

MAY 20, 2005 MINUTES
HVCEO MEETING

HELD AT BROOKFIELD, CT TOWN HALL

Chairman Natalie Ketcham of Redding

Vice Chairman Rudy Marconi of Ridgefield – Secretary-Treasurer Peggy Katkocin of New Fairfield

MEMBERS AND ALTERNATES IN ATTENDANCE

Bethel.....First Selectman Alice Hutchinson
Bridgewater.....First Selectman William Stuart
Brookfield.....First Selectman Jerry Murphy
Danbury.....Absent
New Fairfield.....First Selectman Peggy Katkocin
New Milford.....Mayor Patricia Murphy
Newtown.....First Selectman Herbert Rosenthal
Redding.....First Selectman Natalie Ketcham, Chairman
Ridgefield.....First Selectman Rudy Marconi, Alternate Peter Yanity
Sherman.....Absent

OTHERS IN ATTENDANCE

From municipal highway, public works and other departments Clarence Rees of Bethel, Ronald Klimas, John Plummer and Don Burr of Brookfield, Duke Hart of Danbury, Fred Hurley and David Bratz of Newtown, Joseph Rzaza of New Fairfield, Bruce Sanford of Redding and Peter Hill of Ridgefield. Also, Scott Kleiger and Tom Czong of Patch Management, Inc., John Oakes of Taconic Maintenance, Inc., Spectrum Reporter Lynda Wellman, Lynn Waller of Danbury, Candy Acquanita, David Hannon and Jonathan Chew of the HVCEO staff.

CALL TO ORDER/ PUBLIC COMMENT

The meeting was called to order by Chairman Natalie Ketcham at 12:35 P.M. Danbury resident Lynn Waller thanked the members for their successful efforts to block a casino from the region.

MINUTES FROM APRIL 15, 2005

On a motion made by Alice Hutchinson and seconded by Herb Rosenthal, the minutes of the meeting of April 15, 2005 were unanimously approved.

FINANCIAL STATEMENT FOR APRIL 2005

Then on a motion made by Rudy Marconi and seconded by Alice Hutchinson, the financial statement for April 2005 was unanimously approved.

SHARING TECHNOLOGY FOR TRUCK MOUNTED POTHOLE REPAIR

Jerry Murphy introduced this topic, noting that at the last meeting he had distributed to the members a video describing the new technology. Basic features of the repair vehicle are a boom, joy stick, air blast to clean the pothole, and hot emulsion filler, together capable of making a permanent road repair. He then introduced Scott Kleiger of Patch Management,

Inc., who made a presentation including a video on this topic.

Mr. Kleiger noted that the traditional method of road repair using shovels, a dump truck and two or three workers is now seen as inefficient and expensive. The most sophisticated spray patching system in the industry today is referred to as the "Pothole Killer", a self-contained spray patching vehicle, with its benefits supported by trade journals and government studies.

His company, Patch Management Inc. based in Morrisville, PA can provide leasing, training, drivers and materials in various combinations. Mr. Kleiger has been with this technology for 22 years and offers a systems solution to pothole management, from the equipment through selection of emulsion formulas and proper aggregate, to the final application of the patch, he said.

Also, that Conn DOT had purchased some of these units, and the Torrington, CT truck was purchased five years ago with good results. Summer leases can be as low as \$5,000 per month.

Questions and answers followed. Jerry Murphy then proposed that a group of perhaps four towns leasing one vehicle for four months could be the best initial test format. Chairman Ketcham recommended that interested municipalities call Jerry who will then have a working group to proceed. Also, that to determine progress this topic will remain an agenda item for the June meeting.

EXPERIENCE WITH "MAGIC SALT" INNOVATIVE SNOW AND ICE REMOVER

There was then a discussion of the winter snow and ice removal product "Magic Salt" and how it might be of use to area towns. Bill Stuart of Bridgewater has already made use of the product and spoke to its value. He then introduced John Oakes of Taconic Management, Inc. of Poughkeepsie, NY.

Mr. Oakes presented written facts coupled with a PowerPoint presentation on Magic Salt, noting that it continues to melt ice to below -35°F. It starts out as ordinary rock salt, which is then treated with a liquid, agricultural by-product of the distilling process blended with magnesium chloride. This patented liquid is trademarked as Magic Minus Zero and dramatically transforms rock salt into a new de-icing material.

Magic Salt is thus regular rock salt that has been treated with the liquid Magic Minus Zero at a rate of 8 gallons per ton of rock salt. Note that the liquid is also applied by itself during some conditions.

Less Magic Salt is required to displace an equal amount of ice or snow than with other ice melt products. The need for sand in most circumstances is virtually eliminated. Magic Salt has a working temperature of -35°F, whereas regular rock salt is ineffective below 18°F, yielding a net 53°degree gain in working temperature whereby black ice is virtually eliminated.

Also, bulk Magic Salt prices are typically 30% to 40% more than ordinary rock salt, although only half as much is required. Since less material is used, fewer refill trips are required.

Magic Salt turns brown which means the customer can see material being applied. The elimination of sand yields additional savings. Importantly, these products have been approved by the New York State equivalent of the CT DEP for use in that state's water supply watersheds. There are six distributors in Connecticut, he said.

A considerable discussion followed. It was noted that some retrofitting of garages may be needed. Also, the product is not recommended for dirt roads due to the production of mud. Bill Stuart presented a comparative cost analysis documenting the savings after one season of use of these products by the Town of Bridgewater. Also a listing of what that Town saw as the benefits. Pat Murphy and Jerry Murphy stated their plans to test the products. Mr. Oakes was then thanked for his presentation.

EXPLORING OPTIONS FOR REGIONAL PURCHASING

Research completed by staff that explored regional purchasing options for the Council was reviewed by Jon Chew. A survey of the towns in the Region showed that use of the state bid process to reduce costs was already well established. There is also cooperation with school districts.

A survey of the other planning regions in the state found that the Capitol Region Purchasing Committee was the main cooperating body for municipalities in regional purchasing. The 29 town Capitol Region has allowed 21 towns outside of the region to join, these located in six other planning regions.

Hedy Ayers, coordinator of the Capital group, notes that how this group is of benefit when towns already can use the state bid is a common question. Basically, the group focuses upon those items that can be purchased more cheaply with town only specifications and outside of the state bid process of CT DAS. The fee for a town to join for a year is \$500 to \$750, she said.

Staff also contacted the Bi-State Planning Commission serving the Davenport, Iowa area and adjacent Illinois counties which had been suggested by Pat Murphy as a model. The coordinator there reported that both states allow municipalities to join in their bids, and thus the Bi-State purchasing was similar to the Capitol model in this way, working only with those items that do not compete with a state bid.

It was agreed that Ms. Ayers will be invited to visit the Council at its June 20th meeting. Also, that members should invite their finance directors and/or purchasing agents to the June 20th meeting where the group purchasing topic is to be discussed.

OLD AND NEW BUSINESS

There was discussion of progress with legislation to preserve the municipal share of the real estate conveyance tax. Chairman Ketcham reported that the Council had received an invitation to have its 9/16 meeting at Danbury Hospital. Members agreed to accept the invitation.

ADJOURNMENT

On a motion duly made and seconded the meeting adjourned at 2:50 P.M.