

**Capital  
Improvements  
Program  
(CIP)**

**2019 to 2028**

**Town of Temple, New Hampshire**

Prepared  
for  
The Town of Temple  
by the  
Capital Improvements Program Committee

Submitted for consideration:  
February 2019

## Table of Contents

|   |          |
|---|----------|
| <b>OVERVIEW .....</b>   | <b>1</b> |
| <b>INTRODUCTION .....</b>                                     | <b>1</b> |
| <b>GROWTH IN TEMPLE .....</b>                                 | <b>1</b> |
| <b>CIP ASSUMPTIONS.....</b>                                   | <b>3</b> |
| <b>QUESTIONS ABOUT THE CAPITAL IMPROVEMENTS PROGRAM.....</b>  | <b>3</b> |
| Q: Why is a CIP recommended?.....                             | 3        |
| Q: What are the purposes of the Temple CIP?.....              | 3        |
| Q: What are the benefits of a CIP for Temple?.....            | 4        |
| Q: Who were the members of the 2017/2018 CIP Committee? ..... | 4        |
| Q: What process did the Temple CIP Committee use?.....        | 4        |
| <b>DEPARTMENTS .....</b>                                      | <b>6</b> |
| Animal Control .....  | 6        |
| Four-Season Shelter .....                                     | 6        |
| EMS .....   | 6        |
| Ambulance .....   | 6        |
| Cardiac Monitors .....  | 6        |
| Fire Department .....   | 6        |
| Air Packs, Air Cylinders and Booster.....                     | 6        |
| Jaws of Life.....   | 7        |
| Pagers, Radios.....   | 7        |
| Thermal Imager.....   | 7        |
| Skid Unit .....   | 7        |
| Turnout Gear .....  | 8        |
| Grumman Rescue Truck .....                                    | 8        |
| 2010 F550 Brush Truck / First Response Vehicle .....          | 8        |
| 1993 International Fire Pumper (Engine) .....                 | 8        |
| 2003 Freightliner Tanker .....                                | 9        |
| Highway Department: Equipment .....                           | 9        |
| 2011 Ford F550 6 Wheel Dump Truck.....                        | 9        |
| 2014 International 6-Wheel Dump Truck.....                    | 9        |
| 2006 International 6-Wheel Dump Truck.....                    | 9        |
| 2009 CAT Road Grader .....                                    | 9        |
| 2015 CAT Loader .....   | 9        |
| Garage and Sand Storage Facility.....                         | 10       |
| 1987 Brush Chipper .....                                      | 10       |
| Massey-Ferguson Tractor and Mower .....                       | 10       |
| Backhoe/Loader .....  | 10       |
| Highway Department: Bridges & Culverts .....                  | 10       |
| Thomas Maynard Drive Culvert .....                            | 11       |
| North Road Bridge .....                                       | 11       |
| East Road Bridge .....  | 11       |
| Powers Road Bridge.....                                       | 11       |
| Highway Department: Cemetery .....                            | 11       |
| Cemetery Mower .....  | 12       |
| Library.....  | 12       |

|   |              |
|---|--------------|
| Replace section of Library Roof.....  | 12           |
| Addition to Library .....   | 12           |
| Police Department.....  | 12           |
| Cruisers .....  | 12           |
| Recreation Department .....   | 12           |
| Tennis & Basketball Courts Resealing, Resurfacing, Relining & Repair Fence.                             | 13           |
| Town Government .....   | 13           |
| Land Acquisition to Preserve Rural Character .....  | 13           |
| Town Offices Equipment.....   | 13           |
| Record Preservation .....   | 13           |
| Photocopier .....   | 14           |
| Computers .....   | 14           |
| Town Buildings.....   | 14           |
| Town Hall .....   | 14           |
| Municipal Building .....  | 14           |
| Funding Options.....  | 15           |
| <b>CONCLUSIONS .....</b>  | <b>16</b>    |
| <b>APPENDIX: EXHIBIT 1 RSA SECTION 674:5 THROUGH SECTION 674:8 — CAPITAL IMPROVEMENTS PROGRAM .....</b> | <b>17</b>    |
| <b>ADDENDUM .....</b>   | <b>.....</b> |
| #1 History of Removed Items .....   | 18           |
| #2 Bridge Inventory .....   | 19           |

## Overview

The Capital Improvements Program (CIP) Committee was formed at the request of the Temple Town Meeting March 2004 to examine and develop an ongoing plan for capital expenditures by the Town. Creating such a plan enables the Town to anticipate major expenditures through budgetary forecasting, thus resulting in a more stable cost of town government. The CIP, when coupled with the Master Plan, allows the Town to monitor the impact of future development. This plan is a living document, being revised and re-evaluated on an annual basis. As Temple's needs change, the document will reflect the changes.

We, as a Committee, feel that this plan provides continuous improvement over the 2004 CIP Plan. With ongoing communication between the various departments within Town government, we can continue to develop a fiscally sound and responsible plan for the future of the citizens of Temple.

**This year, the total amount recommended for warrant articles is \$66,750: \$46,750 for 2019 purchases and \$20,000 for future obligations to be deposited in the Highway Capital Reserve Fund.**

## Introduction

Temple's Town officials, like their counterparts in other communities in New Hampshire, expend a great deal of effort each year establishing a municipal budget. This budget must realistically balance the ever-increasing needs and costs of delivering services to Town residents with the financial constraints mandated by available revenues.

In an acknowledgment of the precariousness of the annual budgetary process, the General Court authorized the use of a Capital Improvements Program (CIP) to aid town officials in scheduling capital outlays. New Hampshire RSA 674:5-8 provides the legislative authorization, purpose, description, and preparation of the CIP.

Undertaking a CIP can be done only after authorization to do so is granted by the local legislative body. This was done by a vote of the residents of Temple at Town Meeting in March 2004.

Although the local legislative body must authorize formation of a CIP Committee, the CIP Committee's report is entirely advisory. This document is structured to provide a recommended 10-year program of major capital projects and expenditures. It is intended as a fluid-working document, adaptable to the changing needs and development of the Town.

## Growth in Temple

Municipal costs in Temple have grown over the years due to a combination of inflation, the general increase in the cost of providing municipal services, and the Town's population increase. The needs of the schools, police department, fire department, ambulance, recreation facilities, recycling center, roads, library, Town offices, and meeting space are affected by population changes. At this point, however, population trends are changing; Growth in NH has slowed and predictions show the population of those over 65 to be increasing.

Table 1, below, shows the Historical U.S. Census Population for Temple. The rapid growth of the 1970s and 1980s has declined markedly with Temple population increasing only 5.3% from 2000 to 2010. Projecting future growth is very difficult. The State of New Hampshire, NH Office of Energy and Planning Regional Planning Commissions: *New Hampshire population Forecast by Municipality: 2013* projects our population to be 1381 in 2015 and 1414 in 2020.

*Table 1. Historical and Projected Temple Population.*

| Historical U.S. Census Population |            |          |
|-----------------------------------|------------|----------|
| Year                              | Population | % Change |
| 1970                              | 441        |          |
| 1980                              | 692        | +56.9%   |
| 1990                              | 1,194      | +72.5%   |
| 2000                              | 1,297      | +8.6%    |
| 2010                              | 1,366      | +5.3%    |
| 2015                              | 1,381      | +1.1%    |
| 2020                              | 1,414      | +2.4%    |

Sources: U.S. Census for 1900 to 2010 New Hampshire Office of Energy and Planning (NHOEP) population projections, Fall 2013

Each year's operating costs must be paid as they are incurred. However, capital costs can be controlled through their timing and financing methods. Because capital expenditures have a substantial impact on the property-tax rate, controlling the timing and financing of these expenditures can have a stabilizing effect.

The Town's master plan identifies the size, locations, and densities of past and projected population growth, and it forms the basis for the assessment of capital needs.

Table 2, below, shows the historical tax rate for town expenses from 2004-2017. It is only for our municipal expenses as determined at town meeting and does not include the taxes we pay to Hillsborough County, the State or to the Conval School District.

Table 2. Temple Historical Data, 2004-2014.

|        | Town Budget | Warrants  | Total Town Approp. | *Other Town Revenue (-) | Fund Bal Used (-) | **Other (+) Adjustments | Net Town  | TOWN VALUATION | Town Tax Rate |
|--------|-------------|-----------|--------------------|-------------------------|-------------------|-------------------------|-----------|----------------|---------------|
| 2004   | \$1,164,883 | \$45,100  | \$1,209,983        | -\$472,971              | -\$92,000         | \$76,880                | \$721,892 | \$148,304,457  | \$4.87        |
| 2005   | \$1,171,716 | \$757,142 | \$1,928,858        | -\$1,135,969            | -\$120,000        | \$61,971                | \$734,860 | \$153,297,535  | \$4.80        |
| 2006   | \$1,241,522 | \$31,500  | \$1,273,022        | -\$544,138              | \$0               | \$14,876                | \$743,760 | \$155,686,086  | \$4.79        |
| 2007   | \$1,207,665 | \$312,350 | \$1,520,015        | -\$813,246              | -\$150,000        | \$14,952                | \$571,721 | \$158,732,385  | \$3.61        |
| 2008   | \$1,287,066 | \$30,000  | \$1,317,066        | -\$572,547              | -\$80,000         | \$10,630                | \$675,149 | \$159,566,468  | \$4.78        |
| **2009 | \$1,267,161 | \$388,700 | \$1,655,861        | -\$896,131              | -\$115,000        | \$14,476                | \$659,206 | \$151,434,245  | \$5.16        |
| 2010   | \$1,215,771 | \$158,156 | \$1,373,927        | -\$461,184              | -\$140,000        | \$13,434                | \$786,177 | \$151,796,734  | \$5.18        |
| 2011   | \$1,233,926 | \$101,000 | \$1,334,926        | -\$441,577              | -\$135,000        | \$37,900                | \$796,249 | \$153,506,579  | \$5.18        |
| 2012   | \$1,209,194 | \$180,400 | \$1,389,594        | -\$485,718              | -\$200,000        | \$16,261                | \$720,137 | \$152,478,159  | \$4.73        |
| 2013   | \$1,255,851 | \$731,046 | \$1,986,897        | -\$1,041,243            | -\$75,000         | \$17,303                | \$887,957 | \$151,871,489  | \$5.85        |
| **2014 | \$1,265,903 | \$161,020 | \$1,426,923        | -\$516,914              | -\$130,000        | \$16,959                | \$796,968 | \$139,749,959  | \$5.70        |
| 2015   | \$1,311,787 | \$215,727 | \$1,527,514        | -\$638,000              | -\$105,000        | \$17,901                | \$801,525 | \$139,721,688  | \$5.73        |
| 2016   | \$1,330,816 | \$72,000  | \$1,402,816        | -\$471,054              | -\$130,000        | \$11,920                | \$813,682 | \$140,070,067  | \$5.81        |
| 2017   | \$1,325,140 | \$49,800  | \$1,374,940        | -\$463,878              | -\$103,000        | \$8,375                 | \$816,437 | \$140,070,067  | \$5.81        |

\*Other Town Revenue includes Motor Vehicle Registration Fees, Interest & Penalties on Delinquent Taxes, Yield Taxes, Grants and Revenue Sharing from State Government, Sales of Property, Interest Earned, and other miscellaneous sources.

\*\*Town Revalued 2009 and 2014

For 2018, our total tax rate for all purposes is \$25.72. The town share is \$5.91 per thousand valuation, or 23% of the total. The county rate is \$1.24 (5% of the total) and the Conval tax rate is \$16.36 (72% of the total when added to \$2.21 for State Education.)

Several observations may be made from the table. The Town Budget itself has not changed greatly over the last 10 years. The Warrants do vary substantially from year to year and reflect major purchases or events. These are often accompanied by grants or special sources as shown in Other Town Revenue. For example, the Converse Road Bridge in 2013 was a \$584,000 item with the state contributing 80% of the cost. The net town cost was \$116,800.

## **CIP Assumptions**

- Capital Projects are defined as those costing \$5,000 or more / with a projected lifespan of 5 years or more.
- Rate of Interest for new long-term obligations is assumed to be 3% plus bank bonding fees.
- Assumed Inflation Rate is 2%.
- Payments on Bridge Bonds reflect an 80% contribution by the State of New Hampshire.

## **Questions about the Capital Improvements Program**

### **Q: Why is a CIP recommended?**

Each town in New Hampshire is encouraged by the state to develop a CIP because the CIP process forces each town to identify and prioritize future needs of the municipality that are likely to have a significant impact on annual budgets. The plan then spreads out the annual costs of significant expenditures in order to minimize or avoid significant tax increases.

### **Q: What are the purposes of the Temple CIP?**

The Temple CIP is an advisory document. It is intended to serve a number of purposes, including an attempt to plan all anticipated major Town expenditures for a period of 10 years. In addition, it:

- i. Provides the Town of Temple with a guide to be used by the Board of Selectman for their annual budgeting process pursuant to RSA §674:5-8.
- ii. Provides a forward-looking planning tool for the purpose of contributing to the creation of a stable property tax rate.
- iii. Aids the Town's elected officials, appointed Committees, and department heads in the prioritization, coordination, and planning for future Town growth and in sequencing of various municipal expenses.
- iv. Informs residents, potential residents, business owners, potential business owners, and developers of needed and planned improvements.
- v. The CIP is a required document, should the Town ever wish to impose impact fees.

One of the main goals of the CIP is to even out the periods of under-expenditure and over-expenditure on capital improvements—and thus protect Temple taxpayers from large swings in their tax rate due to these spending divergences. This is done by properly planning for, scheduling, and setting aside public funds for projects that are needed and desired, now and in the future.

For the purposes of this document, a capital improvement is an item or project for public use that costs more than \$5,000; has a useful life of 5 years or more; is considered to be beyond the scope of normal annual operating or maintenance expenses. Examples of capital improvements include:

- Land acquisition for a public purpose
- Vehicles
- Buildings/construction
- Equipment and machinery with a useful life of greater than 5 years
- Major building or facility renovations and repairs
- Road renovations, bridge renovations or bridge replacement resulting in long-term improvement in road capacity or conditions
- Special studies, such as resource assessments, facility studies, or master plans

**Q: What are the benefits of a CIP for Temple?**

- i. Provides an inventory of major Town assets.
- ii. Establishes a method for departments to anticipate and communicate future needs.
- iii. Provides a process for identified needs to be discussed and prioritized.
- iv. Encourages evaluation of timing and financing options.
- v. Stabilizes annual expenditures for capital outlays to minimize tax impact.
- vi. Makes preemptive acquisitions (for example, land acquired for Town uses such as municipal space, land preservation and recreation) more feasible and defensible.
- vii. Reduces interest payments (through using capital reserve funds).
- viii. Supports planned growth.
- ix. Facilitates implementation of the Master Plan through scheduling projects over a period of time and eliminating multiple expenses in any one fiscal year.
- x. Furnishes a total picture of the Town's major needs, discouraging piecemeal expenditures, and coordinating the activities of various departments.
- xi. Establishes priorities for projects on the basis of needs and costs, and permitting anticipation of revenues and expenditures.
- xii. Serves as an information resource for Temple residents by describing the Town's plans for major expenditures.

**Q: Who were the members of the 2018/2019 CIP Committee?**

The CIP Committee encompassed a wide variety of experience and viewpoints. Annually the CIP Committee recommends that the Board of Selectmen appoint a liaison from the Select Board. The Select Board liaison is counted as the 7<sup>th</sup> member and has full voting rights. 2018/2019 members are Tedd Petro (Chair), Gary Scholl, Ivy Bibler, Andy Paul, and Select Board liaison, Ken Caisse.

**Q: What process did the Temple CIP Committee use?**

The Committee built on the foundation and processes established in the 2004 CIP plan. The CIP Committee met periodically throughout the summer and fall months. The CIP Committee's work was organized as follows:

- i. Meetings with Departments

The CIP Committee met with each Town department to review and discuss all potential revisions for the 2019-2028 CIP Plan. In order to keep pricing of capital expenditures current, the CIP is requesting annually that each department provide up-to-date written quotes. Each department will be provided a CIP Expenditure Request Form and these forms will be kept on file.

- ii. Analysis

To facilitate analysis, all of the information was entered into a computer spreadsheet, which allowed the CIP Committee to assess the impact of different acquisition dates and financing approaches for all projects.

iii. Plan Development and Recommendations

During the course of several meetings, the CIP Committee followed up with each department to clarify needs and discuss Town priorities, alternative approaches, and acquisition timing. The CIP Committee then worked through a number of scenarios to develop relatively flat annual expense projections across the entire 10-year period in order to avoid a significant impact on the tax rate in any one year. The CIP recommends targeting a consistent, yearly tax impact of approximately \$115,000 to cover all capital expenditures for Temple. This value was selected based on past data and future projections to be sustainable for the town's needs into the foreseeable future. The advantage of a consistent tax impact is that taxpayers will be shielded from the impact of year-to-year fluctuating capital expenditures. To achieve this goal, the CIP recommends the use of Capital Reserve accounts to which funds would be added or subtracted to achieve the targeted tax impact.

The graph shown at the end of this document shows the scheduling of infrequent large expenses, shown in dark grey. Financing and the use of Capital Reserves can be used to spread these expenses over time, as shown in light grey.

## Departments

### Animal Control

#### Four-Season Shelter

*Request:* No request

*Department justification:* Animal Safety

*Projected cost:* TBD

*CIP Plan:* Temple Animal Control Officer presently keeps animals requiring housing on her property. With approval from the Select Board and using funds from the Animal Control budget Jennifer Rheume has a small animal shelter on her property.

### EMS

#### Ambulance

*Request:* The Wilton Ambulance Co-Op moved replacement of the 2007 ambulance forward to 2018 from 2020 due to increasing costs of repairs. In 2018, an ambulance was purchased through a 7-year lease-to-buy agreement at a total cost of \$223,163 over the seven years.

*Projected cost:* Temple's share in 2018 through 2024: \$6364 per year which will be covered under the operating budget; total cost in 2019 for Ambulance services is \$61,334 (see Town Budget line 4215811).

*Department justification:* Needed to maintain existing services.

*CIP Plan:* The CIP recommended in 2017 that the Town's annual share of the 2018 lease be paid for through the annual budget, and this has been adopted by the Select Board.

#### Cardiac Monitors

*Request:* As with Temple's share of the Wilton Ambulance Co-Op services, the Cardiac Monitors were moved to the annual budget.

*Projected cost:* Cost will be folded into the Town's share of the Co-Op Ambulance operating cost.

*Department justification:* Needed to maintain existing services.

*CIP Plan:* Cardiac monitors remain on the CIP watch, though no expenditures are scheduled.

### Fire Department

#### Air Packs, Air Cylinders and Booster

*Request:* To replace 9 Air Packs, Air Cylinders, and Booster in 2029.

*Department justification:* Safety/Needed to maintain existing services.

*Projected cost:* \$72,924.

*CIP Plan:* 9 Air Packs, Air Cylinders, and Booster were purchased in 2014: The price was \$62,500 but due to a generous anonymous donor contribution of \$5,000 the cost to the town was reduced to \$57,500. This amount was financed for 5 years at 2.29%. The 2018 payment of \$11,927 is the 4th payment and the bond will be paid off in 2019. Interest paid over the 5 years will be \$3,410. It was reported that the equipment

works well and they anticipate it will reach full life expectancy of 15 years thus replacement would occur in 2029.

### **Jaws of Life**

*Request:* The Fire Department requests that the Jaws of Life be replaced in 2030.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$31,887.

**CIP Plan:** The CIP Committee recommends that the current Jaws of Life (Cutter and eDraulic Bank Charger, and spreader) be replaced in 2030. In 2015 a warrant article was approved to purchase 1 cutter package, 1 spreader package, and an eDraulic Bank Charger at a cost of \$24,650. The Fire Department then applied for and was approved for a FEMA grant. The grant from FEMA was to purchase extrication equipment (Jaws of Life). The grant amount also includes a ram, chargers, extrication gloves, and other equipment. The FEMA portion of the grant was \$33,572 and the town's cost share was 5%, or \$1,678. In 2017 it was reported that the tools are working well and they anticipate it will reach the full life expectancy of 15 years.

### **Pagers, Radios**

*Request:* Early replacement of the digital radios on a schedule of two units per year until all five units are replaced.

*Department justification:* Safety

*Projected cost:* Budget item.

**CIP Plan:** In 2012, the Fire Department purchased 20 new Pagers and 5 digital radios at a cost of \$10,500. Replacement was recommended in 2027. In 2017, the Fire Department reported that the 5 radios purchased in 2012 for the purpose of communicating with firemen inside a burning building were in frequent need of repair. Three of these radios were replaced in 2017 from budgetary surplus following approval of the BOS. The additional 2 needed units were purchased from the 2018 Fire Department budget. Monitoring will be conducted to determine if bulk radio purchases will be required in the future.

### **Thermal Imager**

*Request:* To replace the Thermal Imager in 2020 that was purchased in 2004.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$5,306.

**CIP Plan:** The CIP Committee recommends that the Thermal Imager be replaced at the end of its estimated lifespan. In 2017 the Fire Department explained that prices for imagers have decreased and recommended we reduce the projected cost from \$9,826 to \$5,000. Last year they stated that due to rising repair costs and technology changes it may be preferable to replace the unit before its due date. No time frame was offered. No adjustments to plan were proposed at this time.

### **Skid Unit**

*Request:* To replace the Skid Unit that was purchased in 2003 in 2033.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$14,689.

**CIP Plan:** The CIP Committee recommends that the Skid Unit be replaced at the end of its estimated lifespan.

**Turnout Gear**

*Request:* To replace ten sets of Turnout Gear that was purchased in 2009, each with a ten-year lifespan.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$5,000 on an annual budgeted basis.

*CIP Plan:* The CIP Committee recommends that two sets of Turnout Gear be replaced annually through an expenditure line in the budget. Two sets at @ \$2,500 each were purchased in 2013, two sets in 2014, two sets in 2015 and four sets in 2016. This year, the Committee received a request from the Fire Department for three additional sets of Turnout Gear at a total cost of \$8,250 to accommodate an influx of new department personnel and to replace gear beyond the expiration date. This request was added to the CIP expenditure recommendation for 2019.

**Grumman Rescue Truck**

*Request:* The 1978 Grumman Rescue truck was refurbished in 2006 to extend the lifespan by 20 years to 2026.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$167,313.

*CIP Plan:* The CIP Committee recommends that the Grumman Rescue truck be replaced at the end of its estimated lifespan. This unit is considered a valuable asset although it is deemed cumbersome to drive and unsuitable for poor road conditions. The “Brush Truck” will now be utilized to off-load some of the activities of this vehicle; no adjustments to plan are required at this time.

**2010 F550 Brush Truck / First Response Vehicle**

*Request:* To replace, at the end of its estimated lifespan in 2030, the Brush Truck / First Response Vehicle, purchased in 2010 that is used as a first response vehicle for automobile accidents as well as forest-fires.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$109,957.

*CIP Plan:* The CIP Committee recommends that the current Brush Truck / First Response Vehicle be evaluated in 2030 for expected lifespan and usage. Due to an accident, \$8,000 worth of repairs was completed in 2015. In 2017 it was noted that the grant had included a 5-year obligation to use this vehicle only to combat forest fire activities, since that period has now elapsed, that restriction no longer applies and it will therefore, be used for the majority of first response activities.

**1993 International Fire Pumper (Engine)**

*Request:* The International Fire Pumper purchased in 1993 has an estimated lifespan of 30 years estimated for replacement in 2023.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$499,228 (need to monitor cost on a yearly basis as prices seem to be rising due to NFPA guidelines). \$430,000 was a new quote received this year.

*CIP Plan:* The Fire Department indicated they plan to apply for a Federal Grant to help with the replacement cost. In 2016, the Fire Department repaired the pump on the engine for \$8,000. In 2017 it was agreed that: a) repair costs are rising and difficult to predict; and b) that there was very little data for the cost of a replacement vehicle. It was suggested by the CIP that in addition to seeking grants for replacement of this vehicle that cooperative agreements for purchase of a timely replacement from a larger community should be investigated. No adjustments to plan are required at this time.

**2003 Freightliner Tanker**

*Request:* The Freightliner Tanker purchased in 2003 has an estimated lifespan of 30 years.

*Department justification:* Need.

*Projected cost:* TBD.

*CIP Plan:* The CIP Committee recommends that the 2003 Freightliner Tanker be replaced at the end of its estimated lifespan in 2033.

**Highway Department: Equipment****2011 Ford F550 6 Wheel Dump Truck**

*Request:* That the 6-wheel dump truck scheduled to be replaced at the end of its estimated lifespan in 2021 be moved to 2020.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$90,058.

*CIP Plan:* The CIP Committee recommends that the 2011 Ford F-550 dump truck be replaced at the end of its lifespan estimated to be in 2021.

**2014 International 6-Wheel Dump Truck**

*Request:* That the Town dump truck be replaced at the end of its expected lifespan in 2028.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$205,157.

*CIP Plan:* The CIP Committee recommends that the 2014 International 6-Wheel Dump Truck be replaced at the end of its estimated lifespan in 2028.

**2006 International 6-Wheel Dump Truck**

*Request:* That the Town dump truck scheduled to be replaced at the end of its lifespan estimated to be in 2020 be moved to 2021.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$195,793.

*CIP Plan:* The CIP Committee recommends that the 2006 International 6-Wheel Dump Truck be replaced at the end of its estimated lifespan in 2020.

**2009 CAT Road Grader**

*Request:* That the 2009 grader be replaced in 2039.

*Department justification:* Needed to maintain existing services.

*Projected cost:* TBD.

*CIP Plan:* The Town's grader was purchased in 2009. The CIP Committee recommends it be replaced at the end of its estimated life span in 2039.

**2015 CAT Loader**

*Request:* That the loader be replaced at the end of its estimated life span in 2035.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$167,819.

*CIP Plan:* The CIP Committee recommends that the 2015 Cat loader be replaced in 2035. A new Cat loader was purchased in 2015 at a cost of \$117,500 (net trade in).

### **Garage and Sand Storage Facility**

*Request:* That a committee be established to assess the Town Garage and sand storage location.

*Department justification:* Parking congestion with Town Hall activities and to minimize salt leaching.

*Projected cost:* TBD

*CIP Plan:* The CIP Committee recommends that a committee be established by the Selectmen to assess possible uses of the Skladany land. Such an assessment would include a possible new site for the Town's Highway Department thus freeing the Highway Department's present space to be used for parking.

### **1987 Brush Chipper (bought used)**

*Request:* That the chipper acquired in 1987 be replaced at the end of its lifespan estimated to be in 2019 with a used chipper.

*Department justification:* Needed to maintain existing services.

*Projected Cost:* \$23,097.

*CIP Plan:* Due to recent repairs the CIP Committee recommends extending replacement of the Brush Chipper to 2019.

### **Massey-Ferguson Tractor and Mower**

*Request:* That the Massey-Ferguson Tractor and Mower purchased in 2007 be replaced at the end of its lifespan estimated to be in 2037. In 2017, it was stated that while the tractor is in good shape, there is concern that the attachments are showing wear and will need to be replaced in 2019. The CIP discussed listing the attachments separately. The anticipated costs in 2019:

- a) Mower: \$15,000
- b) Sweeper: \$5,000
- c) Drill, Post Hole Digger: Condition is fine. May last another 20 years.
- d) Log Splitter: Condition is fine with a long lifespan.

*Department justification:* Needed to maintain existing services.

*Projected Cost:* TBD

*CIP Plan:* The CIP Committee recommends replacing at end of its lifespan estimated to be in 2037.

### **Backhoe/Loader**

*Request:* That the Town purchase a backhoe/loader in 2019 to accommodate the needs of the Highway Department for road work, loading sand trucks in the winter, and other tasks.

*Department justification:* The Town was fortunate in recent years to be able to lease a backhoe owned privately by the Road Agent. However, private insurance costs prevent this arrangement from continuing.

*Projected Cost:* Employing a lease-to-purchase arrangement, the cost is estimated at \$38,417 annually for 3 years beginning in 2019.

## **Highway Department: Bridges & Culverts**

An updated inventory of town bridges appears in Addendum #2. The Putnam Road Bridge was closed by vote of the 2012 Town Meeting. Several bridges remain that need work. There are two options: apply for state help to replace these bridges, projected at 80% of the replacement cost, or consider having the Temple Highway Department repair these bridges. Applying for state aid is a lengthy and uncertain process, often costing more in the end than using repairs. Replacement costs are shown in the Addendum #2.

The Converse Road #1 bridge was completed in 2015 utilizing state aid. The total cost was \$584,000 with Temple's share amounting to \$116,800.

The Converse Road #2 bridge had restoration completed in 2014. The Highway Department spent \$12,500 in 2012 repairing one side of abutments and spent \$15,500 to repair the other side in 2014.

The Hadley Highway #1 bridge was repaired for \$20,000 and the Highway Department completed this work in 2016.

*Request:* (completed in 2017) Thomas Maynard Drive Culvert – Tim Fiske, Road Agent, discovered a failure in the culvert on Thomas Maynard Drive in 2017 and suggested that the repair of this culvert was of a higher priority than the repair of the North Road Bridge guard rails originally scheduled for this year. Tim requested a warrant article of \$30,000 for the culvert repair that was approved at the March 2017 Town Meeting. The repair was completed for \$13,000.

*Department justification:* Safety.

*Cost:* \$13,000

*CIP Plan:* No further plan is requested at this time.

*Request:* North Road Bridge – The Highway Department began repairs on the North Rd. Bridge guard rails in 2017 and the work was completed in 2018.

*Department justification:* Safety.

*Projected cost:* Included in Budget

*CIP Plan:* No further plan is requested at this time.

*Request:* East Road Bridge - Needs replacement in 2025.

*Department justification:* Safety.

*Projected cost:* \$603,000.

*CIP Plan:* The CIP recommends that Tim contact the State to assure we are on the Bridge State Aid list for 2025.

*Request:* Powers Road Bridge - Anticipate future closure.

*Department justification:* Safety.

*Projected cost:* none

*CIP Plan:* The Powers Road Bridge cannot be repaired and replacement would not be feasible considering the low usage of the road. The CIP recommends the Select Board begin to research the potential closure before the bridge becomes unusable.

## **Highway Department: Cemetery**

*Request:* That the Town continues to slowly expand the cemetery area.

*Department justification:* Future need.

*Projected cost:* TBD

*CIP Plan:* The Town's Highway Department is currently converting the old gravel pit for cemetery use as fill becomes available. With the increased number of cremations as well as the lack of population growth and subsequent deaths in Temple, the need for cemetery expansion has slowed. A small expansion costing \$3,000 was completed in 2014.

**Cemetery Mower**

*Request:* That the lawn mower purchased in 2015 be replaced at the end of its lifespan estimated to be in 2025.

*Department justification:* Needed to maintain existing services.

*Project Cost:* \$12,888.

*CIP Plan:* The CIP Committee recommends replacing the mower at the end of its lifespan estimated to be in 2025. The cost in 2015 was \$11,000.

**Library****Replace section of Library Roof**

*Request:* That the North and West side of the Library roof be replaced in 2025 and the East and South sides be replaced in 2035.

*Department justification:* Need/Maintenance.

*Projected cost:* TBD.

*CIP Plan:* Maintenance: The East and South sections of the roof were replaced in 2009. The North and West sides were replaced when the addition was built in 2000. The CIP Committee supports a maintenance program.

**Addition to Library**

*Request:* A small addition to the town library to improve storage was completed in 2017.

*Department justification:*

*Project cost:* \$12,300 (Quote of 12,500 was reduced by \$1,315.00 for excavation work completed by the Highway Department plus 10% contingency.)

*CIP Plan:* There are no plans for any further future addition.

**Police Department****Cruisers**

*Request:* Replace Temple/Greenville police co-op cruisers as needed.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$16,230. - Temple's portion (39%) for replacement of the 2013 Ford Interceptor in 2021.

*CIP Plan:* The general replacement schedule is to replace a cruiser every three years, rotating the oldest vehicle into detail work. The result is that a cruiser should have a 10- to 11-year serviceable life for the department. The CIP Committee recommends this replacement plan. In 2018, the Police Department replaced the 2010 Ford Explorer with a Toyota Tundra pickup truck; Temple's portion of the \$52,000 cost was \$15,582 (\$15,600 was approved at Town Meeting). The next vehicle is scheduled for replacement in 2021 and the CIP plan includes \$16,230 for Temple's portion of this planned purchase.

**Recreation Department****Tennis and Basketball Courts Resealing, Resurfacing, Relining & Repair Fence**

*Request:* That the Town maintains the tennis and basketball courts on a 5 or 6-year schedule.

*Department justification:* Needed in order to maintain surface quality.

*Projected cost:* \$4,000.

*CIP Plan:* The CIP Committee recommends that a further study of community recreational needs should be completed for this facility. The courts were last resealed in 2016 through the Town budget.

It should be noted that in 2015 the CIP met with the Recreation Department and several interested residents to discuss ongoing maintenance cost and usage of this facility. Questions regarding whether or not the deed required the Town to continue using the land for Tennis Courts was discussed. A. Cabana, a member of the Recreation Department, researched all deeds for this land and presented a copy of the deed which states:

*“ TENNIS COURTS: conveyed to the town in 1973 by deed of Mildred B. Hildebrand and recorded as 2300/466. Clause within reads: "This conveyance is made as a gift to the Town of Temple with the provision that the tennis courts to be built on this premises will be known as the Hildebrand Tennis Courts. If the premises at any time ceases to be used for recreation purposes by the Town of Temple, the property hereby conveyed will revert back to the Grantor, her heirs or assigns of the remainder of her property known as "The General Miller Homestead". (currently owned by Lisa Beaudoin) If the Homestead should be subdivided sometime in the future\*\*, this property would revert to the owner of the site where the present General Miller house now stands."*

## **Town Government**

### **Land Acquisition to Preserve Rural Character**

*Request:* To preserve rural character and natural areas.

*Department justification:* Land preservation is important for town residents because it preserves rural character, protects drinking water quality, protects working farms, protects wildlife and natural areas for future generations, and helps stabilize the property tax rate - New Hampshire RSA §79-A:1 "... Open space land imposes few if any costs on local government and is therefore an economic benefit to its citizens."

*Projected cost:* Varies from year to year – it is based on new development in Town.

*CIP Plan:* The CIP Committee recommends that 50% of the Land Use Change Tax revenue continue to be deposited in the Town Conservation Fund and 50% continue to be deposited in the Town General Fund. As the split is even and equitable a cap is unnecessary. The CIP Committee noted that this approach was adopted at the March 2006 Town Meeting.

## **Town Offices Equipment**

### **Record Preservation**

*Request:* That the Town preserve town historical documents in accordance with RSA 33-A and seek a way to protect them from loss and damage.

*Department justification:* State law requires the preservation of certain historical records of the town. Our Town Clerk has identified 5 ledger type books of town meeting records going back to 1855, 4 books on Marriages, Births, and Deaths beginning in 1850, and 11 booklets of invoices and taxes beginning in 1777. Many of these documents are very fragile. They must also be accessible to the public and at present, any such handling risks endangering the records further. A company has been located that will de-acidify all of the pages and put them into Mylar protective sheets, microfilm and scan to provide backup copies. The preliminary estimate is \$22,500. We know there are additional tax records that will also eventually need preservation, and a new fireproof storage unit will be needed as the volume grows. After some initial research it appears there may be further state requirements dealing with records prior to 1825. It has also been determined there are grants available to help offset costs. The CIP understands the importance and

necessity of this project but recommends a committee be appointed in 2016 to further research State requirements as well as the availability of grants.

*Projected cost:* \$22,500.

*CIP Plan:* In 2016 the CIP Committee did not receive the recommended research into State requirements. In 2017, the Committee extended the recommendation to 2017; however, this was not discussed this year.

### **Photocopier**

*Request:* The photocopier in the Town office was replaced in 2013 with an original life expectancy of 5 years. The Board of Selectmen completed research in 2017 and determined that this model and parts are still available its life expectancy should be extended.

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$7,650.

*CIP Plan:* The CIP Committee recommends assessing replacement of the photocopier yearly.

### **Computers**

*Request:* That the Town replace the computers in the Town office in 2020. The life expectancy is expected to be approximately 5 years. Purchase in 2015 included 4 Dell computers, 1 Dell server, 6 licenses for Window server, 6 UPS Dell APC, 1 Norton Software (6 seats), 1 Microsoft tablet with keyboard, plus labor and installation. The cost in 2015 was \$12,502 (inclusive of labor for installation set up).

*Department justification:* Needed to maintain existing services.

*Projected cost:* \$12,734 (includes labor for installation set up).

*CIP Plan:* The CIP Committee recommends this purchase in 2020.

## **Town Buildings**

### **Town Hall**

*Request:* The Temple Town Hall Advisory Committee (TTHAC) recommended that beginning in 2014, the Town Hall be placed on a four-year, one side per year, program for exterior painting. The TTHAC recommends the work be funded through a combination of the Town's annual operating budget and the Town Building and Maintenance Repair capital reserve fund. The TTHAC will monitor the condition of the exterior. Painting is not scheduled for 2019.

*Department Justification:* Need Maintenance

*Projected cost:* TBD – Town Budget item

*CIP Plan:* The CIP recommends continued monitoring.

### **Municipal Building**

The life of the existing building has been extended because of work completed with the RGGI Grant (2010/2011) as well as the renovations to the interior, approved at Town Meeting, and also completed in 2011. The Interior renovations included expansion of the office space by removing the meeting room and reconfiguring the existing space.

The CIP Committee recommends that a Future Municipal Building be removed from the spreadsheet until a request from the Board of Selectmen is received to add it back in.

## Funding Options

*Q: What are Temple's options for financing major capital needs?*

The project summaries in Table 3 refer to a number of different local financing methods. Four of these methods require appropriations; either as part of the Town's annual operating budget or as independent warrant articles for Town Meeting vote.

Following are summaries of the different ways the Town has financed, and could continue to finance, major capital expenses. (More than one approach can be used at one time.)

The *1-year appropriation* is most common. Proposed projects are funded by real estate property tax revenues within a single fiscal year, i.e., expense in one year and pay cash, concentrating the tax impact on that year. Temple used this approach in 2003 and in 2013 to purchase a police cruiser.

The *capital reserve (savings) method* requires appropriations over multiple years. The capital improvement is not made until total appropriations (from the general fund and/or reserves) meet the cost of the improvement. The capital reserve approach spreads the tax impact across several fiscal years in advance of the actual expenditure. Temple has used this approach historically for purchasing heavy equipment.

The *lease-to-purchase method or bank loans* have been used for vehicle purchases.

*Bonds*, issued by the New Hampshire Municipal Bond Bank or Commercial Bank, are generally used only for the most expensive capital projects, such as land purchases, major renovations, additions, or new construction of buildings or infrastructure. Bonds permit major capital requests to be met immediately while spreading out the cost—and the impact on the tax rate—over many years in the future. Towns typically use this approach to purchase land or build a major facility. To procure a bond the value must exceed \$100,000. When bonding, a fee is also incurred for a bond counsel.

*Offsetting revenues* are fiscal resources from outside the community that are applied to help finance a local capital project. A typical example is State of New Hampshire Municipal Bridge Funding, which assists the Town with major bridgework.

*Grants:* The CIP Committee recommends that the town and its various departments pursue grant opportunities that may be available from federal, state and private sources.

*Q: What are the financial projections resulting from Temple's CIP process?*

The details are included in the spreadsheet at the end of this report, which summarizes the anticipated capital expenses for the 2019-2028 time period.

*Q: What happens next to the CIP Plan?*

The CIP Committee will submit this proposed plan to the Budget Advisory and the Board of Selectmen in February 2018. The Plan will be posted on the Temple Web site (<http://www.templenh.info>) in a PDF format and copies will also be printed for Town residents.

Every year, the CIP Committee will review the CIP Plan and modify it based on changing needs and priorities, then present it to the Board of Selectmen for their review prior to budget deliberations. Each annual update will add an additional year to the schedule so that a 10-year program period is maintained. For example, the 2019 - 2020 CIP Committee will continue to further assess long-term projects proposed by the various departments.

## Conclusions

The CIP planning process provides a neutral forum for our town departments to identify and organize their capital expenditure needs. We encourage the development of capital asset inventories that account for the value of the assets and track the useful life and depreciation of municipal equipment and infrastructure. As a minimum, the CIP recommends that all town assets be tracked for life expectancy so that the town will be able to anticipate and plan for future capital needs. Every capital request included in this document will be presented to the Selectmen for their consideration but in the case of some of the proposed projects, the CIP Committee concluded that more information was needed before a recommendation could be made. If a project is not recommended, or is recommended in a different amount, departments and residents always have the option of presenting their request by petition directly to the voters at Town Meeting. At the end of 2018 the town has two loans outstanding which financed our recent capital needs.

### For 2019, the ongoing bond payments are:

**Fire Department:** 9 Air Packs, Air Cylinders, and Booster were purchased in 2014: The price was \$62,500 but due to a generous anonymous donor contribution of \$5,000, the cost to the town was reduced to \$57,500. This amount was financed for 5 years at 2.29%. The 2019 payment of **\$11,664** will be the last of 5 payments. Interest paid over the 5 years will be \$3,456.

**Highway Department:** The 2014 International Dump Truck was purchased in 2013 at a cost of \$160,258 and financed at 2.15% for six years. Total interest will be \$12,128. The 2019 payment of **\$27,048** is the last of 6 payments.

### For 2018, the CIP Committee recommends the following:

**Fire Department:** The Committee received a request for three additional sets of Turn-Out Gear at a total cost of \$8,250. to accommodate new department personnel and replace gear beyond the expiration date.

**Highway Department:** The Committee also received an unplanned request for a Backhoe/Loader at a cost (if purchased) of \$109,500. The Committee recommends a lease-to-buy purchase plan at a cost of \$38,417 for three years. To accommodate this purchase, we have worked with the Highway Department to delay the replacement of a Mower for the tractor and to delay the scheduled replacements of two Dump Trucks.

**Highway Vehicle/Equipment Capital Reserve Fund:** The CIP recommends a warrant article placing \$20,000 in the Highway Vehicle/Equipment CRF.

---

The CIP recommends targeting a consistent, yearly tax impact of approximately \$115,000 to cover all capital expenditures for Temple. This value was selected based on past data and future projections to be sustainable for the town's needs into the foreseeable future. The advantage of a consistent tax impact is that taxpayers will be shielded from the impact of year on year fluctuating capital expenditures. To achieve this goal, the CIP recommends the use of Capital Reserve accounts (to which funds would be added or subtracted to achieve the targeted tax impact) in conjunction with bond financing when appropriate.

Capital Reserves: An unavoidable cycle in Highway Department equipment has three large vehicle replacements scheduled in 2021 and 2022 (totaling approx. \$287,000). The Fire Department also has two large vehicle replacements due in 2024 and 2027 (totaling an estimated \$467,685). In order to avoid future tax spikes, the CIP committee approved a recommendation to the Select Board that the Town place warrant articles for substantial amounts to be deposited in a Capital Reserve for Capital Equipment starting in 2019. Please see the Graph and Spread Sheet for the smoothing out effect that occurs with a Capital Reserve account in conjunction with bond financing. The graph shows the scheduling of infrequent large expenses, in dark grey. The effect of using bond financing and Capital Reserves to spread these expenses over time is shown in light grey.

## Appendix

## Exhibit 1

**RSA Section 674:5 through Section 674:8 — Capital Improvements Program****TITLE LXIV  
PLANNING AND ZONING  
CHAPTER 674  
LOCAL LAND USE PLANNING AND REGULATORY POWERS****Capital Improvements Program****Section 674:5 Authorization**

In a municipality where the planning board has adopted a master plan, the local legislative body may authorize the planning board to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least 6 years. As an alternative, the legislative body may authorize the governing body of a municipality to appoint a capital improvement program CIP Committee, which shall include at least one member of the planning board and may include but not be limited to other members of the planning board, the budget CIP Committee, or the town or city governing body, to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least years. The capital improvements program may encompass major projects being currently undertaken or future projects to be undertaken with federal, state, county and other public funds. The sole purpose and effect of the capital improvements program shall be to aid the mayor or selectmen and the budget CIP Committee in their consideration of the annual budget.

Source. 1983, 447:1, eff. Jan. 1, 1984. 2002, 90:1, eff. July 2, 2002.

**Section 674:6 Purpose and Description**

The capital improvements program shall classify projects according to the urgency and need for realization and shall recommend a time sequence for their implementation. The program may also contain the estimated cost of each project and indicate probable operating and maintenance costs and probable revenues, if any, as well as existing sources of funds or the need for additional sources of funds for the implementation and operation of each project. The program shall be based on information submitted by the departments and agencies of the municipality and shall take into account public facility needs indicated by the prospective development shown in the master plan of the municipality or as permitted by other municipal land use controls.

Source. 1983, 447:1, eff. Jan. 1, 1984.

**Section 674:7 Preparation**

In preparing the capital improvements program, the planning board or the capital improvement program CIP Committee shall confer, in a manner deemed appropriate by the board or the CIP Committee, with the mayor or the board of selectmen, or the chief fiscal officer, the budget CIP Committee, other municipal officials and agencies, the school board or boards, and shall review the recommendations of the master plan in relation to the proposed capital improvements program.

Whenever the planning board or the capital improvement program CIP Committee is authorized and directed to prepare a capital improvements program, every municipal department, authority or agency, and every affected school district board, department or agency, shall, upon request of the planning board or the capital improvement program CIP Committee, transmit to the board or CIP Committee a statement of all capital projects it proposes to undertake during the term of the program. The planning board or the capital improvement program CIP Committee shall study each proposed capital project, and shall advise and make recommendations to the department, authority, agency, or school district board, department or agency, concerning the relation of its project to the capital improvements program being prepared.

Source. 1983, 447:1. 1995, 43:1, eff. July 2, 1995. 2002, 90:2, eff. July 2, 2002.

**Section 674:8 Consideration by Mayor and Budget CIP Committee**

Whenever the planning board or the capital improvement program CIP Committee has prepared a capital improvements program under RSA 674:7, it shall submit its recommendations for the current year to the mayor or selectmen and the budget CIP Committee, if one exists, for consideration as part of the annual budget.

Source. 1983, 447:1, eff. Jan. 1, 1984. 2002, 90:3, eff. July 2, 2002.

**Addendum #1****History of Requested Items Removed from Narrative**

| <u>Department</u>     | <u>Request</u>                                | <u>Date requested</u> | <u>Date Removed</u> | <u>Reason Withdrawn</u>  |
|-----------------------|---|-----------------------|---------------------|--|
| Animal Control        | Vehicle                                       | 2006                  | 2008                | Insurance  |
| Recreation Department | Pool  | 2005                  | 2008                | Cost Prohibitive   |
| Recreation Department | Tennis Court Lights                           | 2005                  | 2009                | Request from Recreation Department   |
| Recreation Department | Ice Skating Rink                              | 2005                  | 2009                | Request from Recreation Department   |
| Fire Department       | 2 <sup>nd</sup> Pumper                        | 2005                  | 2009                | Request from Fire Department   |
| Police Department     | Police Station Upgrade                        |                       | 2010                | Request from Police Department   |
| Town Government       | Future Municipal Building                     |                       | 2013                | No present need<br>Removed by vote of the CIP  |
| Police Department     | ATV   | 2014                  | 2014                | This item has been removed from the Police Department's CIP  |
| Fire Department       | 1981 International Tanker                     | 2014                  | 2014                | This vehicle was sold in 2013 and will not be replaced   |
| Recreation Department | Little League Field: Storage Shed             | 2014                  | 2014                | Removed by vote of CIP   |
| Recreation Department | Temple Memorial Field: Back Stop              | 2014                  | 2016                | Removed by vote of CIP   |
| Recreation Department | Temple Memorial Field: Dugouts                | 2014                  | 2016                | Removed by vote of CIP   |
| Recreation Department | Little League Field (Near Elementary School): |                       | 2016                | Removed by vote of CIP:<br>Following much discussion and research by the Select Board regarding both Town baseball fields the Select Board found that the Elementary School Field continues to be very wet and would only be serviceable if it were re-graded. The Board of Selectmen will continue to mow, but at this point, due to lack of need, feels further investment is not warranted. |

## Addendum # 2

~~~

## CIP BRIDGE INVENTORY

Developed by Tim Fiske, Road Agent

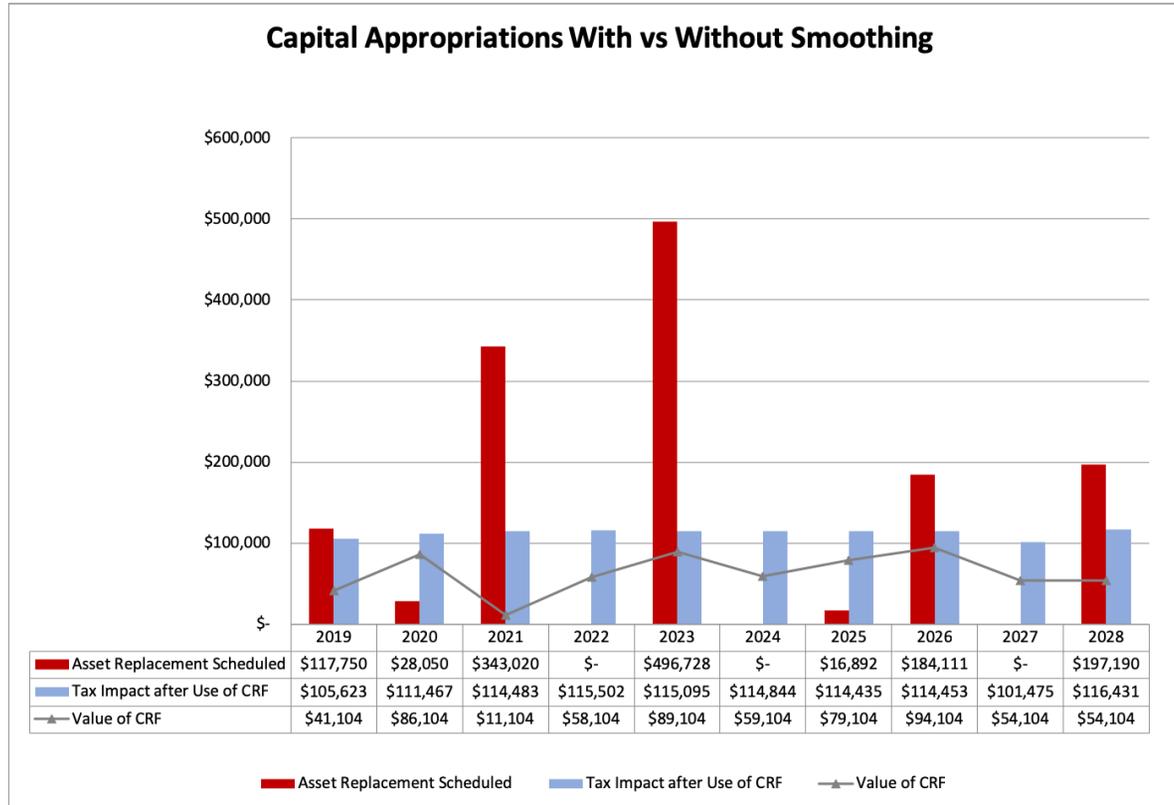
Compiled by Betsy Perry 2013

*Revised – Nov. 2016*

## SUMMARY SHEET

| Road Name         | Traffic Volume<br>Cars/Day | Year<br>Built                                 | Expected<br>Life Span | Weight<br>Rating | Predicted<br>Replacement Cost |
|-------------------|----------------------------|-----------------------------------------------|-----------------------|------------------|-------------------------------|
| Converse Road #1  | 50                         | 2014                                          | 75-100 years          | none             | N/A                           |
| Converse Road #2  | 20-30                      | deck 1980<br><i>Abutments 2013 &amp; 2014</i> | 30 years              | E2               | \$800,000                     |
| East Road         | 200                        | 1981                                          | 10 years              | E2               | \$600,000                     |
| Hadley Highway #1 | 1,000                      | 1984<br><i>Cement bottom installed 2016</i>   | 30 years              | E2               | \$800,000                     |
| Hadley Highway #2 | 500                        | 1997                                          | 75 years              | none             | N/A                           |
| Memorial Highway  | 100                        | 2007                                          | 75 years              | 6 ton            | N/A                           |
| North Road        | 100                        | 1940                                          | 30-50 years           | 15 ton           | \$800,000                     |
| Powers Road       | 30-50                      | 1930's                                        | 10-15 years           | 3 ton            | \$600,000                     |
| Putnam Road       | 20-30                      | 1930's                                        | closed                | -----            | \$800,000                     |
| Webster Road      | 300                        | 1999                                          | 75 years              | none             | N/A                           |
| West Road         | 1,300                      | 2006                                          | 75 years              | none             | N/A                           |

**The scheduling of infrequent large expenses is shown in dark grey.  
 The result of bond financing and the use of Capital Reserve funds to spread these expenses over time are shown in light grey.**



2109 – 2028 CIP Plan Worksheet

| Dept.        | Item Description                        | Year Purchased or Refurbished | Estimated Costs (2018-19 \$)     | Temple Approp % | Replacement Cycle (Yrs) | 2019 CIP Proposed                 | 2019       | 2020       | 2021        | 2022       | 2023       | 2024        | 2025       | 2026       | 2027        | 2028       |           |
|--------------|-----------------------------------------|-------------------------------|----------------------------------|-----------------|-------------------------|-----------------------------------|------------|------------|-------------|------------|------------|-------------|------------|------------|-------------|------------|-----------|
| EMS          | Ambulance #1 (20%)*                     | 2018                          | \$ 207,600                       | 20%             | 50                      | Budget                            | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| EMS          | Ambulance #2 (20%)*                     | 2007                          | \$ 207,600                       | 20%             | 50                      | Budget                            | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| EMS          | Cardiac Monitor #1 (20%)*               | 2018                          | \$ 40,000                        | 20%             | 50                      | Budget                            | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| EMS          | Cardiac Monitor #2 (20%)*               | 2018                          | \$ 40,000                        | 20%             | 50                      | Budget                            | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Fire Dept.   | Airpacks and Comp                       | 2014                          | \$ 57,500                        | 100%            | 15                      | Final Pay                         | \$ 11,664  | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Fire Dept.   | Jaws of Life - (Cutter & Spreader)      | 2015                          | \$ 24,650                        | 100%            | 15                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Fire Dept.   | HAZ Env. Digital Radios                 | 2010                          | \$ 10,500                        | 100%            | 50                      | Budget                            | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Fire Dept.   | Thermal Imager                          | 2004                          | \$ 5,000                         | 100%            | 16                      |                                   | \$ -       | \$ 5,100   | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Fire Dept.   | Skid Unit                               | 2003                          | \$ 10,700                        | 100%            | 30                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Fire Dept.   | Turnout Gear (purchase 2 per year)      | 2009                          | \$ 8,250                         | 100%            | 10                      | 3 New                             | \$ 8,250   | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Fire Dept.   | Grumman Rescue Truck                    | 2006                          | \$ 140,000                       | 100%            | 20                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ 43,855   | \$ 43,042  |           |
| Fire Dept.   | F550 Brush Truck / 1st Response Vehicle | 2010                          | \$ 85,000                        | 100%            | 20                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Fire Dept.   | International Fire Pumper (Engine)      | 1993                          | \$ 443,300                       | 100%            | 30                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ 78,927   | \$ 77,542  | \$ 76,158  | \$ 74,773   | \$ 73,388  |           |
| Fire Dept.   | Freightliner Tanker                     | 2003                          |                                  | 100%            | 30                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | Ford F550 6 Wheel Dumptruck             | 2011                          | \$ 83,200                        | 100%            | 10                      | Was 9yr                           | \$ -       | \$ -       | \$ 86,561   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | International Dump Truck (6 wheel)      | 2013                          | \$ 165,000                       | 100%            | 15                      | Final Pay                         | \$ 27,292  | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | International Dump Truck (6 wheel)      | 2006                          | \$ 184,500                       | 100%            | 15                      |                                   | \$ -       | \$ -       | \$ -        | \$ 68,502  | \$ 67,209  | \$ 65,917   | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | CAT Road Grader                         | 2009                          |                                  | 74%             | 30                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | CAT Loader                              | 2015                          | \$ 117,500                       | 100%            | 20                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | Garage and Sand Storage Facility        |                               |                                  | 100%            |                         |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | Brush Chipper                           | 1987                          | \$ 22,200                        | 100%            | 34                      | Was 32yr                          | \$ -       | \$ -       | \$ 23,097   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | Massey-Ferguson Tractor                 | 2007                          |                                  | 100%            | 30                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | Tractor Implements                      | 2007                          | \$ 15,000                        | 100%            | 13                      | Was 12yr                          | \$ -       | \$ 15,300  | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Highway      | Backhoe                                 | 2019                          | \$ 109,500                       | 100%            | 0                       | New                               | \$ 38,417  | \$ 38,417  | \$ 38,417   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Hwy Bridge   | Converse 1 Bridge                       | 2015                          | \$ 584,000                       | 20%             | 40                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Hwy Bridge   | Converse 2 Bridge                       | 2014                          | \$ 15,500                        | 100%            | 40                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Hwy Bridge   | Hadley Highway 1 Bridge                 | 2016                          | \$ 20,000                        | 100%            | 40                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Hwy Bridge   | Thomas Maynard                          | 2018                          | \$ 30,000                        | 100%            | 30                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Hwy Bridge   | East Road Bridge                        |                               | \$ 515,000                       | 20%             | 20                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Hwy Cemetery | Cemetery Mower                          | 2015                          | \$ 11,000                        | 100%            | 10                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ 12,388  | \$ -       | \$ -        | \$ -       |           |
| Library      | Replace North and West Roof             | 2000                          |                                  | 100%            | 25                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Library      | Replace South and East Roof             | 2009                          |                                  | 100%            | 25                      |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Library      | Furnace                                 | 2001                          | \$ 12,200                        | 100%            | 20                      |                                   | \$ -       | \$ -       | \$ 12,693   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Police       | Ford Interceptor                        | 2013                          | \$ 40,000                        | 39%             | 8                       |                                   | \$ -       | \$ -       | \$ 16,230   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Police       | Explorer                                | 2015                          | \$ 40,000                        | 39%             | 8                       |                                   | \$ -       | \$ -       | \$ -        | \$ 16,886  | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Police       | Ford Explorer                           | 2018                          | \$ 52,000                        | 39%             | 8                       |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ 23,295  | \$ -        | \$ -       |           |
| Police       | Detail Cruiser: 2007 Nissan             |                               |                                  | 39%             | 8                       |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Recreation   | Resurface Tennis & B-Ball Courts        | 2016                          | \$ 4,000                         | 100%            | 9                       |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ 4,505   | \$ -       | \$ -        | \$ -       |           |
| Town Gov.    | Records Preservation                    |                               |                                  | 100%            |                         |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Town Gov.    | Photocopier                             | 2013                          | \$ 7,500                         | 100%            | 7                       |                                   | \$ -       | \$ 7,650   | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ 8,787   |           |
| Town Gov.    |                                         |                               |                                  | 100%            |                         |                                   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ -       |           |
| Town Gov.    | Computer upgrades                       | 2015                          | \$ 12,000                        | 100%            | 6                       |                                   | \$ -       | \$ -       | \$ 12,485   | \$ -       | \$ -       | \$ -        | \$ -       | \$ -       | \$ -        | \$ 14,060  |           |
|              |                                         |                               |                                  |                 |                         |                                   | \$ 85,623  | \$ 66,467  | \$ 189,483  | \$ 68,502  | \$ 84,095  | \$ 144,844  | \$ 94,435  | \$ 99,453  | \$ 141,475  | \$ 116,431 |           |
|              |                                         |                               | <b>WITH CAPITAL RESERVE FUND</b> |                 |                         |                                   |            |            |             |            |            |             |            |            |             |            |           |
|              | Indicates Future Debt Obligations       |                               |                                  |                 |                         | Asset Replacement Scheduled       | \$ 117,750 | \$ 28,050  | \$ 343,020  | \$ -       | \$ 496,728 | \$ -        | \$ 16,892  | \$ 184,111 | \$ -        | \$ 197,190 |           |
|              | Indicates Current Debt Obligations      |                               |                                  |                 |                         | Recommended Contribution to CRF's | \$ 20,000  | \$ 45,000  |             | \$ 47,000  | \$ 31,000  | \$ -        | \$ 20,000  | \$ 15,000  | \$ -        | \$ -       |           |
|              |                                         |                               |                                  |                 |                         | Recommended Deductions from CRF's |            |            | \$ (75,000) | \$ -       | \$ -       | \$ (30,000) | \$ -       | \$ -       | \$ (40,000) | \$ -       |           |
|              |                                         |                               |                                  |                 |                         | Tax Impact after Use of CRF       | \$ 105,623 | \$ 111,467 | \$ 114,483  | \$ 115,502 | \$ 115,095 | \$ 114,844  | \$ 114,435 | \$ 114,453 | \$ 101,475  | \$ 116,431 |           |
|              |                                         |                               |                                  |                 |                         | Value of CRF                      | \$ 21,104  | \$ 41,104  | \$ 86,104   | \$ 11,104  | \$ 58,104  | \$ 89,104   | \$ 59,104  | \$ 79,104  | \$ 94,104   | \$ 54,104  | \$ 54,104 |