

Agenda
June 23, 2020
Warren Selectboard
6:00 PM

6:00 PM – Public Comment

Mr. Malekoff– Traffic/Road Maintenance

6:05 PM – Covid-19 Update – Jeff Campbell

6:20 PM – 911 Numbering Issues/Flag Parades Etc. – Gene Bifano

6:45 PM – Warren Fire Dept – Truck Purchase Approval

7:00 PM – Approval of Minutes from June 16, 2020

7:02 PM – Approval of Accounts Payable and Payroll Warrants

7:04 PM - Other Business

\$ 11,324.27 \$ 10,211.41

****Agenda Subject to Change****

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Minutes of June 23, 2020
Warren Selectboard
6:00 PM
Via Zoom

Members Present: Andrew Cunningham, Chair, Bob Ackland, Vice Chair, Randy Graves, Camilla Behn, & Luke Youmell.

Others Present: Michael Malekoff, David Campanelli, Jerrod Alvord, Jeff Campbell, Gene Bifano, Tony (TV44/145).

6:00 PM -Public Comment – Mr. Malekoff – Speed/Dust Issues Plunkton Road – Mr. Malekoff commented that the road is very well maintained but there is an increase in high rates of speed with the traffic using it as a thoroughfare to Granville. The speeds are averaging 50-60 MPH and at times the parking areas are full and cars are parking along the road by the lake. Mr. Malekoff asked if it was possible to lower the speed the limit to 25MPH as Granville has on the other end of Plunkton Road. There is a lot of increased walking traffic with kids going to the lake and it is a public safety concern. Mr. Malekoff also expressed that big trucks that do not have covered loads are speeding by and material is blowing out of them. Mr. Cunningham commented that we can add more enforcement but felt changing the speed limit will not change drivers' habits. He commented also that we can ask them for the use of the speed cart for a period of time as well. Mr. Cunningham thanked Mr. Malekoff for his comments.

6:10 PM -Covid 19-Update – Mr. Campbell – Mr. Campbell updated the board that there are 1131 cases in Vermont and increase of 33 last week with 56 deaths. There is an outbreak in Windham County with 181 active cases in Vermont. The State has tested about 59,300 in Vermont so far with continued testing. People wearing masks in public is working to control the virus. The Governor has opened dining to 75 people indoor and 150 outdoor seating and on all other types of gatherings. All dining has opened to 50% or 1 person per 100 square feet. They are recommending that people of age 65 take extra precautions.

6:35 PM – Gene Bifano – 911 & GIS Issues – Mr. Bifano stated that the GIS system was not being kept up to date with the 911 system. He used as an example Murry Hill and Martins Way. Martins Way is a new road just before Murray Hill that has at least 5 homes on it and has not even got a road sign posted. Some of the addresses on the new road are Murry Hill addresses that need to be changed. He said this is a public safety issue. He has an on going list of issues and often times he uses the GIS to find homes with dog complaints or if the VSP calls he can tell them where to go if he is called on an incident. He commented that there needs to be a process and he is will to come up with a process and volunteer his time to do the work on this. Mr. Youmell commented that he will check Mr. Kelley regarding the GIS issues as there is a process between the web company and the Town. Mr. Bifano also commented that he would like to see a phone number added to the GIS records. Ms. Behn commented that this would be a good time for the Valley Reporter to do a story on 911 numbers and importance as an education piece. Mr. Bifano commented that in the past the fire department has and the ambulance has but still 911 numbers do not get posted. He commented that there needs to be an ordinance and maybe prior to the final Certificate of Compliance that this could be addressed on the list.

Parades/flags – Mr. Bifano commented that he could not find the festival ordinance on the website and that it needed to be updated along with the dog ordinance to be in compliance that VLCT put out.

6:45 PM – Fire Truck Replacement – Jerrod Alvord & Jeff Campbell – The Warren Fire Department Truck Committee has spent over a year on researching trucks to replace Engine 3 at the Sugarbush Station. Engine 3 is 29-30 years old, there is a lot of wear and tear and is costing the town in repairs. The committee chose a F550 crew, smaller body, more agile and nimble similar in size with a 600-Gal Pump, it carries less water and hose. It is a 4-man cab and carries 400 gallons of water with 60 gallons of foam, 4-wheel drive, lighter and easier for other fire department personnel to drive and is under 2200lbs in weight. The cost is \$289,800 and it will take 300 days to build and should arrive in April. Mr. Alvord commented that this is a truck for the future of the fire department and for the future of Sugarbush.

Mr. Graves ask if this was the on the scheduled replacement plan and about the funding of the truck. Mr. Campbell responded that Engine 3 was scheduled for replacement last year and the funding was from the Capital Fund that has currently \$489,000.

Mr. Bifano commented he was in total support of a getting a truck but it needed to have a CAFS system on it. He said he would petition the voters getting signatures to have a CAFS system on this truck. Mr. Bifano asked if the board could wait two weeks on their decision. Mr. Cunningham commented that the board felt comfortable with the decision of the fire department. Mr. Campbell commented if they waited another two weeks the price would increase as of June 30, the cab and chassis were delayed because of Covid and they wanted to get on the list to proceed.

After much disagreement in discussion from Mr. Bifano and the board, Mr. Cunningham ended discussion and called for a motion. The board also did agree to move ahead with a vote on the truck as presented and Mr. Cunningham mentioned that if the board decides to add CAFS it cold be done within a reasonable time and di not require the board to delay the vote.

Motion by Mr. Ackland to approve the fire truck as presented from the Warren Fire Department for purchase of \$289,800, second by Ms. Behn. All in Favor: VOTE: 5-0.

7:15 PM – Other Business

Road Crew Hire – Mr. Cunningham brought up the item of hiring a 5th highway crew member. He commented that the crew is down to a 4-man crew and they are starting to take vacations creating a shortage of members to do the work. Mr. Bombard has been asking when the board was planning on filling the spot or if they were going to stay with a 4-man crew. Ms. Behn commented that she was a little surprised that this was coming up now. She asked how did we come to this point? Do we need a 5th guy? Do we hire now or wait until fall? Mr. Cunningham commented that he had spoke to Mr. Bombard and Mr. Kathan that they would like to fill the position now with work needing to be done now and they felt that there were people on unemployment that might want to get off it and work.

Mr. Cunningham also commented that hiring now would help to manage the workload better and make a cohesive working unit in the winter. It could be a person that doesn't have a CDL but wants to work towards one, could be a woman and that if they advertise that there would be 2 Selectboard Members and Mr. Bombard would do the hiring. Ms. Behn commented are we deciding tonight?

Mr. Graves commented he was taken by surprise that he had not heard about this until tonight and had not heard from Mr. Bombard. Mr. Graves wanted to hear from Mr. Bombard on his reasoning. Mr. Ackland commented that he had talked with Mr. Bombard and the full crew and they were in favor of hiring a fifth member of the crew. Mr. Cunningham commented that he would ask Mr. Bombard to send out an email on what he was looking for as road crew member and why now. Mr. Cunningham also commented that he had received an email from Ms. Rewinski asking questions about this now.

Ms. Rewinski wanted to know: Is there more work now than previous year in the summer this time? If so, why is this? If not, why is the board looking to hire? How many hours is this person working? How much will this cost?

Mr. Cunningham commented that the position was budgeted, it is a full-time position, there are more duties with out one the extra person to do as it falls on the other crew members. Also, with the crew members taking vacations, it makes it very difficult to manage the workload with 2 or 3 members.

Mr. Campanelli commented is this a new position you are filling and what happened to the DPW position? Mr. Cunningham commented that the board terminated Mr. Weston's position, Road Foreman, in April and hired within the road crew to fill that position. So, they are hiring to fill the one position at the bottom. They would be paid to match experience. Mr. Cunningham also explained that the board shelved the DPW Position for this year in the budget to save money due to COVID and will look at this next year. Mr. Campanelli commented that the board should have been looking at this a month ago. Mr. Cunningham agreed with Mr. Campanelli on the timing. With two members being surprised about hearing about this, Mr. Cunningham deferred the vote until next meeting on June 30.

7:25 PM – ANR Visit – Ms. Behn asked about the ANR visit for the pit. Ms. Jones commented she is still waiting to hear from the state.

7:28 PM – Pike Paving – Mr. Cunningham commented that he had to formulate a response from the board and he would send around that response for comments.

7:29 PM – Crushing – Mr. Cunningham commented that he had stopped up in the pit and that it was not noseay at all, more a white noise that it seemed louder farther away as there have been complaints from the neighbors. Ms. Behn commented she would follow up with the Hayes on these issues. Mr. Cunningham commented that the crushing should be completed by Friday. Mr. Campanelli commented that it was more like an earthquake ground vibration as he could feel them in his basement on West Hill.

7:30 PM – Dust Complaints – Mr. Cunningham spoke to Mr. Bombard concerning the complaints on Plunkton Road last week. Both Mr. Cunningham and Mr. Bombard felt that it did not need to be done last Friday as there are other roads dustier than others. Mr. Cunningham and Mr. Bombard also commented that it is quite expensive and they don't like to use chloride for dust control as it is not good environmentally. So, there will be very little at all to maintain dust on gravel roads.

7:31 PM – Selectboard Meeting Schedule – The board will discuss next week on whether they will go back to the regular schedule of every 2nd Tuesday and 4th Tuesday of the month meetings and whether they will meet in person, use zoom and whether they would like to start it at 6:00PM instead of 7:00PM. Most members like the idea of starting at 6:00 PM instead of 7:00PM. Ms. Behn would like the public to comment if they are having issues with the Selectboard zoom meetings.

7:33 PM – Approval of Minutes for June 16, 2020 – Motion by Mr. Youmell to approve the Minutes of June 16, 2020, second by Mr. Graves. All in Favor: VOTE: 4-0 (Lost Mr. Ackland on Zoom for remainder of meeting).

7:34 PM – Approval of Payroll Warrant – Motion by Mr. Youmell to approve the payroll warrant as presented for \$10, 211.14, second by Mr. Graves. All in Favor: VOTE: 4-0.

7:35 PM – Approval of Accounts Payable Warrant – Motion by Mr. Youmell to approve the accounts payable warrant as presented for \$11,324.27, second by Ms. Behn. All in Favor: VOTE: 4-0.

7:36 PM – Motion to adjourn by Mr. Cunningham, second by Mr. Youmell. All in Favor: VOTE: 4-0.

Minutes Respectfully Submitted by,
Cindi Jones, Warren Town Administrator
NOTE: Minutes of Public comment and Covid taken from MRVTV.

Warren Selectboard

Andrew Cunningham, Chair

Bob Ackland, Vice Chair

Luke Youmell

Randy Graves

Camilla Behn

Signature: *andrew cunningham*
andrew.cunningham (Jul 1, 2020 11:34 EDT)
Email: propertymanagement@gmavt.net

Signature: *Robert M Ackland*
Robert M Ackland (Jul 1, 2020 11:59 EDT)
Email: ackland@gmavt.com

Signature: *[Signature]*
Randall Graves (Jul 1, 2020 12:23 EDT)
Email: turnradius@gmail.com

Signature: *Camilla Behn*
Camilla w behn (Jul 1, 2020 18:00 EDT)
Email: ccbehn@gmavt.com

Signature: *Luke Youmell*
Luke Youmell (Jul 1, 2020 18:01 EDT)
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CAFS: So Effective It Changed The Rules, So We Changed The Laws

Once in a great while, a new firefighting technology comes along that is so revolutionary it forever changes our industry.

May 1st, 2000

Once in a great while, a new firefighting technology comes along that is so revolutionary it forever changes our industry. For us here at the Travis County Emergency District 2 in Pflugerville, TX, just outside Austin, that technology is the compressed air foam system (CAFS).

I'm sure the firefighters who used the first engine-driven pump or aerial-mounted waterway felt the same way we did when we first saw our CAFS equipment work. The result literally makes the uninitiated stand there staring in disbelief. After having seen how effective CAFS is, it is inconceivable that our department would ever give it up. CAFS not only changed the way we fight fires, but the entire way we think about fighting fires.

Using Class A foam in conjunction with CAFS has the ability to soak the fuel and choke the oxygen out of a fire far beyond the capabilities of water alone. Because removing fuel and oxygen is basic firefighting theory, there isn't a fire that occurs in this district in which we don't apply foam. CAF systems have a tremendous reach that keeps firefighters at a safer distance from the flames. Plus, its ability to quickly knock down flames reduces smoke, which improves visibility for firefighters.

Because of our experience with CAFS and its incredible effectiveness and reduced property damage, our department and district supervisors felt strongly enough about CAFS that we retrofitted every pumper in our department. But we didn't stop there. We felt it was our duty, as firefighters, to tell others about the effectiveness and benefits of CAFS.

We worked with key district administrators to provide compelling evidence to the Texas Legislature. As a result, the governor of Texas signed into law our bill requiring that insurance companies give homeowners a reduced rate on insurance premiums in cities and areas protected by CAFS. This is significant because Texas is a large state both in terms of size and population.

This new law is plain economics. If your department uses CAFS, the total fire damage during a year in your service area will be less and therefore the amount insurance companies will have to pay will be less.

We didn't start out to change the whole state. We just wanted a CAF system to increase the effectiveness of traditional Class A foam systems on the numerous dry grass fires we get in the rural part of our district. We serve a 100-square-mile urban interface area of Travis County. We'd used foam as a wetting agent to prevent grass fires from spreading. The Hercules CAF system, manufactured by Pierce Manufacturing, is at least five times more effective than water alone. When we began researching CAFS, we were introduced to Clarence Grady, lead foam systems manager for Pierce and a pioneer in CAFS development. Grady began educating us about the effectiveness and the multitude of uses of CAFS. I became a CAFS disciple.

Originally, I convinced my commissioners that with CAFS we would be ahead in the long run. But after a short time, our success was such that our commissioners ordered all of our existing trucks to be retrofitted with CAFS. We think this additional investment could be paid back through reduced damage in just a single large fire.

When we spoke to the Legislature, we cited several examples. The Pflugerville and neighboring Austin fire departments responded to a call to a large commercial carpet warehouse with flames coming out of the roof. It was big enough that it was first spotted by someone on the other side of Interstate Highway 35, which runs through the middle of the district. Austin brought two aerial units and two additional pumpers. We responded with two CAFS-equipped engines. Because of how far the fire progressed, we discussed whether we should set up a defensive position

and focus on protecting the adjacent property. We quickly decided to take an attack position using only two 1 $\frac{3}{4}$ -inch CAFS lines.

We were running a 4/10ths of 1% foam mix through the CAFS. At that rate we don't use much foam solution and it provides good coverage. The fire was extinguished in about 10 minutes by basically smothering the fuel with compressed-air-driven foam. The foam bubbles clung to the carpet, not allowing flames or oxygen in.

Water flow was held to a minimum and never left the property. The call came at 2 A.M. and by 5:30 everyone was at home in bed. In the past, we would have left a fire watch for 12 hours or longer.

Before CAFS, we would have fought that fire defensively. But, as I've stated, it has changed the whole way we fight fires and, as a result, our strategy for fighting fires has drastically changed. Our members talk about the occasional "big burners" like times gone by because we simply don't have them anymore.

We've had other examples, too, including a three-story wood-frame apartment complex that was struck by lightning. High storm winds fanned the flames across the roof of the complex. Because of the long reach and effectiveness of CAFS, the fire was contained quickly and to such a small area that several neighbors had no damage at all – not even water damage.

An insurance adjuster later said he originally expected a multimillion-dollar loss before he arrived to survey the damage, but it turned out to be less than \$500,000 – all due to the fact that CAFS extinguished the fire before it got out of hand. Afterwards, some of firefighters told us they couldn't believe it until they saw CAFS for themselves.

Recently, we added a new Quantum rescue vehicle with CAFS to deal with the numerous – and frequently complex – emergency calls that occur on I-35. In the past, our department had to dispatch multiple vehicles to every emergency on the highway because of the potential for fire, hazardous materials and injuries. Now, we just send the Quantum,

knowing that it can single-handedly take care of virtually all situations, although we can always send back up. But sending a single apparatus has saved us an enormous amount of money.

I'd like to add that CAFS also saves natural resources as well as human resources. Where we are in Texas, water is a precious commodity. The water savings with CAFS technology is significant. Last year, we were asked what we would do if Y2K problems shut down our water supply. I knew that we could provide protection for days with what was in the tanks.

I feel that if you're going to run firefighting apparatus down the road these days, it ought to have CAFS on it. And, officially, so does the State of Texas.

VOICE YOUR OPINION!

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Final Audit Report

2020-07-01


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