Town of Conway Capital Improvement Planning Committee

Committee Members; Citizen Member

> Dana Goodfield, Citizen, Chairman Robert Armstrong, Select Board Member Roy Cohen, Finance Committee Member Russell French, Assessor Member Brian Kuzmeskus, Citizen Member

The purpose of this committee is to receive and review capital requests from town departments and items that pertain to fixed assets. In most cases, fixed assets will be town buildings and bridges that are town owned. A capital item is one costing \$5,000.00 or more or having a useful life of five years or more. The Select Board has the ultimate authority to grant purchase decision on capital purchases not requiring town meeting approval. One of the goals of the CIP Committee is to research capital requests providing the Select Board with a fuller understanding of the request, frequency of replacement, and in some situations possible ways to acquire it. Using the information provided by the CIP Committee, the Select Board is able to make purchase decisions that are in the best interest of the Town of Conway tax payers.

Frequency of replacement concerning some highway equipment has been an issue in the past. We are all familiar with rebates. They have become a way of life in retail marketing. In state, city, and town purchases where bids are typically employed, these rebates take a somewhat different form. They are called Competitive Equalization Allowances, and can be substantial. The term refers to funds that manufacturers provide to their distributors to encourage government accounts to purchase their products. The theory is that purchases by retail buyers can be influenced by what those buyers see government buyers purchasing. These incentives generally are not influenced by frequency of purchase.

Competitive Equalization Allowances alone do not make shorter term ownership by the town advantageous. The other piece of the puzzle is the strong market for certain types of equipment. Equipment like excavation machinery that has broad usage among contractors retains its value during the first few years. This means that the final cost to the town for a new piece of equipment could be closer to what a used piece would sell for in the retail market. The trade in value at the replacement time is closer to the original acquisition cost than it would be for a retail buyer. Therefore, this can make it cost effective for the town to replace some equipment more frequently which reduces replacement of wear items, and provides protection with warranties. This does not apply to all of our equipment. Examples of equipment that would not qualify for this practice are fire trucks, the used market is almost nonexistent, and our highway dump trucks. These trucks tend to be very user specific in that they can have special sander bodies and snowplow arrangements which make them less attractive to general contractors.

In the final analysis, the determination to replace equipment more frequently needs to be reviewed on an individual basis at the estimated time of replacement. Included on this website is a matrix of anticipated capital expenditures that have been provided by the various department heads. It is still a work in progress, but provides a starting point for planning the revenue required in the future.

NEVV BALANCE	Interest Appropriations Out	CAPITAL ACCOUNT: BALANCE	טואוטוסואר	COAND TOTAL	SUBTOTAL	Chevrolet Karayan Troilor	POLICE DEPARTMENT	SUBTOTAL	TAS Guilly Trailer	PAS I I I I I I I I I I I I I I I I I I I	Willernational Pumper 4400	Internation International Inte	International Pumper	Dodge Power Wagon	FIRE DEPARTMENT	SUBTUTAL		Dump body	Work zone safety trailor	Kuhota Tractor with Sport 1-450	Ambulance Cab/Changing To La	John Door Trock	1008 Vol. 2010 Dump Truck	Characteristics 2500	Supercam equipment trailer	Volvo ECR 58 Mini Excavator	Volvo MTC 110D Skid-steer	John Deere Rd Grader	replaced 2015 w Volvo L60G	Caterpillar Wheel Loader 930	replaced 2015 w Volvo L60G	Caterpillar Loader 928	Acquire and Refurbish Used Dump Truck	International 7400 Dump Truck	International 7400 Dump Truck	Ford Dump Truck	HIGHWAY DEPARTMENT	
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Stabilization fund: minimum of \$26,000/yr for engineering	Main Poland Road/Chapel Brook	S.Shirkshire Road/Bear River	Shelburne Falls Road/Bear River	Bardwell's Ferry Road/Deerfield River	Reed's Bridge Road/South River	Reed's bridge Road/South River	Bood's Distance Tolday South River	Main Boland Doodlo	Hickory Rodge Road/South Discour	Main Poland Road/Chapel Brook	N. Poland Road/South River	N. Poland Road/Poland Brook	N D NOAU/Poland Brook	Harrison Bood/Chapel Brook	Road/River
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