

2008 Capital Improvements Plan Committee Narrative Report (For Review in Conjunction with Table II)

The Capital Improvements Program (CIP) committee began its work early this year, with the schedule finalized well before the Finance Committee is to begin their review of budgets.

The CIP committee (a subcommittee of the Planning Board) is charged with reviewing all town and school projects that exceed \$20,000. Over the years, the committee has been able to maintain a fairly level bottom line through the judicious use of Capital Reserve Funds (CRF) for recurring and expensive equipment like fire vehicles and highway trucks and heavy equipment.

The use of CRFs allows us to accrue funds yearly so that when these extremely expensive items come up for replacement, we don't incur a spike in the tax rate. This has worked very successfully, allowing the town to replace important equipment without risking its reliability and/or facing heavy maintenance costs.

Aside from the established fire and highway CRFs, other upcoming items are often spread over a few years in order to keep the financial impact level from one year to the next.

Bridge Repair

For the past few years, voters have approved the accruing of funds for the replacement of both the second Lyndeborough Road Bridge and the Gregg Mill Bridge. They were scheduled to be replaced in 2010 and 2012 respectively.

However, following two years of devastating floods, the N.H.DOT moved the replacement of each bridge forward by a year. This meant reallocating the town's 20% share of the cost that had previously been represented on the CIP schedule.

Lyndeborough Road Bridge

This bridge is now scheduled for replacement in 2009. A total of \$80,000 has already been collected against the town's share; with the balance requested over the next two years.

In 2008, \$65,000 will be requested; the final \$70,000 will be on the 2009 ballot.

Gregg Mill Bridge

This bridge is now scheduled for 2011. The yearly amounts will be ramped up for the next four years to accrue the town's share. In both 2008 and 2009, \$50,000 will be requested; \$55,000 in 2010 and 2011 will complete the funding.

Hilldale Lane Bridge

Hilldale Lane Bridge is the narrow bridge that takes vehicles from River Road (Route 13) into the 4-H Youth Center fairgrounds. Even though little used compared with normal roadway bridges, it is a state bridge and therefore NH DOT will pay 80% of its much-needed replacement cost.

Although replacement is scheduled for 2014, we must begin collecting the town's 20% share in 2008 to secure our spot on the DOT bridge schedule. Voters will be asked for \$20,000 to get the process going; ramping to \$30,000 and then \$42,000 in the upcoming years.

It was noted that over the next few years, town officials will meet with members of the 4-H Foundation Board, who oversee the property, and representatives from DOT to discuss the bridge proposal. Because Hilldale Lane, although a town road, is only used by those attending events at the Youth Center, it is hoped the DOT will approve some type of one-lane bridge.

An important addition to the new bridge will be a safer pedestrian walkway than the current bridge allows.

Once a final design is approved by DOT, we will have an estimate for the cost of the bridge.

NBCS Roof

Central School Principal Rick Matthews discussed two roof projects with the CIP committee. The roof that has been on the schedule and planned for replacement in 2010 was originally installed in 1987.

This section goes from the doorways midway down the hallway to the gym (Mr. Mudrick's room) to the cafeteria/ gym section. The estimated cost is \$50,000. But, because of the extreme heat loss experienced in this section (R- value is 12.1), the addition of appropriate insulation should pay for itself in savings of fuel oil.

The project would replace the ballasted membrane with a self-adhered membrane and add four inches of insulation to reach an R-value of 37.8.

The cost was spread between 2009 and 2010 at \$25,000 for each year.

A new roof request was added to the CIP schedule, planned for 2013 with funding beginning in 2011 for this approximately \$200,000 project.

This would replace the rest of the older roofs on the building, including the gym. Mr. Matthews noted that in the next few years, we will have a better idea of whether another

addition will be proposed at the school. If that occurs, this roof replacement request would probably be included in that bond.

Possible addition to NBCS

Principal Rick Matthews updated the CIP Committee on the status of a possible future addition to the Central School.

An official property boundary survey has been completed, funded through a warrant article approved last March by voters. Architect Roger Dignard will now review the site to see how much of an addition could be built onto the current school building.

With enrollment at the elementary school now at more than 550 students, space for grades kindergarten through six is being pushed to the limit, with several classes at higher numbers than desired.

There is also a possible discussion of making the facility a K-8. This would bring our middle schoolers back from Goffstown. While much public input is needed before any final decision can be made, we must first find out whether the site could even accommodate such an expansion.

Mr. Matthews said we should have a better direction by the fall of 2008, when the CIP committee will next meet.

Recreation Multi-Use Community Center

The request for this building has been put on hold for several years until we have a better direction on a possible NBCS expansion, which might accommodate the needs of the Recreation programs.

Fire Equipment CRF

The \$90,000 that has been collected yearly continues to be a viable figure for 2008 and future years, covering the refurbishment and replacement of the town's fire and rescue vehicles.

Included in this CRF are the U2 Air Truck, K-1 Tank Truck, M7 Forestry Truck, M4 Hose Reel Truck, the ambulance and both M1 and M2 Pumpers.

For 2008, the K-1 Tank Truck that carries the main water supply (2,200 gallons) for the initial attack on a fire, is scheduled for a half-life refurbishment at a cost of \$60,000. This refurbishment should ensure the 30-year life expectancy of this 1988 Ford L 8000 truck.

New Fire Station proposed for 2013

The current fire station in the village was built in 1973 and has served the town well. But fire officials have said that the building is too small to adequately house our current equipment, and is “functionally obsolete.”

The existing station is 5,664 square feet and, according to Fire Department representatives, “does not meet modern criteria for public safety buildings.” They noted that there is no decontamination area, shower facilities or a vehicle exhaust containment system; indicating there is not a way to include these items in the existing station.

Additionally, while there is a training area on the second floor of the station, there is no space for administrative work to be properly conducted.

They also explained that they have had to special order fire vehicles that will fit into the openings and bays at the current facility. Fire officials noted that at some point in time, they believe replacement vehicles will either not be available or will be cost prohibitive.

In an extensive presentation, they reviewed plans for a proposed station that would be on land that can, hopefully, be acquired in the vicinity of the village area.

Members of the CIP committee were very concerned with a proposal for a 14,451 square foot building at a cost of more than \$2.5 million (\$300,000 included for the purchase of land). This building would include dorms for seven full-time firefighters (New Boston is currently an all-volunteer department) and 12 equipment bays, among other things.

CIP was willing to consider a modified plan for a 10,132 square foot building, without the dorms and with 10 vehicle bays, at an estimated cost of \$1.8-plus million. This price also included the \$300,000 for land.

Several CIP members were still concerned with even the modified proposal, but felt that at least this would get the Fire Department on the CIP schedule for 2013.

Unless it is an unexpected emergency, departments put new requests on the CIP schedule six years out. This keeps the bottom line from being disrupted and stabilizes the tax rate, which can spike sharply if large, unplanned expenses are suddenly introduced.

It was noted that any new building would require a bond that could include the cost of the land. If voters approved a bond in 2013, construction could begin immediately.

Fire officials noted that the plans they presented were preliminary in nature and that specific details would be discussed and worked out over the next several years. They also indicated that they had a couple of properties that were being considered for a new station. Discussion with landowners would be part of their upcoming strategy.

The CIP Committee noted that if a suitable property was located and the landowner could not wait to sell until 2013, they would discuss the possibility of including that purchase earlier on the schedule.

Highway Dump Truck CRF

In order to purchase the replacement truck scheduled for 2009, it is recommended that the annual CRF be bumped up to \$55,000 for both 2008 and 2009, then return to \$50,000.

The more costly purchase in 2009 is for a 10-wheel Mack truck at a total cost of \$92,000, with a 15-year life.

Highway One-Ton Truck

Over the past few years, \$65,000 has been approved by voters toward the \$95,000 cost of this truck. The final \$30,000 will be requested in 2008.

Road Agent John Riendeau explained that the actual cost of the specially equipped Chevrolet Kodiak C5500 chassis is \$46,500. The additional approximately \$48,300 would cover the dump body, sander and full set of plows.

Mr. Riendeau noted that he expected to keep the Chevy truck as a front-line vehicle for 10 years, whereas the former Fords had been used for only six to seven years.

Once this one-ton is purchased in 2008, its replacement will become part of the regular Highway Truck CRF. The annual contribution is not expected to increase as all trucks being purchased have a longer life expectancy.

Highway Heavy Equipment CRF

This established CRF saves money to cover the future purchases of the grader, loader and backhoe—all vital and costly equipment.

The yearly contribution to this fund remains the same at \$55,000.

Road Improvements

Voters have continued to support yearly funding to be applied toward the cost of road repairs. With the rapidly escalating cost of this work, it was recommended that the yearly request increase from \$75,000 to \$85,000.

The 2008 funding will again be applied to work on the outer section of Bedford Road, with drainage work and repaving continuing out to Klondike Corner.

Town Hall Renovation

A CRF was started in 2006 to fund a planned renovation of the Town Hall in 2011 at an estimated cost of \$400,000. This includes an elevator to gain full access of the second floor.

Again in 2008, \$60,000 will be requested toward this project.

Town Property Revaluation CRF

A full revaluation is mandated by the state in 2011. It is recommended that this CRF be continued with \$40,000 requested yearly from 2008 through 2011.

Police Department and Transfer Station

There are no requests for 2008 from either of these departments

At the Transfer Station, the need for a \$45,000 skid steer replacement, originally scheduled for 2008, was withdrawn from the schedule. The next purchase for the Station will be in 2012 when one of the two solid waste trailers will be nearing replacement.

Village Fire Cistern

A small group is intently working to come up with realistic plans for a possible firefighting water supply cistern to cover the village. They expect to finalize these plans over the next few months.

Monies were continued in the schedule as placeholders, starting in 2009. Installation is planned for 2014 should voters approve of the project.

Library Building

For the first time ever, the Whipple Free Library Trustees were given a round of applause from the CIP Committee for their revised proposal to fund a new library building!

Trustee Chairman Eric Seidel explained that earlier in the year they had pursued a feasibility study to access the potential for raising enough money to privately fund a new library on the town-owned land behind the post office.

They also hired a professional consultant to work with the Trustees in developing a new building concept with a reduced scope. Mr. Seidel noted that this approach is intended to improve the probability of success, without compromising the basic need for growth in both materials and services provided by the library.

Through the summer, their consultant has also conducted interviews to collect feedback for this new approach.

Mr. Seidel said that they have reduced the overall cost of the project from \$1.75 million to \$1.1 million, believing that with this scaled back size, they could meet realistic funding goals as well as gain support from voters should some taxpayer funding be required.

He stressed that the Trustees would have all their private funding in place before approaching the town for any balance. Mr. Seidel agreed with continuing to hold payments for a \$500,000 bond in the CIP schedule, hopefully to begin in 2009. However, he noted that he felt that any public funding required should be less than that amount.

Final Numbers

Although technically part of the CIP schedule, the bond payments for the latest addition to the New Boston Central School (with a final payment in 2009) and lease payments for the town's three police cruisers (final due in 2008) are carried within the school and town operating budgets respectively.

The CIP projects that will be presented in separate warrant articles on the 2008 ballot total \$550,000, up \$25,000 from those proposed in 2007. This increase was primarily due to the move up of the two bridge projects.

According to Town Administrator Burton Reynolds, each \$628,000 of spending adds \$1.00 to the tax rate.

Respectfully Submitted,
Brandy Mitroff – CIP Committee & Finance Member

Changes to Last Years Table

Transfer Station	Remove	Skid Steer (R) 2008 (10yr cycle) @ \$45K	Buy from budget
Transfer Station	Remove	New Pole Barn 2011 @ \$45K	Not Needed
Library	Adjust	New Library Construction Bond (2010) 10yr @ 4.75%	Adjusted Table for new bond
Selectmen	Adjust	Upgrade Wason Library Bldg 2010 @ \$50K	Changed Date
Selectmen	Adjust	Town Center Cistern Installation CRF 2012 @ \$400K	Removed from 2008
School	Adjust	Replace roof installed in 1987 2009 @ \$90K	Changed Date and Cost
School	Added	Replace remaining roof 2013 @ \$200K	New Item
Highway	Adjust	Hwy Truck Annual CRF (15yr Cycle)	Changed 08 & 09 to \$55K
Highway	Adjust	1-Ton & Equipment (R) 2008 (6yr cycle) @ \$90K	Changed 08 to \$30K
Highway	Adjust	Highway Equipment List	Updated pricing
Fire Dept	Added	Replace Current Fire Station Bond (2013) yr? @ %	New Item
Fire Dept	Adjust	Fire Dept Equipment List	Updated pricing

Notes

Go over Bridges
 Still consider raising Highway Truck CRF to 55K?
 Bond figures will be provided for Fire Dept building

See narrative for further details

TOWN OF NEW BOSTON 2008 - 2013

Department	Cat	Yr	Project	Accrued	2008	2009	2010	2011	2012	2013
Bridge Repair	C		Lyndeborough Rd Bridge 2009 (\$595K) Town Share Only	\$80,000	\$65,000	\$70,000				
			Gregg Mill Bridge 2011 (\$871K) Town Share Only	\$50,000	\$50,000	\$50,000	\$55,000	\$55,000		
			Hilldale Lane Bridge 2014 (TBD) Town Share Only		\$20,000	\$20,000	\$30,000	\$30,000	\$30,000	\$42,000
Central School	C		Replace roof installed in 1987 2010 @ \$50K			\$25,000	\$25,000			
			Replace remaining roof 2013 @ \$202K					\$65,000	\$65,000	\$70,000
Fire Department	B		Fire Equipment Annual CRF	\$26,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000
		05	76-U2 Air Truck (R) (8yr cycle) 2014 @ \$10K							
		88	76-K1 Tank Truck (F) (15yr cycle) 2008 @ \$60K							
		06	76-M7 Forestry Truck (F) (15yr cycle) 2022 @ \$40K							
		06	76-M1 Pumper (F) (15yr cycle) 2016 @ \$30K							
		05	76-M2 Pumper (F) (25yr cycle) 2021 @ \$40K							
		94	76-M4 Hose Reel Truck (F) (15yr cycle) 2009 @ \$30K							
		07	76-X1 Ambulance (R) (8yr cycle) 2015 @ \$175K							
			Replace Current Fire Station Bond (2013) 15yr @ 4.99%							
Highway Department	C		Hwy Truck Annual CRF (15yr Cycle)	\$95,000	\$55,000	\$55,000	\$50,000	\$50,000	\$50,000	\$50,000
		02	Truck #1 2016 (15yr cycle) @ \$172K							
		05	Truck #2 2020 (15yr cycle) @ \$190K							
		97	Truck #3 2009 (15yr cycle) @ \$205K							
		08	1-Ton & Equipment 2018 (10yr cycle) @ \$109K							
		01	1-Ton & Equipment (R) 2008 @ \$95K	\$65,000	\$30,000					
			Hwy Heavy Equipment Annual CRF	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000
		98	Grader 2010 (12yr cycle) @ \$225K							
		05	Loader 2017 (12yr cycle) @ \$177K							
		06	Backhoe 2019 (13yr cycle) @ \$117K							
	Salt Shed 2010 @ \$75K				\$75,000					
Library	D		Library Const Bond \$500K (Town Share) 10yr @ 4.75%	\$98,000		\$13,500	\$72,600	\$70,200	\$67,800	\$65,500
Recreation Department	D		Multi-Use Community Center \$500K (5yr Bond) @ 4.75%				\$75,000	\$120,000	\$117,000	\$112,000
Road Improvements	C		Bedford Road Repairs 2007 @ \$75K	\$75,000	\$85,000					
			Other road projects to be determined			\$85,000	\$85,000	\$85,000	\$85,000	\$85,000
Selectmen	D		Upgrade Wason Building 2010 @ \$50K			\$25,000	\$25,000			
	C		Town Hall Building Renovation CRF 2011 @ \$400K	\$122,000	\$60,000	\$60,000	\$60,000	\$95,000		
	C		Town Property Revaluation CRF 2011 @ \$198K	\$42,000	\$40,000	\$40,000	\$40,000	\$40,000		
	B		Town Center Cistern Installation CRF 2014 (TBD)			\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Transfer Station	C	2	Transfer Trailer #1 (R) 2013 (10yr cycle) @ \$75K						\$50,000	\$25,000
R = Replacement BI = Bond Issue NR = Not Recommended R&A = Raise & Appropriate CRF = Capital Reserve F = Refurbishment N = New Purchase			Yearly CIP Sub-total	\$708,000	\$550,000	\$638,500	\$787,600	\$805,200	\$659,800	\$699,000
	A		Central School Addition, BI Committed		\$134,063	\$131,687				
	A		Police Vehicles (3 Vehicles @ 4yr lease)		\$20,500					
			Yearly CIP Totals		\$704,563	\$770,187	\$787,600	\$805,200	\$659,800	\$699,000
			A = Committed Funds B= Life Safety C = Infrastructure D = Community Services and Facilities							