Town of Pomfret
5218 Pomfret Road
North Pomfret, VT 05053

Approved without changes

~~**Draft**~~ Minutes of the October 15, 2020 Capital Planning Committee Meeting

Committee members present: John Moore, Scott Woodward, Hunter Ulf, Jon Ricketson, Neil Lamson
Others present: None

The meeting commenced at 7:04pm.

The committee discussed various pieces of highway equipment with Jim Potter, Pomfret Road Foreman. Feedback from Jim was as follows:

- **Dump trucks**: Should experience fewer maintenance issues with the newer trucks. Jim believes the high trade-in values for the two Freightliners is because of the stainless skin (the Town is getting more than $20,000 higher for the trade-in than the depreciation model would suggest). Jim mentioned that at five years it would be expected to run into various costs: bed chains; emissions, etc. Jim stated that the trucks were in notably worse shape upon him coming back working for the Town after the Town switched to straight salt and radiant heat in the garage with more frequent thawing with the heat being lower rather than forced air. Jim mentioned that the Town used to use ClearLane which has a dramatic reduction on the corrosion of the trucks. The Town is switching back to ClearLane.
- **Grader**: The grader is clean and well taken care of; Jim expects 400-500 hours of use per years with a total lifespan of 9,000 hours, which is the same that the CPC programmed into the 2016 capital plan. Right now, the grader is at 6,333 hours. The lever controls are a plus on our model compared to newer graders. Parts are a challenge given the age of the grader. It will need new brakes which is an intensive process; Jim also mentioned oil leak and that the grader shudders at certain points while in use. Jim mentioned that it's burning oil.
- **Loader:** The loader right now is in very good shape and not rusted up and that the sweet spot for trade-in would be around 4,000 hours and our loader is right around 4,000 hours. The current capital programs a service life of 6,000 hours. Jim said he would be comfortable putting out the purchase a year or two.
- **Excavator:** Excavator currently has about 2,300 hours on it. It should last until 9,000 hours, which is 3,000 more hours than is currently programed in the capital plan.

The committee discussed other maintenance topics, outlined in a similar approach as to that which was discussed during the drafting of the 2016 capital plan – a three pronged approached to when a piece of equipment should be replaced – looking at the hours, years in service and first-hand condition report of the equipment. Jim Potter also mentioned

that there are few things with the building that the committee might address, including having a break area built, which was discussed back in 2016 as well.

Jon Ricketson, Hunter Ulf and Neil Lamson presented spreadsheet analysis of dump trucks and that there isn't a big difference between five and seven years for total cost of acquisition. Trading in at three years is significantly more expensive. The committee will discuss financing approaches at the next meeting, leases, reserve funds, etc.

John Moore moved and Scott Woodward seconded that the committee set the scheduled replacement cycle for Town dump trucks to be at five years, based on the cost of acquisition analysis, taking into account trade-in estimates, leaving it the Selectboard to ultimately decide whether a truck should be traded-in at five years or some other interval based on the first-hand assessment of the condition of the equipment. By roll call vote, the committee unanimously approved the motion.

The meeting adjourned at 8:40pm.

Respectfully submitted,



Scott Woodward