came in over anticipated figures, but this is primarily due to the increase in products and services across the nation. The low bidder was under the bond amount, but it increased the amount to be repaid, therefore the annual sewer user fee increased. The Town still needs a grant that will offset the \$680,000 20-year upgrade project shortfall. Last update: 3/25/2022 – I submitted the five-year projected sewer budget to the Vermont Bond Bank with corrections. It was received. I have a virtual meeting with Wayne Elliott and Jason Booth from Aldrich and Elliott on Monday, March 28th at 10:00 AM to review the bids and discuss the project costs. Last Update: 3/11/2022 - While working with the Vermont Bond Bank, it was discovered that the \$90,000 that Aldrich & Elliott projected as the annual loan payment amount was incorrect. According to the bond bank, the actual amount will be \$150,000 per year, resulting in an underestimate of \$60,000. This creates a revenue vs expenses shortfall, so I have to go back into the 2023-2027 draft budget figures and adjust them to account for that \$60,000 shortfall. Last update: 01/22/2021 – I am working with Aldrich and Elliott to get the bid packet ready for the 20-year upgrades and the bond bank on final paperwork requirements. The bid packet is expected to be on the street by the middle of the month.

Action needed:

None.....at this time. Informational Only.

5. Highway Department –

a. Paving in FY21-22 -Nothing Significant to Report.

Action needed:

None.....at this time. Informational Only.

b. FEMA (South Street Trestle) – UPDATE – 5/6/2022 – *The Town was awarded the VTRANS Class II Structures Grant that Chris Fouracre applied for to make this project whole. The bridge engineers have not yet conducted their site visit. Chris and Brent will break this project down into phases but it cannot be completed until we [Town] get a report from the bridge inspection team. This will be a substantial project with some environmental considerations that may require putting part of the project out to bid if it ends up beyond our technical skills, abilities, and equipment capabilities. It will require shutting down through traffic, however, until the report is received from the bridge inspection team, a best guess cannot be made at this time.*

Last Update – 4/8/2022 – There is some alarming settling of the road under the trestle. I spoke with Chris and recommended he contact Brian Sanderson from VTRANS to find out what agency is responsible for the care and maintenance of the trestle. It would be irresponsible to blindly move forward with the project if there is an issue such as erosion around or under the trestle support footers, or other water problems. Chris is working with VTRANS to have the area assessed as we wait to hear back from VTRANS about the VTRANS Class II Structures grant. This is now in motion and more to follow. Last Update: 3/28/2022 - Chris Fouracre received a new quote for a metal squash culvert with the required aquatic passage riffles and it is significantly less expensive than the concrete box culvert. This culvert can be handled with our excavator, and we won’t need to rent a crane. Still no word back about the grant we applied for to make the project whole. As an FYI, the pavement under the trestle is coming up in chunks. The highway crew is using cold patch right now. The road has to be torn up to replace the culvert so no need of paving it now. I will have a final cost estimate

for the project by the next meeting. I am hopeful we will have a response to our grant request as well. This will allow Chris to present to the board the project and any financial shortfalls needed to complete the project. Last Update: 2/11/2022 – Chris Fouracre has reached out to Rivers and Streams Management Engineer Josh Carvajal asking if a metal squash culvert could be used in-lieu- of a concrete box culvert. Josh’s response was believed that he could approve a change to the metal culvert, but he had to some calculations on how large the culvert would have to be in order to be in compliance. Josh is going to send Chris a drawing with some additional information on how to make it all work keeping in mind the aquatic organism passage is still required. This approach if approved should reduce the cost of the project significantly. Last Update: 01/7/2022 - The entire project is projected to exceed \$100,000, which far exceeds what FEMA paid the Town after the 4/19/2019 storm. We won’t know for a couple of months whether the Town was awarded the \$60K Better Roads Category D Structures grant(s), however, the lowest of the two quotes Chris has received back for a pre-cast box culvert is \$86K and that does not include the entrance and exit wing walls, therefore the \$60K from the grant won’t even cover the cost of the culvert itself. This has gone well beyond the financial limits the Town has the resources to complete. Chris and I will be reaching out to Steffanie Bourque at the Rutland Regional Planning Commission and Robert Faley at VTRANS District #3 to try and find an additional funding source to complete his job. In addition to the \$30K FEMA gave to the Town and \$60K from the Better Roads grant, our best guess as to the amount of money needed to complete this project is in the neighborhood of \$75K. This project has been simmering on the back burner since April 2019 and needs to be put to bed. If we have another storm and it washes out the road, it is unlikely that FEMA would give us a dime because we haven’t fixed the original problem. FEMA funds projects to bring them back to “pre-storm condition” and right now, these conditions are less than favorable.

Action needed: *None.....at this time. Informational Only.*

c. FEMA (Little Rutland Road) –UPDATE: 5/6/2022 – Spring has sprung and this issue will surface again. After talking with Chris Fouracre, I agree that the Town should take the lead and reach out to the Kilchevsky’s with a proposal. Last Update: 11/08/2021 – The work was completed at Kilchevsky’s. I believe the Town fulfilled the agreement for this year.

Action needed: *I recommend that the Town write a letter to the Kilchevsky’s regarding the replacement of the culvert that runs across their property from the edge of the Town’s right-way to Lake Bomoseen. I am recommending that the letter state that the Town would like to replacement our culvert that runs through an easement on their property as to accommodate stormwater and reduce the risk that damage be done to their property. In order to do the work needed, I am also recommending that the letter state that any structures, natural or manmade, be removed at the cost of the landowner, to accommodate the removal of the old culvert and the replacement of new culvert. This may include two retaining walls, propane tanks & lines, pipes and wiring associated with a well, trees, shrubs, and a gravel parking area. The Town wishes to replace the existing culvert with the same type of culvert (metal) and any costs associated with an alternative type replacement that is requested by the landowner be borne by said landowner. Additionally, I recommend that the Town cost-share in engineering fees using Enman & Kesselring to do the work. This firm has already done some preliminary work (For the Kilchevsky’s) and hiring another engineering firm would require this work be repeated and likely to cost more money. This issue has been lingering for over four years and needs to be resolved before more damage is done to Little Rutland Road and the Kilchevsky’s property from stormwater runoff and the exit end of the culvert be properly placed as not to discharge silt, sediment, and debris directly into Lake Bomoseen.*

d. **Overtime and Salt & Sand Usage** –Next report will be on May 23rd.

Action needed: *None.....at this time. Informational Only.*

e. **Overtime and Salt & Sand Usage** –Next report will be on May 23rd.

Action needed: *None.....at this time. Informational Only.*

f. **Equipment. UPDATE – 4/10/2022** –

(1) The new loader is still on track for delivery in June 2022.

Action needed: *None.....at this time. Informational Only.*

(2) The quotes for upgrading the fuel dispensing system are in your packets

Action needed: *Following a discussion with Chris Fouracre and based on all the data he has collected; I support his recommendation as presented. It meets my original intent of bring reliability, accountability, and greater efficiency to our fueling system. The proposed upgrades will not require replacing the current pump, which is still supportable with parts and will save approximately \$5,000.*

6. **Town Office & other buildings** –

a. **Fire Station. UPDATE: 5/6/2022** – *Site Safety Visit conducted by Wade Masure, PACIF Loss Consultant on 5/6/2022.* Last Update: 3/11/2022 - I spoke to Mickey McClure on 3/11/2022 and he provided me the name of the contractor who insulated the police station and town office building. I will contact the contractor and see if he is willing to give me a quote to insulate the eaves of the fire department. Mickey is going to also remind Paul about providing a quote for a “watchman” temperature monitoring system at the fire station. This system can be programmed to send out an alert to designated personnel should there be a problem with the heating system and the temperature drops below a pre-set number. The damage could be extremely costly if the water in a truck freezes and causes pipes to rupture or causes damage to a pump.

Action needed: *None.....at this time. Informational Only.*

b. **Highway Garage:** *A bid packet for painting the building will be sent out the week of 5/16/2022.*

c. **Police Station. UPDATE: 5/6/2022** –

(1) *Site Safety Visit conducted by Wade Masure, PACIF Loss Consultant on 5/6/2022.*

(2) Attached to my report is a request to approve McClure Construction to replace the rear door to the police station. Chief Mantello and I met with Mickey last week and he explained why the bid to replace the door was so high. The reason the bid is so high is Mickey advised he needs to remove the siding, the jam, and resize the opening. There is an approximately 1.5” gap at the bottom of the door that lets critters and the weather inside.

Action needed: *Request the board review the quotes and if you have*

any questions prior the meeting, please send them to me so I can try and get an answer by Monday night.

7. **Police Department** –

a. **Dispatching Costs – NO CHANGE.** Last Update: 2-11-2022 – Recent discussion about the future of dispatching services is evolving. The recent discussion includes the State funding 4-5 dispatch centers (PSAPs), including one in Rutland County. The State is looking at \$11M to get the dispatch centers operational and approximately \$3M of that money to fund the first year’s operating costs. Discussions about how to fund them in the future are ongoing. A county tax is on the table for discussion, The next meeting is on 2-15-2022. Chief Mantello is one of the local law enforcement officers taking a leadership role in the process. Last update: (11-19-2021) There was a meeting with the Vermont Department of Public Safety Director and State Police about the future of dispatching. Nothing was resolved, but it was made clear that the State is looking at ways to subsidize the costs to municipalities. There is also talk about counties forming their own dispatch centers. It is unresolved at this point, but I feel confident it will not negatively impact the FY22- 23 budget.

Action needed: None.....at this time. Informational Only.

b. **Public Outreach – NOTHING TO REPORT**

Action needed: None.....at this time. Informational Only.

8. **Emergency Management** – **UPDATE: 4/10/2022** –

a. *The Local Emergency Management Plan (LEMP) will be before the Selectboard on 4/25/2022 for approval. This is an annual requirement and four of the board members have seen it for the last four years. It is due to Vermont Emergency Management by 5/1/2022. I will be working with Rutland Regional Planning Commission and attending a webinar next week to find out if there are any major changes. All previous correspondence from RRPC show no major changes to the format or content. I will be updating information over the next two weeks before it comes before the Selectboard.*

Action needed: None.....at this time. Informational Only.

9. **Fire Department** –

a. **Dispatching Costs** – See notes under police department.

Action needed: None.....at this time. Informational Only.

b. **Assistance to Firefighters Grant (AFG)** – Nothing to report

Action needed: None.....at this time. Informational Only.

c. **Operations** – **UPDATE 5-6/2022** – *The officer group requested to meet with the public safety committee on a Sunday evening to “move on with some items ASAP.” I will follow up with Jim and Dick to try and solidify a date.* Last Update – 4/10/2022 – Two members of the Selectboard and I met with Chief Goyette to discuss forming a truck committee, developing standard operating guidance/procedures, and how to better maintain the building. I specific timeline was not set to meet again to review progress, but it was agreed on that I send Heath

some go-bys for a truck replacement plan and some sample SOGs/SOPs, as well as the last couple safety assessments our VLCT Loss Consultant, Wade Masure, has done on the fire department and the fire station. I could only locate one safety assessment, so I sent that along with the other items agreed upon. I asked Wade Masure to provide a copy of the missing safety assessment. Jim, Dick, and I asked Heath what he needed to meet the requirements placed on him besides what was already agreed upon. Heath had a meeting that evening with his fire officers and he would discuss with them what was discussed during the meeting with me, Jim, and Dick. We will follow up with the Chief in a couple of weeks to get a progress report.

Action needed: None.....at this time. Informational Only.

d. Public Outreach & Support – Nothing to Report

Action needed: None.....at this time. Informational Only.

e. Apparatus – NO CHANGE. Last Update: 1/21/2022 - Engine 2 remains out of service. Chief Goyette has been in conversations with a shop in Granville, NY who agreed to come up Castleton and look at the vehicle but has not showed as of 2-10-2022. Chief Goyette stated he would reach out to them again if they had not contacted him by the end of the week.

Action needed: None.....at this time. Informational Only

10. Town Lands –

a. Crystal Haven Common Area – Requests to remove dilapidated docks and trees have started.

Action needed: None.....at this time. Informational Only.

b. Park & Ride. UPDATE: 5/6/2022 – I sent the Board (minus Jim) an email from Erica Pawlusiak (GMP) with the option for streetlights at the Park & Ride and associated cost. Last Update – 4/10/2022 – I spoke with Sol Energy and I was provided a quote to replace the batteries and the controllers in the solar lights. There are three batteries per light and each battery costs \$306 (without freight costs). The batteries had a five-year warranty, which expired in 2020. They expected lifespan is 5-7 years, which we reached in 2022. If we purchase the batteries ourselves and install them, it will void the warranty on the controllers, which expires in 2025. The controllers are close to \$1000 each and are a retrofit because they no longer make the parts for these older solar lights. I would have to hire a local electrician who will work on solar lights because the warranty is for parts, not parts and labor.

Since this started getting so costly, I corresponded with Erica Pawlusiak from Green Mountain Power, and she informed me that the annual cost of a streetlight is \$145 per year (\$0.398 per day). Based on the fact that batteries are only warranted for five years and have a 5–7-year lifespan, the Town would have to plan on spending (at today’s prices) \$3,672 every 5-7 years to replace the 12 batteries in the four solar lights. The streetlights at today’s prices would be \$435. Divide that into \$3,672 and it would take eight (8) years of paying for streetlights to equal what it would cost to replace the 12 batteries in the solar lights and every 5-7- years thereafter. The cost of the batteries doesn’t include freight or hiring an electrician to remove the old ones and install the new ones. It also doesn’t factor in the costs should a controller need to be replaced past the 10-year warranty period. I do need to talk with Erica about whether or not the streetlights can be mounted on existing poles or whether or not additional poles would have to

be installed. That would cost up to \$2,000 per pole. Last Update 3/14/2022 - Awaiting a response about the new controller for Sol Energy. Update: 01/7/2022 – I spoke with Paul McClure from McClure Construction on 01/6/2022 about the solar lights at the park and ride near Exit 5. Paul advised that there was proper voltage to the device and sensors, but the controller lights were not lit as per the technical manual. He recommended that I contact the company who manufactures the device and see if they would ship one to the Town Office so he use his lift to get up in each light tower and troubleshoot the system. I will purchase two replacement batteries (\$200 each) so Paul will have a new controller and new batteries to help isolate whether it is the controller, batteries, or something else that is the reason they are not working. Last Update 12/23/2021 – I met Paul McClure at the Park & Ride on 12/22/2021 to investigate why the solar lights are not working. Last Update: 12/27/2021 -After a few attempts to open a light housing, it was determined a special wrench is needed, one Paul did not have with him. Paul advised he would come back on 12/23/2021 with the proper tool and let me know what he finds. Last Update: 11/19/2021 – I received a message from Paul McClure at 10AM on Friday (19th) advised he was still interested and to call him back to try and coordinate a time to inspect the control modules on the solar lights at the park and ride.

Action needed: It is still my recommendation to abandon the solar lights and install regular streetlights that are more reliable, are maintenance free for the Town, and cost less over time. If personal safety and vehicle security is the goal of having the park & ride illuminated, the most reliable method would be to have Green Mountain Power install streetlights and add the \$435 annual cost into the “Town lands” budget where the mowing and maintenance costs already resides. Dan Gray is going to look at the existing solar light poles and let me know what can be done. In the end, there will be costs associated with running underground wires to those solar poles, purchasing and installing lighting, and the annual electrical costs associated with the lights. It may prove to be too expensive a course of action, but I wanted to provide an alternative to a single utility pole with two streetlights. I don’t have that information for the 5/9/2022 meeting.

c. **Historic Cemetery in Village. NO CHANGE.** Update: 11-19-2021 – Nothing further to report until spring when Castleton University student Joey Kinney will plan another day of cleaning headstones.

Action needed: None.....at this time. Informational Only

11. Selectboard – NOTHING TO REPORT

Action needed: None.....at this time. Informational Only.

a. **Union Negotiations (NEPBA): UPDATE – 5/6/2022 – Ongoing.**

Action needed: None.....at this time. Informational Only.

b. **Recreation –NO CHANGE (5/6/2022).** Last Update 4/10/2022 -I would like to move forward with a hiring search for a full-time recreation director, however, I believe that the Selectboard should make a decision whether recreation stay a commission or whether it becomes a separate department under Town government. They are funded by the taxpayer and when there is a recreation director hired, it should be known who that person directly reports to for any reason.

Action needed: None.....at this time. Informational

12. Public Concerns – Herbicide Use in Lake Bomoseen

Action needed: None.....at this time. Informational Only.

13. **Follow up from last meeting** – Nothing to report