10 December 2018

Capital Improvement Planning Committee
Town of Milton
525 Canton Ave, Milton MA

Fire Station Building Committee - Project Narrative

Members of the Capital Improvement Planning Committee,

We as a committee have spent the past fifteen months working to develop a comprehensive solution to the fire station building facility needs, and a long-term vision for the Fire Department and the Town of Milton.

The Fire Station Building Committee (FSBC) was tasked with four primary objectives listed below. We have worked extensively on the first two tasks and begun exploring the third task, to date. However, we are unable to begin the process of the fourth task without additional funding.

- Review the recently completed study of the three fire stations, including analysis of existing and proposed sites.
- Investigate, find, propose and seek funds for the renovation and construction of the three Milton Fire Stations.
- Compare the relative advantages, disadvantages and associated costs of renovation/additions vs. new construction for each station.
- Develop design plans and specifications sufficient for bidding and to develop projected project costs estimates and schedules.

The FSBC requests $2,700,000 for Architectural and Engineering design services, including production of construction documents, for a new Fire Headquarters and two Fire Sub-stations. In addition, the funding will also include the services of a State mandated Owner's Project Manager (OPM).

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These funds will permit the design work for the new headquarters and two sub-station at the locations outlined below. Subsequent funding for construction will likely be requested at a Town Meeting in the Fall of 2019, in the range of $17,000,000 to $23,000,000

- Headquarters – Engine One: Town Center
- Sub-Station – Engine Two: East Milton, Location TBD
- Sub-Station – Engine Four: Atherton Street

The following narrative provides a detailed explanation of the FSBC's work completed to date and a basis for our funding request.

Thank You,

The Fire Station Building Committee

Brian Walsh (Chairman)
Daniel Clark (Vice-Chairman)
Frank Agostino
Ellen Anselone
Webster Collins
Paul Gardiner, Jr
Philippe Genereux
Jack Grant
John P. King
John Sheldon
Eugene Sullivan

Prepared For:
Capital Improvements Finance Committee

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1. EXISTING BUILDINGS

The following three sub-sections summarizes the general construction and existing conditions for each of Milton's three Fire Stations. The intent of this section of the narrative is not to provide a comprehensive account of the stations but instead to provide a brief overview of the buildings and summary of the existing conditions. For a more detailed analysis of the three stations and the existing conditions please see the Kaestle Boos Fire Station Space Needs Study dated 25 April 2016.

1.1 Headquarters Station, Engine One – 515 Canton Avenue

The main building was originally constructed in 1878. Two additions to the building have been completed to date: the first a one-story addition extending the building to the rear (unknown date) and the second added a single story, slab on grade, drive through apparatus bay (constructed in 1987). The basement of the main building is constructed of stone foundation walls with elevated concrete slab for the main floor. The main level slab in the original building appears to have been re-cast and supported with cast-in-place concrete columns and beams, to accommodate newer heavier apparatus.

The building does not have a fire suppression system, there is not a second egress from the upper levels, nor is it handicapped accessible. The finishes are in poor condition and are far beyond their useful life span. The heating system has recently been replaced (2015), but the air circulation and overall air quality in the building is unknown.

1.2 Sub-Station, Engine Two – 525 Adams Street

The building was originally constructed in 1952. The basement of the building is constructed of reinforced cast in place concrete foundation walls with an elevated concrete slab supported by cast in place concrete columns and beams.

The main level exterior walls are multi-wythe masonry, and interior walls are a mix of stud framed gypsum wall board or concrete masonry. The upper level interior walls are believed to be stud framed gypsum wall board. The roofing systems are built-up asphalt roof membrane with gravel surfacing and single-ply EPDM.

The building does not have a fire suppression system, there is not a second egress from the upper levels, nor is it handicapped accessible. The finishes are generally in poor condition and are far beyond their useful life span. The heating system has recently been replaced (2015), but the air circulation and overall quality of air in the building is unknown.

1.3 Sub-Station, Engine Four – 815 Blue Hill Avenue

The building was originally constructed in 1901. The basement of the building is constructed of stone foundation walls. The main level slab in the apparatus bays have been re-cast and supported with cast-in-place concrete columns and beams, to accommodate newer heavier apparatus (date unknown).

The main level exterior walls are wood stud with stone veneer or naturally weathered wood shingle on the exterior and stained bead board siding on the interior face. Interior walls are wood stud framed with gypsum wall board sheathing. The roof system is asphalt shingles on wood sheathing supported by wood roof trusses.

The building does not have a fire suppression system, there is not a second egress from the upper levels, nor is it handicapped accessible. The finishes are in poor condition and are far beyond their useful life span. The heating system has recently been replaced (2015), but the air circulation and overall quality of air in the building is unknown.

2. EXISTING STATION SITES

2.1 Headquarters Station, Engine One – 515 Canton Avenue

Lot Summary

The Headquarters Station is located behind the Town Hall as part of the Milton Municipal campus, the overall Town owned lot is 5.25 acres. The headquarters building is bordered to the north and east by residential and church properties and to the west by open space that is part of the campus property. The main headquarters building is a built approximately 415' from Canton Avenue. Only one of the four apparatus bays in the building is drive through

There are two other buildings adjacent to the Headquarter Stations, neither of which are used by the department. The two building are; the Chemical building, a historic two-story brick structure and a one-story wooden shed/garage building located behind the Chemical building.

Fire department parking is located to the west of the headquarters building in a lot of approximately 42 spaces. This parking lot is approximately 4' below the elevation of the apparatus bays and level with Walnut Street. There are four marked spaces to the east of the Headquarters building.

Zoning

The property is in the Residential B District, the following summarizes the zoning requirement. It should be noted that Municipal buildings are exempt from the Zoning Bylaws

- Property ID is D 52 4
- Maximum Height: 2 ½ stories or 35'
- Minimum Frontage: 100'
- Minimum Front yard: 25'
- Minimum Side yard: 12' or within 24' of adjacent building
- Minimum Rear yard setback: 30'
- Maximum building coverage: 20% or 2,500 sf, whichever is greater. GFA shall not exceed 40% or 5,000 sf, whichever is greater.
- Minimum Open Space: 50% of ground area of buildings & parking and drives

- Parking requirements: Section VII. 5. Sufficient parking for employees and users under normal conditions.
- There are no Wetlands on the site, or Water or Natural Resource Protection restrictions on the properties.

2.2 Sub-Station, Engine Two – 525 Adams Street

The East Milton Station is located at the intersection of Granite Avenue and Adams Street, east of the Southeast Expressway. It is a two-story brick & concrete building on a flat site. The building has very little green space, with most of the site taken up by the building, parking, fire apron and sidewalks. A small lawn to the right of the apparatus bay has a historic bell mounted on a concrete base. This site is a total of 0.161 acre, making it too small for a new modern fire station building.

Based on the FSBC's review of the Fire Station Needs Committee's work, Kaestle Boos report and its own analysis, it concluded a new or renovated fire station cannot be constructed at the present East Milton Fire Station location the meet current and future departmental needs for the Town. This was based on two major deficiencies related to the site. First, the site is too small to construct a modern fire station based on design elements. Secondly, there are multiple deficiencies that detract from effectively operating a modern fire station. Those deficiencies analyzed in this report were; maneuvering Engine No. 2 in heavy East Milton Square traffic, increase response times for Engine No. 2 to drive through East Milton Square traffic to access the majority of Engine No 2's coverage area, and no accessible parking for the fire station staff, maintenance technicians, repair crews or public groups.

Accordingly, the Fire Station Building Commission recommended against further consideration of the present East Milton Fire Station location for a new fire station. See Section 3 below for additional information regarding proposed and review solutions for an Sub-Station, Engine 2 site location.

2.3 Sub-Station, Engine Four – 815 Blue Hill Avenue

The Atherton Street Station is located on the west bound side of Blue Hill Avenue at the intersection of Bradlee Road and Atherton Street. The site is 1 acre and owned by the Town of Milton. Only one corner of the site is developed while the remaining is currently wooded and undeveloped. There are significant grade changes on the property, with the high point at the intersection at elevation 109 and the rear of the property (northern corner) being the lowest point

at elevation 80, an almost 30’ drop in elevation over a distance of 343’. This translates into an 8.45% slope along Bradlee Road. The elevation change along Atherton is only 14’, translating into a 4.5% slope.

Zoning

The property is in the Residential A District, the following summarizes the zoning requirement. It should be noted that Municipal buildings are exempt from the Zoning Bylaws

- Property ID is B 89
- Maximum Height: 2 ½ stories or 35’
- Minimum Frontage: 150’
- Minimum Front yard: 30’
- Minimum Side yard: 15’ or within 30’ of adjacent building
- Minimum Rear yard setback: 30’
- Maximum building coverage: 15%. GFA shall not exceed 30% or 6,000 sf, whichever is greater.
- Minimum Open Space: 75% of ground area of buildings & parking included
- Parking requirements: Section VII. 5. Sufficient parking for employees and users under normal conditions.
- There are no Wetlands on the site, or Water or Natural Resource Protection restrictions on the properties.

3. SUB-STATION, ENGINE 2 - ALTERNATIVES

With the determination by the FSBC that the parcel at 525 Adams Street (Sub-Station, Engine 2) was not a viable option for constructing a new or renovated fire station the committee began to explore alternative options for the station. The following is a summary of alternative options explored to date by the FSBC and the feasibility for each option.

3.1 Headquarters and Engine No. 2 Station Integration

As a proposed solution to the Engine No. 2 station location and as part of its FSNC review, the FSBC explored the potential of the Town of Milton operating as a two station Fire Department.
For the purposes of this study run times was analyzed to quantify the effects of station relocation. The study was conducted by FireStats, LLC and EFGeopgaphic at the request of the FSBC. The study analyzed and evaluated the three current and two alternative fire station locations within the Town of Milton. The two alternative locations included 400 Edge Hill Road and Brooke and Centre Street. The analysis was conducted with each station location in isolation and in several combinations.
Consolidating the current two fire stations located at 525 Adams Street and 515 Canton Avenue into one location had a significant impact on run time when compared to the existing conditions. The following summarizes the impact based on the run time analysis:

- A 4.5% increase in incidents not covered in 4-minutes compared to existing conditions, based on historical call data.
- The 4-minute coverage would drop to 90.72%, which is close to the threshold for the NFPA 1710 standard.
- The 4.5 percent increase equates to approximately 185 incidents per year.
- A significant change in the call volume distribution, a 17.6% increase in calls (approximately 684 per year) for the sub-station located at 815 Blue Hill Avenue.
- Second Engine due and the ladder truck shifted to the east does not provide adequate 8-minute coverage for the Town to the West of the existing Atherton Station.

Based on a review of the study completed by FireStats, LLC and EFGeorgprahic, Inc. the Committee concludes the following:

- A two-station scenario is not viable option for the Town given the inherent impact it would have on life safety to the residence and fire fighters.

- Relocating the current 525 Adams Street Station to the West no further than 400 Edge Hill Road is an acceptable alternative to the existing location.

3.2 Alternative Site Locations

The FSBC explored the following list of properties as alternative option to the existing Sub-Station Engine 2 location at 525 Adams Street in East Milton

525 Adams Street – Adjacent Parcel Acquisition

The FSBC schematically reviewed the feasibility of acquiring an adjacent parcel of land directly abutting the existing Fire Station parcel. The two parcels directly abutting the existing station are 537 Adams Street and 400 Granite Avenue are 0.13 and 0.05 acres, respectively. The existing Town owned parcel is 0.16 acres. The best-case scenario in acquiring one additional abutting lot would result in a 0.29 acre lot and acquiring both lots would result in a 0.34 aces lot. For comparison purposes, the proposed East Milton Library parcel is 0.60 acres. Based on a rudimentary schematic review the FSBC estimated that a parcel one-third of an acre would be the minimum required to accommodate a new fire station.

The FSBC has apprehensions about the practicality of procuring an adjacent parcel(s) but did not rule out the option completely. Instead the approach of soliciting land owner that may be interested in selling land was suggested, see sub-section 3.3 for more information.

334 Edge Hill Road – East Milton Library (Milton Art Center)

The FSNC had proposed that Sub-Station Engine 2 (East Milton) be relocated to 334 Edge Hill Road, East Milton Library building and Town owned property (Milton Art Center, tenants). The FSBC reviewed the proposed site and agreed that the site is a viable option for Sub-Station Engine No. 2. However, the FSBC understood that this was met with some criticism at the May 2017 Town Meeting. Therefore, the FSBC agreed to explore additional alternative solutions in addition to this site location.

100 Edge Hill Road – Cunningham Foundation

FSBC Chairman Brian Walsh met with the Cunningham Foundation (CF) and reviewed what the potential land requirements would be for a sub-station. The CF stated to Mr. Walsh that a fire station does not fit within the current mission and charter of the CF. However, the CF informed

Mr. Walsh that the mission of the Milton Art Center (MAC) does better align with the CF goals and would be more inclined to work with the MAC in the future possibly. Currently, the FSBC does not believe this location to be a viable option for Sub-Station Engine 2.

375 Adams Street – Vacant Town Owned Land

The FSBC is aware that the Town owns this parcel of land but has not fully evaluated to potential or feasibility of the site. The run-time analysis (see section 3.1 above) indicated that this location would provide similar and adequate Reponses times in comparison to the existing Sub-Station Engine 2 location and national standards. The parcel is 0.45 acres with a portion of the land in a 100-year floodplain without an established Base Flood Elevation (BFE).

Brooke Road and Centre Street – Cemetery Trustees

As part of the run-time analysis (sub-section 3.1 above) this property was determined to not be a viable option in a three Fire Station model based on the proximity to the existing Headquarters Station and being too far west in relation to East Milton. The FSBC does not believe this location to be a viable option for Sub-Station Engine 2.

3.3 Request for Proposals – Land Procurement

The FSBC is currently in the process of working with the Town of Milton Select Board and Town Counsel exploring the feasibility and preparing a Request for Proposals (RFP) to solicit land owner within Milton to provide a proposal to sell land to the Town of Milton. The purpose of this land purchase would be to provide a site location for the Sub-Station, Engine 2. The RFP would outline the parcel requirements, including but not limited to: location, square footage, frontage, and access.

The FSBC believed that in addition to their own research of potential available land within the East third of the Town this is the most effective way to review any additional viable site locations and is only exploratory at this time.

4. PROJECT COST

The FSBC hired Daedualus Projects, Inc (DPI) as an Owner's Project Manager (OPM) for a limited scope of work to provide professional service related to cost estimating and programmatic review. DPI has previously been hired by the architect Kasetle Boos as part of the project team that worked with the FSNC.

4.1 Construction (Hard Costs)

The FSBC requested that DPI update their cost estimate previously provided in 2016 as part of the Kaestle Boos report dated 25 April 2016 into todays and Spring 2020 costs. Table 1 below summarizes these costs.

Table 1 – Estimated Project Soft Costs

DAEDALUS

Milton Fire Department
Milton, MA

MAIN SUMMARY

DESCRIPTION		HEADQUARTERS	STATION #2	STATION #4
New Construction				
Estimate Construction Cost (2nd. Qtr. 2016 $'s)		$8,925,603	$3,316,797	$4,968,422
Historic construction cost data from 2016 to now	7.72%	$689,400	$256,200	$383,700
Trade Cost Subtotal		**$9,615,003**	**$3,572,997**	**$5,352,122**
Escalation from now to anticipated start of construction Spring 2020	8.00%	$769,300	$285,900	$428,200
Anticipated Estimated Construction Cost at Bid Opening		**$10,385,000**	**$3,859,000**	**$5,781,000**

Additionally, the FSBC requested the DPI review the building programs created by Mitchell Associates as part of the FSNC work and provide feedback on the building components and square footage requirements. DPI reported that overall there did not appear to be non-essential space incorporated into the building programs. However, they did provide several examples where certain room were larger than what DPI typically sees in recent fire station project. DPI

stated that they believe the building program gross square footage for each of the three Fire Stations are within 10 to 15 percent of a final construction documents. Table 2 below summarizes the calculated hard costs.

Table 1 – Estimated Project Hard Costs

	Headquarters	Station No. 2	Station No. 4	Total	Total (Rounded)
DPI (-15%)	$ 8,827,250	$ 3,280,150	$ 4,913,850	$ 17,021,250	$ 17,020,000
DPI Estimate	$ 10,385,000	$ 3,859,000	$ 5,781,000	$ 20,025,000	$ 20,030,000
DPI (+15%)	$ 11,942,750	$ 4,437,850	$ 6,648,150	$ 23,028,750	$ 23,030,000

4.2 Professional Design Services (Soft Costs)

Based on the construction costs above the FSBC used the DPI estimate as a basis for calculating anticipated architectural and engineering (A/E) professional services and OPM fees. The calculated fees are based on the industry standard of 10% and 3% for A/E and OPM services respectively. Table 3 below summarizes the calculated soft costs.

Table 3 – Estimated Project Soft Costs

	Headquarters	Station No. 2	Station No. 4	Total	Total (Rounded)
A/E Design Services	$ 1,035,800	$ 385,900	$ 578,100	$ 1,999,800	$ 2,000,000
OPM	$ 357,351	$ 133,136	$ 199,445	$ 689,931	$ 700,000
Total	$ 1,393,151	$ 519,036	$ 777,545	$ 2,689,731	$ 2,700,000

5. PROJECT SCHEDULE

5.1 Design Schedule

The FSBC requested the DPI provide draft schedule for the Design Phase I – Schematic Design and Design Development based on assumption of a February Special Town Meeting approving the funding request. Table 4 below outlines the proposed schedule based on assumed completion dates. This document would be updated with the selected Architect after award.

Table 4 – Draft Schematic Design and Design Development Phase Schedule

Phase and Task	No. of Days	Start Date	End Date
Designer Selection Process	93	12/5/18	3/8/19
Advertise for Architect Selection	11	12/5/18	12/19/18
Deadline for Qualifications	1	12/19/18	12/19/18
Review Qualifications. Create Shortlist	15	12/26/18	1/15/19
Architect Prep time	10	1/15/19	1/28/19
Interviews	0	1/29/19	1/29/19
Special Town Meeting	0	2/25/19	2/25/19
Contract Negotiation	10	2/25/19	3/8/19
Planning and Programing	32	3/11/19	4/12/19
Design Kick Off	5	3/18/19	3/22/19
Confirm Existing Programming	15	3/25/19	4/12/19
Feasibility Study / Schematic Design	75	4/15/19	7/26/19
Headquarters	40	4/15/19	6/7/19
HQ SD Cost Estimate	15	6/10/19	6/28/19
Stations 2 & 4	60	4/15/19	7/5/19
2 & 4 SD Cost Estimates	15	7/8/19	7/26/19
Design Development	115	7/1/19	12/6/19
Headquarters	80	7/1/19	10/18/19
HQ DD Cost Estimate	15	10/21/19	11/8/19
Stations 2 & 4	80	7/29/19	11/15/19
2 & 4 DD Cost Estimates	15	11/18/19	12/6/19

5.2 Construction Schedule

The FSBC requested the DPI provide draft schedule for the Design Phase II – Construction Document and Construction Phase based on assumption of Fall 2019 Town Meeting approving the subsequent funding for construction and warranting completion of construction documents.

Table 5 below outlines the proposed schedule based on assumed completion dates. This document would be updated with Architect prior to Fall Town Meeting and a Contractor following award.

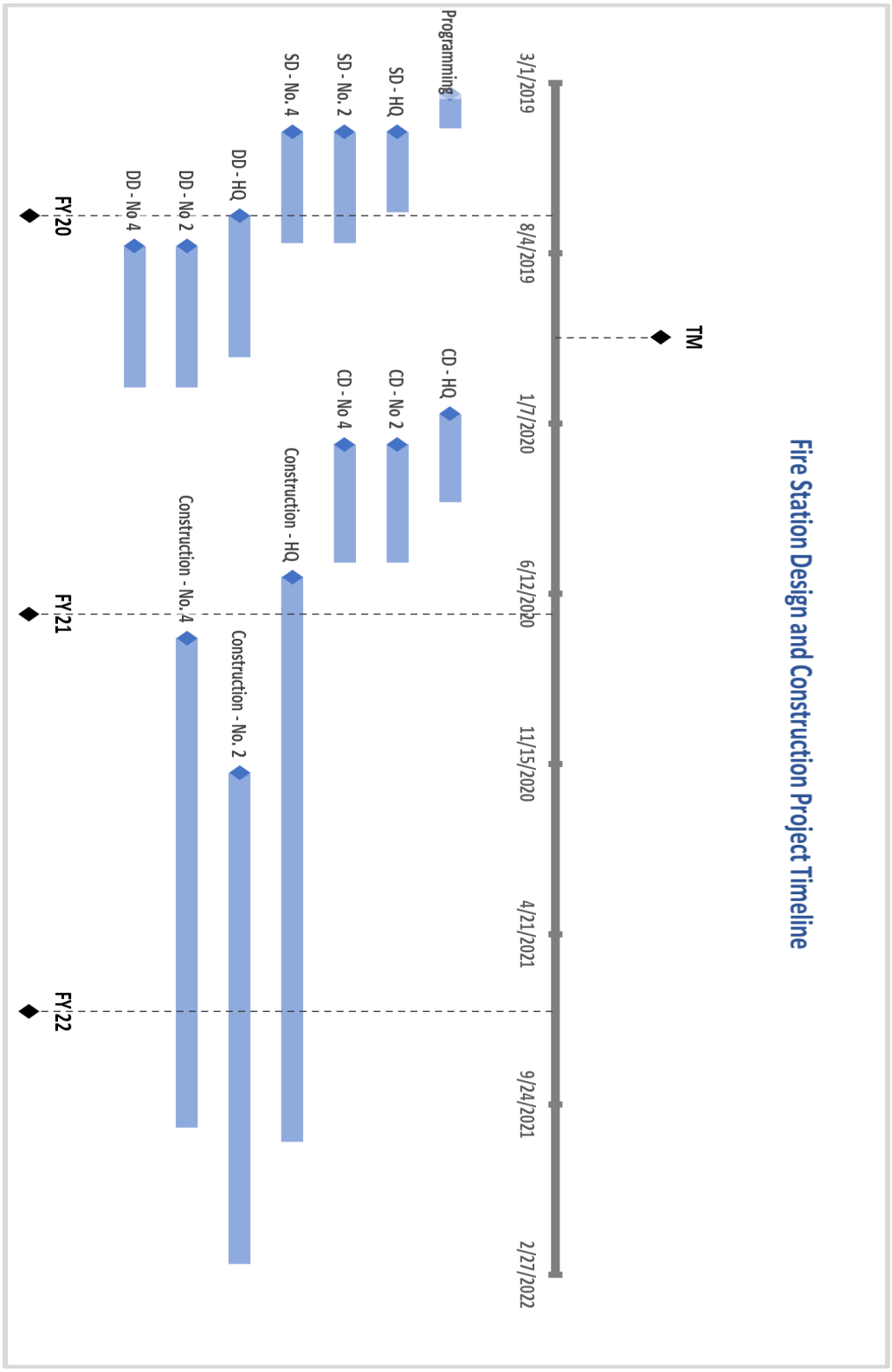
Table 5 – Draft Construction Document and Construction Phase Schedule

Phase and Task	No. of Days	Start Date	End Date
Construction Documents	98	12/30/19	5/15/20
Headquarters	58	12/30/19	3/20/20
HQ 60% Cost Estimate	15	2/2/20	2/23/20
Stations 2 & 4	78	1/27/20	5/15/20
2 & 4 60% Cost Estimates	15	3/13/20	4/3/20
Construction	493	3/30/20	2/18/22
Headquarters Bidding	40	3/30/20	5/25/20
Station 2 & 4 Bidding	40	5/25/20	7/20/20
Headquarters Construction	365	5/28/20	10/21/21
Station 2 & 4 Construction	405	7/23/20	2/10/22
Headquarters Move In	5	10/24/21	10/29/21
Station 2 & 4 Move In	5	2/13/22	2/18/22

5.3 Overall Project Schedule

The chart below outlines the projected schedule for the project by general phases for design and construction. The FSBC with the assistance projected the schedule on an aggressive track for all three Fire Station to outline the worst-case scenario as it relates to funding cash flow. As the project progresses through the design phase this schedule will be revised accordingly.

Figure 1 – Projected Schedule



6. CASH FLOW ANALYSIS

The FSBC analyzed the projected design and construction phases for the project to generate a basic cash flow for each Fire Station. The cash flow analysis is summarized below in Tables 6-8 for the design, construction and overall project as is delineated by fiscal years. Please note that the figures below have been rounded for the purposes of this analysis.

6.1 Professional Services Cash Flow Analysis

The following table and figures project an anticipated cash flow for the design fees for the project.

Table 6 – Projected Design Phase Cash Flow

	Costs	FY19	FY 20	FY 21	FY22
Headquarters	$ 1,400,000	$ 196,000	$ 475,000	$ 555,000	$ 174,000
Station No. 2	$ 520,000	$ 73,000	$ 182,000	$ 162,000	$ 103,000
Station No. 4	$ 780,000	$ 112,000	$ 264,000	$ 295,000	$ 109,000
Total	$ 2,700,000	$ 381,000	$ 921,000	$ 1,012,000	$ 386,000

Figure 2 – Estimated Headquarters Design Fees Monthly Cash Flow

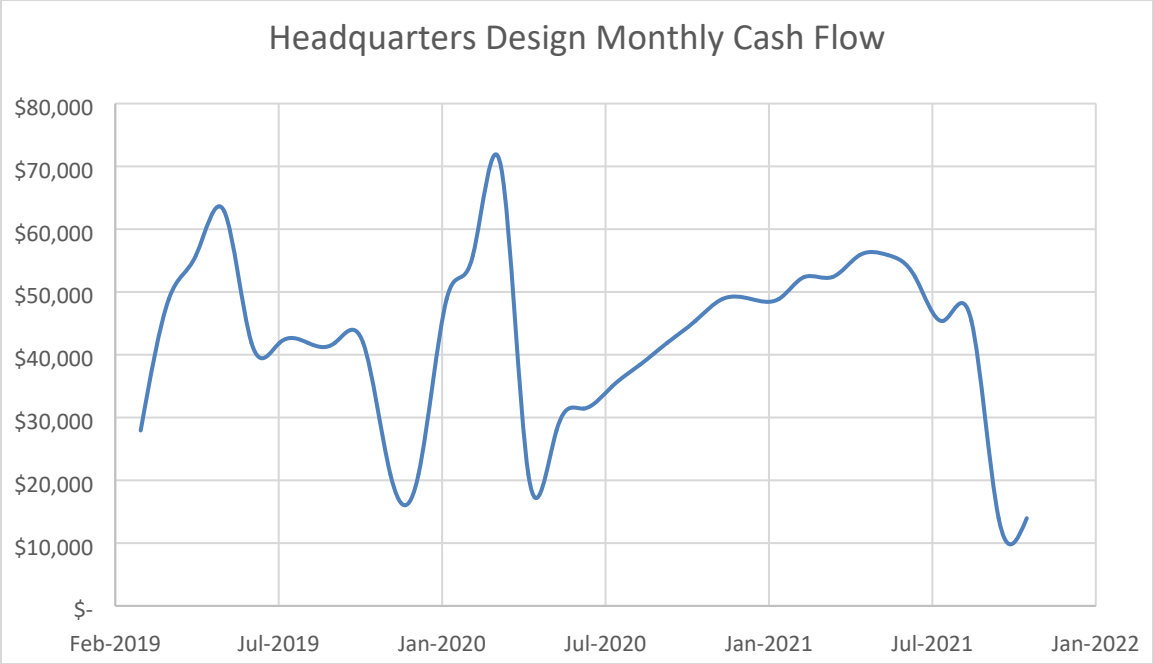


Figure 3 – Estimated Station No. 2 Design Fees Monthly Cash Flow

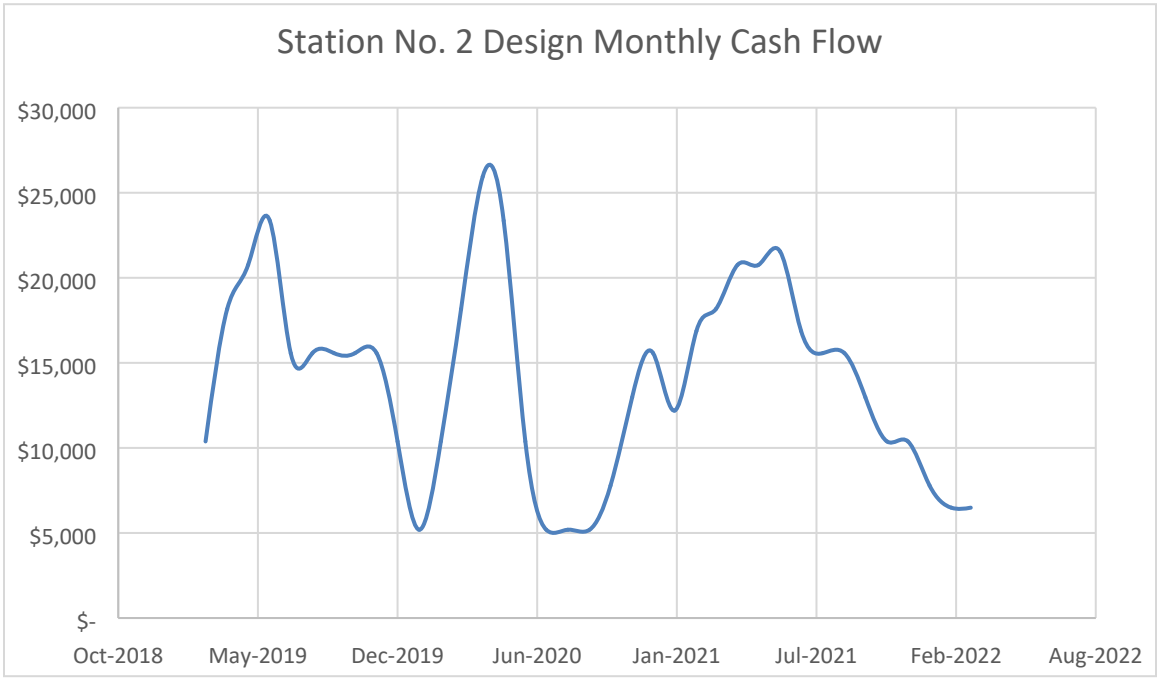
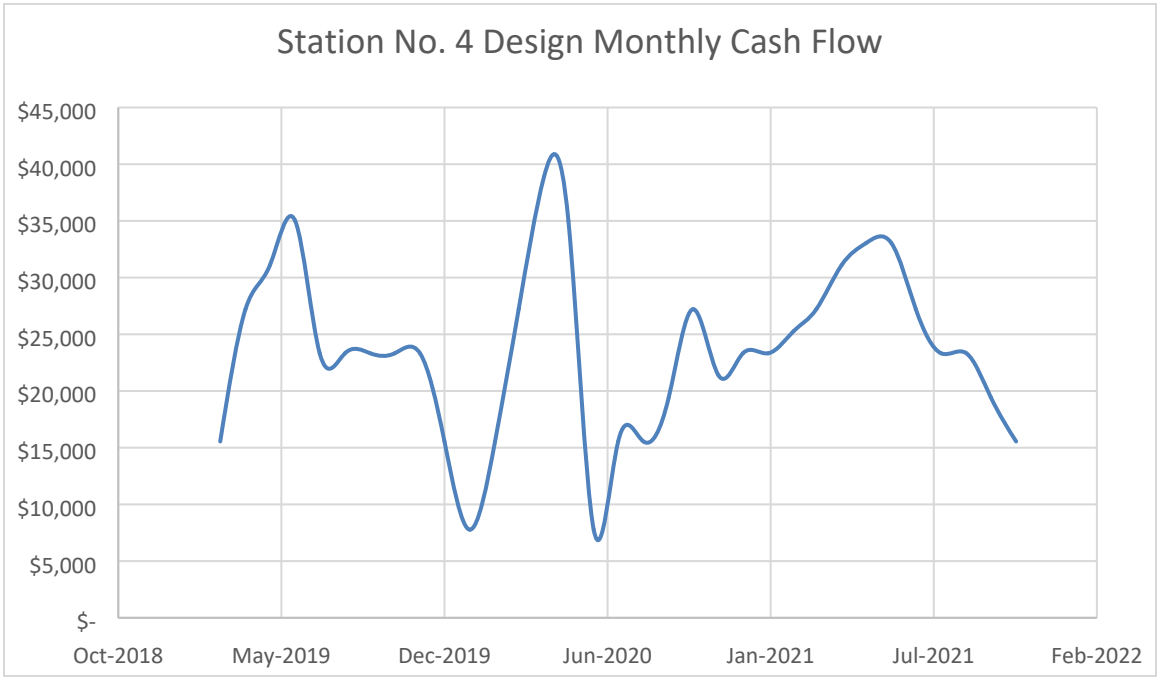


Figure 4 – Estimated Station No. 4 Design Fees Monthly Cash Flow



6.2 Construction Cash Flow Analysis

The following table and figures project an anticipated cash flow for the construction costs for the project.

Table 7 – Projected Construction Phase Cash Flow

	Costs	FY19	FY 20	FY 21	FY22
Headquarters	$ 10,385,000	$ -	$ 208,000	$ 8,282,000	$ 1,895,000
Station No. 2	$ 3,859,000	$ -	$ -	$ 1,659,000	$ 2,200,000
Station No. 4	$ 5,781,000	$ -	$ -	$ 4,654,000	$ 1,127,000
Total	$ 20,025,000	$ -	$ 208,000	$ 14,595,000	$ 5,222,000

Figure 5 – Estimated Headquarters Construction Costs Monthly Cash Flow

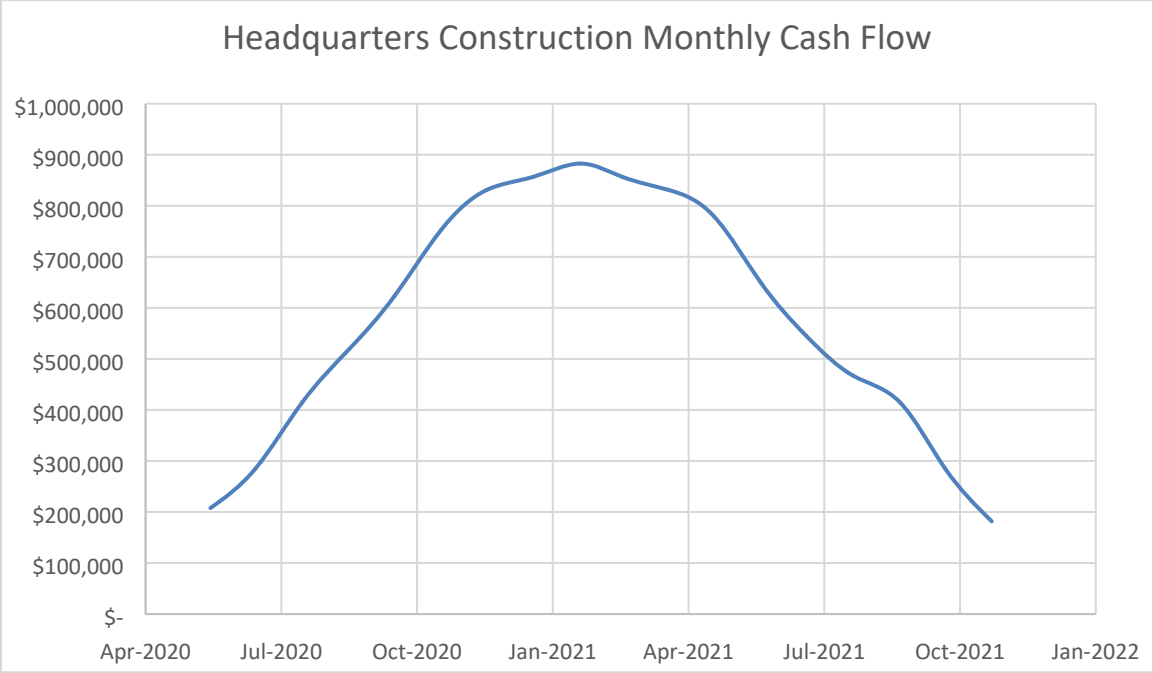


Figure 6 – Estimated Station No. 2 Construction Costs Monthly Cash Flow

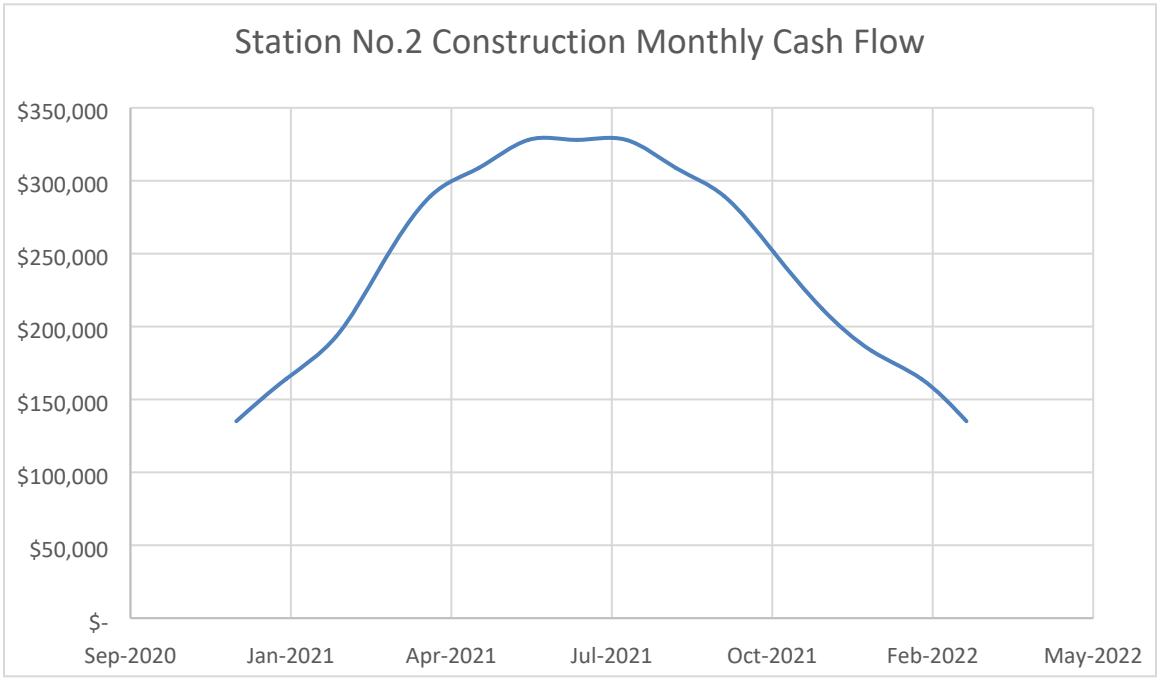
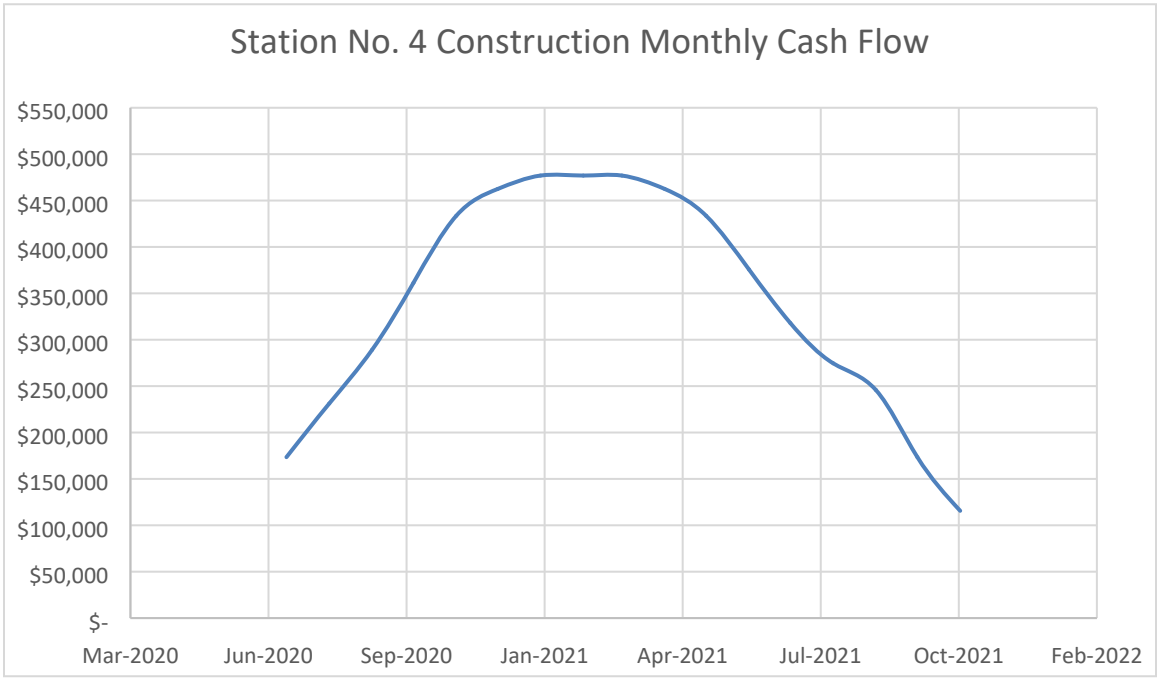


Figure 7 – Estimated Station No. 4 Construction Costs Monthly Cash Flow



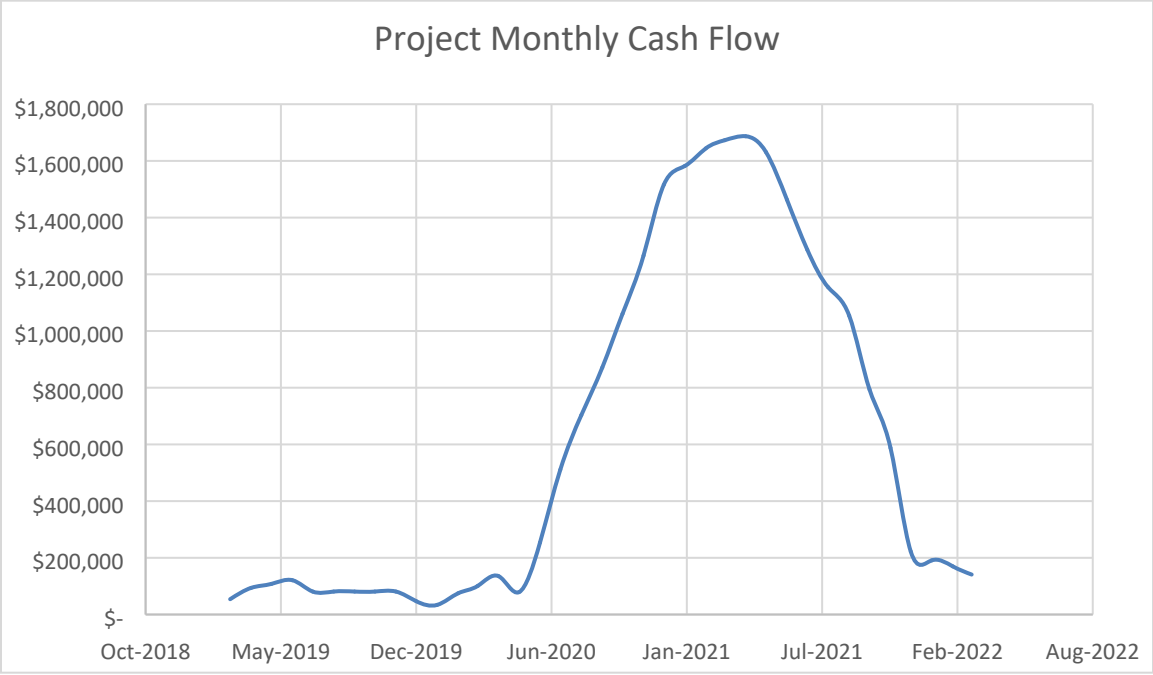
6.3 Project Cash Flow Analysis

The following table and figure project an anticipated cash for the overall project costs.

Table 8 – Projected Overall Project Cash Flow

	Costs	FY19	FY 20	FY 21	FY22
Headquarters	$ 11,785,000	$ 196,000	$ 683,000	$ 8,837,000	$ 2,069,000
Station No. 2	$ 4,379,000	$ 73,000	$ 182,000	$ 1,821,000	$ 2,303,000
Station No. 4	$ 6,561,000	$ 112,000	$ 264,000	$ 4,949,000	$ 1,236,000
Total	$ 22,725,000	$ 380,000	$ 1,129,000	$ 15,607,000	$ 5,608,000

Figure 8 – Estimated Project Costs Monthly Cash Flow



7. FUNDING

The FSBC is aware of the funding challenges not only a project of this magnitude is for the Town but the added task of fitting our funding request off cycle to the Town fiscal year and bonding schedule. To date the FSBC has met with Amy Dexter and Tom Hurley to review the following funding mechanisms and opportunities:

- Tom Hurley explained the details of full project funding and how this will fit into the overall town budget, including debt service and cash flow. A declining debt sheet detailing the likely debt available through article 37 was explained.

- The project must be approved by the Capital Improvement Planning Committee, who will initially review the full funding request, and then formally solicit the review and support of the Town Administrator. Subject to combined and coordinated approval of these bodies, the request will then go to the Select Board for approval. Upon approval by the Select Board, the request for funding can go to the Warrant Committee for review in preparation of the February Town Meeting.

- Meetings with the boards/committees/persons to obtain the necessary reviews and approvals are scheduled for 5 and 12 December 2018.

- Tom Hurley informed the FSBC that Town referendum vote, will be necessary, in April of 2019. Technically this vote is an over-ride. However, the funding mechanism of Article 37 will not directly increase taxes.

7.1 Grants

The FSBC explored Federal and State grant opportunities related to new construction of renovation for Fire Stations. The following summarizes our findings to date:

Federal Grants:

- FEMA operates the Assistance to Freighters Grant which is a yearly program intended for fire departments, state fire training academic and emergency medical service organizations. The Grant however explicitly lists construction costs as not being eligible including major alternations or renovations.

- FEMA operates the Assistance to Firefighters Fire Station Construction Grants. The American Recovery and Reinvestment Act (ARRA) of 2009 provided the Department of Homeland Security with $210,000,000 to fund the 2009 Assistance to Firefighters Fire Station Construction Grants. This one-time grant opportunity provided 120 fire departments with financial assistance to build new fire stations or modify existing stations to enhance response capabilities and protect the community from fire and fire-related hazards. There has been no indication from FEMA or DHS that this Grant program will be reinstituted in the near future.

State Grants:

The FSBC found two State based grants related to Fire Departments. Neither of the two grants, listed below, are applicable for the FSBC project.

- The Bureau for Forest Fire Control and Forestry offers grant opportunities for urban forest private and municipal lands and fire assistance.
- The Volunteer Fire Assistance program is enabled to used grants and materials to towns with less than 10,000 population. The Town of Milton's population as of 2017 is approximately 27,500 residents.

7.2 Loans

The FSBC explored Federal and State loan opportunities related to new construction or renovation for Fire Stations. The following summarizing our findings to date:

Federal Loans:

The FSBC only found one Federal loan program related to the Fire Department. The United States Department of Agriculture Rural Development operate the Community Faculties Direct Loan and Grant Program. However, to be eligible the town must have population less than 20,000.

State Loans:

The FSBC did not identify any loan programs that are applicable for the overall or a component of FSBC project.

7.3 Charitable Donation

Webster Collins, a member of the FSBC has been in contact with a potential Donor(s) which request to remain anonymous for at least the time being. Mr. Collins has been authorized by the FSBC to further explore the potential donation and work with Town Counsel to determine the mechanism for the donation and any restrictions on the monies. To date the FSBC does not know the exact figure of the potential donation but has been informed by Mr. Collins that it could be significant in the multiple million-dollar range.

To date the FSBC has continued its course of action separate of the potential donation. It should be noted that if the donation become reality and the Town of Milton Select Board accepts the donation any caveats that come with the money, the FSBC may modify the funding requests outlined above.