

Town of New Hampton
2022 Capital Improvements Plan

The Town Planning Board constituted a Capital Improvements Subcommittee at the regular meeting of May 19, 2021 in accordance with RSA 674:5-8. The subcommittee consists of Planning Board members David Katz, Subcommittee Chair, Robert Broadhurst, Tania Hiltz, and Richard Shea. The subcommittee requested the Town Administrator to solicit capital improvement proposals from the Town Department Heads. The Department proposals were received by the subcommittee and evaluated by interviews with the Department Heads in posted public meetings held on May 18, May26 and Jun 2, 2021.

SUMMARY

The subcommittee maintains a list of capital equipment and improvements with forecast replacement between 2022 and 2037. This is the third year of active forecasting. The list has stabilized and, barring unforeseen situations, the confidence of the forecasts is improved as the Departments use the report as a guideline for requests. Yellow items are new to the list. Blue items were approved at Town Meeting 2021.

Item Description	Year	Age	Useful Life	To-go Life	Fcst Replacement Year	Est Repl Cost (2021\$)
Car 1 Command Vehicle	2020	1	10	9	2030	\$40,000
Engine 1	2003	18	25	6	2027	\$475,000
Engine 2	2016	5	25	10	2031	\$475,000
Engine 3 [NON-LAPSE APPROPRIATION FOR AFG GRANT]	1989	32	35	2	2023	\$375,000
Forestry 1	2014	7	15	8	2029	\$65,000
Boat 1	2014	7	25	18	2039	\$75,000
Ambulance 1 (APPROVED 2020)	2020	1	12	11	2032	\$220,000
Ambulance 2	2018	3	12	9	2030	\$220,000
SCBA 2023 (6 AirPaks)	2015	6	12	2	2023	\$42,000
SCBA 2024 (5 AirPaks)	2015	6	12	3	2024	\$35,000
SCBA 2025 (5 AirPaks)	2015	6	12	4	2025	\$35,000
Manakin, IV Pump, Tool Set	2019	2	10	8	2029	\$12,085
Portable Radios [APPROPRIATION FOR OPERATIONS GRANT]	2021	0	15	1	2022	\$115,000
Defib A1	2015	6	10	5	2026	\$35,000
Defib A2	2013	8	10	5	2026	\$35,000
Cots 1 & 2	2009	12	12	1	2022	\$40,600
Hazard Trailer	2017	4	15	11	2032	\$18,150
Extrication Tool (Jaws of Life)	2020	1	15	14	2035	\$55,112
Kenworth 370	2020	1	15	14	2035	\$220,000
Kenworth 370	2021	0	15	15	2036	\$220,000
IH 7400 Dump Truck	2020	1	15	14	2035	\$220,000
IH 7400 Dump Truck	2018	3	15	12	2033	\$220,000
Bobcat Skid Steer (Transfer Station)	1999	22	20	2	2023	\$50,000

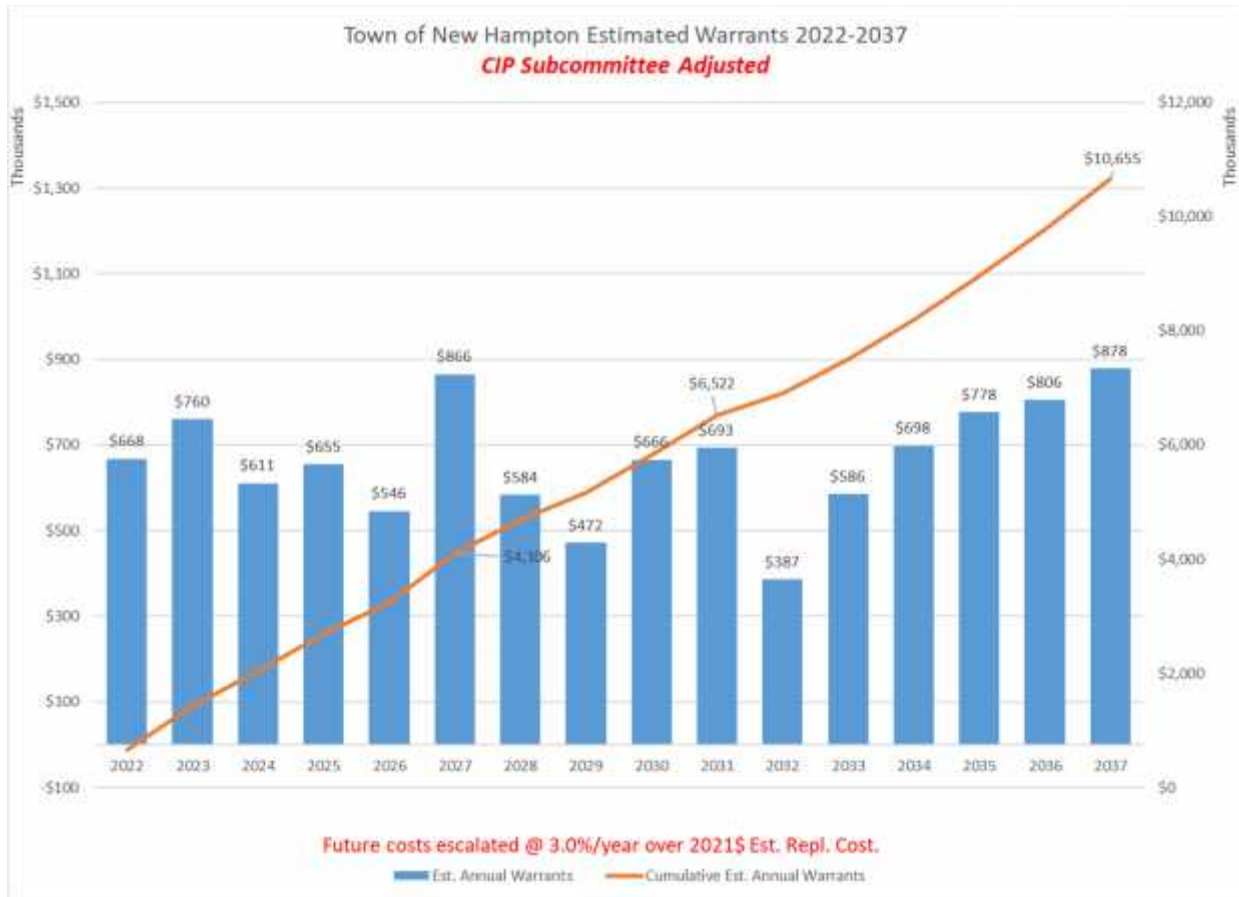
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Item Description	Year	Age	Useful Life	To-go Life	Fcst Replacement Year	Est Repl Cost (2021\$)
Cat 420E Backhoe	2020	1	15	14	2035	\$154,000
Brook Rd Bridge					2024	\$277,000
Town Roads (RSMS Plan)	2019				2030	\$209,300
Ford F550 1t dump	2018	3	10	7	2029	\$85,000
Cat 924 Loader	2014	7	15	8	2028	\$225,000
Cat 120 Motor Grader	2017	4	20	16	2037	\$330,000
Ford F-350 Pickup	2017	4	8	4	2025	\$75,000
Kubota Excavator/ Mower (NEW)	2022	-1	15	16	2037	\$140,000
Recycling Balers (4)	-	-	20	-	TBD	44,000
Trash Compactor	-	-	-	-	TBD	
Can Sorting Machine	-	-	-	-	TBD	
Cruiser 2018	2018	3	5	2	2023	\$40,000
Cruiser 2019	2020	1	5	4	2025	\$40,000
Cruiser 2021	2021	0	6	5	2026	\$40,000
Cruiser 2022	2016	5	6	1	2022	\$40,000
Body Cameras/ Cloud Storage/ Training					TBD	
Town House Repairs (Floor & Wall)				1	2022	\$50,000
Town Office Standby Generator (HMP)				1	2022	\$60,000
PSB Roof				12	2033	\$150,000
PSB (Fire House) 2nd Floor (5ksf x \$95/sf)				4	2025	\$475,000
Public Works/ Transfer Station Improvements					TBD	
Landfill Solar					TBD	

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The following chart reflects a 15-year projection of the capital expenditures recommended in this report. The 15-year timeframe is appropriated considering the average useful life of the Town’s equipment list is just under 15 years. Details are outlined in Attachment 1.



Key elements of this forecast include:

- Continued 2022 upgrade of Town roads as outlined in the 2019 RSMS report updated to 2022 values.
- Replacement of the Brook Rd. bridge in 2024 pending application and receipt of a grant.
- Replacement of Engine 3 and Fire Department portable radios pending receipt of Aid to Firefighters Grants (AFG)
- Replacement of SCBA airpacks to be self-funded.
- The addition of a new Kubota Excavator/Mower to service Town roads

The 2022 CIP recommended forecast suggests a 5-year cumulative capital appropriation forecast of \$4.1 million through 2027 (+17% from 2021) and an estimated total capital appropriation forecast of \$10.7 million through 2037 (up 43% from 2021.) The increases in the warrant values are generally the result of the effects of the addition of existing capital equipment to the list, escalation due to deferrals combined with updated 2021 price estimates. Projected sources of funds are discussed in the FIVE (5) YEAR CAPITAL FUNDING SOURCE ESTIMATE section of the report.

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DISCUSSION - 2022 WARRANT REQUESTS

Warrant requests for 2022 were received from the Fire, Police and Public Works departments. The subcommittee maintained its priorities of public safety, quality of life, stability of the tax rate and “no surprises” in its evaluation of the requests. All 2022 requests have been adopted by the subcommittee with some modification of need date to levelized the projected expenses in the interest of a more stable tax rate.

FIRE DEPARTMENT

The Town approved two (2) contingent appropriations in 2021 to accept grants for:

- Engine 3 - \$375,000
- Portable Radios – \$115,000

The purchases will be made on receipt of the grant money, the timing of which is subject to the grantor’s approval of the grants and the grant award schedule.

The sixteen (16) SCBA air packs in the inventory will need replacement due to obsolescence. The aggregate cost of testing and maintenance warrants replacement. The Fire Chief intends to replace these air packs over a 3-year period from 2023-2025. The air packs are not old enough to qualify for a grant.

NFPA Code Section 1911 Annex D recommended that small fire departments consider replacing primary firefighting equipment (trucks, engines, pumpers) between 10 and 20 years as the cost of refurbishing older equipment is a poor investment. The replacements for Engines 1 and 2 were discussed with the Fire Chief within the context of this code recommendation and the subcommittee agreed, in principle, that an effort be made to accelerate the replacement of these apparatus from the previous 35-year cycle. For this report, a 25-year useful life was selected to begin that process. The subcommittee will evaluate potential further reductions in useful life for Engines 1 and 2 to better meet Code recommendations in future reports.

The Fire Department submitted a request in 2019 to build out firefighter accommodations on the 2nd floor of the PSB. The continued deferral of this item resulted in an increase in the estimated construction cost from \$75/ sq ft to \$95/ sq ft. These future accommodations were anticipated in the original PSB plan to aid in the recruitment and retention of local firefighters; however, no detailed plan, drawings or specifications exist to allow a request-for-proposal to get at least a definitive estimate let alone firm pricing to do the work. The estimates included in this report are very rough order of magnitude estimates. The subcommittee concurs with this request and recommends a multi-stage design/build process:

- 2023 or 2024 – Hire an architect/ engineer to develop the technical component of a bid package
- 2024 – Issue request for proposal to qualified bidders
- 2025 – furnish and install hotel accommodations (rooms/ bath)
- 2026 – furnish and install ADA requirements, if needed (elevator)

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POLICE DEPARTMENT

The Police Department is in the “4 year-skip one” cruiser replacement cycle. Near term cruiser replacements are for 2022 and 2023 with 2024 as a skip year. The Police Chief indicated that Dodge Chargers may replace the Ford SUVs as the vehicle of choice resulting in potential savings.

The Police Chief advised the subcommittee that legislation mandating body cameras is under consideration within the General Court. The potential fiscal impact to towns is not currently known. The major cost considerations lie not in the cameras themselves, but the IT infrastructure needed to store and manage body camera videos as evidence and the associated staff or contractor. This is an open item to be followed to measure its impact.

PUBLIC WORKS

Replacement of the Brook Rd. bridge was mandated by the Selectmen in 2019. Its current estimated replacement cost is \$294,000 (2024 dollars).

The Brook Rd bridge is a dirt/wood bridge supported on stone/ concrete abutments. Sink holes in the bridge continue to appear despite regular maintenance. Public Works will no longer cross the bridge with the grader due to questionable structural integrity.



Replacement of the Brook Rd. bridge has been addressed in the previous CIP reports. The voters approved a warrant in 2019 for replacement contingent on approval of a Corps of Engineers grant that subsequently was denied. In 2020 and 2021, a small amount was added to the bridge repair replacement fund for maintenance.

The Town is working with the State Congressional delegation to secure infrastructure grant money; however, the timing of such will probably require several annual bridge fund contributions until any grant money is received or the bridge becomes totally unusable and closed to traffic.

The current plan is to replace the Brook Rd. bridge in 2024. The Board of Selectmen will tender additional warrants to fund the Bridge repair fund in 2022, 2023 and 2024 to either match grant money or self-perform the bridge repair or replacement. As of June, 2021, the bridge maintenance fund is at \$60,400.

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Other Public Works requests comprise both equipment replacements and Town road repairs. The 2021 equipment request is for the five-year lease of a new dump truck to replace a 2003 Mack RD690P. It carries an estimated replacement cost of \$220,000 fully outfitted (plows, etc.) and a potential trade value of \$10,000 (114,000 miles) depending on market conditions.

Near-term equipment requirements include:

- Bobcat Skid Steer - 2023
- Cardboard Balers - TBD
- Kubota Excavator/Mower – (New) 2022

The Public Works Director submitted a new request for a Kubota Excavator/Mower to service and clean up town roads. Public Works has received citizen requests to clear brush to restore sight lines from driveways and intersections. The combination excavator/ mower will enable four-season utilization. The subcommittee concurred with this request and the equipment has been added to the list.

The third-year appropriation of \$215,600 for town road improvements consistent with the 2019 RSMS study is included in the 2022 request. The subcommittee previously recommended that the road study be coordinated with the 2017 culvert study. The Public Works Director confirmed the methodology of replacing or repairing culverts concurrent with road improvements.

BUILDINGS AND FACILITIES

Near term building and facilities needs include:

- Town House Repairs (floor and wall)
- Town Office standby generator
- PSB 2nd floor build-out (refer to the Fire Department discussion)

The Town Administrator advised that a search for grant money to repair the Town House is underway. Grant requests usually require a scope description and an estimate. Accordingly, a request for proposal for an evaluation and estimate was issued by the Town in July, 2021. Allowance has been made in the capital plan for self- funded repairs should grant money not materialize.

An opportunity for a grant from FEMA to install a standby generator at the Town office became available earlier in the year. The Town Office is the backup emergency operations center. The updated Hazard Mitigation Plan included this as an action item to ensure emergency management and communications are available should the Public Service Building (primary) become disabled.

The subcommittee held a special meeting at the Public Works facility and Transfer station on June 1, 2021 to conduct a walk-through inspection of the facility. The subcommittee found:

- The buildings are structurally sound.
- Old parts, equipment and containers dispersed around the building.
- Flammable and hazardous materials stored in an uncontrolled manner.
- Electrical systems appear to have been modified in an ad hoc manner to suit an immediate need.
- The Public Works Director discussed potential improvements to loading dock areas and the Transfer Station.

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The subcommittee recommends that:

- The Public Works Director arrange a collaborative session with one or more regional Public Works Directors to explore opportunities for improvements.
- Circuits and wiring in the Public Works Building should be inspected for code compliance. Non-compliant circuits and wiring should be replaced as soon as practicable.
- A complete top to bottom cleaning of the Public Works Building should be done with simultaneous organization of parts, equipment, and tools.
- A development plan for the Public Works Building and Transfer Station be prepared for the 2023 CIP review cycle.

The subcommittee met with the Town Administrator to review the condition of all Town buildings. The conclusion reached was that a different long-term approach be considered regarding evaluation of buildings and facilities that included human capital (staffing, space management, etc.) There are obvious short-term needs such as repair of the Town House, but consideration should be given to ideas previously not considered such as selling the existing Town Office and building a new facility adjacent to the Public Service Building or expanding the Public Service Building to house the Public Works Department. This different approach to evaluating Town facilities will consider projected population growth, future staffing needs to deliver public services, and the associated infrastructure needed for delivery of these public services.

A change to a systematic evaluation of buildings and facilities will require the identification of stakeholders, development of evaluation criteria and metrics by which decisions can be made. The subcommittee will try to start his process in 2022 for the 2023 CIP cycle.

The New Hampton Landfill, located on River Road in Bristol, accepted solid municipal waste until 1991. Closure of the Landfill occurred in 1996, which included the installation of an impervious HDPE cap, passive gas venting stacks, monitoring wells, and gas monitoring probes.

The subcommittee entertained a suggestion that a solar array be installed on this closed landfill in a manner like those of other local communities. The Town contacted NH DES and their response included a description of the process to pursue such an installation. The structural condition of the landfill cap is indeterminate, at present, and will guide further consideration of this potential opportunity in 2022.

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CURRENT ACCOUNT STATUS

Status of Town Trust and Capital Reserve accounts as of July 2021, are shown in the following table:

EXPENDABLE TRUST FUND ACTIVITY FOR THE TOWN OF NEW HAMPTON FOR 2021						
ACCOUNT	PURPOSE	HOW INVESTED	BEGINNING BALANCE	ADDED	PAID	ENDING BALANCE
513	TOWN BRIDGE MAINTENANCE	MMKT	70,733.29	15,000.00		85,733.29
673	TOWN VEHICLE MAINTENANCE	MMKT	19,135.10			19,135.10
680	GRAVE STONE MAINTENANCE	MMKT	6,381.95			6,381.95
682	TOWN BUILDING MAINTENANCE	MMKT	23,134.40			23,134.40
684	FED & STATE SURPLUS	MMKT	10,426.74			10,426.74
930	FIRE DEPT TRAINING	MMKT	6,641.97	4,000.00		10,641.97
846	FIRE DEPT REPAIR	MMKT	6,190.11		(6,190.11)	0.00
975	HYDRANTS	MMKT	5,054.38	15,000.00		20,054.38
976	VETERANS MEMORIAL TRUST	MMKT	1,515.00	5,560.00	(5,627.50)	1,447.50
081	NATURE & FITNESS TRAIL	MMKT	2,906.40	900.00	(60.00)	3,746.40
	TOWN EQUIP REPAIR/REPLACE	MMKT	0.00	20,000.00		20,000.00
	TOTAL		152,119.34	60,460.00	(11,877.61)	200,701.73
CAPITAL RESERVES ACTIVITY FOR THE TOWN OF NEW HAMPTON FOR 2021						
ACCOUNT	PURPOSE	HOW INVESTED	BEGINNING BALANCE	ADDED	PAID	ENDING BALANCE
671	FIRE DEPT EQUIPMENT	MMKT	1,785.68			1,785.68
674	CONSERVATION	MMKT	11,852.67			11,852.67
676	HIGHWAY DEPT	MMKT	206.03			206.03
686	HIGHWAY DEPT BUILDING	MMKT	4,138.61			4,138.61
	TOTAL		17,982.99			17,982.99
Balances W/OUT INTEREST						

ACCOUNT DISCUSSION

The account discussion is based on the Town's current capital expense model of first year OPEX and years 2-5 CAPEX.

2021 warrant articles 29 & 30 authorized the closing of the Fire Department Repair Fund (Account 846) and the opening of a Town Equipment Repair/Replace Fund (un-numbered as of this report) The warrant article further authorized the balance of the remaining money in Account 846 be transferred to the Town's General Fund.

513- Town Bridge Maintenance – A voter approved 2021 warrant article (No. 28) to add \$15,000 increased the balance of this account from \$70.7 thousand to \$85.7 thousand to provide for maintenance of Town bridges, including the Brook Rd. bridge. No significant expenditures were made from this account as of the status date.

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673 – Town Vehicle Maintenance – Money for the maintenance and repair of all Town vehicles is included in this account. The Town has made significant progress toward modernizing its fleet to the extent that, for the most part, maintenance and repair costs should be routine and/ or preventive. No addition money was appropriated in 2021 for this account.

682 - Town Building Maintenance – This account is an expendable trust and is restricted to the maintenance and repairs of Town buildings. In 2019, the voters approved a warrant article to expand the use of this account to include voter approved appropriations for all Town facilities to improve visibility and accountability for capital facility projects. No addition money was appropriated in 2021 for this account.

Planned projects including building roofs, building utility upgrades and painting are funded from this account.

684 – Federal & State Surplus – an account for used vehicles. Should the opportunity prevail that a suitable used vehicle for police, fire or highway appear on the market, this account will require funding to an appropriate level as it does not appear likely that the current balance will support any reasonable purchase. The purchase of used equipment often requires payment in full and, if so, would be an operating expense in that given year. The last purchase from this account was a used vehicle in 2017 for the Fire Chief (Command 1) in the amount of \$14,824.

846 – Fire Department Repair – This account was closed in 2021 and the balance of \$6.2 thousand was transferred to the Town General Fund (2021 Warrant Article 29)

XXX – Town Equipment Repair/ Replace – a new account authorized by 2021 Warrant Article 30 for the purpose of unanticipated replacement or repair of Town owned equipment, not to include vehicles. The initial balance of \$20 thousand was approved in the warrant article. No expenditures have been made as of the status date.

Table 1 Vehicle and Equipment Lease Payment Schedule – 2022-2025

YELLOW indicates the year of the final payment

PAYMENTS	Original Cost	2022	2023	2024	2025
2018 HWY 550 Dump Truck	\$ 74,500	\$ 16,022			
2020 FD Ambulance	\$ 199,509	\$ 37,344	\$ 37,344	\$ 37,344	
2020 HWY CAT Backhoe	\$ 124,500	\$ 26,653	\$ 26,653	\$ 26,653	
2020 HWY Kenworth Dump Truck	\$ 171,682	\$ 34,178	\$ 34,178	\$ 34,178	
2021 HWY Kenworth Dump Truck	\$ 188,101	\$ 39,643	\$ 39,643	\$ 39,643	\$ 39,643
Total Committed		\$153,840	\$137,818	\$137,818	\$39,643

Fire Department Special Revenue Fund

A Special Revenue Fund (SRF) was established specifically for the annual payment of \$25,000 for the Public Service Building (PSB) payment through March 2027 and Fire Department equipment. A 4-year average annual income was estimated at \$75,000 per year, or net \$50,000 income, less the \$25,000 PSB payment, usable for fire department equipment. Use of these SRF funds require voter approval.

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The SRF also receives revenue for Medicaid reimbursable expenses associated with emergency medical services (EMS) furnished by the Fire Department. Potential future changes in Medicaid and insurance payments will affect this estimate.

The following table details projected expenses from the FD SRF. Most FD grants are typically 95%/5% Aid to Firefighter grants. The 5% match will come from the SRF. The projection is conservative in that it assumes grant receipts only for Engines 1 & 3 (2027 and 2023, respectively.) All other FD equipment are presumed to be outright purchase; however, any potential grants for these items will positively influence the fund balance over time.

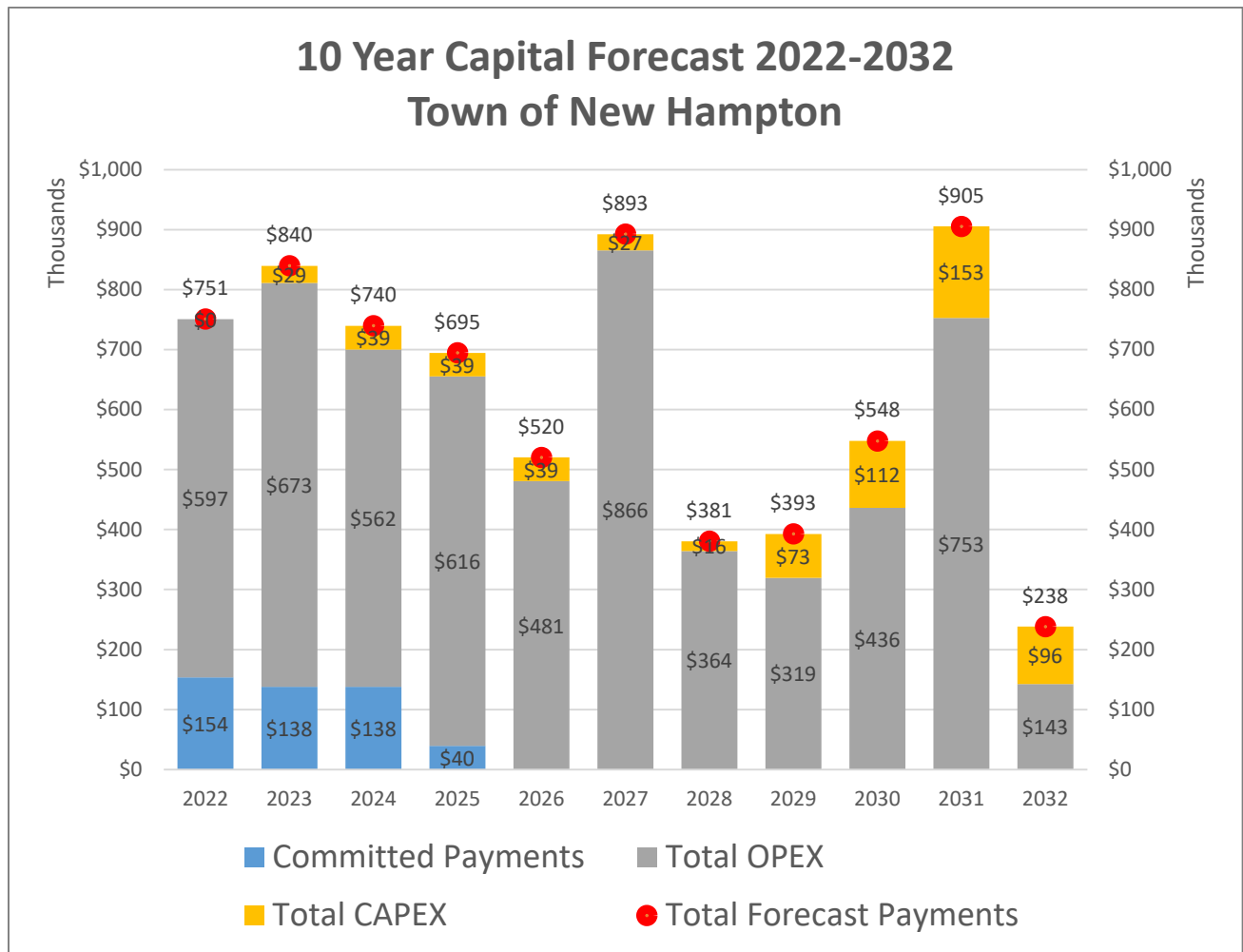
FD SPECIAL REVENUE FUND	2021	2022	2023	2024	2025	2026	2027
Special Revenue Fund Balance (2021 Act.)	\$148,706	\$161,362	\$81,768	\$36,129	(\$7,135)	\$26,545	\$60,225
Est. Revenue	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Payments							
PSB	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)	(\$25,000)
2020 Ambulance	(\$37,344)	(\$37,344)	(\$37,344)	(\$37,344)			
Engine 1							(\$28,375)
Engine 3			(\$19,895)				
Defib A1				(\$8,160)	(\$8,160)	(\$8,160)	(\$8,160)
Defib A2				(\$8,160)	(\$8,160)	(\$8,160)	(\$8,160)
Cots 1&2		(\$41,900)	\$0	\$0	\$0		
SCBA		(\$44,600)	(\$38,400)	(\$39,600)			
Portable Radios		(\$5,750)					
Special Revenue Fund Balance after payments	\$161,362	\$81,768	\$36,129	(\$7,135)	\$26,545	\$60,225	\$65,530

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10 YEAR CAPITAL FORECAST

The 10-year Capital Forecast is based on the current remaining payments for committed capital equipment and the Town payment model of a five (5) year payoff schedule with the first-year payment within the operating expense account(s) and subsequent year's payments in the capital equipment accounts. The large expenditures in 2027 and 2031 result from the recommended replacements of Engines 1 & 3 being paid in full the first year with grant money and the town grant mating funds.



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10 YEAR CAPEX OPEX PAYMENT DETAIL

The following table reflects the details associated the previous graph.

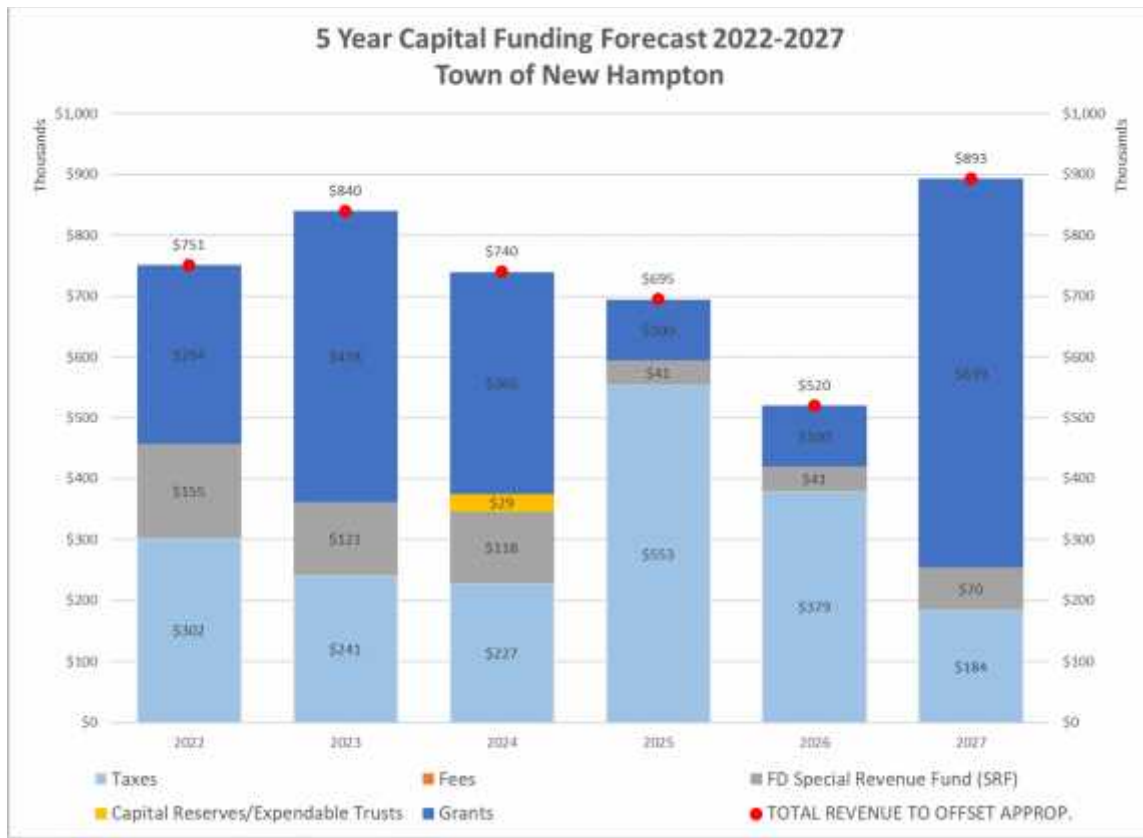
2022 CIP FORECAST																		
Item Description	Year	Age	Useful Life	To-go Life	Fcst Replacement Year	Est Repl Cost	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
Car 1 Command Vehicle	2020	1	10	9	2030	\$52,600									\$52,600			
Engine 1	2003	18	25	6	2027	\$567,500						\$567,500						
Engine 2	2016	5	25	10	2031	\$698,400										\$698,400		
Engine 3 [NON-LAPSE APPROPRIATION FOR AFG GRANT]	1989	32	35	2	2023	\$397,900	\$397,900											
Forestry 1	2014	7	15	8	2029	\$82,900							\$16,580	\$16,580	\$16,580	\$16,580	\$16,580	
Ambulance 1 (APPROVED 2020)	2020	1	12	11	2032	\$305,100												\$61,020
Ambulance 2	2018	3	12	9	2030	\$287,500									\$57,500	\$57,500	\$57,500	
SCBA 2023 (6 AirPaks)	2015	6	12	1	2022	\$44,600	\$44,600											
SCBA 2024 (5 AirPaks)	2015	6	12	2	2023	\$38,400		\$38,400										
SCBA 2025 (5 AirPaks)	2015	6	12	3	2024	\$39,600			\$39,600									
Manakin, IV Pump, Tool Set	2019	2	10	8	2029	\$15,700							\$15,700					
Portable Radios [APPROPRIATION FOR OPERATIONS GRANT]	2021	0	15	1	2022	\$115,000	\$115,000											
Defib A1	2015	6	10	5	2026	\$40,800				\$8,160	\$8,160	\$8,160	\$8,160	\$8,160	\$8,160			
Defib A2	2013	8	10	5	2026	\$40,800				\$8,160	\$8,160	\$8,160	\$8,160	\$8,160	\$8,160			
Cots 1 & 2	2009	12	12	1	2022	\$41,900	\$41,900											
Hazard Trailer	2017	4	15	11	2032	\$25,600												\$25,600
Bobcat Skid Steer (Transfer Station)	1999	22	20	2	2023	\$53,100		\$10,620	\$10,620	\$10,620	\$10,620	\$10,620						
Cat 420E Backhoe	2020	1	15	14	2035													
Brook Rd Bridge					2024	\$294,000			\$294,000									
Town Roads (RSMS Plan)	2019				2030	\$209,300	\$215,600	\$222,100	\$228,800	\$235,700	\$242,800	\$250,100	\$257,700	\$265,500	\$273,500			
Ford F550 1t dump	2018	3	10	8	2029	\$108,100								\$21,620	\$21,620	\$21,620	\$21,620	
Cat 924 Loader	2014	7	15	8	2029	\$285,500							\$57,100	\$57,100	\$57,100	\$57,100		
Cat 120 Motor Grader	2017	4	20	16	2037													
Ford F-350 Pickup	2017	4	8	4	2025	\$84,600			\$84,600									
Kubota Excavator/ Mower (NEW)	2022	-1	15	16	2037	\$144,200	\$28,840	\$28,840	\$28,840	\$28,840	\$28,840							
Cruiser 2018	2018	3	5	2	2023		\$42,500						\$49,500					
Cruiser 2019	2020	1	5	4	2025				\$45,200						\$52,600			
Cruiser 2021	2021	0	6	5	2026					\$46,600						\$54,200		
Cruiser 2022	2016	5	6	1	2022		\$41,200				\$48,000							\$55,900
Body Cameras/ Cloud Storage/ Training					TBD													
Town House Repairs (Floor & Wall)				1	2022	\$50,000	\$50,000											
Town Office Standby Generator (HMP)				1	2022	\$60,000	\$60,000											
PSB (Fire House) 2nd Floor (5ksf x \$95/sf)				4	2025	\$475,000			\$50,000	\$250,000	\$175,000							
Public Works Building					TBD													
Total OPEX (First Year Payment)							\$597,140	\$673,120	\$562,400	\$615,500	\$480,720	\$865,600	\$364,300	\$319,400	\$436,200	\$752,600	\$142,520	
Total CAPEX (Payments years 2-5)							\$0	\$28,840	\$39,460	\$39,460	\$39,460	\$26,940	\$16,320	\$73,420	\$111,620	\$152,800	\$95,700	
Total Forecast Payments (OPEX + CAPEX)							\$597,140	\$701,960	\$601,860	\$654,960	\$520,180	\$892,540	\$380,620	\$392,820	\$547,820	\$905,400	\$238,220	
Total Payments (Committed + Forecast)							\$750,980	\$839,778	\$739,678	\$694,603	\$520,180	\$892,540	\$380,620	\$392,820	\$547,820	\$905,400	\$238,220	

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FIVE (5) YEAR CAPITAL FUNDING SOURCE ESTIMATE

Funding for capital requests may originate from five principal sources summarized in the following graph and table. The funding source values were estimated to match the proposed annual spend. The large 2025 taxation value results from the assumption that the PSB 2nd floor buildout is self-funded by the Town.



FUNDING SOURCE	2022	2023	2024	2025	2026	2027
Taxes	\$302,136	\$241,134	\$227,414	\$553,283	\$378,860	\$183,720
Fees	\$0	\$0	\$0	\$0	\$0	\$0
FD Special Revenue Fund (SRF)	\$154,594	\$120,639	\$118,264	\$41,320	\$41,320	\$69,695
Capital Reserves/Expendable Trusts			\$29,400			
Grants	\$294,250	\$478,005	\$364,600	\$100,000	\$100,000	\$639,125
Highway Block Grant	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Engine 1 AFG						\$539,125
Engine 3 AFG		\$378,005				
Portable Radios AFG	\$109,250					
SCBA AFG						
Historical Restoration	\$25,000					
Brook Road Bridge (90/10)			\$264,600			
FEMA (Town Office Generator)	\$60,000					
TOTAL REVENUE TO OFFSET APPROP.	\$750,980	\$839,778	\$739,678	\$694,603	\$520,180	\$892,540

Town of New Hampton
2022 Capital Improvements Plan

PUBLIC MEETINGS

The Subcommittee held in-person public meetings on May 18, May 26 and Jun 2, 2021, and August 30, 2021. A special meeting to inspect the Public Works building and Transfer Station was held on June 1, 2021.

QUALIFICATIONS AND ASSUMPTIONS

1. All estimates and assumptions made by the CIP subcommittee in this report require validation of past data. A review of equipment maintenance records over the last 3-5 years is suggested.
2. 2022 estimated Capex values provided by respective Department Heads and were considered values expressed in 2021 dollars. Proposed budget values escalated to the proposed need date at 3% per year.
3. Need dates were provided by Department Heads unless modified by the subcommittee and noted in the report.

SUBMITTED BY:



David Katz, Chair

Bob Broadhurst

Tania Hiltz

Richard Shea

