Town Administrator Update

10/28/19

**Committees and Boards**

The Board of Assessors is re-considering a senior work-off program proposal. We’ve heard from a number of places where it is a popular way to reduce some seniors’ taxes. We may have a proposal for you soon; it would have to be approved by Town Meeting.

The Capital Improvements Planning Committee met and is beginning to work on the capital plan. This is a substantial project and a long-term process that will not be completed by the time capital requests are due, but it is really always a work in process and I’m very pleased it’s being worked on.

In the search for whether the Town accepted the state law regarding an appointed cemetery commission, I found three files of local option acceptances, and with Lisa’s help, compiled them into a single Excel file, which I have turned over to the Town Clerk. I did not find that the Town had accepted the relevant state law, though, and Peter Freisem is going to continue looking. If he does not find anything, it should be an article on an upcoming annual or special Town Meeting warrant.

**Departments**

Kurtz started to pour concrete for the highway shed this past Tuesday. The total pour will take about two weeks, ending, we hope, in advance of any overly cold weather. The forecast now is for a couple of nights to dip below freezing, but the pour should be fine. Night-time temperatures in the 30s are alright if the days are above 50.  Fortunately, the forecast for the next eight days looks good, with only two nights dipping slightly below freezing.  If it gets too cold, the contractor will cover the slab with insulating blankets, which are on site.  They can also have the concrete mixed with hot water and/or additives.

We’re getting close to a final agreement with Nexamp. We need a decommissioning bond approved and a final PILOT agreement, which is very close.

The Highway session for the Town Academy was less well attended than expected, but very well received; those who did attend filled up the time with questions and got all of them answered. The Public Safety session had 20 attendees. We’ve averaged 12 non-presenter attendees so far.

I have started a draft warrant for a fall special Town Meeting and will put that on the next agenda. I do not yet have an estimate as to when the cost estimate for the Highway maintenance building will be ready, but I believe it may be ready by mid-November, for an early December special Town Meeting.

I have asked the Highway Superintendent to communicate directly with Town Counsel regarding the speed bumps on the way to the salt shed. Town Counsel believes the matter hinges on whether the speed bumps are “reasonable,” not interfering with the right of passage. A web search (<https://legalbeagle.com/>) found that there is no national standard; most speed humps have a height of 3 to 3.5 inches but may be up to 6 inches, with a travel length of 1 to 3 feet. ([https://nacto.org/docs/usdg/updated\_design\_guidelines\_for\_the\_design\_and\_application\_of\_speed\_humps\_parkhill. pdf](https://nacto.org/docs/usdg/updated_design_guidelines_for_the_design_and_application_of_speed_humps_parkhill.%20%09pdf)