

## Minutes of the of the C.I.P. Meeting

August 04, 2015

Committee Members Present: Bob Montagno, Dick Reinhold, Carl Schafer, Karen Foss, Trevor Presby.

Guests: Jeff Phillips & Scott Leslie

The meeting was called to order at 3:00 pm by Bob Montagno.

Reading of the minutes of June 16, 2015 will be waived. Bob made the motion to accept the minutes as written, Carl seconded with all voting in favor.

### **Jeff Phillips – Buildings & Grounds**

**The F350** - is new with only 740 miles. Do we have a replacement cost on it yet? \$51,900 was appropriated. He didn't use the whole \$51,900. Carl will get the actual amount from Sally.

For the truck with plow, sander and everything what will it cost in the next 5 years to replace? We can roll the body over. Have the initial cost but you can roll it. You will have less maintenance. Sub-frame all metal. What is it going to be worth in 5 years? Keep the whole package together and see what the value will be. In the first year we never gave a new number. Two years out we gave hard numbers back in the day. Then you can call up with this to trade and what it has for miles...then each year we will get a cost. We do not want to waste time. Guess at what it is and wait until your five years is up. You never know what the market is going to be. We reassess every year. Five years is a hard life on these trucks. They are spent. Carl did research on this. It allows us to do some tweaking. Five years dictates what is asked of the tax payers. There is nothing we can do about it. Scott's last two trucks required a lot of maintenance. Jeff can give you a cab and chassis price today. A new truck with a new body is a better way to deal. Base it off brand new truck and a new body. No unpleasant surprises. You bought a good truck and brand and engine.

**John Deere Tractor** – we have had road salt issues and brake issues. We spent \$750 in parts for a grand total for \$2310. Brake issues with the rear end and salt issues. The salt is eating it and causing rust issues.

He had to split the case to get into the brakes because it is internal. It could be left outside. Heated garage will make the salt eat the machine. It got bumped out 8 years. Is it the right machine for the right job? If you can make it 8 years...we are five into it. By spring we will have to replace new lines. We have to go to the town with a warrant article. We can recommend it and go to town meeting. Issues are going to lead into big money. You cannot get aftermarket parts. You don't have a backup. It isn't built for longevity. You need stuff that operates. You have no back up for this one. If it costs the same money, it is a wash. Carl thinks the form better reflects what we do here. Age should be 5 points...hours of use 4 points, physical condition 4 points, he recommends not waiting 8 years. Move replacement next year because you have added double duty. We will revisit this form. Sell with the bucket. If you trade sooner rather than later will the balance in this account be less than 32K in 2018? Basing the same on the same age...longevity is 20 years...but a dump truck. Heavy duty and light duty 5 and 10 years. Points are adjusted on the life expectancy of the vehicle.

**2014 36" Mower** - 200 hours which was used in cemetery. Physically looks good and runs good.

**2016 61" Mower** – used for buildings and grounds and the Willow Cemetery. We got it in 2014. It was a left over 100 hours. Oil changes and blades is that was done to this mower. He bought the more expensive blades. All is good with this piece of equipment. Jeff bought another set of blades and he sharpens his own blades.

**Old Sander** - is at the highway garage. It has had new brakes, new chains & sprockets. We paid \$600 for a stainless sander. Jeff opted for a straight blade as opposed to a v-blade. He did more roads because Jimmy was out. He will get the forms to Herbie in the next couple of weeks.

**Blades** - Carbides \$55-\$60 per foot. Carbide mounted in rubber. The plow is 10-12 feet wide it doesn't flex with the road for scraping and it cuts down on the salt. Set of carbides will last all winter

### **Scott Leslie – Highway Department**

**FORD F550** – Brand new at the body shop being set up. How did you end up with the trade of the Chevy? North Country Ford gave him \$7000 more than the Dodge Dealership. Thinking he got \$18K with sander and plow...in the 40's. They don't make them anymore. Set up from Tempco was awesome. WE should have it next week. Carl will get revised numbers for the actual costs new and the trade in value. Cost was less than the actual. \$31K. Live Body. Regular 10 foot plows with a wing. It has a side delivery adverse funnel plow with a 9 foot wing. He takes it off if he doesn't need it. The wing on Jim's truck is hardly heavy at all. It also gets used year round. It is mainly a plow truck.

**Ford 150** – No issues with this. What is your plan with this truck? Keep it and use it for checking the roads and running parts. Better to have a F250 with a plow in case we needed it. It may be down the road to upgrade it. It gets good gas mileage. It's cheaper to go down to Concord to pick up sign posts.

Would it be wise to get something that is more useful? When we bought it we scrounged money for it. It was not planned. We have three men working with 5 trucks. Jeff covers when it gets nasty. Jeff will jump into the 5500 with freezing rains. It helps not chaining up which costs money and time. What is the biggest thing that is wearing out? Is it rusting? On the 5500 fuel tank and oil pan rotted out. It's a brand new truck. What are you doing to save it? Are you undercoating? Trevor suggests maybe undercoating. He took newer ones and did it himself. He used fluid film and also put bar and chain oil in with it. Our nemesis is rust, everything is rusted. Does it tack up but hard? It picks up the sand and it stops the penetration. Recommends pressure washing before applying. You should probably check the manual for oil undercoating. There is a company in Orford that sandblasts. Do the sandblast and fluid film every couple of years.

**Dodge 5500** – The truck is new last year. No issues with this truck. It is a plow truck. DEF with diesel fuel was using a lot. We should only use a tank of DEF between oil changes. It has a Cummings engine.

**BACKHOE** – This needs to go but would like to keep it in the yard. We have no way to load trucks in the yard when the backhoe is out. Don't see us getting anything for a change. We budgeted 0 for a trade in. JCB, Skidsteer. CAT, John Deere and Case. Maintenance and Parts would be the problem. If you keep the CAT you will get into the big components eventually. The backhoe was not maintained because it was a piece of crap when I got there. The backhoe has been re-bushinged and boring the front axle. It needed to be line bored. So if you keep it...it will be \$115K. We may want to keep it. It has a twist a wrist and a clam bucket. \$28-\$30K in a sale...no issues....as is, where is...Check out the neighbors. Is a backhoe the right thing for you to have? It's not a loader and not an excavator but it gets it done. We use it for loading trucks. We use it for summer ditching probably 30 hours a week plus. Ideal thing would be a loader and an excavator for that type of work. Can you go with \$115 and shop...two yard loader...2008 for \$55K. Mini excavator...can you get the two things you need and sell this backhoe outright? It doesn't all have to be brand new. Get one with low hours. We need to shop. We could get an excavator like Doug in Sugar Hill. Could you cut 25% road time of ditching? Trevor can make it happen for less than \$115K. Quick hitch, broom, no forks, hitch on the back twist a wrist, job bucket, 4 and 1. Don't buy brand new and save \$20K. We may need a trailer for \$5K. Go to state liquidation at the White Farm. When we write the warrant article we are going to replace with this, this, and this for this amount of money in 2016...We can start looking and putting a plan together and write the warrant article. Get to that point and start researching. Our options have to be approved. Leave the money the way it is and see what the price for a brand new backhoe would be and then see what you can save. We would need an excavator, loaded and a trailer. The town used to have a loader.

In December Trevor will help Scott shop and then talk to Sally about the warrant to be written.

Sally needs info by the end of December. Trevor will do online shopper.

**87 CAT Grader**

Not on CIP to ever be traded. It can be refurbished. There is \$7K for expendable trust. We have \$92,000.00 in our account for backhoe and grader. Grader needs to be gone thru. It needs work like being bushed and pinned. It runs good. Put \$5-6K into...needs to be done...maybe have someone do while it is sitting this winter. Bruce Russell of B&R Diesel does our work. He comes right to you and he is local. We put 300 per summer on it. We may want to partner with Sugar Hill. They are in the same boat. We could move money to another trust to purchase if necessary. We had the money to fix it and it still runs. Our equipment sits outside in the winter.

**2014 International** – We had issues with this truck. Jim McMahon has the diagnostic computer for this truck and he helped us. There is no warranty on the truck

**2000 Mack** - \$7K for trade in value with sander. We would like to trade for a Wheeler. \$155 allocated for a cab and chassis for body set up. We replaced 10-wheeler with a 6 and would like to replace with a 10 wheeler. This truck is used for sanding. We ran a plow last year as a backup. We spent lots of money on hydraulics. Can you use a big truck in the winter to sand your roads? The guys were complaining because we got rid of the 10 wheeler.

Replace the Mack. We will have to get prices for cab and chassis. Do we have to buy new? Why don't we look for something used? Save the money and put it somewhere else. 2006 or 2007 with no rust, no DEF and no new emission stuff with low miles.

WE can go onto Machinerytrader.com to shop.

Karen made a motion to close the meeting, Carl seconded with all in favor to close the meeting at 455pm.

Respectfully submitted,

Herbie Bartlett  
Executive Secretary