

Capital Improvements Program

2022 -2031



Prepared by
Greenfield Planning Board
Summer 2021

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Greenfield 2022 Capital Improvements Program

The Capital Improvements Program (CIP) purpose is to provide recommendations to the town's select board for consideration as part of the annual budgeting process. The Planning Board or a committee of its members is charged with that task under New Hampshire RSA 674:5-7.

The Greenfield Planning Board has defined a capital project as one that is projected to cost at least \$5,000 and is depreciable over its life span. A survey of department heads along with personal interviews reveals those projects over the next ten years they feel are most important.

Some projects will have vendor quotes that detail the scope of the effort while others have a best guess as to the funding required. Still other recommendations cover the ongoing need to fund capital reserves so that items we know will happen have sufficient funds in place when they do happen. For some projects, the cost has yet to be determined (TBD). Studies may be required for still other projects.

Information that follows includes Planning Board recommendations for addressing the town's immediate and future needs. This list will have specific projects relating to the health and safety of Greenfield residents. Other items address long term planning by suggesting realistic, annual funding of key Capital Reserve Funds. Most Planning Board recommendations have a detail page to support their inclusion. Spreadsheets for each department at the end list all projects considered.

Rob Walling, Chairman

George Rainier, Vice Chairman

Neal Brown, Secretary

Mason Parker, Select Board Ex Officio

Ben Hale, Member

Catrina Mamczak, Member

David Thimmel, Member

Randy Beltz, Alternate

John Jaillet, Alternate

Completed 2019-2029 CIP Projects

1. Acquired 2021 Ford F-350
2. Acquired 2020 Mac 6 Wheeler
3. Acquired 2020 Caterpillar 4040 Backhoe



Department of Public Works

Overview

The Department of Public Works has gone through a structural change. Because of that change, the department of Buildings and Grounds has been assimilated into the DPW. With the structural change has also brought a change in leadership. Jim Morris has been promoted to DPW Director. He has been with the department since 2017 and has seven years of municipal experience. One of the director's immediate changes was to be more meticulous with vehicle maintenance records. The hope is that by more routine and preventative maintenance the DPW equipment life span should increase. Additionally, when it is time to replace a piece of equipment, a well maintained vehicle could possibly be "overhauled" instead of replacing it with an entirely new piece of equipment.

Vehicles

Replacements since last CIP

The 2012 Ford F-250 pick up suffered a catastrophic failure in 2020 and it needed to be replaced immediately. Thankfully, it was scheduled to be replaced that year and a suitable brand new replacement was found at a local dealer at state pricing. The department had originally planned to move away from a gasoline vehicle to a diesel truck like all other equipment in the fleet. However, the replacement met all other specs and was a bigger model (F-350) and therefore it was purchased. Its replacement is scheduled for 2028 and once again it is desired it would be replaced with a diesel engine.

The 2009 Caterpillar backhoe was scheduled to be replaced in 2024 however it too died suddenly. The BOS decided to purchase a new Caterpillar backhoe and upgraded to the bigger 4040 model which is better equipped to handle the jobs our DPW needs it to accomplish.

The 2010 Freightliner dump truck was originally scheduled to be replaced in 2022. However the BOS decided to move it up and replace it while the town's finances seem to be in good shape. Therefore, the town voted to purchase a new 2020 Six wheel Mac dump truck. The replacements for the 2020 Caterpillar 4040 backhoe and the 2020 Mac 6 Wheeler dump truck are outside the scope of this CIP.

Upcoming Replacements (soonest to latest)

The 2007 F-550 (vehicle for B&G) was not part of the last CIP. This vehicle was handed down to the B&G after the 2018 F-550 was purchased for the DPW. Though this was a convenient option for the town, the vehicle was not necessarily the best piece of equipment for B&G. Currently it is non inspectable and will require significant funds in order to get it to that level. If the Town decides to purchase a vehicle for B&G it is recommended that it be replaced in 2022 with a covered cargo style van. This would ensure that B&G could carry materials in it during bad weather events. Additionally, it would allow tools and materials to remain inside of the van overnight for multi day projects.

The 2007 Caterpillar Loader will need to be replaced by 2022. There are two options for the BOS to consider. The first is buying a new piece of equipment for an estimated price of \$192,000. Its life expectancy is 15 years. Our current loader could be traded in toward this cost and its estimated value is \$30,000. The second option is to try and refurbish our current one. The sub frame seems to be in good condition however, the cab and rollover are rotted. The cost for a new cab and rollover to be purchased and installed is roughly \$90,000. The life expectancy for the loader after the refurbishing is about 5 years.

The 2003 John Deere Grader is scheduled to be replace in 2023. The department invested in fixing some of the looming issues with the grader. Because of these repairs it is estimated that its life can be extended another 2 years thereby creating a new replacement year for 2025. It is suggested the replacement for this piece of equipment be new.

The 2014 Mack 10 Wheel dump truck is schedule for a 2026 replacement. The cost to replace it with a new version would be \$307,500. The Mack has been well maintained and appears to be in good condition. Therefore, the BOS may be able to consider simply replacing the dump body in 2026. The cost of purchasing a new dump body and having it installed would be roughly \$80,000. This would be a savings of roughly \$220,000. Therefore, it is in the best interest of the town to continue investing in scheduled maintenance for this vehicle, so that this option might still be available for the town come time of replacement.

The 1998 trackless municipal tractor was overhauled twice since the last CIP. It is assumed that its life expectancy has been extended to 2027. It is recommended that the town purchase a new piece of equipment to replace it at that time.

The 2018 F-550 dump truck has been working out well. Its is scheduled to be replaced in 2028. It is recommended that the town purchase a new piece of equipment to replace it at that time.

CIP Data for 2022- 2031 / DPW - Vehicles

Project	Est Cost in Today's \$	Replacement Priority (Dept.)	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
2014 Mack 10 wheel dump truck	\$307,500						\$356,393						\$356,393
2021 Ford F-350	\$38,600										\$50,373		\$50,373
2020 Mac 6 Wheel	\$252,000												\$0
2018 Ford F-550 Dump Truck	\$69,000								\$84,870				\$84,870
2020 Caterpillar 4040	\$120,000												\$0
2007 Caterpillar Loader	\$191,000		\$196,730										\$196,730
2003 John Deere Grader	\$300,000					\$337,800							\$337,800
**1998 Trackless Municipal Tractor	\$145,000							\$173,130					\$173,130
New Commercial Cargo Van	\$45,000			\$47,745									\$47,745
Total	\$1,468,100		\$196,730	\$47,745	\$0	\$337,800	\$356,393	\$173,130	\$84,870	\$0	\$50,373	\$0	\$1,247,041

Inflation	1.030	1.061	1.093	1.126	1.159	1.194	1.230	1.267	1.305	1.344
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Several pieces of equipment were replaced since the last CIP.

- 2012 F-250 which was replaced with a 2021 F-350
- 2010 Freightliner Dump Truck which was replaced with a 2020 Mac 6 Wheeler
- 2009 Caterpillar Backhoe which was replaced with a 2020 Caterpillar 4040 backhoe

The 2014 Mack 10 wheel dump truck will need to be replaced in 2026. It has been suggested that the body be replaced instead of replacing the whole truck.

The 2008 Caterpillar Loader can be refurbished rather than purchased new. Refurb price: \$90K New purchase price: \$191K Trade in of 2008: \$30k

One item that did not make the last CIP was the F550 truck that Buildings and Grounds currently uses. It is recommended that its replacement be in 2024 with a covered commercial grade van.

1998 Trackless has undergone a significant overhaul which should extend its life until 2027

Highway Equipment CRF has approximately \$41,430 in December of 2020

Buildings and Grounds

Oak Park Upgrade

Oak Park is a tremendous asset to the town. However, it is in need of some upgrades and modernizations. It is proposed to tackle one project a year. The first project would be to do some tree removal around the playground area and other places that would allow some of the oak trees to grow. The playground area would be the next area to upgrade. Some new equipment and new ground cover would be the focus. The baseball diamond and tennis courts would be the third and fourth priorities. Finally the roof on the pavilion will need to be replaced within five years. The estimated cost to repair it is \$18,000.

Francestown Rd Property

It became apparent throughout the pandemic, that the town hall lacked adequate COVID mitigation barriers. Buildings and ground did the best they could to build walls, install service windows and install air purifiers. Staff worked from home and spaced out the best they could, however there was still a great deal of overlap with work areas. As a result the town is exploring the opportunity to relocate the Police Department over to the Francestown Rd property. This would separate first responders with town office staff to reduce the risk of infection. Additionally, it would allow all employees to space out and avoid shared office space. The cost to remodel the Francestown Rd property will be significant, however the recently received ARPA funding would help to drastically offset the expense to the Town.

Paved Roads

The paved road warrant article has been a consistent funding method to replace the paved roads in town. Over the years, there has been a steady increase in costs associated with paving. Therefore, it is recommended the BOS increase the amount asked for in the town warrant article to a total of \$175,000 and even higher in the future. Currently, the town paves only a base coat for our roads. This base coat is suppose to be permanent which then gets overlaid the next year with a top coat. With continued preventive maintenance the top coat should last roughly 20 years. At which time the top coat is removed, the base coat stays and then a fresh top coat is laid down. The process for our roads is entirely different. Instead the town pays to pave a base coat only without ever covering it with a top coat. Generally, it is left untreated with minimal preventative maintenance. The base coat is not designed to function without a topcoat. Therefore it deteriorates and crumbles because it was designed to be a base for the topcoat and not the actual road itself. It is recommended the BOS increase this warrant article to adequately fund our paved roads. This would be a significant investment upfront over the next paving cycle, however the long term cost savings would be significant as well. The DPW could then focus on maintaining the top coats of the roads instead of removal and replacement of base coats.

CIP Data for 2022 - 2031 / Highway - Paved Roads													
Project	Est Cost in Today's \$	Dep't Priority	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
East Rd Finish/ Mountain - stage 1	\$175,000	1	\$180,250										\$180,250
East Rd Finish/ Mountain - stage 2	\$175,000	2		\$185,675									\$185,675
Mountain Finish 1/ New Boston - stage 1	\$175,000	3			\$191,275								\$191,275
Mountain Finish 2/ New Boston - stage 2	\$175,000	4				\$197,050							\$197,050
New Boston - stage 3	\$175,000	5					\$202,825						\$202,825
Slip 1	\$175,000	6						\$208,950					\$208,950
Slip 2	\$175,000	7							\$215,250				\$215,250
TBD	\$175,000	8								\$221,725			\$221,725
TBD	\$175,000	9									\$228,375		\$228,375
TBD	\$175,000	10										\$235,200	\$235,200
Total	\$1,750,000		\$180,250	\$185,675	\$191,275	\$197,050	\$202,825	\$208,950	\$215,250	\$221,725	\$228,375	\$235,200	\$2,066,575
Inflation factors:			1.030	1.061	1.093	1.126	1.159	1.194	1.230	1.267	1.305	1.344	
NOTES:			It is intended that all town paved roads be on a 10-12 year cycle for resurfacing. As each road comes up for consideration, actual cost estimates will have to be solicited as part of the budgeting cycle. The order of paving may be impacted by culvert replacement considerations, engineering opinions and conservation requirements. Likewise, the estimated cost in today's dollars could be impacted by current petroleum prices, actual footage of the project and unforeseen environmental restrictions. Roads are projected to be done in stages due to the length of each road and the probability of reconstruction versus shim overlay										

Dirt Roads

In 2021, Cavender Rd, River Bend Rd and Colonial Rd underwent improvements. Currently, Slip and Cornwell Rd are scheduled for 2022. Other roads have not been definitely scheduled. It has been suggested that the town of Greenfield undergo a traffic study from UNH. Such a study would be tremendously helpful for the DPW to prioritize which roads are in need of repair and weigh those findings with the daily use of the road. These things should be taken into consideration when choosing which roads to improve over others. Additionally, the proximity of a road to another road that is scheduled for improvement could cause a road to be prioritized. This is do to the ability to stockpile materials and save driving time from one end of town to the other. This type of forward thinking is being promoted within the DPW and future CIPs should benefit from it.

CIP Data for 2022 - 2031 / Highway - Dirt Roads

Project	Est Cost in Today's \$	Dep't Priority	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Slip	\$40,000	1	\$41,200										\$41,200
Cornwell	\$40,000	2		\$42,440									\$42,440
Old Bennington	\$40,000	3			\$43,720								\$43,720
TBD	\$40,000	4				\$45,040							\$45,040
TBD	\$40,000	5					\$46,360						\$46,360
TBD	\$40,000	6						\$47,760					\$47,760
TBD	\$40,000	7							\$49,200				\$49,200
TBD	\$40,000	8								\$50,680			\$50,680
TBD	\$40,000	9									\$52,200		\$52,200
TBD	\$40,000	10										\$53,760	\$53,760
Total	\$320,000		\$41,200	\$42,440	\$43,720	\$45,040	\$46,360	\$47,760	\$49,200	\$50,680	\$52,200	\$53,760	\$366,400

Inflation factors:	1.030	1.061	1.093	1.126	1.159	1.194	1.230	1.267	1.305	1.344
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NOTES: The order of gravel roads may be impacted by culvert replacement considerations, engineering opinions and conservation requirements. Several of the shorter roads may be combined and done in the same year. Likewise, roads that are in the same area of town maybe be combined work on at the same time.

Fire Department

Overview

Nationally volunteer fire departments are facing volunteer shortages, many departments are having to find creative ways to do more with less. The Greenfield Fire Department is facing similar pressure. Sometimes daytime calls only have three volunteers responding. Equipment for the department is spread out on different apparatuses. When so few volunteers respond, a choice has to be made as to which one or two trucks to take and then hope the rest of the equipment left behind is not needed. The solution to this problem seems to be vehicle consolidation. The idea is to equip an apparatus with as much equipment needed, so responders have what they need when they need it. This new paradigm can be applied to Greenfield's aging fleet. The result is a consolidation down into a new type of vehicle instead of a straight replacement of truck for truck.

Vehicles

Engine #3 - 1999 Freightliner FL106 - Engine #3 is beginning to lose pump pressure. Eventually it will fail and will need to be rebuilt. The cost to rebuild is possibly \$30,000. With this in mind, it is thought it should be replaced before the pump fails. The rest of the engine is still in decent shape. Therefore, when Engine #3 1999 Freightliner is replaced it can be kept and used to replace Rescue #2. If this occurs, the 1999 Freightliner would be used until end of life and not be replaced.

Engine #4 - International Lonestar - "Brush Truck" - This truck is 54 years old and is certainly in need of replacement. This is one of the vehicles to consolidate. A F550 utility truck could be purchased and utilized as a brush truck. It could be equipped with a trailer hitch in order to tow a boat for water rescue. Currently none of the vehicles in the fire department fleet can tow a boat. Instead volunteers are using their personal vehicles to transport it.

Rescue #1 - This vehicle currently handles all medical and rescue call. This is roughly 2/3 of all call volume. The best solution seems to replace Rescue #1 with a F550 cab and rescue body. This would be more versatile, allowing it to carry rescue equipment and not just medical supplies. This would allow for Rescue #2 to be eliminated at its end of life.

Ladder #1 - This vehicle was a stop gap. It was never intended for the Town to replace it new. It is nice to have in the fleet, but not a necessity. When it dies a used replacement could be considered much like the way this one was acquired.

Tanker #1 - This vehicle is still new. Its replacement is beyond the scope of this report.

CIP Data for 2022 - 2031 / Fire Dept.

Project	Est Cost in Today's \$	Dep't Priority	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Engine #3 1999 Freightliner Pumper/Rescue	\$400,000	1		\$424,400									\$424,400
(Engine #4) Utility F550 w/ tow	\$185,000	2					\$214,415						\$214,415
Rescue #1 - F550 Cab & Rescue	\$200,000	3											\$0
1993 Mack Ladder w/55ft	\$100,000	4											\$0
2019 Tanker	\$400,000	5											\$0
													\$0
Total	\$1,285,000		\$0	\$424,400	\$0	\$0	\$214,415	\$0	\$0	\$0	\$0	\$0	\$638,815

Inflation	1.030	1.061	1.093	1.126	1.159	1.194	1.230	1.267	1.305	1.344
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NOTES:

CIP Data for 2022 - 2031 / Police Department

Project	Est Cost in Today's \$	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Replace 2017 Ford Explorer	\$33,000	\$33,990										\$33,990
Replace 2019 Dodge Charger 1	\$33,000				\$37,158							\$37,158
Replace 2022 Dodge Charger 2	\$33,000							\$40,590				\$40,590
Replace 2025 Dodge Charger 1	\$33,000										\$44,352	\$44,352
Total	\$132,000	\$33,990	\$0	\$0	\$37,158	\$0	\$0	\$53,643	\$0	\$0	\$44,352	\$156,090
Inflation factors:		1.030	1.061	1.093	1.126	1.159	1.194	1.230	1.267	1.305	1.344	

Notes:

Beginning in 2022 the current level of savings of \$10,000/annually will not keep up with inflation. An increased payment to the The Police Vehicle CRF will need to happen.

The CIP schedule for replacement of Police Cruisers is after 6 years of service. This should allow a spread of purchase cycle to be implemented if a cruiser remains in good condition. Police cruiser historical trends indicate typical usage of about 21,000 miles per year. Replacement of cruisers would therefore be necessary between 100,000 and 120,000 miles.

As of December 2020 the Police Vehicle Fund had \$22,813.

Police Department

Overview

In the fall of 2020, Sergeant Roberge retired and the department promoted officer Shea to Sergeant. The department still has not filled the full-time position left void due to Sergeant Shea's promotion. Because of this, the SUV has been assigned to Sergeant Shea and shared with part-time officers. It is expected that when the 2017 Ford Explorer is replaced it would be kept instead of traded in. This would allow a car to be assigned to each full time officer. This could be an added benefit, but it is not a necessity for the department to function.

Vehicles

The 2017 Ford Explorer and the 2019 Dodge Charger were both new models for the town. The previous cruisers were historically Ford Crown Victorias. The Dodge Charger has been the favorite of the department and has thus far been able to meet all of challenges thrown at it. The all wheel drive has been effective at handling all our roads in all conditions. Therefore, an all wheel drive Dodge Charger is the preferred vehicle to replace the 2017 SUV in 2022. Currently the 2017 Ford Explorer is still in good shape. It has been well maintained which means it has the potential to possibly last beyond its replacement due in 2022. However, it is important to continue to plan for its replacement in 2022.

Facility

The facility of the department is adequate but not ideal. The possibility of moving the department across the street, back to its original building, is becoming a greater reality. Chief Brian is currently assessing what modifications would be needed for the building to accommodate the department. The relocation of the police department to the Frankestown Rd property would open up the lower level of the town office building to be utilized by the town clerk.

Library

Overview

The only two projects for the Library in the last CIP had to do with energy conservation and climate management. These projects were originally scheduled to be completed in 2022 however, they have now been pushed back to 2024. They were once thought to be paid for by a matching grant, however that may not be something which the town can count on.

Facility

Since the last CIP, the Library has had a change in both the director's position as well as the chair of the Library Trustees. With these changes brings new CIP ideas for the facility. One of the new projects is to paint the exterior of the building. The last time it was painted was back in 2003. A fresh coat of paint is scheduled for 2027. In addition, parts of the floors will need to be refinished or replaced. It is estimated that it will cost over the \$5k threshold and therefore it is listed with a placeholder of \$5001 in today's value.

During the pandemic the Library's poor ventilation came to the spotlight. The Library has sought solutions to improve the overall ventilation in the building. It has not formalized a concrete plan to address the issue, however the types of improvements it is seeking to explore would cost upwards of \$100,000. The recommendation was to put for a warrant article for such a project.

CIP Data for 2022 - 2031/ Library													
Project	Est Cost in Today's \$	Dep't Priority	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Climate Management	\$19,098	1			\$20,874								\$20,874
Energy Conservation	\$60,500	2			\$66,127								\$66,127
Painting	\$17,500	3						\$20,895					\$20,895
Flooring	\$5,001	4				\$5,631							\$5,631
Ventilation	\$100,000	5								\$126,700			\$126,700
Total	\$79,598		\$0	\$0	\$87,001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$240,227
		Inflation factors:	1.03	1.061	1.093	1.126	1.159	1.194	1.230	1.267	1.305	1.344	
NOTES:	Library CRF will have \$22,387 in December 2020.												

Recycling Center

Overview

The Recycling Center is under new leadership. With that brings new ideas. A different configuration has been suggested from the last CIP, therefore most of the projects have been removed. Currently, the department would like to place storage trailers over where the brush pile is kept. This would free up the area where the demolition and scrap metal containers are stored. That area would be made a drive thru instead of a parking area. This could be done with minimal expense as the DPW has the material and equipment to accomplish the plan. Overall the department would benefit from having more storage trailers. With appropriate sized trailers, the department could sell full truck loads and receive a better price. Additionally, a storage trailer is needed for tires in order to meet regulations. Therefore, three new trailers are suggested on this CIP for a total of \$9000. The furnace seems to be in good shape, yet it is kept on the schedule just in case. It appears all the rest of the assets seem to be outside of the scope of this CIP.

CIP Data for 2022 - 2031 / Recycling Center													
Project	Est Cost in Today's \$	Dept. Priority	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
High Top Trailers (3)	\$9,000	1	\$9,270										\$9,270
Vertical Compactors	\$12,000	2											\$0
Mix paper compactor	\$5,001	4											\$0
Bobcat Skidsteer	\$5,001	3											\$0
New Furnace	\$6,573	5					\$7,618						\$7,618
Total	\$37,575		\$9,270	\$0	\$0	\$0	\$7,618	\$0	\$0	\$0	\$0	\$0	\$16,888
		Inflation factors:	1.030	1.061	1.093	1.126	1.159	1.194	1.230	1.267	1.305	1.344	

Notes:

2022-2031 Greenfield Vehicle / Equipment Replacement Schedule												
Product	Today's Cost	Serv. Life	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
PD cruiser 1	\$33,000	6				\$37,158						\$43,065
PD cruiser 2	\$33,000	6	\$33,990						\$40,590			
FD Engine #3 - pumper	\$400,000	20		\$424,400								
FD Engine #4 - Utility/brush	\$185,000	20					\$214,415					
FD Rescue #1 - F550	\$200,000	20										
FD Ladder	\$100,000	20										
FD 2019 Tanker	\$400,000	20										
DPW 2014 - 10 Wheeler	\$307,500	10					\$356,393					
DPW 2020 - 6 Wheeler	\$252,000	10										
DPW 2018 - F550 Dump	\$69,000	9							\$84,870			
DPW Cargo Van	\$45,000	9		\$47,745								
DPW 2007 - Loader	\$192,000	9	\$197,760									
DPW 2020 - Backhoe	\$120,000	15										
DPW 2003 - Grader	\$300,000	30				\$337,800						
DPW 1998 trackless	\$145,000	20						\$173,130				
DPW 2021 - F350 - Picku	\$38,600										\$50,373	
		Inflation	1.030	1.061	1.093	1.126	1.159	1.194	1.230	1.267	1.305	1.344
Sum of expenditures(\$000):			\$231,750	\$472,145	\$0	\$374,958	\$570,808	\$173,130	\$125,46	\$0	\$50,373	\$43,065

CIP Data for 2022 - 2031 / Buildings and Grounds

Project	Est Cost in Today's \$	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Library - Refinish Floors	\$5,001				\$5,631							\$5,631
Library - Exterior Painting	\$5,001						\$5,971					\$5,971
**Oak Park	\$10,000	\$10,300	\$10,610	\$10,930	\$11,260	\$20,852						\$63,952
Recycling - High Top Trailers	\$9,000	\$9,270										\$9,270
Recycling - Furnace	\$6,573				\$7,401							\$7,401
Town Administration - Server	\$7,500	\$7,500										\$7,500
Total	\$43,075	\$27,070	\$10,610	\$10,930	\$24,292	\$20,852	\$5,971	\$0	\$0	\$0	\$0	\$99,726

1.03	1.061	1.093	1.126	1.159	1.194	1.230	1.267	1.305	1.344
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NOTES:

**Oak Park is need of repair. B&G has identified the top 5 projects to work on. These project are projected to be tackled one a year over the course of 5 years. The current order of is as follows:
 2022 - Tree Removal
 2023 - Playground
 2024 -Baseball Diamond
 2025 - Tennis Cour
 2026 - Roof on Pavilion

Planning Board Recommendations

- 1. Annually fund Police Department CRF for \$15,000
- 2. Annually fund Highway Department CRF for \$80,000
- 3. Annually fund Town Buildings Maintenance CRF for \$20,000
- 4. Increase Road Paving and/or Reconstruction warrant article to a minimum \$175,000

2020 Year End Capital Reserve Funds

Fire Rescue Apparatus	\$87,571
Non Apparatus Fire Dept.	\$37,580
Highway Equipment	\$41,430
Police Vehicle	\$22,813
Town Building Maintenance	\$68,893
Recycling Facilities	\$ 4,803
Library B&G Maintenance	\$21,509
Meeting House Improvement	\$50,044