

Town of Raymond

2020 CIP Analysis
&
2021 Appropriation
Package

Overview

- Bottomline Up Front
- “Going Back to the Drawing Board”; Overview of Work Performed
- Recommended Corrective Actions
- 2021 Capital Investment Strategy & Funding Distributions
- 2021 Total Capital Investment & Fiscal Projections

Overall Bottomline Up Front

- This Analysis is on **Vehicles & Equipment Only**; Recommended it be adopted and applied across all CIP
- **Current Status of Town-Overall Vehicles & Equipment CIP Funding:**
 - Over **\$200,000 Annual Deficit** Incurred each year between “Needs and Funding” **(Grows at a pace of approximately 3% each Year & is V&E Only)**
 - **Sporadic Collapse of V&E CIP projected by 2024**
 - FD; Deficit in 2024; complete collapse in 2030
 - DPW; Complete Collapse in 2024
 - Parks; Deficit in 2033 **(earlier when fields, parks and facilities are added)**
 - HWY Equip; Partial Collapse in 2024-2029
 - PD; Complete Collapse in 2025 **(earlier if equipment added)**
 - **Projected 10 Yr. Town-Wide V&E CIP Funding Forecast**
 - Estimated **\$1.8M-\$2.2M** Deficit
- **Overall Estimate of Town 10 Year CIP Forecast across all CIP Areas**
 - **\$12.6M-\$14.4M Deficit**
- **Town largest CIP liabilities (Roads, Bridges and Facilities) has been nearly undefined, underfunded or unfunded**
- **Current Multi-CRF Model is broken down by Department vs. Categories & cost 11%-16% more**
 - \$28,519 is dedicated to 3 CRFs with no defined need (covered later)



GOING BACK

HELP!

TO THE DRAWING BOARD

Overview of Work Performed

Established a Town Hall Capital Investment Working Group that *works collectively to deliver a unified and comprehensive recommendation to the CIP Committee.* Worked to conduct in depth analysis of Capital needs, identify funding strategies and overhaul the Town CIP Submission to CIP Committee a 16 Step Process (*this first round is specifically in the areas of Vehicles and Equipment*).

Overview of Work Performed

Step 1: Met as a Working Group to; validate previous CIP Vehicle & Equipment Submission, removed what is not valid, added in what was missing & overhauled the entire CIP document to outline an “Comprehensive & Actionable CIP Plan”

FIRE DEPARTMENT														
FD Equipment & Vehicle CRF														
1	1974 International Pumper Engine #1	2017	43 years	41										
3	1976 Forestry Tank & Pump Tank 2001	2019	17 years	14										
3	1979 Forestry Tank & Pump Tank 2004	2019	15 years	11										
4	2009 Tahoe - Fire Chief	2018	9 years	6							\$35,000			
5	1990 Pumper Engine #3	2020	30 years	25										
5	2009 Rescue Boat	2019	10 years	6							\$20,000			
3	2006 Rescue 1 Van	2021	15 years	9										\$70,000
5	1994 Mack Tank #1	2024	30 years	21										
5	1999 Tower 2	2024	25 years	16										
4	2014 Dodge Ram Pick-up	2024	9 years	1										
5	2006 Pumper Engine #4	2031	25 years	9										
3	Breathing Apparatus & Generator	Every 6 years	16yr/30yr											
					Available Balance (CRF)		#VALUE!		#VALUE!					
		Annual CIP Requests Total					#VALUE!	0	475,000	35,000		0	70,000	0
	Fire Department Equipment and Vehicle CRF					\$657,187		657,187				417,813	-\$487,813	-\$487,813
	CIP RECOMMENDED BONDING CONSIDERATION													
	TOTAL CAPITAL NEED													
							0	0			0	417,813	487,813	487,813
	CIP RECOMMENDED ANNUAL CRF APPROPR.													
							0	0	50,000	0	0	0	0	0



Step 2: Developed a Capital Investment methodology that can be re-applied across all areas of capital investment categories:

- a) Town Vehicles & Equipment
- b) Town Facilities
- c) Town Road Infrastructure
- d) Town Water Infrastructure
- e) Town Parks and Cemeteries
- f) Town Technologies (includes a focus on modernization)
- g) Town Administrative Obligations
 - a) 5-Year Revaluation
 - b) 10 Year Master Improvement Plan

Overview of Work Performed

Step 3: Developed Inflation Models to best forecast current Vehicle and Equipment Cost across a 40 year period

Projected Replacement Cost (+3% Projected Each Yr)							
Year	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4	Vehicle 5	Vehicle 6	Cost
2020							
2021	409-DETAIL (5yr Cycle)						\$ 33,122.00
2022	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)	248-DET (5yr Cycle)				\$ 92,656.32
2023	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)	313-DET (5yr Cycle)				\$ 95,436.01
2024	941 SUP (4yr Cycle)	314 CHIEF-(5yr Cycle)					\$ 74,892.81
2025	375 LT (5yr Cycle)	174-ACO (8 Yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)			\$ 143,257.95
2026	409-DETAIL (5yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)				\$ 115,192.43
2027	248-DET (5yr Cycle)						\$ 28,315.27
2028	313-DET (5yr Cycle)	941 SUP (4yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)			\$ 154,193.13
2029	314 CHIEF-(5yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)				\$ 125,873.88
2030	375 LT (5yr Cycle)						\$ 35,925.60
2031	409-DETAIL (5yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)				\$ 133,539.59
2032	248-DET (5yr Cycle)	941 SUP (4yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)			\$ 173,545.73
2033	174-ACO (8 Yr Cycle)	313-DET (5yr Cycle)					\$ 81,579.82
2034	314 CHIEF-(5yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)				\$ 145,922.32
2035	375 LT (5yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)				\$ 141,847.61
2036	409-DETAIL (5yr Cycle)	941 SUP (4yr Cycle)					\$ 106,779.24
2037	248-DET (5yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)				\$ 144,355.53
2038	313-DET (5yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)				\$ 148,686.19
2039	314 CHIEF-(5yr Cycle)						\$ 56,387.99
2040	375 LT (5yr Cycle)	941 SUP (4yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)			\$ 226,541.61
2041	174-ACO (8 Yr Cycle)	409-DETAIL (5yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)			\$ 239,979.54
2042	248-DET (5yr Cycle)						\$ 44,114.27
2043	313-DET (5yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)				\$ 172,368.05
2044	314 CHIEF-(5yr Cycle)	941 SUP (4yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)			\$ 266,003.02
2045	375 LT (5yr Cycle)						\$ 55,970.91
2046	409-DETAIL (5yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)				\$ 208,050.34
2047	248-DET (5yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)				\$ 194,001.76
2048	313-DET (5yr Cycle)	941 SUP (4yr Cycle)					\$ 131,342.88
2049	174-ACO (8 Yr Cycle)	314 CHIEF-(5yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)			\$ 303,998.91
2050	375 LT (5yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)				\$ 220,993.95
2051	409-DETAIL (5yr Cycle)						\$ 80,395.79
2052	248-DET (5yr Cycle)	941 SUP (4yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)			\$ 313,442.89
2053	313-DET (5yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)				\$ 231,648.24
2054	314 CHIEF-(5yr Cycle)						\$ 87,850.65
2055	375 LT (5yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)				\$ 256,192.56
2056	409-DETAIL (5yr Cycle)	941 SUP (4yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)			\$ 379,256.70
2057	174-ACO (8 Yr Cycle)	248-DET (5yr Cycle)					\$ 165,834.98
2058	313-DET (5yr Cycle)	935-PATROL (3yr Cycle)	363-PATROL (3yr Cycle)				\$ 268,543.80
2059	314 CHIEF-(5yr Cycle)	369-PATROL (3yr Cycle)	002-PATROL (3yr Cycle)				\$ 305,528.94
2060	375 LT (5yr Cycle)	941 SUP (4yr Cycle)					\$ 199,362.81

409-DETAIL	935-PAT	002-PAT	363-PAT	369-PAT	314-CHIEF	248-DET	313-DET	375-LT	941-SUP
\$ 34,115.66	\$ 34,115.66	\$ 34,115.66	\$ 34,115.66	\$ 34,115.66	\$ 34,115.66	\$ 24,425.00	\$ 24,425.00	\$ 28,360.00	\$ 36,478.00
\$ 35,139.13	\$ 35,139.13	\$ 35,139.13	\$ 35,139.13	\$ 35,139.13	\$ 35,139.13	\$ 25,157.75	\$ 25,157.75	\$ 29,210.80	\$ 37,572.34
\$ 36,193.30	\$ 36,193.30	\$ 36,193.30	\$ 36,193.30	\$ 36,193.30	\$ 36,193.30	\$ 25,912.48	\$ 25,912.48	\$ 30,087.12	\$ 38,699.51
\$ 37,279.10	\$ 37,279.10	\$ 37,279.10	\$ 37,279.10	\$ 37,279.10	\$ 37,279.10	\$ 26,689.86	\$ 26,689.86	\$ 30,989.74	\$ 39,860.50
\$ 38,397.48	\$ 38,397.48	\$ 38,397.48	\$ 38,397.48	\$ 38,397.48	\$ 38,397.48	\$ 27,490.55	\$ 27,490.55	\$ 31,919.43	\$ 41,056.31
\$ 39,549.40	\$ 39,549.40	\$ 39,549.40	\$ 39,549.40	\$ 39,549.40	\$ 39,549.40	\$ 28,315.27	\$ 28,315.27	\$ 32,877.01	\$ 42,288.00
\$ 40,735.88	\$ 40,735.88	\$ 40,735.88	\$ 40,735.88	\$ 40,735.88	\$ 40,735.88	\$ 29,164.73	\$ 29,164.73	\$ 33,863.32	\$ 43,556.64
\$ 41,957.96	\$ 41,957.96	\$ 41,957.96	\$ 41,957.96	\$ 41,957.96	\$ 41,957.96	\$ 30,039.67	\$ 30,039.67	\$ 34,879.22	\$ 44,863.34
\$ 43,216.70	\$ 43,216.70	\$ 43,216.70	\$ 43,216.70	\$ 43,216.70	\$ 43,216.70	\$ 30,940.86	\$ 30,940.86	\$ 35,925.60	\$ 46,209.24
\$ 44,513.20	\$ 44,513.20	\$ 44,513.20	\$ 44,513.20	\$ 44,513.20	\$ 44,513.20	\$ 31,869.09	\$ 31,869.09	\$ 37,003.37	\$ 47,595.52
\$ 45,848.59	\$ 45,848.59	\$ 45,848.59	\$ 45,848.59	\$ 45,848.59	\$ 45,848.59	\$ 32,825.16	\$ 32,825.16	\$ 38,113.47	\$ 49,023.38
\$ 47,224.05	\$ 47,224.05	\$ 47,224.05	\$ 47,224.05	\$ 47,224.05	\$ 47,224.05	\$ 33,809.91	\$ 33,809.91	\$ 39,256.87	\$ 50,494.08
\$ 48,640.77	\$ 48,640.77	\$ 48,640.77	\$ 48,640.77	\$ 48,640.77	\$ 48,640.77	\$ 34,824.21	\$ 34,824.21	\$ 40,434.58	\$ 52,008.91
\$ 50,100.00	\$ 50,100.00	\$ 50,100.00	\$ 50,100.00	\$ 50,100.00	\$ 50,100.00	\$ 35,868.94	\$ 35,868.94	\$ 41,647.62	\$ 53,569.17
\$ 51,603.00	\$ 51,603.00	\$ 51,603.00	\$ 51,603.00	\$ 51,603.00	\$ 51,603.00	\$ 36,945.00	\$ 36,945.00	\$ 42,897.04	\$ 55,176.25
\$ 53,151.09	\$ 53,151.09	\$ 53,151.09	\$ 53,151.09	\$ 53,151.09	\$ 53,151.09	\$ 38,053.35	\$ 38,053.35	\$ 44,183.96	\$ 56,831.54
\$ 54,745.62	\$ 54,745.62	\$ 54,745.62	\$ 54,745.62	\$ 54,745.62	\$ 54,745.62	\$ 39,194.95	\$ 39,194.95	\$ 45,509.47	\$ 58,536.48
\$ 56,387.99	\$ 56,387.99	\$ 56,387.99	\$ 56,387.99	\$ 56,387.99	\$ 56,387.99	\$ 40,370.80	\$ 40,370.80	\$ 46,874.76	\$ 60,292.58
\$ 58,079.63	\$ 58,079.63	\$ 58,079.63	\$ 58,079.63	\$ 58,079.63	\$ 58,079.63	\$ 41,581.93	\$ 41,581.93	\$ 48,281.00	\$ 62,101.35
\$ 59,822.02	\$ 59,822.02	\$ 59,822.02	\$ 59,822.02	\$ 59,822.02	\$ 59,822.02	\$ 42,829.39	\$ 42,829.39	\$ 49,729.43	\$ 63,964.39
\$ 61,616.68	\$ 61,616.68	\$ 61,616.68	\$ 61,616.68	\$ 61,616.68	\$ 61,616.68	\$ 44,114.27	\$ 44,114.27	\$ 51,221.31	\$ 65,883.33
\$ 63,465.18	\$ 63,465.18	\$ 63,465.18	\$ 63,465.18	\$ 63,465.18	\$ 63,465.18	\$ 45,437.69	\$ 45,437.69	\$ 52,757.95	\$ 67,859.83
\$ 65,369.13	\$ 65,369.13	\$ 65,369.13	\$ 65,369.13	\$ 65,369.13	\$ 65,369.13	\$ 46,800.83	\$ 46,800.83	\$ 54,340.69	\$ 69,895.62
\$ 67,330.21	\$ 67,330.21	\$ 67,330.21	\$ 67,330.21	\$ 67,330.21	\$ 67,330.21	\$ 48,204.85	\$ 48,204.85	\$ 55,970.91	\$ 71,992.49
\$ 69,350.11	\$ 69,350.11	\$ 69,350.11	\$ 69,350.11	\$ 69,350.11	\$ 69,350.11	\$ 49,651.00	\$ 49,651.00	\$ 57,650.04	\$ 74,152.26
\$ 71,430.62	\$ 71,430.62	\$ 71,430.62	\$ 71,430.62	\$ 71,430.62	\$ 71,430.62	\$ 51,140.53	\$ 51,140.53	\$ 59,379.54	\$ 76,376.83
\$ 73,573.53	\$ 73,573.53	\$ 73,573.53	\$ 73,573.53	\$ 73,573.53	\$ 73,573.53	\$ 52,674.74	\$ 52,674.74	\$ 61,160.93	\$ 78,668.14
\$ 75,780.74	\$ 75,780.74	\$ 75,780.74	\$ 75,780.74	\$ 75,780.74	\$ 75,780.74	\$ 54,254.98	\$ 54,254.98	\$ 62,995.76	\$ 81,028.18
\$ 78,054.16	\$ 78,054.16	\$ 78,054.16	\$ 78,054.16	\$ 78,054.16	\$ 78,054.16	\$ 55,882.63	\$ 55,882.63	\$ 64,885.63	\$ 83,459.03
\$ 80,395.79	\$ 80,395.79	\$ 80,395.79	\$ 80,395.79	\$ 80,395.79	\$ 80,395.79	\$ 57,559.11	\$ 57,559.11	\$ 66,832.20	\$ 85,962.80
\$ 82,807.66	\$ 82,807.66	\$ 82,807.66	\$ 82,807.66	\$ 82,807.66	\$ 82,807.66	\$ 59,285.89	\$ 59,285.89	\$ 68,837.16	\$ 88,541.68
\$ 85,291.89	\$ 85,291.89	\$ 85,291.89	\$ 85,291.89	\$ 85,291.89	\$ 85,291.89	\$ 61,064.46	\$ 61,064.46	\$ 70,902.28	\$ 91,197.93
\$ 87,850.65	\$ 87,850.65	\$ 87,850.65	\$ 87,850.65	\$ 87,850.65	\$ 87,850.65	\$ 62,896.40	\$ 62,896.40	\$ 73,029.35	\$ 93,933.87
\$ 90,486.17	\$ 90,486.17	\$ 90,486.17	\$ 90,486.17	\$ 90,486.17	\$ 90,486.17	\$ 64,783.29	\$ 64,783.29	\$ 75,220.23	\$ 96,751.88
\$ 93,200.75	\$ 93,200.75	\$ 93,200.75	\$ 93,200.75	\$ 93,200.75	\$ 93,200.75	\$ 66,726.79	\$ 66,726.79	\$ 77,476.83	\$ 99,654.44
\$ 95,996.77	\$ 95,996.77	\$ 95,996.77	\$ 95,996.77	\$ 95,996.77	\$ 95,996.77	\$ 68,728.59	\$ 68,728.59	\$ 79,801.14	\$ 102,644.07
\$ 98,876.68	\$ 98,876.68	\$ 98,876.68	\$ 98,876.68	\$ 98,876.68	\$ 98,876.68	\$ 70,790.45	\$ 70,790.45	\$ 82,195.17	\$ 105,723.40
\$ 101,842.98	\$ 101,842.98	\$ 101,842.98	\$ 101,842.98	\$ 101,842.98	\$ 101,842.98	\$ 72,914.16	\$ 72,914.16	\$ 84,661.03	\$ 108,895.10
\$ 104,898.27	\$ 104,898.27	\$ 104,898.27	\$ 104,898.27	\$ 104,898.27	\$ 104,898.27	\$ 75,101.59	\$ 75,101.59	\$ 87,200.86	\$ 112,161.95

Overview of Work Performed

Step 4: Identified replacement cycles for each newly validated vehicle or equipment

Step 5: Overlaid the Current Funding Model over the identified need to verify effectiveness or shortfalls

Fire Department Vehicles and Equipment (20 Year Cycle Assumption)						
Year	Vehicle	Cost	Funding CIP WA	Funding Revtilization WA	Starting CRF	Ending
2020	Engine	\$ 650,000.00			\$ 821,730.94	\$ 171,730.94
2021			\$ 100,000.00		\$ 271,730.94	\$ 271,730.94
2022			\$ 103,000.00		\$ 374,730.94	\$ 374,730.94
2023			\$ 106,090.00		\$ 480,820.94	\$ 480,820.94
2024	Tanker	\$ 700,000.00	\$ 109,272.70		\$ 590,093.64	\$ (109,906.36)
2025			\$ 112,550.88		\$ 2,644.52	\$ 2,644.52
2026	Rescue Van	\$ 100,000.00	\$ 115,927.41		\$ 118,571.93	\$ 18,571.93
2027			\$ 119,405.23		\$ 137,977.16	\$ 137,977.16
2028			\$ 122,987.39		\$ 260,964.54	\$ 260,964.54
2029			\$ 126,677.01		\$ 387,641.55	\$ 387,641.55
2030	Tower 2	\$ 1,250,000.00	\$ 130,477.32		\$ 518,118.87	\$ (731,881.13)
2031	Engine 4	\$ 800,000.00	\$ 134,391.64		\$ (597,489.49)	\$ (1,397,489.49)
2032			\$ 138,423.39		\$ (1,259,066.10)	\$ (1,259,066.10)
2033			\$ 142,576.09		\$ (1,116,490.02)	\$ (1,116,490.02)
2034			\$ 146,853.37		\$ (969,636.64)	\$ (969,636.64)
2035			\$ 151,258.97		\$ (818,377.67)	\$ (818,377.67)
2036			\$ 155,796.74		\$ (662,580.93)	\$ (662,580.93)
2037			\$ 160,470.64		\$ (502,110.29)	\$ (502,110.29)
2038			\$ 165,284.76		\$ (336,825.52)	\$ (336,825.52)
2039			\$ 170,243.31		\$ (166,582.22)	\$ (166,582.22)
2040	Engine	\$ 1,173,972.30	\$ 175,350.61		\$ 8,768.39	\$ (1,165,203.91)
2041			\$ 180,611.12		\$ (984,592.79)	\$ (984,592.79)

Funding/Replacement Cycle A

Overview of Work Performed

Step 6: Developed the [Recommended Funding Models](#) to ensure the funding of CIP without spiking taxes tax rate or depleting unassigned fund balance (Revitalization Warrant Articles)

Step 7: Identified additional funding support activities to reduce the fiscal burden on CIP investment (i.e. Detail Funds)

Step 8: Developed managerial practices to ensure the sustainability of funding support programs (i.e. increasing Detail Fees)

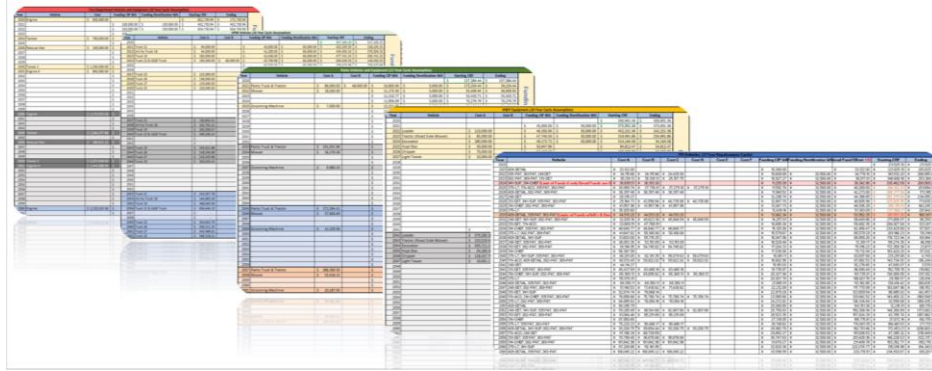
PD Vehicles (3 Year Repalcemtne Cycle)												
Year	Vehicle	Cost A	Cost B	Cost C	Cost D	Cost E	Cost F	Funding CIP WA	Funding Revtlization WA	Detail Fund Offset +5%	Starting CRF	Ending
2020											\$ 211,525.10	\$ 211,525.10
2021	409-DETAIL	\$ 33,122.00						\$ 10,300.00	\$ 25,200.00	\$ 33,122.00	\$ 247,025.10	\$ 334,025.10
2022	935-PAT, 363 PAT, 248 DET	\$ 34,115.66	\$ 34,115.66	\$ 24,425.00				\$ 10,609.00	\$ 25,956.00	\$ 34,778.10	\$ 405,368.20	\$ 312,711.88
2023	002-PAT, 369-PAT, 313-DET	\$ 35,139.13	\$ 35,139.13	\$ 25,157.75				\$ 10,927.27	\$ 26,734.68	\$ 36,517.01	\$ 386,890.84	\$ 291,454.83
2024	941-SUP, 314-CHIEF (Limit of Funds if only Detail Funds are Used)	\$ 38,699.51	\$ 36,193.30					\$ 11,255.09	\$ 27,536.72	\$ 38,342.86	\$ 368,589.49	\$ 293,696.68
2025	375-LT, 174-ACO, 935 PAT, 363-PAT	\$ 30,989.74	\$ 37,710.01	\$ 37,279.10	\$ 37,279.10			\$ 11,592.74	\$ 28,362.82	\$ 40,260.00	\$ 373,912.24	\$ 230,654.28
2026	409-DETAIL, 002-PAT, 369-PAT,	\$ 38,397.48	\$ 38,397.48	\$ 38,397.48				\$ 11,940.52	\$ 29,213.71	\$ 42,273.00	\$ 314,081.51	\$ 198,889.08
2027	248-DET	\$ 28,315.27						\$ 12,298.74	\$ 30,090.12	\$ 44,386.65	\$ 285,664.59	\$ 257,349.32
2028	313-DET, 941-SUP, 935 PAT, 363-PAT	\$ 29,164.73	\$ 43,556.64	\$ 40,735.88	\$ 40,735.88			\$ 12,667.70	\$ 30,992.82	\$ 46,605.98	\$ 347,615.82	\$ 193,422.69
2029	314-CHIEF, 002-PAT, 369-PAT	\$ 41,957.96	\$ 41,957.96	\$ 41,957.96				\$ 13,047.73	\$ 31,922.61	\$ 48,936.28	\$ 287,329.31	\$ 161,455.43
2030	375-LT	\$ 35,925.60						\$ 13,439.16	\$ 32,880.28	\$ 51,383.09	\$ 259,157.97	\$ 223,232.37
2031	409-DETAIL, 935 PAT, 363-PAT (Limits of Funds w/WA's & Detail in PD CRF)	\$ 44,513.20	\$ 44,513.20	\$ 44,513.20				\$ 13,842.34	\$ 33,866.69	\$ 53,952.25	\$ 324,893.65	\$ 191,354.06
2032	248-DET 941-SUP 002-PAT 369-PAT	\$ 37,825.16	\$ 49,023.38	\$ 45,848.59	\$ 45,848.59			\$ 14,257.61	\$ 34,882.69	\$ 56,649.86	\$ 297,144.22	\$ 123,598.49

Overview of Work Performed

Step 10: Combined figures of each CRF to isolate Town-wide funding shortfalls or surpluses across 40-years using [Current Funding Model](#) and [Current Multi-CRF Model](#):

- \$345,000 Annual CIP Warrant Article
- Approximately \$200,000 dedicated to Vehicles & Equipment
- 3% Annual Increase
- Using a Multi-CRF Strategy

Overview of Work Performed



Year	FD Ending	DPW Ending	Parks Ending	HWY Equip Ending	PD Ending	CRF Totals
2020	\$ 171,730.94	\$ 317,105.25	\$ 157,384.44	\$ 300,901.36	\$ 211,525.10	\$ 1,158,647.09
2021	\$ 271,730.94	\$ 263,105.25	\$ 34,234.44	\$ 345,901.36	\$ 211,525.10	\$ 1,126,497.09
2022	\$ 374,730.94	\$ 240,305.25	\$ 26,909.94	\$ 182,251.36	\$ 153,646.88	\$ 977,844.37
2023	\$ 480,820.94	\$ 100,741.25	\$ 38,420.71	\$ 144,991.86	\$ 94,727.88	\$ 859,702.63
2024	\$ (109,906.36)	\$ (110,549.67)	\$ 50,276.79	\$ (85,835.43)	\$ 58,177.92	\$ (197,836.75)
2025	\$ 2,644.52	\$ (65,529.32)	\$ 55,488.56	\$ (65,187.53)	\$ (44,820.04)	\$ (117,403.80)
2026	\$ 18,571.93	\$ (19,158.35)	\$ 68,066.69	\$ (83,020.20)	\$ (117,739.47)	\$ (133,279.40)
2027	\$ 137,977.16	\$ (186,396.26)	\$ 81,022.15	\$ (39,287.84)	\$ (101,668.09)	\$ (108,352.88)
2028	\$ 260,964.54	\$ (273,201.31)	\$ 94,366.29	\$ 16,056.48	\$ (209,255.24)	\$ (111,069.24)
2029	\$ 387,641.55	\$ (355,530.50)	\$ 108,110.74	\$ 73,061.14	\$ (286,192.84)	\$ (72,909.91)
2030	\$ (731,881.13)	\$ (523,339.58)	\$ 122,267.53	\$ 131,775.93	\$ (270,735.34)	\$ (1,271,912.59)
2031	\$ (1,397,489.49)	\$ (469,582.92)	\$ 136,849.02	\$ 192,252.17	\$ (350,322.69)	\$ (1,888,293.91)
2032	\$ (1,259,066.10)	\$ (414,213.57)	\$ 151,867.96	\$ 254,542.69	\$ (467,218.56)	\$ (1,734,087.58)
2033	\$ (1,116,490.02)	\$ (357,183.13)	\$ (23,714.49)	\$ 318,701.93	\$ (489,316.03)	\$ (1,668,001.74)
2034	\$ (969,636.64)	\$ (298,441.78)	\$ (34,157.48)	\$ 384,785.95	\$ (572,781.88)	\$ (1,490,231.84)
2035	\$ (818,377.67)	\$ (237,938.19)	\$ (17,745.88)	\$ 452,852.48	\$ (649,050.19)	\$ (1,270,259.45)
2036	\$ (662,580.93)	\$ (175,619.50)	\$ (841.93)	\$ 522,961.02	\$ (686,971.18)	\$ (1,003,052.52)
2037	\$ (502,110.29)	\$ (262,273.65)	\$ 6,588.81	\$ 595,172.81	\$ (759,025.53)	\$ (921,647.85)
2038	\$ (336,825.52)	\$ (298,860.95)	\$ 24,522.20	\$ 669,550.95	\$ (831,795.50)	\$ (773,408.82)
2039	\$ (166,582.22)	\$ (522,820.20)	\$ 42,993.60	\$ 746,160.44	\$ (808,471.44)	\$ (708,719.82)
2040	\$ (1,165,203.91)	\$ (861,880.10)	\$ 62,019.14	\$ 825,068.21	\$ (951,315.41)	\$ (2,091,312.07)
2041	\$ (984,592.79)	\$ (789,635.65)	\$ 81,615.45	\$ 906,343.22	\$ (1,103,412.42)	\$ (1,889,682.20)
2042	\$ (798,563.33)	\$ (715,223.87)	\$ 101,799.64	\$ 610,773.11	\$ (1,055,250.04)	\$ (1,856,464.48)
2043	\$ (606,952.99)	\$ (983,591.62)	\$ 122,589.37	\$ 543,478.31	\$ (1,130,727.60)	\$ (2,055,204.53)
2044	\$ (1,673,872.21)	\$ (1,122,888.23)	\$ 144,002.78	\$ 126,578.56	\$ (1,294,995.61)	\$ (3,821,174.71)
2045	\$ (1,470,592.79)	\$ (1,255,002.42)	\$ (106,335.81)	\$ 163,870.96	\$ (1,244,144.76)	\$ (3,912,204.84)
2046	\$ (1,441,826.13)	\$ (1,524,286.72)	\$ (121,225.01)	\$ 131,663.18	\$ (1,340,032.25)	\$ (4,295,706.94)
2047	\$ (1,226,167.00)	\$ (1,438,023.07)	\$ (97,826.00)	\$ 210,648.67	\$ (1,416,263.02)	\$ (3,967,630.42)
2048	\$ (1,004,038.10)	\$ (1,349,171.51)	\$ (73,725.01)	\$ 310,606.68	\$ (1,423,946.36)	\$ (3,540,274.30)
2049	\$ (775,245.33)	\$ (1,257,654.41)	\$ (63,130.56)	\$ 413,563.42	\$ (1,598,102.74)	\$ (3,280,569.61)
2050	\$ (2,797,227.82)	\$ (1,163,391.79)	\$ (37,561.82)	\$ 519,608.87	\$ (1,682,762.05)	\$ (5,161,334.61)
2051	\$ (3,999,390.56)	\$ (1,066,301.29)	\$ (11,226.02)	\$ 628,835.68	\$ (1,620,006.47)	\$ (6,068,088.66)
2052	\$ (3,749,382.53)	\$ (966,298.07)	\$ 15,899.85	\$ 741,339.30	\$ (1,783,140.41)	\$ (5,741,581.87)
2053	\$ (3,491,874.25)	\$ (1,105,352.54)	\$ 43,839.50	\$ 857,218.02	\$ (1,856,964.26)	\$ (5,553,133.54)
2054	\$ (3,226,640.73)	\$ (1,164,064.43)	\$ 72,617.33	\$ 976,573.11	\$ (1,779,099.30)	\$ (5,120,614.02)
2055	\$ (2,953,450.20)	\$ (1,523,453.28)	\$ 102,258.51	\$ 1,099,508.85	\$ (1,861,290.47)	\$ (5,136,426.60)
2056	\$ (2,672,063.95)	\$ (2,067,544.88)	\$ 132,788.91	\$ 1,226,132.66	\$ (2,057,845.71)	\$ (5,438,532.98)
2057	\$ (2,382,236.12)	\$ (1,951,613.75)	\$ (224,134.06)	\$ 1,356,555.18	\$ (2,031,844.16)	\$ (5,233,272.91)
2058	\$ (2,083,713.45)	\$ (1,832,204.68)	\$ (245,362.50)	\$ 1,490,890.38	\$ (2,098,959.60)	\$ (4,769,349.86)
2059	\$ (1,776,235.11)	\$ (2,262,856.14)	\$ (212,001.10)	\$ 1,629,255.64	\$ (2,192,988.76)	\$ (4,814,825.46)
2060	\$ (3,579,856.97)	\$ (2,486,386.31)	\$ (177,638.86)	\$ 1,771,771.85	\$ (2,170,276.80)	\$ (6,642,387.09)
2061	\$ (3,253,653.19)	\$ (2,698,390.81)	\$ (162,533.70)	\$ 1,918,563.55	\$ (2,261,233.94)	\$ (6,457,248.09)

Overview of Work Performed

Step 11: Ran the figures of the Current Funding Model with Current Multi-CRFs Model to determine **needed increase** in Vehicle and Equipment funding

199% Increase required
 (+\$204,508) in 2021
 for V&E alone
 Increases 3% a year

	Current Model Shortfall; CIP Model Multiple CRFs			
	Current CIP WA Rec	Add CIP Funding Need	Total Needed	Increase Needed
2020	\$ -	\$ -	\$ -	
2021	\$ 206,150.00	\$ 204,580.00	\$ 410,730.00	199.24%
2022	\$ 212,334.50	\$ 210,717.40	\$ 423,051.90	199.24%
2023	\$ 218,704.54	\$ 217,038.92	\$ 435,743.46	199.24%
2024	\$ 225,265.67	\$ 223,550.09	\$ 448,815.76	199.24%
2025	\$ 232,023.64	\$ 230,256.59	\$ 462,280.23	199.24%
2026	\$ 238,984.35	\$ 237,164.29	\$ 476,148.64	199.24%
2027	\$ 246,153.88	\$ 244,279.22	\$ 490,433.10	199.24%
2028	\$ 253,538.50	\$ 226,364.43	\$ 479,902.93	189.28%
2029	\$ 261,144.65	\$ 233,155.37	\$ 494,300.02	189.28%
2030	\$ 268,978.99	\$ 240,150.03	\$ 509,129.02	189.28%
2031	\$ 277,048.36	\$ 247,354.53	\$ 524,402.89	189.28%
2032	\$ 285,359.81	\$ 254,775.17	\$ 540,134.98	189.28%
2033	\$ 293,920.61	\$ 262,418.42	\$ 556,339.03	189.28%
2034	\$ 302,738.23	\$ 270,290.97	\$ 573,029.20	189.28%
2035	\$ 311,820.37	\$ 278,399.70	\$ 590,220.07	189.28%
2036	\$ 321,174.98	\$ 286,751.69	\$ 607,926.68	189.28%
2037	\$ 330,810.23	\$ 295,354.24	\$ 626,164.48	189.28%
2038	\$ 340,734.54	\$ 304,214.87	\$ 644,949.41	189.28%
2039	\$ 350,956.58	\$ 313,341.32	\$ 664,297.89	189.28%
2040	\$ 361,485.27	\$ 322,741.56	\$ 684,226.83	189.28%
2041	\$ 372,329.83	\$ 332,423.80	\$ 704,753.63	189.28%
2042	\$ 383,499.73	\$ 342,396.52	\$ 725,896.24	189.28%
2043	\$ 395,004.72	\$ 352,668.41	\$ 747,673.13	189.28%
2044	\$ 406,854.86	\$ 363,248.47	\$ 770,103.32	189.28%
2045	\$ 419,060.51	\$ 374,145.92	\$ 793,206.42	189.28%
2046	\$ 431,632.32	\$ 385,370.30	\$ 817,002.62	189.28%
2047	\$ 444,581.29	\$ 396,931.41	\$ 841,512.70	189.28%
2048	\$ 457,918.73	\$ 408,839.35	\$ 866,758.08	189.28%
2049	\$ 471,656.29	\$ 421,104.53	\$ 892,760.82	189.28%
2050	\$ 485,805.98	\$ 433,737.66	\$ 919,543.64	189.28%
2051	\$ 500,380.16	\$ 446,749.79	\$ 947,129.95	189.28%
2052	\$ 515,391.56	\$ 460,152.29	\$ 975,543.85	189.28%
2053	\$ 530,853.31	\$ 473,956.86	\$ 1,004,810.17	189.28%
2054	\$ 546,778.91	\$ 488,175.56	\$ 1,034,954.47	189.28%
2055	\$ 563,182.28	\$ 502,820.83	\$ 1,066,003.11	189.28%
2056	\$ 580,077.74	\$ 517,905.45	\$ 1,097,983.20	189.28%
2057	\$ 597,480.08	\$ 533,442.62	\$ 1,130,922.69	189.28%
2058	\$ 615,404.48	\$ 549,445.90	\$ 1,164,850.38	189.28%
2059	\$ 633,866.61	\$ 565,929.27	\$ 1,199,795.89	189.28%
2060	\$ 652,882.61	\$ 582,907.15	\$ 1,235,789.76	189.28%
2061	\$ 672,469.0908	\$ 600,394.37	\$ 1,272,863.46	189.28%

Overview of Work Performed

Step 12: Re-Ran the figures of the Current Funding Model with Recommended Consolidated CRFs Model to determine needed increase in Vehicle and Equipment funding

171% Increase required

	Current Model Shortfall; CIP Model Combined CRFs			
	Current CIP WA Rec	Add CIP Funding Need	Total Needed	Increase Needed
2020	\$ -	\$ -	\$ -	
2021	\$ 206,150.00	\$ 147,055.00	\$ 353,205.00	
2022	\$ 212,334.50	\$ 150,926.65	\$ 363,261.15	171.08%
2023	\$ 218,704.54	\$ 154,914.45	\$ 373,618.98	170.83%
2024	\$ 225,265.67	\$ 159,021.88	\$ 384,287.55	170.59%
2025	\$ 232,023.64	\$ 163,252.54	\$ 395,276.18	170.36%
2026	\$ 238,984.35	\$ 167,610.12	\$ 406,594.47	170.13%
2027	\$ 246,153.88	\$ 172,098.42	\$ 418,252.30	169.91%
2028	\$ 253,538.50	\$ 158,721.37	\$ 412,259.87	162.60%
2029	\$ 261,144.65	\$ 163,483.01	\$ 424,627.67	162.60%
2030	\$ 268,978.99	\$ 168,387.50	\$ 437,366.50	162.60%
2031	\$ 277,048.36	\$ 173,439.13	\$ 450,487.49	162.60%
2032	\$ 285,359.81	\$ 178,642.30	\$ 464,002.11	162.60%
2033	\$ 293,920.61	\$ 184,001.57	\$ 477,922.18	162.60%
2034	\$ 302,738.23	\$ 189,521.62	\$ 492,259.84	162.60%
2035	\$ 311,820.37	\$ 195,207.27	\$ 507,027.64	162.60%
2036	\$ 321,174.98	\$ 201,063.48	\$ 522,238.47	162.60%
2037	\$ 330,810.23	\$ 207,095.39	\$ 537,905.62	162.60%
2038	\$ 340,734.54	\$ 213,308.25	\$ 554,042.79	162.60%
2039	\$ 350,956.58	\$ 219,707.50	\$ 570,664.07	162.60%
2040	\$ 361,485.27	\$ 226,298.72	\$ 587,784.00	162.60%
2041	\$ 372,329.83	\$ 233,087.69	\$ 605,417.52	162.60%
2042	\$ 383,499.73	\$ 240,080.32	\$ 623,580.04	162.60%
2043	\$ 395,004.72	\$ 247,282.73	\$ 642,287.44	162.60%
2044	\$ 406,854.86	\$ 254,701.21	\$ 661,556.07	162.60%
2045	\$ 419,060.51	\$ 262,342.24	\$ 681,402.75	162.60%
2046	\$ 431,632.32	\$ 270,212.51	\$ 701,844.83	162.60%
2047	\$ 444,581.29	\$ 278,318.89	\$ 722,900.18	162.60%
2048	\$ 457,918.73	\$ 286,668.45	\$ 744,587.18	162.60%
2049	\$ 471,656.29	\$ 295,268.51	\$ 766,924.80	162.60%
2050	\$ 485,805.98	\$ 304,126.56	\$ 789,932.54	162.60%
2051	\$ 500,380.16	\$ 313,250.36	\$ 813,630.52	162.60%
2052	\$ 515,391.56	\$ 322,647.87	\$ 838,039.43	162.60%
2053	\$ 530,853.31	\$ 332,327.31	\$ 863,180.62	162.60%
2054	\$ 546,778.91	\$ 342,297.12	\$ 889,076.03	162.60%
2055	\$ 563,182.28	\$ 352,566.04	\$ 915,748.31	162.60%
2056	\$ 580,077.74	\$ 363,143.02	\$ 943,220.76	162.60%
2057	\$ 597,480.08	\$ 374,037.31	\$ 971,517.39	162.60%
2058	\$ 615,404.48	\$ 385,258.43	\$ 1,000,662.91	162.60%
2059	\$ 633,866.61	\$ 396,816.18	\$ 1,030,682.80	162.60%
2060	\$ 652,882.61	\$ 408,720.67	\$ 1,061,603.28	162.60%
2061	\$ 672,469.09	\$ 420,982.29	\$ 1,093,451.38	162.60%

Overview of Work Performed

Step 13: Evaluated the effectiveness of using a [Recommended Consolidated CRF Model](#) vs. [Current Multi CRF Model](#)

-11.5%
reduction in
funding needed

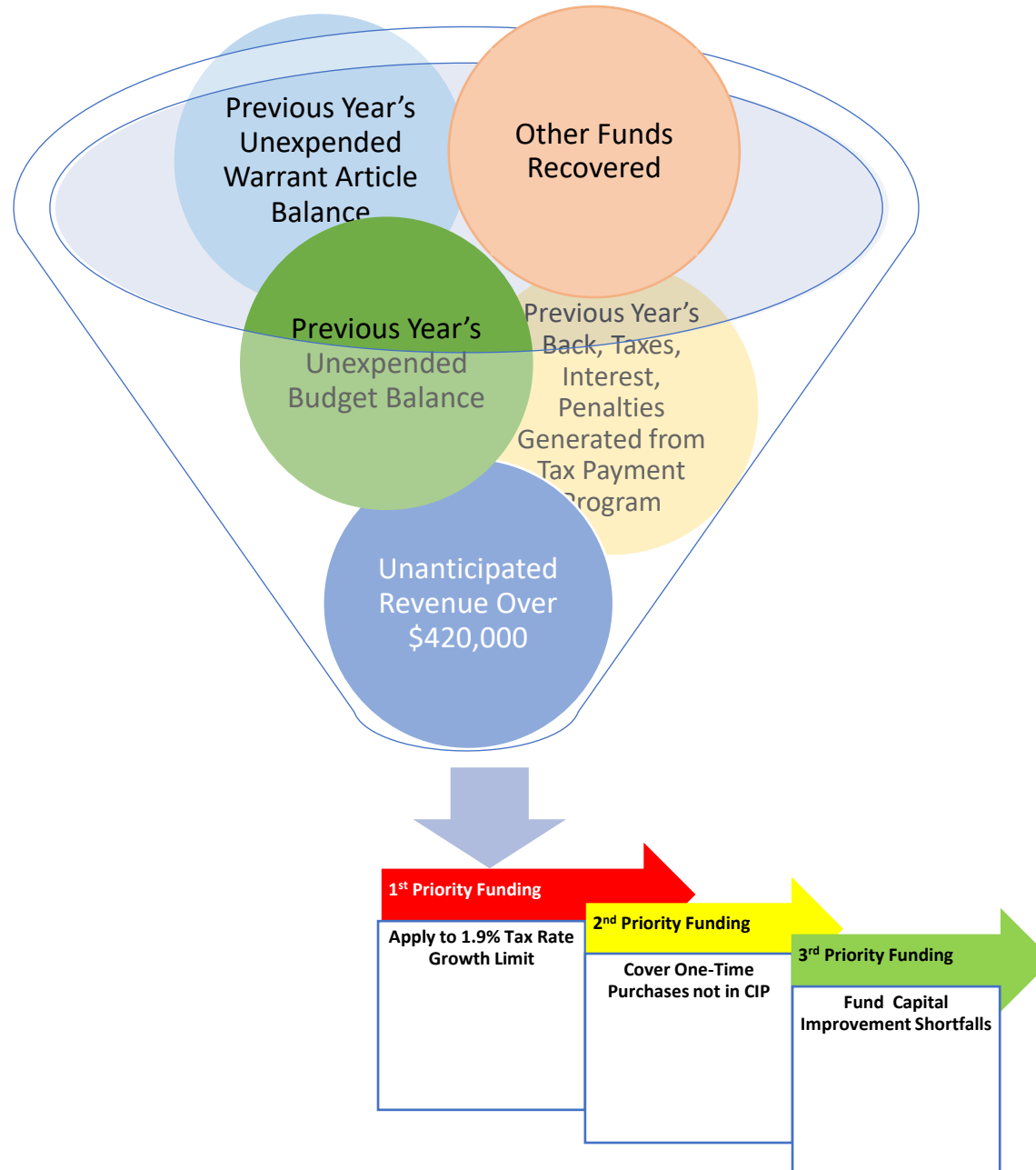
Current Model; CIP Only Multit & Singular CFR				
	CIP Only Multi-CRF	CIP Only Combined CRFs	Total Saved	Percent Saved
2020	\$ -	\$ -	\$ -	
2021	\$ 410,730.00	\$ 363,261.15	\$ (47,468.85)	-11.56%
2022	\$ 423,051.90	\$ 373,618.98	\$ (49,432.92)	-11.68%
2023	\$ 435,743.46	\$ 384,287.55	\$ (51,455.90)	-11.81%
2024	\$ 448,815.76	\$ 395,276.18	\$ (53,539.58)	-11.93%
2025	\$ 462,280.23	\$ 406,594.47	\$ (55,685.77)	-12.05%
2026	\$ 476,148.64	\$ 418,252.30	\$ (57,896.34)	-12.16%
2027	\$ 490,433.10	\$ 412,259.87	\$ (78,173.23)	-15.94%
2028	\$ 479,902.93	\$ 424,627.67	\$ (55,275.27)	-11.52%
2029	\$ 494,300.02	\$ 437,366.50	\$ (56,933.52)	-11.52%
2030	\$ 509,129.02	\$ 450,487.49	\$ (58,641.53)	-11.52%
2031	\$ 524,402.89	\$ 464,002.11	\$ (60,400.78)	-11.52%
2032	\$ 540,134.98	\$ 477,922.18	\$ (62,212.80)	-11.52%
2033	\$ 556,339.03	\$ 492,259.84	\$ (64,079.18)	-11.52%
2034	\$ 573,029.20	\$ 507,027.64	\$ (66,001.56)	-11.52%
2035	\$ 590,220.07	\$ 522,238.47	\$ (67,981.61)	-11.52%
2036	\$ 607,926.68	\$ 537,905.62	\$ (70,021.05)	-11.52%
2037	\$ 626,164.48	\$ 554,042.79	\$ (72,121.69)	-11.52%
2038	\$ 644,949.41	\$ 570,664.07	\$ (74,285.34)	-11.52%
2039	\$ 664,297.89	\$ 587,784.00	\$ (76,513.90)	-11.52%
2040	\$ 684,226.83	\$ 605,417.52	\$ (78,809.31)	-11.52%
2041	\$ 704,753.63	\$ 623,580.04	\$ (81,173.59)	-11.52%
2042	\$ 725,896.24	\$ 642,287.44	\$ (83,608.80)	-11.52%
2043	\$ 747,673.13	\$ 661,556.07	\$ (86,117.06)	-11.52%
2044	\$ 770,103.32	\$ 681,402.75	\$ (88,700.58)	-11.52%
2045	\$ 793,206.42	\$ 701,844.83	\$ (91,361.59)	-11.52%
2046	\$ 817,002.62	\$ 722,900.18	\$ (94,102.44)	-11.52%
2047	\$ 841,512.70	\$ 744,587.18	\$ (96,925.51)	-11.52%
2048	\$ 866,758.08	\$ 766,924.80	\$ (99,833.28)	-11.52%
2049	\$ 892,760.82	\$ 789,932.54	\$ (102,828.28)	-11.52%
2050	\$ 919,543.64	\$ 813,630.52	\$ (105,913.13)	-11.52%
2051	\$ 947,129.95	\$ 838,039.43	\$ (109,090.52)	-11.52%
2052	\$ 975,543.85	\$ 863,180.62	\$ (112,363.24)	-11.52%
2053	\$ 1,004,810.17	\$ 889,076.03	\$ (115,734.13)	-11.52%
2054	\$ 1,034,954.47	\$ 915,748.31	\$ (119,206.16)	-11.52%
2055	\$ 1,066,003.11	\$ 943,220.76	\$ (122,782.34)	-11.52%
2056	\$ 1,097,983.20	\$ 971,517.39	\$ (126,465.81)	-11.52%
2057	\$ 1,130,922.69	\$ 1,000,662.91	\$ (130,259.79)	-11.52%
2058	\$ 1,164,850.38	\$ 1,030,682.80	\$ (134,167.58)	-11.52%
2059	\$ 1,199,795.89	\$ 1,061,603.28	\$ (138,192.61)	-11.52%
2060	\$ 1,235,789.76	\$ 1,093,451.38	\$ (142,338.39)	-11.52%
2061	\$ 1,272,863.46	\$ 1,093,451.38	\$ (179,412.08)	-14.10%

Overview of Work Performed

Step 14: Re-ran Combined figures of each CRF to isolate Town-wide funding shortfalls or surpluses across 40-years using [Proposed Funding Model](#) and [Current Multi-CRF Model](#):

- \$345,000 Annual CIP Warrant Article
- Approximately \$200,000 dedicated to Vehicles & Equipment
- 3% Annual Increase
- Using Stabilized Revitalization Warrant Article
- Leverage Other Funding Sources (e.g. Special Revenue Funds, Detail Fund)

This concept was adopted by the Raymond Board of Selectmen in 2019 in the Town Fiscal Principles Policy



Overview of Work Performed

Although There still were funding shortfalls in individual CRFs Total Funds (if consolidated) will cover sporadic localized funding gaps and even appears to be surplus funding

Year	FD Ending	DPW Ending	Parks Ending	HWY Equip Ending	PD Ending	CRF Totals
2020	\$ 140,627.31	\$ 266,718.17	\$ 124,260.00	\$ 270,516.44	\$ 211,233.20	\$ 1,013,355.12
2021	\$ 370,627.31	\$ 277,718.17	\$ 6,110.00	\$ 345,516.44	\$ 386,233.20	\$ 1,386,205.12
2022	\$ 603,627.31	\$ 319,918.17	\$ 3,785.50	\$ 211,866.44	\$ 372,104.98	\$ 1,511,302.40
2023	\$ 839,717.31	\$ 245,354.17	\$ 20,296.27	\$ 204,606.94	\$ 357,708.48	\$ 1,667,683.16
2024	\$ 378,990.01	\$ 99,063.25	\$ 37,152.35	\$ 3,779.66	\$ 366,476.69	\$ 885,461.96
2025	\$ 621,540.89	\$ 209,083.60	\$ 47,364.12	\$ 24,427.55	\$ 309,616.46	\$ 1,212,032.63
2026	\$ 767,468.30	\$ 320,454.57	\$ 64,942.25	\$ 6,594.88	\$ 283,678.88	\$ 1,443,138.88
2027	\$ 1,016,873.53	\$ 218,216.66	\$ 82,897.71	\$ 50,327.24	\$ 347,601.57	\$ 1,715,916.70
2028	\$ 1,269,860.91	\$ 196,411.61	\$ 101,241.85	\$ 105,671.56	\$ 288,761.26	\$ 1,961,947.20
2029	\$ 1,526,537.92	\$ 179,082.42	\$ 119,986.30	\$ 162,676.22	\$ 261,492.92	\$ 2,249,775.77
2030	\$ 537,015.24	\$ 76,273.34	\$ 139,143.09	\$ 221,391.01	\$ 327,569.74	\$ 1,301,392.42
2031	\$ 1,406.88	\$ 195,030.00	\$ 158,724.58	\$ 281,867.25	\$ 299,580.30	\$ 936,609.01
2032	\$ 269,830.27	\$ 315,399.35	\$ 178,743.52	\$ 344,157.77	\$ 235,290.28	\$ 1,343,421.19
2033	\$ 542,406.35	\$ 437,429.79	\$ 8,161.07	\$ 408,317.01	\$ 266,836.83	\$ 1,663,151.05
2034	\$ 819,259.73	\$ 561,171.14	\$ 2,718.08	\$ 474,401.03	\$ 238,084.33	\$ 2,095,634.30
2035	\$ 1,100,518.70	\$ 686,674.73	\$ 24,129.68	\$ 542,467.56	\$ 217,630.75	\$ 2,571,421.42
2036	\$ 1,386,315.44	\$ 813,993.42	\$ 46,033.63	\$ 612,576.10	\$ 236,658.95	\$ 3,095,577.54
2037	\$ 1,676,786.08	\$ 792,339.27	\$ 58,464.37	\$ 684,787.89	\$ 222,722.26	\$ 3,435,099.87
2038	\$ 1,972,070.85	\$ 820,751.97	\$ 81,397.76	\$ 759,166.03	\$ 209,273.49	\$ 3,842,660.10
2039	\$ 2,272,314.15	\$ 661,792.72	\$ 104,869.16	\$ 835,775.52	\$ 293,158.37	\$ 4,167,909.92
2040	\$ 1,403,692.46	\$ 387,732.82	\$ 128,894.70	\$ 914,683.29	\$ 212,152.05	\$ 3,047,155.32
2041	\$ 1,714,303.58	\$ 524,977.27	\$ 153,491.01	\$ 995,958.30	\$ 123,207.82	\$ 3,511,937.97
2042	\$ 2,030,333.04	\$ 664,389.05	\$ 178,675.20	\$ 700,388.19	\$ 235,877.57	\$ 3,809,663.06
2043	\$ 2,351,943.38	\$ 461,021.30	\$ 204,464.93	\$ 633,093.39	\$ 226,302.59	\$ 3,876,825.59
2044	\$ 1,415,024.16	\$ 386,724.69	\$ 230,878.34	\$ 216,193.64	\$ 129,374.25	\$ 2,378,195.08
2045	\$ 1,748,303.58	\$ 319,610.50	\$ (14,460.25)	\$ 253,486.04	\$ 249,044.95	\$ 2,555,984.80
2046	\$ 1,907,070.24	\$ 115,326.20	\$ (24,349.45)	\$ 221,278.26	\$ 223,501.90	\$ 2,442,827.15
2047	\$ 2,252,729.37	\$ 266,589.85	\$ 4,049.56	\$ 300,263.75	\$ 219,185.92	\$ 3,042,818.45
2048	\$ 2,604,858.27	\$ 420,441.41	\$ 33,150.55	\$ 400,221.76	\$ 285,034.81	\$ 3,743,706.79
2049	\$ 2,963,651.04	\$ 576,958.51	\$ 48,745.00	\$ 503,178.50	\$ 186,076.61	\$ 4,278,609.67
2050	\$ 1,071,668.55	\$ 736,221.13	\$ 79,313.74	\$ 609,223.95	\$ 178,331.44	\$ 2,674,758.81
2051	\$ (494.19)	\$ 898,311.63	\$ 110,649.54	\$ 718,450.76	\$ 319,768.59	\$ 2,046,686.33
2052	\$ 379,513.84	\$ 1,063,314.85	\$ 142,775.41	\$ 830,954.38	\$ 237,136.65	\$ 2,653,695.13
2053	\$ 767,022.12	\$ 989,260.38	\$ 175,715.06	\$ 946,833.10	\$ 245,689.87	\$ 3,124,520.52
2054	\$ 1,162,255.64	\$ 995,548.49	\$ 209,492.89	\$ 1,066,188.19	\$ 407,863.21	\$ 3,841,348.42
2055	\$ 1,565,446.17	\$ 701,159.64	\$ 244,134.07	\$ 1,189,123.93	\$ 411,969.67	\$ 4,111,833.48
2056	\$ 1,976,832.42	\$ 222,068.04	\$ 279,664.47	\$ 1,315,747.74	\$ 303,761.00	\$ 4,098,073.66
2057	\$ 2,396,660.25	\$ 402,999.17	\$ (72,258.50)	\$ 1,446,170.26	\$ 420,219.51	\$ 4,593,790.68
2058	\$ 2,825,182.92	\$ 587,408.24	\$ (88,486.94)	\$ 1,580,505.46	\$ 445,734.73	\$ 5,350,344.40
2059	\$ 3,262,661.26	\$ 221,756.78	\$ (50,125.54)	\$ 1,718,870.72	\$ 446,575.16	\$ 5,599,738.38
2060	\$ 1,589,039.40	\$ 63,226.61	\$ (10,763.30)	\$ 1,861,386.93	\$ 566,462.79	\$ 4,069,352.43
2061	\$ 2,045,243.18	\$ (83,777.89)	\$ 9,341.86	\$ 2,008,178.63	\$ 575,056.60	\$ 4,554,042.38

Overview of Work Performed

Under the [Proposed Funding Model](#) of using Revitalization Warrant Articles.

Only 43% of the of Investment required for V&E comes from the CIP Warrant Article, helping to keep taxes low

Funding Model Multi CRF				
	Combined CIP WA	Combined Rev WA	Total Funded	By Percent from Taxes
Year			\$ -	
2020	\$ -	\$ -	\$ -	
2021	\$ 206,150.00	\$ 262,500.00	\$ 468,650.00	43.99%
2022	\$ 212,334.50	\$ 262,500.00	\$ 474,834.50	44.72%
2023	\$ 218,704.54	\$ 262,500.00	\$ 481,204.54	45.45%
2024	\$ 225,265.67	\$ 262,500.00	\$ 487,765.67	46.18%
2025	\$ 232,023.64	\$ 232,500.00	\$ 464,523.64	49.95%
2026	\$ 238,984.35	\$ 232,500.00	\$ 471,484.35	50.69%
2027	\$ 246,153.88	\$ 232,500.00	\$ 478,653.88	51.43%
2028	\$ 253,538.50	\$ 232,500.00	\$ 486,038.50	52.16%
2029	\$ 261,144.65	\$ 232,500.00	\$ 493,644.65	52.90%
2030	\$ 268,978.99	\$ 232,500.00	\$ 501,478.99	53.64%
2031	\$ 277,048.36	\$ 232,500.00	\$ 509,548.36	54.37%
2032	\$ 285,359.81	\$ 232,500.00	\$ 517,859.81	55.10%
2033	\$ 293,920.61	\$ 232,500.00	\$ 526,420.61	55.83%
2034	\$ 302,738.23	\$ 232,500.00	\$ 535,238.23	56.56%
2035	\$ 311,820.37	\$ 232,500.00	\$ 544,320.37	57.29%
2036	\$ 321,174.98	\$ 232,500.00	\$ 553,674.98	58.01%
2037	\$ 330,810.23	\$ 232,500.00	\$ 563,310.23	58.73%
2038	\$ 340,734.54	\$ 232,500.00	\$ 573,234.54	59.44%
2039	\$ 350,956.58	\$ 232,500.00	\$ 583,456.58	60.15%
2040	\$ 361,485.27	\$ 232,500.00	\$ 593,985.27	60.86%
2041	\$ 372,329.83	\$ 232,500.00	\$ 604,829.83	61.56%
2042	\$ 383,499.73	\$ 232,500.00	\$ 615,999.73	62.26%
2043	\$ 395,004.72	\$ 232,500.00	\$ 627,504.72	62.95%
2044	\$ 406,854.86	\$ 232,500.00	\$ 639,354.86	63.64%
2045	\$ 419,060.51	\$ 232,500.00	\$ 651,560.51	64.32%
2046	\$ 431,632.32	\$ 232,500.00	\$ 664,132.32	64.99%
2047	\$ 444,581.29	\$ 232,500.00	\$ 677,081.29	65.66%
2048	\$ 457,918.73	\$ 232,500.00	\$ 690,418.73	66.32%
2049	\$ 471,656.29	\$ 232,500.00	\$ 704,156.29	66.98%
2050	\$ 485,805.98	\$ 232,500.00	\$ 718,305.98	67.63%
2051	\$ 500,380.16	\$ 232,500.00	\$ 732,880.16	68.28%
2052	\$ 515,391.56	\$ 232,500.00	\$ 747,891.56	68.91%
2053	\$ 530,853.31	\$ 232,500.00	\$ 763,353.31	69.54%
2054	\$ 546,778.91	\$ 232,500.00	\$ 779,278.91	70.16%
2055	\$ 563,182.28	\$ 232,500.00	\$ 795,682.28	70.78%
2056	\$ 580,077.74	\$ 232,500.00	\$ 812,577.74	71.39%
2057	\$ 597,480.08	\$ 232,500.00	\$ 829,980.08	71.99%
2058	\$ 615,404.48	\$ 232,500.00	\$ 847,904.48	72.58%
2059	\$ 633,860.61	\$ 232,500.00	\$ 866,360.61	73.16%

Overview of Work Performed

Step 15: Re-Ran the figures of the [Proposed Funding Model](#) with [Recommended Consolidated CRFs Model](#) to determine potential cost savings to the taxpayer for Vehicle and Equipment funding

-16%
reduction in
funding needed

**Consolidated CRF Model
would have cut 2021 needed V&E Funding
by
Est \$33,000 1st Year**

Current Model; CIP Only Multi & Sigular CFR					
	FM Multi CRF CIP Funding	FM Combined CRFs CIP Funding	Total Saved	Percent Saved	
2020	\$ -	\$ -	\$ -		
2021	\$ 206,150.00	\$ 172,398.00	\$ (33,752.00)		-16.37%
2022	\$ 212,334.50	\$ 177,569.94	\$ (34,764.56)		-16.37%
2023	\$ 218,704.54	\$ 182,897.04	\$ (35,807.50)		-16.37%
2024	\$ 225,265.67	\$ 188,383.95	\$ (36,881.72)		-16.37%
2025	\$ 232,023.64	\$ 194,035.47	\$ (37,988.17)		-16.37%
2026	\$ 238,984.35	\$ 199,856.53	\$ (39,127.82)		-16.37%
2027	\$ 246,153.88	\$ 205,852.23	\$ (40,301.65)		-16.37%
2028	\$ 253,538.50	\$ 212,027.79	\$ (41,510.70)		-16.37%
2029	\$ 261,144.65	\$ 218,388.63	\$ (42,756.02)		-16.37%
2030	\$ 268,978.99	\$ 224,940.29	\$ (44,038.70)		-16.37%
2031	\$ 277,048.36	\$ 231,688.50	\$ (45,359.87)		-16.37%
2032	\$ 285,359.81	\$ 238,639.15	\$ (46,720.66)		-16.37%
2033	\$ 293,920.61	\$ 245,798.33	\$ (48,122.28)		-16.37%
2034	\$ 302,738.23	\$ 253,172.28	\$ (49,565.95)		-16.37%
2035	\$ 311,820.37	\$ 260,767.44	\$ (51,052.93)		-16.37%
2036	\$ 321,174.98	\$ 268,590.47	\$ (52,584.52)		-16.37%
2037	\$ 330,810.23	\$ 276,648.18	\$ (54,162.05)		-16.37%
2038	\$ 340,734.54	\$ 284,947.63	\$ (55,786.91)		-16.37%
2039	\$ 350,956.58	\$ 293,496.05	\$ (57,460.52)		-16.37%
2040	\$ 361,485.27	\$ 302,300.94	\$ (59,184.34)		-16.37%
2041	\$ 372,329.83	\$ 311,369.96	\$ (60,959.87)		-16.37%
2042	\$ 383,499.73	\$ 320,711.06	\$ (62,788.66)		-16.37%
2043	\$ 395,004.72	\$ 330,332.40	\$ (64,672.32)		-16.37%
2044	\$ 406,854.86	\$ 340,242.37	\$ (66,612.49)		-16.37%
2045	\$ 419,060.51	\$ 350,449.64	\$ (68,610.87)		-16.37%
2046	\$ 431,632.32	\$ 360,963.13	\$ (70,669.19)		-16.37%
2047	\$ 444,581.29	\$ 371,792.02	\$ (72,789.27)		-16.37%
2048	\$ 457,918.73	\$ 382,945.78	\$ (74,972.95)		-16.37%
2049	\$ 471,656.29	\$ 394,434.16	\$ (77,222.13)		-16.37%
2050	\$ 485,805.98	\$ 406,267.18	\$ (79,538.80)		-16.37%
2051	\$ 500,380.16	\$ 418,455.20	\$ (81,924.96)		-16.37%
2052	\$ 515,391.56	\$ 431,008.85	\$ (84,382.71)		-16.37%
2053	\$ 530,853.31	\$ 443,939.12	\$ (86,914.19)		-16.37%
2054	\$ 546,778.91	\$ 457,257.29	\$ (89,521.62)		-16.37%
2055	\$ 563,182.28	\$ 470,975.01	\$ (92,207.27)		-16.37%
2056	\$ 580,077.74	\$ 485,104.26	\$ (94,973.49)		-16.37%
2057	\$ 597,480.08	\$ 499,657.39	\$ (97,822.69)		-16.37%
2058	\$ 615,404.48	\$ 514,647.11	\$ (100,757.37)		-16.37%
2059	\$ 633,866.61	\$ 530,086.52	\$ (103,780.09)		-16.37%
2060	\$ 652,883.64	\$ 546,000.13	\$ (106,883.51)		-16.37%

Overview of Work Performed

Step 16: Re-Ran the figures of the [Proposed Funding Model & Recommended Consolidated](#) CRFs Model against [Current Funding Model and Current Multi-CRF Model](#)

-58%

reduction in Tax Impact
funding needed

Achieves a Long-Term Funded
CIP Strategy with only a 3%
increase annually

	Current Model; CIP Only w/Multi-CRFs vs. Recommend FM & Singular CFR			
	FM Multi CRF CIP Funding	FM Combined CRFs CIP Funding	Total Saved	Percent Saved
2020	\$ -	\$ -	\$ -	-
2021	\$ 410,730.00	\$ 172,398.00	\$ (238,332.00)	-58.03%
2022	\$ 423,051.90	\$ 177,569.94	\$ (245,481.96)	-58.03%
2023	\$ 435,743.46	\$ 182,897.04	\$ (252,846.42)	-58.03%
2024	\$ 448,815.76	\$ 188,383.95	\$ (260,431.81)	-58.03%
2025	\$ 462,280.23	\$ 194,035.47	\$ (268,244.77)	-58.03%
2026	\$ 476,148.64	\$ 199,856.53	\$ (276,292.11)	-58.03%
2027	\$ 490,433.10	\$ 205,852.23	\$ (284,580.87)	-58.03%
2028	\$ 479,902.93	\$ 212,027.79	\$ (267,875.14)	-55.82%
2029	\$ 494,300.02	\$ 218,388.63	\$ (275,911.39)	-55.82%
2030	\$ 509,129.02	\$ 224,940.29	\$ (284,188.73)	-55.82%
2031	\$ 524,402.89	\$ 231,688.50	\$ (292,714.39)	-55.82%
2032	\$ 540,134.98	\$ 238,639.15	\$ (301,495.83)	-55.82%
2033	\$ 556,339.03	\$ 245,798.33	\$ (310,540.70)	-55.82%
2034	\$ 573,029.20	\$ 253,172.28	\$ (319,856.92)	-55.82%
2035	\$ 590,220.07	\$ 260,767.44	\$ (329,452.63)	-55.82%
2036	\$ 607,926.68	\$ 268,590.47	\$ (339,336.21)	-55.82%
2037	\$ 626,164.48	\$ 276,648.18	\$ (349,516.30)	-55.82%
2038	\$ 644,949.41	\$ 284,947.63	\$ (360,001.78)	-55.82%
2039	\$ 664,297.89	\$ 293,496.05	\$ (370,801.84)	-55.82%
2040	\$ 684,226.83	\$ 302,300.94	\$ (381,925.89)	-55.82%
2041	\$ 704,753.63	\$ 311,369.96	\$ (393,383.67)	-55.82%
2042	\$ 725,896.24	\$ 320,711.06	\$ (405,185.18)	-55.82%
2043	\$ 747,673.13	\$ 330,332.40	\$ (417,340.74)	-55.82%
2044	\$ 770,103.32	\$ 340,242.37	\$ (429,860.96)	-55.82%
2045	\$ 793,206.42	\$ 350,449.64	\$ (442,756.79)	-55.82%
2046	\$ 817,002.62	\$ 360,963.13	\$ (456,039.49)	-55.82%
2047	\$ 841,512.70	\$ 371,792.02	\$ (469,720.67)	-55.82%
2048	\$ 866,758.08	\$ 382,945.78	\$ (483,812.29)	-55.82%
2049	\$ 892,760.82	\$ 394,434.16	\$ (498,326.66)	-55.82%
2050	\$ 919,543.64	\$ 406,267.18	\$ (513,276.46)	-55.82%
2051	\$ 947,129.95	\$ 418,455.20	\$ (528,674.76)	-55.82%
2052	\$ 975,543.85	\$ 431,008.85	\$ (544,535.00)	-55.82%
2053	\$ 1,004,810.17	\$ 443,939.12	\$ (560,871.05)	-55.82%
2054	\$ 1,034,954.47	\$ 457,257.29	\$ (577,697.18)	-55.82%
2055	\$ 1,066,003.11	\$ 470,975.01	\$ (595,028.10)	-55.82%
2056	\$ 1,097,983.20	\$ 485,104.26	\$ (612,878.94)	-55.82%
2057	\$ 1,130,922.69	\$ 499,657.39	\$ (631,265.31)	-55.82%
2058	\$ 1,164,850.38	\$ 514,647.11	\$ (650,203.27)	-55.82%

Recommended Corrective Actions

Recommend Capital Improvement Committee Adopt the Following Methodology for Town CIP:

- ✓ Consolidate Town Recommendations to CIP Committee through Town CIP Working Group
 - a) Eliminates competition between Departments for finite resources
 - b) Prioritizes “Town-wide Need” vs. Department need
 - c) Streamlines and creates efficiency in the entire CIP Process
 - d) Validated annually by Working Group; proposed to CIP Committee
 - e) Mirrors the Town’s approach with Budget Consolidation of effort and working relationship with the Budget Committee
- ✓ Use [Proposed Revitalization Funding Model](#) to achieve a “funded” Capital Improvement Plan
- Adopt a 3% increase on CIP Warrant Article starting in 2021 (+\$10,300)
- Adopt Town Working Group Proposed CIP Warrant Article with recommended distributions
- Include Towns highest CIP liability, Roads, Bridges, Facilities, Water & Cemeteries in planning process (done through working group)
- Dedicate 2021 working sessions to achieve [Recommended Consolidated of CRF Model](#) by Categories vs. Departments:
 - Town Vehicles and Equipment
 - Town Facilities
 - Town Roads and Bridges
 - Town Parks & Cemeteries
 - Town Water Infrastructure
 - Town Administrative Actions
 - Town Technologies
- Eliminate Unused CRFs & re-captitalize funds (Health Insurance \$1,285.16; Rec Dept \$23,699.44; Sidewalk \$3,564.91)
- Dedicate 2021 for the Town Working Group to apply same strategy to the above proposed CRF categories

Recommended CIP Warrant Article

Warrant Article X – Capital Improvements:

Shall the Town of Raymond vote to raise and appropriate the sum of **Three Hundred, Fifty-Five Thousand, Three Hundred and Fifty Dollars (\$355,350.00)** to be deposited into previously established Capital Reserve Funds (listed below) and to apportion this sum among the several funds as listed below, naming the Board of Selectmen as agents thereof?

General Government Buildings Maintenance & Improvements	\$ 115,000.00
Highway Department Vehicle Repair & Replacement	\$ 40,000.00
Highway Department Heavy Equipment	\$ 45,000.00
Bridge & Culvert	\$ 34,500.00
Sidewalks	\$ 0
Master Plan Updates	\$ 0
New Town Facilities	\$ 0
Library	\$ 0
Police Department & Dispatch Equipment, Vehicle, & Facilities	\$ 10,300
Fire Department Equipment and Vehicle	\$ 100,000.00
Recreation Department Equipment, Vehicles & Facilities	\$ 0
Parks Equipment & Facilities	\$ 10,500.00
TOTALS TO CAPITAL RESERVE FUND	\$ 355,350.00

(Note; \$205,850 (57%) is for V&E)

Recommended Revitalization Warrant Articles

New*

Warrant Article X – Town Vehicle and Equipment Revitalization Capital Reserve Fund:

To see if the town will vote to establish a Vehicle and Equipment Revitalization Capital Reserve Fund under the provisions of RSA 35:1 for purpose of supporting the Town’s five-year strategic initiative to upgrade and render safe the Town’s road infrastructure systems and to raise and appropriate the sum of **Two Hundred Sixty-Two Thousand and Five Hundred Dollars (\$262,500.00)** to be placed in this fund. These funds are to be used in conjunction with the funds received from other municipal vehicle and equipment funds to address sustained underfunding of municipal capital investment for Town vehicles and equipment. This sum is to come from the unassigned fund balance and no amount will be raised through future taxation. Further, to name the Board of Selectmen as agents to expend from said fund. (Majority Vote Required)

Recommended by the

Recommended by the

Estimated 2021 Tax Impact: \$0.000

Recommended Revitalization Warrant Articles

Warrant Article X – Establish Road Revitalization Capital Reserve Fund:

To see if the town will vote to establish a Road Revitalization Capital Reserve Fund under the provisions of RSA 35:1 for purpose of supporting the Town's five-year strategic initiative to upgrade and render safe the Town's road infrastructure systems and to raise and appropriate the sum of **Three Hundred Thousand Dollars (\$300,000.00)** to be placed in this fund. These funds are to be used in conjunction with the funds received from the Road Reconstruction fund to address sustained underfunding of municipal capital investment for Town roads, culverts and bridges. return the Town Roads to a maintainable condition. This sum is to come from the unassigned fund balance and no amount will be raised through future taxation. Further, to name the Board of Selectmen as agents to expend from said fund. (Majority Vote Required)

Recommended by the

Recommended by the

Estimated 2021 Tax Impact: \$0.000

Recommended Revitalization Warrant Articles

Warrant Article X – Establish Facility Revitalization Capital Reserve Fund:

To see if the town will vote to establish a Facility Revitalization Capital Reserve Fund under the provisions of RSA 35:1 for purpose of supporting the Town's five-year strategic initiative to upgrade and render safe the Town's road infrastructure systems and to raise and appropriate the sum of **Seven Hundred Thousand Dollars (\$700,000.00)** to be placed in this fund. These funds are to be used in conjunction with the funds received from other municipal facility funds to address sustained underfunding of municipal capital investment for Town facilities. In addition, portions of these funds may be utilized to cover the cost of relocation and storage of equipment to support facility upgrade efforts. This sum is to come from the unassigned fund balance and no amount will be raised through future taxation. Further, to name the Board of Selectmen as agents to expend from said fund. (Majority Vote Required)

Recommended by the

Recommended by the

Estimated 2021 Tax Impact: \$0.000

Overall Capital Funding & Fiscal Projections

The Recommended Appropriation Package represents an estimated:

- **\$2.4M** investment Capital Funding; **70% (\$1.7M)** from sources other than future taxation (includes Block Grant):
 - 2021 Road Funding Package of approximately **\$941,000** (includes Block Grant)
 - 2021 Facility Funding Package of approximately **\$815,000.00**
 - 2021 Water Funding Package of approximately **\$250,000.00 (25% Increase from 2020 & 357% from 2019)**
 - 2021 Vehicle and Equipment Funding Package of approximately **\$425,300.00**
- **-1.85% reduction** in the Town Operational Budget (**-\$143,582**)
- **-\$122,782 reduction** in Total Tax Funded Appropriations (Budget and WAs)
- **\$420,000** deliberate growth in the Unassigned Fund Balance
 - 2018 Audited; \$3,672,496 [+11.4%]; 2019 Unaudited estimate of \$4,506,299 [+9.3%])
- **Second Consecutive year with an overall reduction of -\$120,000+**
- **Likely to result in 3rd consecutive year in Municipal Tax Cuts (2020 Tax Rate still pending)**

Questions