

Town of Pomfret Selectboard Meeting Agenda
Town Offices

5238 Pomfret Road
 No Pomfret, VT. 05053
 Wednesday, November 18, 2020
 6:00 p.m.

Agenda	Presenter	Time Frame
1. Call to Order	Chair	6:00
2. Public Comment		6:05
3. Agenda Review		
4. Recurring Items		6:15
a. Approval of 11/04 & 11/11/2020 Minutes		
b. Warrants for Approval		
c. Road Foreman's Report	Jim Potter	6:30
5. Items for Discussion or Vote		
a. Winter Road Maintenance & Salt Usage		
b. Parson's Site Visit		
c. Joann Erenhouse, Esq. SE VT Council on aging, and Deanna Jensen Jones, Director, Thompson Senior Center		6:45
d. Consideration of waiving section 3.3 of the social services policy, i.e. Vermont Family Network		
e. Adoption of Australian Ballot Town Meeting		
f. Dog Officer		
g. Road Signs		
h. Schultz Burial Plot		
i. Capital Planning Committee Report		
6. Meeting Wrap-U;		
a. Select Board Correspondence		
b. Review of Assignments		
c. Agenda Items for Next Meeting		
d. Meeting Adjournment		

• <https://zoom.us/j/95395079923?pwd=ZjBEed3ZuZWgvWmx2M0tpOE8zbjg2dz09> to start or join a scheduled Zoom meeting

Join Zoom Meeting via Mobile Phone +19292056099,,953950799233#,,1#306922

• Join Zoom Meeting via Landline or Mobile Phone Dial +1 301 715 8592, followed by the Meeting ID: 953 9507 9923 and Password: 306922

November 4, 2020

Town of Pomfret Selectboard Meeting Draft Minutes

Present: Emily Grube, Steve Chamberlin, Scott Woodward, John Peters, Chuck Gundersen

Public: Jim Potter (Road Foreman), Betsy Rhodes (Library), Cathy Peters, Karen Hewitt Osnoe (ZBA), Frank Perron, Ben Brickner

1. Call to Order: 6 PM
2. Public Comment:
3. Agenda Review: Karen Osnoe has Zoning Issues to discuss. To be inserted after Town Meeting Discussion.
4. Recurring Items
 - a. Approval of 10/21/2020 Minutes – after minor edits Emily moved and Steve seconded approval. Unanimous roll-call vote
 - b. Emily moved and Chuck seconded the following Warrants for Approval be paid. Unanimous roll-call vote.
 1. 21038 \$ 6426.18 Payroll
 2. 21037 216,038.70 Accts Payable
 - c. Road Foreman's Report: The snow fence is up. Crew continues to ready machinery for the winter. Jim is awaiting better weather in order to smooth out some washboards, etc. He will be seeking permission to cut back the bank and hemlocks between Rudge Road and Lebaron's to let more light into the road. Teago will be doing some paving via Sunapee Paving. Jim has cautioned them to only put on a basecoat since it will be cold. They can finish in the spring. Jim has spoken to Jeremy at Sunapee Paving about paving the cut out in the road. Steve suggested moving the stop sign and paying the triangle in order to change the Y intersection into a T to make that intersection safer as Suicide 6 traffic increases. Betsy Rhodes asked about caution signs to be put up due to Teago construction, Jim has spoken with Nate, who has double checked on their order. Jim feels for safety issues the Pomfret Road shut down should be continued through the winter. Two Rivers has uploaded the DEC Municipal Roads permit application.
5. Items for Discussion or Vote
 - a. Town Meeting Procedure: It was decided that the 2021 Town Meeting be accomplished by Australian Ballot with a brief Zoom session. All petitions will be due in late January, both for charitable donations and for elections. The Board feels there is no other solution. Chuck moved and Scott seconded the voting occur by Australian ballot. Unanimous roll-call vote.
 - b. Karen Hewitt Osnoe is finding a lot of zoning violations as more real estate changes hands. She feels most people "don't know" about the ZBA. She is asking the Board's permission to post on List Serve, to send info to new residents, and to have an article in the 2021 Town Report. The Board agreed. Also, she would like to post on the Website. Karen reminded the board on the Carey driveway site visit on 01/24/2020 at

4 pm with Zoom session following at 6 pm. Regarding tax sales she has been in contact with Levinson and Donovan, they have promised to send \$20,000.

- c. Private Road Signs. The Town pays for the original private road sign but if it is stolen or needs replacement, the owners must pay. John believes the town must provide for emergency services. Steve will investigate and report back in two weeks.
 - d. Pike Bills have been okayed and paid
 - e. Culvert between Galaxy Hill and Johnson Road. Jim and Alan Ricker inspected the project and found the end of the culvert is indeed squished closed on the south side; the road has begun chipping off. Jim would like to try for a grant to replace the culvert. Jon Harrington has just completed such grant application for So. Royalton and will do so for us. The State Better Roads Grant application is due on 12/18/2020. Chuck moved and Steve seconded that we go ahead with this planning. Unanimous roll-call vote.
 - f. Schultz permit will be finalized once exact coordinates have been received. Scott will follow up with this.
 - g. Teago Update – Ben, Mr. Worden and Atty McClean have been working on the new design and permission. The Town has been granted permission to supervise excavation and backfill to their satisfaction as the electric and data cables are run underground. They will also have control of maintenance. Scott moved and Steve seconded approval of updated revision with new plans. Unanimous roll-call vote.
 - h. Budget Planning. Neil and Ben have designed new budget templates which are in agreement with the auditors' paperwork. Emily will circulate and the first budget meeting is scheduled for 11/011/2020 at 6 pm via Zoom. They will start with the highway budget, and then central office.
 - i. Road Foreman and Commissioner Job Descriptions discussion is tabled to 11/18/2020.
 - j. Jim will schedule the Parsons' driveway site visit and see that markers are in place.
 - k. Scott moved and Steve seconded we approve Theresa Miele's contract for HR work to be done – Employee Handbook/Personnel Policy and Combined time off policy. Unanimous roll-call vote.
 - l. ZBA – see b).
6. Meeting Wrap Up
- a. Correspondence DEC Municipal Roads
 - b. Assignments – Ben to finish up Teago documents for Emily's signature; Scott to speak with VLCT re: Australian balloting of elections and charitable contributions, as well as obtain coordinates from Schultz; Jim will set up Parsons' sight visit. John will look into road signs
 - c. Scott moved and John seconded for Adjournment at 7:47 pm. Unanimous rollcall vote.

d.

November 11, 2020
Selectboard Budget Planning Meeting
Draft Minutes

Present: Emily Grube, Steve Chamberlin, Scott Woodward, John Peters, Chuck Gundersen

Public: Neil Lamson (Lister), Ben Brickner (ZBA, Auditor), John Moore (Planning), Cynthia Hewitt (SB Asst)

1. The meeting was called to order at 6 pm.
2. No public comment
3. Agenda Review – Jon Harrington’s Engineering Contract for the Pomfret Road Culvert is included
4. Items for Discussion or Vote
 - a. Highway Budget – Jim, Steve, and Emily have been working on the highway budget. Jim would like to add a 4th crewmember. Instead, they have budgeted for a part time employee to help with winter storms and to do roadside mowing in the summer. This does not entail benefits such as insurance, vacation, etc. \$40,000 has been budgeted. They intend to apply for a storm water mitigation grant for the Pomfret road culvert. We did not get a federal grant for the Cloudland job. Besides Cloudland and Pomfret Road, there are two culverts on Wild Apple Road that need to be replaced. . The Board determined it would be wise to start a Bridge Reserve in order to have money on hand to cover engineering costs, since most of the work requires engineering. Chuck suggested \$100,000 be put into a Bridge Reserve.
 - b. One of the crew would like to upgrade insurance coverage from Gold to Platinum, at his cost. He will be billed directly from his paycheck for additional cost. Scott moved and Steve seconded to allow the road crew to upgrade insurance at their own cost. Unanimous roll-call vote.
 - c. Chuck moved and Steve seconded that Emily be authorized to sign the Teago Contract on behalf of the Board. Unanimous roll-call vote.
 - d. Scott reports that the Capital Planning Report will be ready for the 11/18/2020 meeting agenda.
 - e. John would like to add salt usage to the agenda for the next meeting.
 - f. Chuck acknowledged Scott’s hard work to recognize the Veterans of Pomfret. The Board agreed that he had done a great job.
 - g. The next Budget planning meeting will be held on Monday, November 23, at 6 pm
5. Meeting Wrap Up
 - a. Select Board Correspondence: Emily received a letter from Greg Greene with complements for the ease of his driveway permit, the great job Becky and the volunteers did on Election Day, and had good things to say about all.
 - b. There have been two reported incidents involving Jennifer Falvey’s dogs. Cynthia will send a letter including the dog ordinance.

- c. Agenda for Next Meeting: John – Winter Road Maintenance and Dog Officer; Scott Capital Planning Recommendations; Adoption of Australian Ballot Procedure for Town Meeting.
- d. Meeting Adjournment: Scott moved and Chuck seconded for adjournment at 7:54 pm.
Unanimous



Dr. David Finley (far right) stands with Henry Hill and members of the Thoracic Surgery Department at Dartmouth Hitchcock Medical Center and COVER crew leader Jay Mead, far left. See *the story inside*.

Our Mission

To promote the well-being and dignity of older adults

Our Vision

Every person will age in the place of their choice, with the support they need and the opportunity for meaningful relationships and active engagement in their community.

Our Values

- We honor and respect the life experience and autonomy of Vermont's older adults.
- We recognize the essential role of families, caregivers and communities in the lives of older adults.
- We foster a work environment where creativity, open-mindedness and resourcefulness are expected; our employees are compassionate, respectful and responsive to the needs and wishes of our clients.
- We are committed to maintaining strong community partnerships to assure our clients' varied needs are met and to collectively strengthen the infrastructure of support for older adults.
- We embrace our role as advocates for older adults, including speaking out about current issues, identifying unmet needs, proposing solutions and believing that our collective voices can bring about change.

We thank those who shared their stories for this report. We do our best work when we build on the strengths of the communities we serve. Our Vet to Vet visiting program began as a collaboration with American Legion Post #5 in Brattleboro, and has been built on one of our communities' greatest strengths – our amazing volunteers, many of them older adults.

The spirit of community energizes all that we do. Our senior meals and wellness programs depend on local partners and many volunteer drivers, cooks and other helpers. Services provided through our highly capable and dedicated staff – case management, problem solving and help finding services – are a community effort. The story of Henry Hill and the phenomenal work of COVER (page 2) illustrates the value of partnerships.

Your donations allow us to serve more people and meet critical local needs that are not adequately funded by government or other sources. This past year there was a significant increase in vulnerable elders needing fuel. Donations allow us to pay for items such as repairs or replacement of hearing aids, medical supplies, appliances or other items that make daily life easier.

We are grateful to all who have supported our work this past year through donations, volunteering, as a member of our staff or through a valued community partnership. None of us can do it alone.

In gratitude,

Barbara Woods, Board President

Carol Stamatakis, Executive Director



CAREGIVER SUPPORT

We connect caregivers with local programs and resources and provide short-term relief (respite grants) for those who are caring for family members.

OPTIONS COUNSELING

We provide person-centered assistance to assess a person's needs and help them understand their options so that they can make informed decisions.



BE PART OF THE SOLUTION

There are many ways that you can make a difference – staff an information table, spend time with an isolated elder, help with senior meals or serve on our Advisory Council – just to name a few! We appreciate the donors who honor our mission in so many ways, from gifts to our annual appeal and community fundraisers to memorials and gifts in honor of loved ones. Planned gifts such as bequests in a will or gift annuities have an impact for years to come.
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**Pomfret Capital Planning
Committee 5218 Pomfret Rd.
Pomfret, Vermont 05053**

FY2022 Highway Vehicle Capital Planning

Date: November 13, 2020

The Pomfret Capital Planning Committee (CPC) respectfully submits its capital planning options for Highway vehicle acquisitions for fiscal year 2022 (FY22).

Introduction

The CPC identified the following goals for the FY2022 Highway Vehicle Capital Plan:

- Consider and evaluate the possible variations of the two most viable funding options (the traditional method of saving up for purchases through the vehicle reserve fund and dealer financing);
- Evaluate and model out which options present the most economic approach for Pomfret taxpayers through more thorough quantitative analysis than past capital planning cycles;
- Consider the costs and practical risks of keeping vehicles beyond the manufacturers' or dealer's warranty period for a given piece of equipment;
- Determine the optimal time periods for keeping each vehicle type (trucks vs. heavy equipment) based on trade-in value, manufacturers'/dealer's warranty period, and available/feasible financing periods;
- Consider how different funding models impact taxpayer equity and fairness through the timing of the benefits of equipment use vs. the taxpayer cost burdens

The committee would like to thank Jim Potter, Pomfret's Road Foreman, for participating in our meeting and providing valuable input. In keeping with the goals above, the FY22 Highway capital planning options described in this document represent a substantial change from past planning cycles since 2016 with the acceleration of all purchases. In the last model presented to the Selectboard, the average annual contribution to pay for the previous replacement schedule was about \$120,000 per year. Accelerating the purchase of vehicles does result in an increase of what will be needed each year from the taxpayers.

- Dump trucks are now on a five-year replacement cycle, reduced from seven years
- The one-ton truck is now on a five-year replacement cycle, reduced from nine years
- The grader is now on a fourteen or seven-year cycle, reduced from twenty-five years
- The loader is now on a ten or seven-year replacement cycle, reduced from fifteen years

In previous planning cycles, the committee based the "keep for" period on the calculation of keeping a piece of equipment to the point where the maintenance costs started to exceed the projected trade-in value. In the FY22 analysis, however, the "keep for" period is based on tying the replacement cycle to the warranty period to minimize maintenance costs and

optimize trade-in value. It's important to note that the numbers in this document do not reflect the savings on maintenance costs that the Town would realize by keeping a given piece of equipment for a shorter period of time. But based on an authoritative article from Caterpillar, for example, the Town could expect to save \$5.00 per service hour on a piece of heavy equipment by replacing that equipment at the end of the warranty period versus keeping the equipment past the warranty period. For example, if the grader is kept for seven years beyond the seven-year warranty period, the Town might expect to pay \$14,000 more in maintenance (\$5 x 400 hours/year x seven years) and as the trade-in value would continue to decline in that period as well. Please see the following link for a helpful article: https://www.cat.com/en_US/by-industry/governmental-localstate/case-studies/every-minute-story.html. Similar to keeping the trucks for five-year warranty period to minimize issues with the electrical systems, emissions, etc., there are similar cost savings to keeping a piece of heavy equipment for a shorter period of time as well.

Advantages and Disadvantages of Funding Options

The following table outlines the pro's and con's between cash purchases and financing. Cash purchases is the conventional model in Pomfret. It's always less expensive to make cash purchases than financing, but each model has advantages and disadvantages. Financing is a more common practice when government must purchase many vehicles. If Pomfret adds a fourth road crew member, financing might be more appealing given that there will be more equipment purchases that need to be made.

	Advantages	Disadvantages
Cash Purchase After Saving Up	<ul style="list-style-type: none"> • Most familiar to Pomfret's past practices • Avoids the risk of a rapidly rising interest rate environment • Less expensive than financing when adding up total outlays over the analysis period 	<ul style="list-style-type: none"> • Requires significant capital infusion in 2022 for near-term purchases • The town may be "stuck with a lemon" vehicle and will incur high maintenance costs before saving up enough to replace it • If the Town successfully acquires a grant, it will carry "extra" reserves which would be subject to loss of net present value • Greater peaks and valleys in annual payments

<p>Financing</p>	<ul style="list-style-type: none"> • Doesn't require capital infusion in 2022 for near-term purchases Offers smoother annual payments in "pay as you go" models • Matches the timing of benefits and taxpayer burdens • Greater flexibility in getting rid of nonperforming equipment • At current rates, financing benefits taxpayers due to the windfall savings experienced in the first 5-7 years of each vehicle purchase • If the Town successfully acquires a grant to fund a piece of equipment, it can pay off the loan early without carrying excess reserves 	<ul style="list-style-type: none"> • Borrowing adds debt to the town's balance sheet • Is less familiar to Pomfret's past practices of making cash purchases
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In the private sector, financing is typically used as a way to manage cashflow. While governments have the ability to raise taxes to pay cash for budget expenditures, governments have similar cashflow concerns in terms of stabilizing the tax rate over time. Financing could be one way to maintain more predictable outlays and to create headroom in the budget for other expenditures where there's less flexibility to affect the tax rate, e.g., gross labor, healthcare and fringe benefits, or annual paving. The Selectboard should decide the approach that makes the most sense in the long-term.

The model data in the next three tables represents three basic scenarios under each funding approach (see list below). The Selectboard may easily eliminate some of the scenarios because of practical concerns. For instance, in the cash purchase scenarios, it may not make sense for the Town to "pay as you go" because in some years there are projected annual expenditures well over \$200,000. But for a financing approach, because the payments are spread out, a "pay as you go" approach could make sense.

Our goal in presenting the full range of scenarios for the cash purchase, financing and mixed models is to have an "apples-to-apples" comparison of the options, even though some of the scenarios may be easily eliminated:

- (1) a "pay as you go" scenario without using the projected vehicle highway reserve fund balance of \$131,000 where the money going into the reserve fund is equal the money needed for a given year;
- (2) a leveled approach with a 2% annual lift where more money is going into the reserve fund than is needed for a given year, but the overall effect is to smooth out the contributions, and while using the projected balance of \$131,000 in FY22 to offset nearterm expenditures (grader, loader and one-ton), and
- (3) the same scenario as (1), but using the projected \$131,000 reserve balance.

*****Important note:** All model data in this document contemplate the grader being replaced in 2022, the loader in 2023 and truck #4 (one-ton) being replaced in 2025.

“Pomfret” Model Data

(Trucks replaced at 5 years, Grader at 14 years, Loader at 10 years)

Table 1.1: “Pomfret” Save Up/Cash Purchase Model (top) & Loan/Financing Model (bottom)

Model and Variation		Avg. Annual	10-yr Tot.	Tot. '32-37	Fut. Loan Pay. '37+	Total
Pomfret Save Up/Cash Purchase Model	Tax and Pay-asyou-go w/o using Current Reserves	\$182,507	\$1,696,992	\$1,223,126	N/A	<u>\$2,920,118</u>
	Taxes Leveled with a 2% annual increase, first using the Current Reserves	\$174,712	\$1,702,275	\$1,093,124	N/A	<u>\$2,795,399</u>
	Tax and Pay-asyou-go, first using Current Reserves	\$174,302	\$1,565,992	\$1,223,126	N/A	<u>\$2,789,118</u>

Pomfret Loan/Fin. Model	Tax and Pay-asyou-go w/o using Current Reserves	\$151,335	\$1,346,161	\$1,075,206	\$627,745	<u>\$3,049,112</u>
	Taxes Leveled with a 2% annual increase, first using the Current Reserves	\$143,290	\$1,346,816	\$945,816	\$627,745	<u>\$2,920,377</u>
	Tax and Pay-asyou-go, first using Current Reserves	\$143,148	\$1,215,161	\$1,075,206	\$627,745	<u>\$2,918,112</u>

In the “Save Up/Cash Purchase” model above, the Town would need to raise **\$418,554 in 2022** to make the necessary near-term purchases for the grader, the loader and to replace the one-ton, if the Town did not use the existing balance in the vehicle reserve fund and went with the “pay as you go” model (first cash model). But, even if the Selectboard chooses to use the balance, then the amount needed to be raised in 2022 would still be significant – **\$287,854** – for the other two cash models.

In the loan model, the Town would need to raise \$71,868 for the same near-term purchases, if the Town did not use the existing balance in the vehicle reserve fund and went with the “pay as you go” model (first financing model). The Town would need to raise \$123,000 if the Selectboard wanted to level the amount to pay annually with a 2% lift and using the current

vehicle reserve fund balance. In the last loan model, the Town would not have to raise any money at all in 2022 on a “pay as you go” basis, if the current vehicle reserve balance is used.

Chart 1.1: “Pomfret” Save Up/Cash Purchase Model

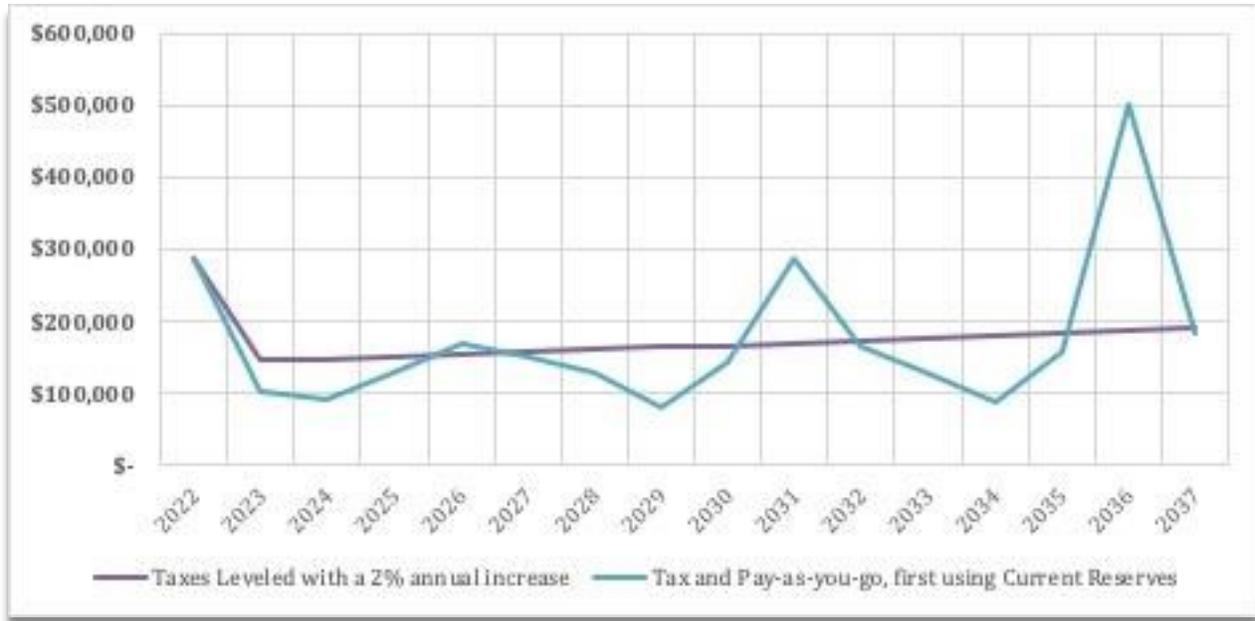
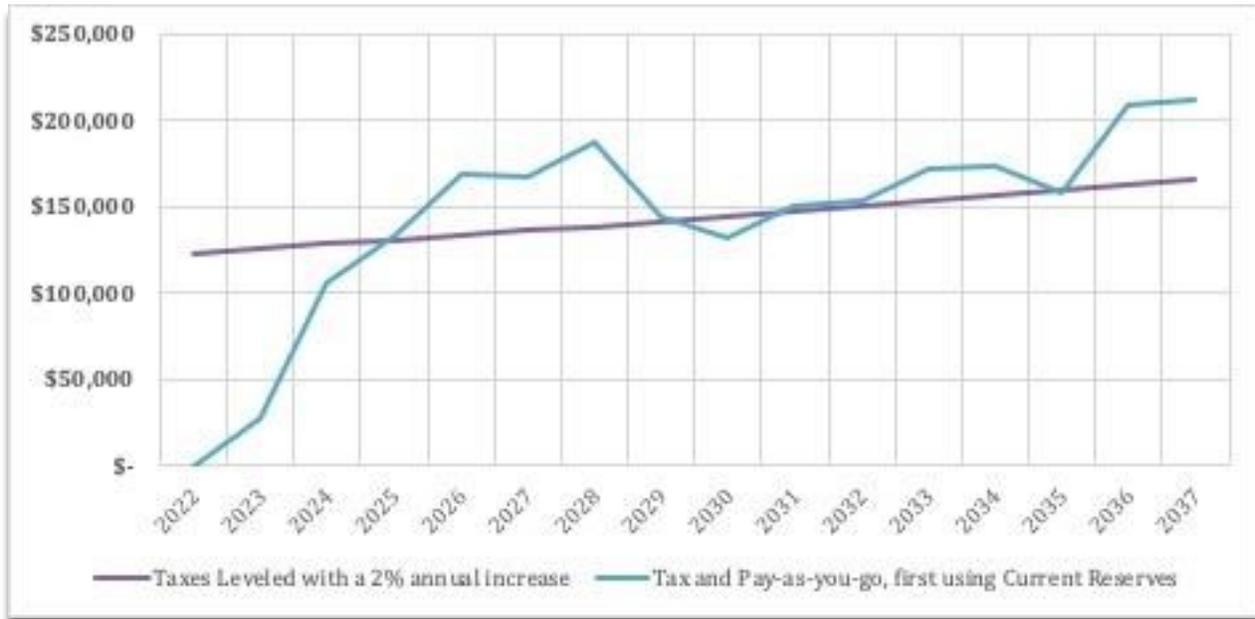


Chart 1.2: “Pomfret” Loan/Financing Model



**“Woodstock/Weathersfield” Model
Data**

(Trucks replaced at 5 years, Heavy Equipment replaced at 7 years)

Table 2.1: “Woodstock/Weathersfield” Save Up/Cash Purchase Model (top) & Loan/Financing Model (bottom)

Model and Variation		Avg. Annual	10-yr Tot.	Tot. '32-37	Fut. Loan Pay. '37+	Total
Woodstock Save Up/Cash Purchase Model	Tax and Pay-asyou-go w/o using Current Reserves	\$198,448	\$1,979,867	\$1,195,296	N/A	<u>\$3,175,163</u>
	Taxes Leveled with a 2% annual increase, first using the Current Reserves	\$190,925	\$1,848,595	\$1,206,206	N/A	<u>\$3,054,801</u>
	Tax and Pay-asyou-go, first using Current Reserves	\$190,260	\$1,848,867	\$1,195,296	N/A	<u>\$3,044,163</u>
Woodstock Loan/Financing Model	Tax and Pay-asyou-go w/o using Current Reserves	\$165,681	\$1,459,528	\$1,191,365	\$667,047	<u>\$3,317,940</u>
	Taxes Leveled with a 2% annual increase, first using the Current Reserves	\$157,269	\$1,478,212	\$1,038,091	\$667,047	<u>\$3,183,351</u>
	Tax and Pay-asyou-go, first using Current Reserves	\$157,493	\$1,328,528	\$1,191,365	\$667,047	<u>\$3,186,940</u>

In the “Save Up/Cash Purchase” model above, similar to the “Pomfret” model, the Town would need to raise \$418,554 in 2022 to make the necessary near-term purchases for the grader, the loader and to replace the one-ton, if the Town did not use the existing balance in the vehicle reserve fund and went with the “pay as you go” model (first cash model). But, if the Selectboard chooses to use the balance, then the amount needed to be raised in 2022 would be \$287,854 for the other two cash models.

In the loan model, similar to the “Pomfret” model, the Town would need to raise \$71,868 for the same near-term purchases, if the Town did not use the existing balance in the vehicle

reserve fund and went with the “pay as you go” model (first financing model). The Town would need to raise \$135,000 if the Selectboard wanted to level the amount to pay annually with a 2% lift and using the current vehicle reserve fund balance. In the last loan model, the Town would not have to raise any money at all in 2022 on a “pay as you go” basis, if the current vehicle reserve balance is used.

Chart 2.1: “Woodstock/Weathersfield” Save Up/Cash Purchase Model

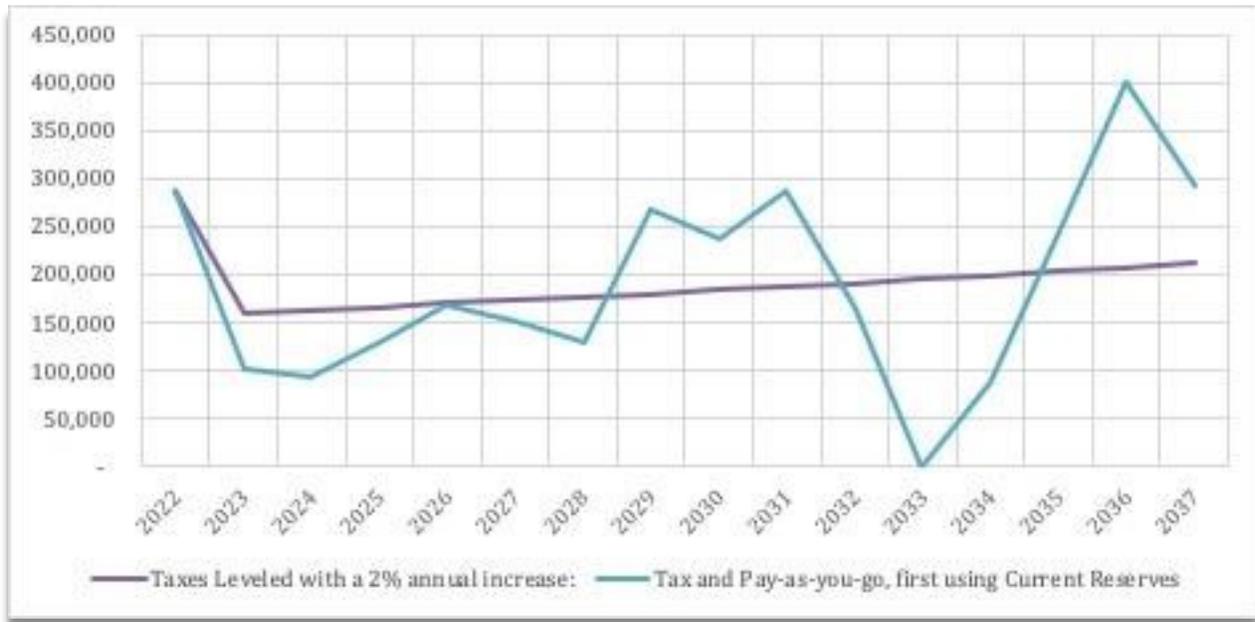
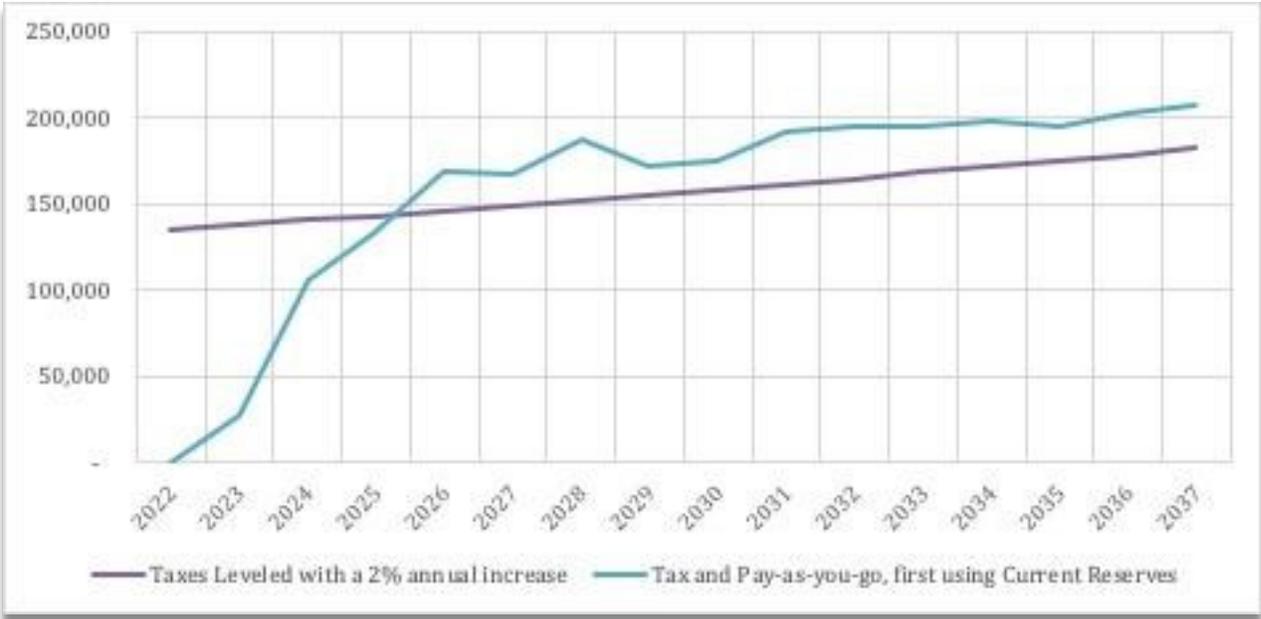


Chart 2.2: “Woodstock/Weathersfield” Loan/Financing Model



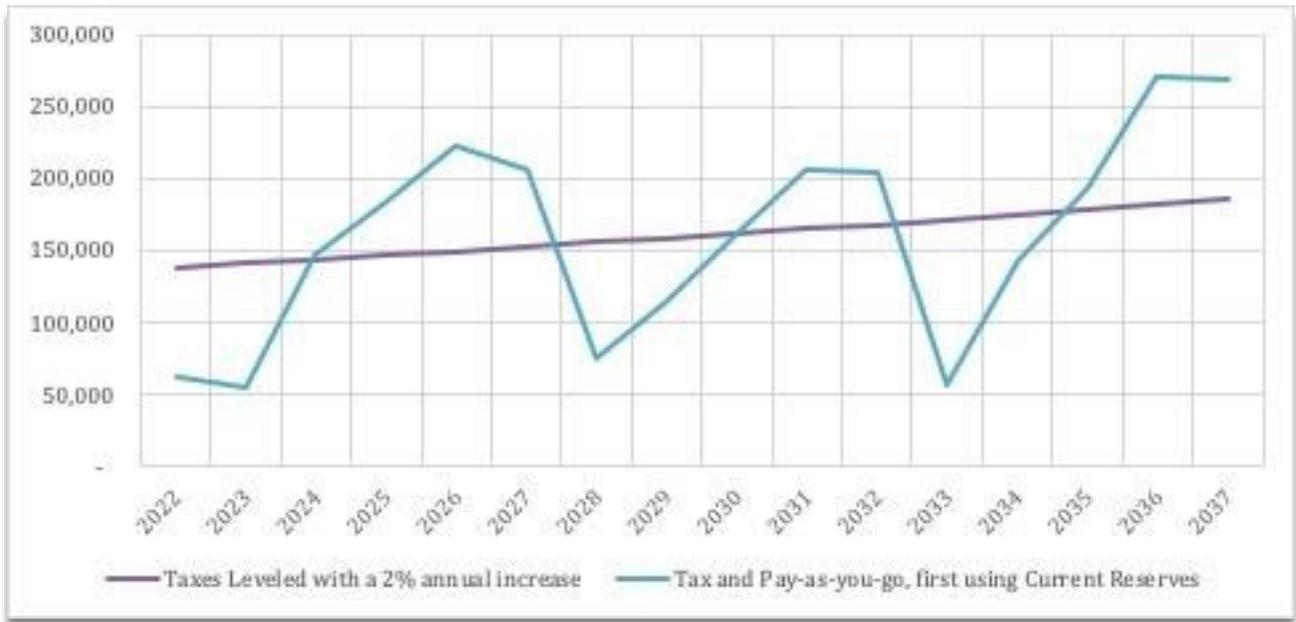
“Pomfret” Save Up/Cash Purchase Model for Trucks, Financing for Heavy Equipment at Extended Service life
 (Trucks replaced at 5 years, Grader at 14 years, Loader at 10 years)

Table 3.1: Mixed Cash Purchase (Trucks) and Financing (Heavy Equipment)

Model and Variation		Avg. Annual	10-yr Tot.	Tot. '32-37	Fut. Loan Pay. '37+	Total
Mixed Cash/Fin. Model	Tax and Pay-asyou-go w/o using Current Reserves	\$168,847	\$1,566,217	\$1,135,329	\$275,552	<u>\$2,977,098</u>
	Taxes Leveled with a 2% annual increase, first using the Current Reserves	\$160,764	\$1,511,061	\$1,061,160	\$275,552	<u>\$2,847,773</u>
	Tax and Pay-asyou-go, first using Current Reserves	\$160,659	\$1,435,217	\$1,135,329	\$275,552	<u>\$2,846,098</u>

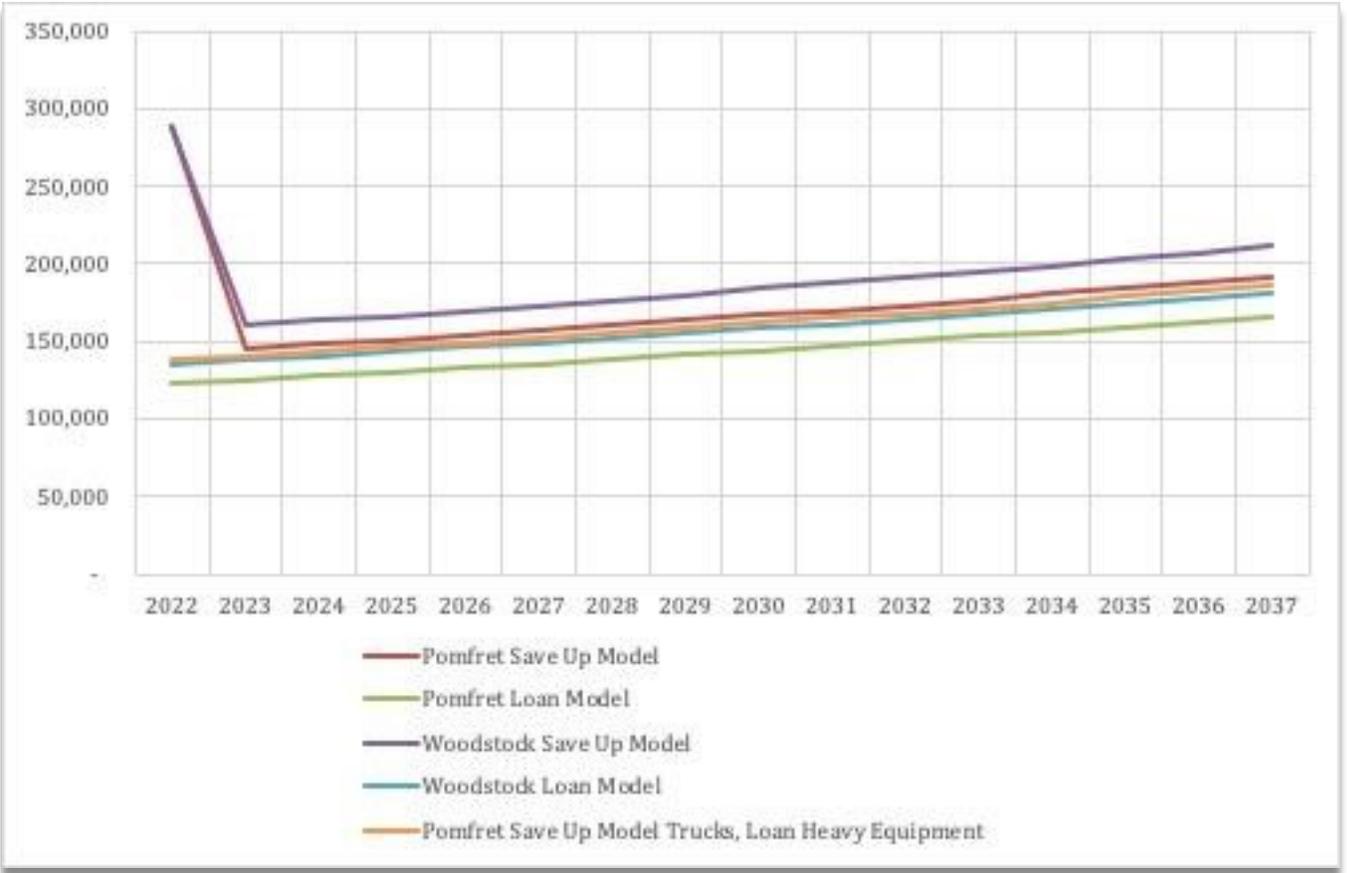
If the Selectboard chooses not to use the existing vehicle reserve balance, then under the first scenario above, the Town would need to raise \$193,844 in 2022 for near-term purchases. In a level funding scenario using the reserve balance (second scenario above), the Town would need to raise \$138,000 in 2022. Finally, in the third “pay as you go” scenario above, which also uses the current reserve fund balance, the Town would need to only raise \$62,844 in 2022.

Chart 3.1: Mixed Cash Purchase (Trucks) & Financing (Heavy Equipment)



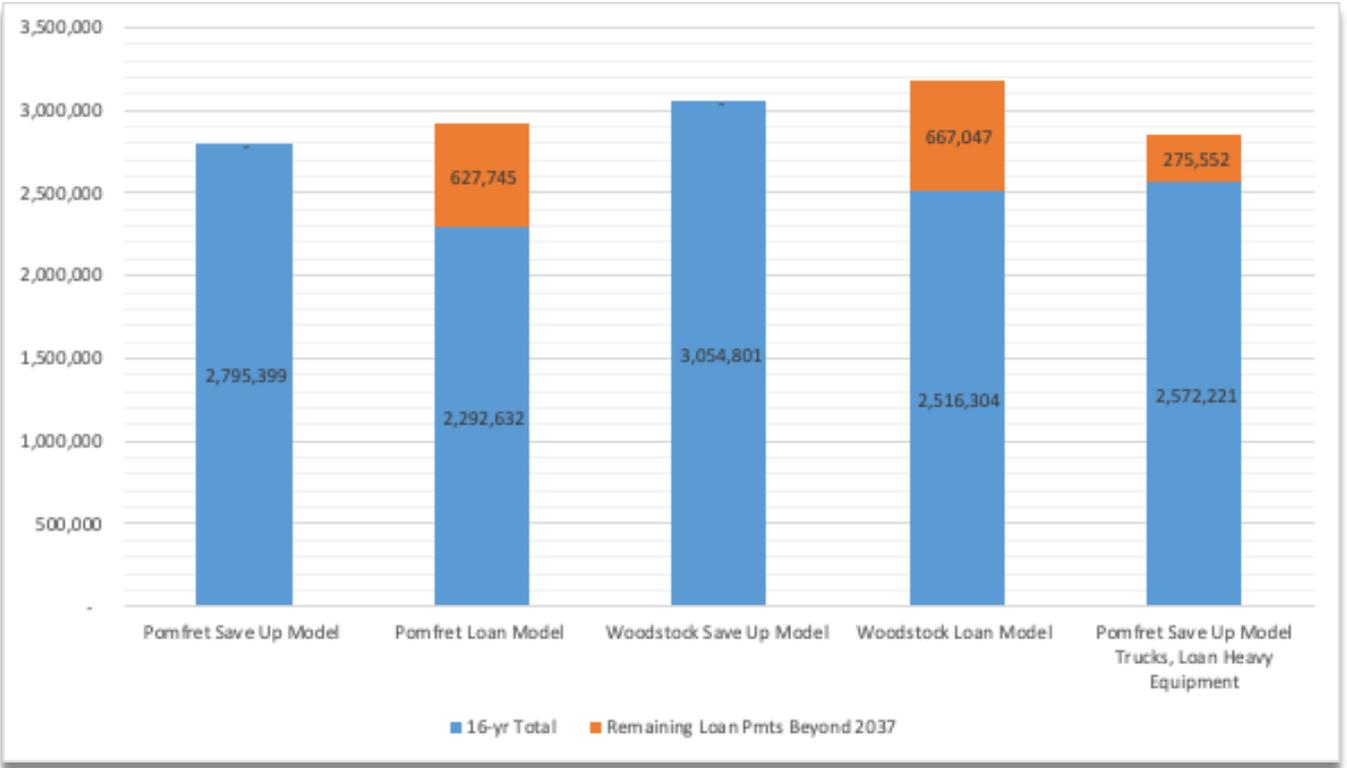
Summary Charts for All Models

Chart 4.1: Required Funding with Levelled 2% Annual Lift Approach, using Existing Reserve



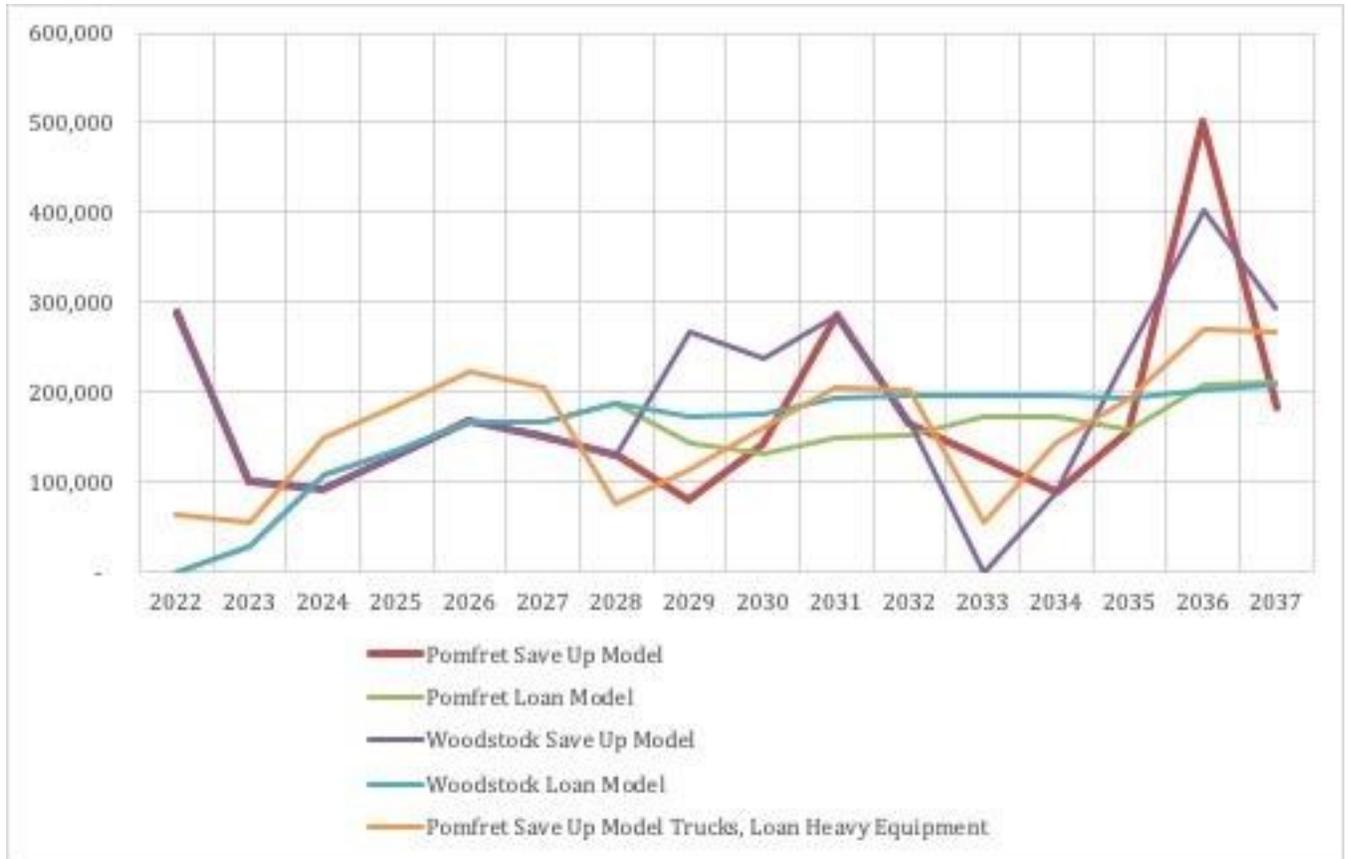
The chart above summarizes how much in taxes that the Town would need to raise each year for each different funding model where the amount to be raised by taxpayers is leveled to smooth out the tax burden and while also increasing that amount by two-percent annually to mirror the rate of inflation. Note that in both pure cash payment models the Town would need to raise the previously mentioned \$287,854 in FY22 to accommodate near-term purchases of the grader, loader and one-ton.

Chart 4.2: Total Cost, Leveled Contribution with 2% Annual Lift, using Existing Reserve



The chart above summarizes the total sixteen-year cost of all funding options. This chart correlates to the “Total” column in the previous tables for each funding model. For instances, the total for the Pomfret Loan Model is \$2,920,377 when combining all payments, including those beyond 2037 for purchases within the sixteen year period.

Chart 4.3: Annual Outlays of Each Model with Use of Current Reserve Fund Balance



In contrast to the previous chart, this chart shows the annual and long-term payments out for each of the same models in Chart 4.1. Noticeable is the choppiness of Save Up/Cash Expenditure model where as the two loan models have smoother lines over time due to the schedule of payments.

Compare this chart to the 1.1, 1.2, 2.1, 2.2, and 3.1 charts on previous pages.

