Initial discussion about the minutes and all the detail we put into them. We want to be sure that details are not interpreted out of context. We will watch this matter closely in the future.

Hut Report: All hut tests except the final temperature test are complete. But Graeme has been able to confirm the results of all the other tests on his list of those we should be concerned about. While SimpliSafe has full visual surveillance inside the hut, Crocker currently has no visual monitoring inside the hut, which might be useful during early stages of a network problem. Gayle proposes installing a simple web cam so that Crocker can see inside the hut 24/7. Jim H. set off the alarm inadvertently a week or so ago, and that provided us with an effective test of the SimpliSafe security system. Everyone approved of a web camera purchase, preferably one with IR night vision capability since the interior of the hut is normally unlit. We will watch this matter closely in the future.

Maintenance and Service Report: Until the network problem last Sunday (see below), nothing of any great concern in the last month. We are up to date for most of the billing for service. The last dispatch for truckroll service was during December, 2020 - nothing since. There have been some billing delays, however, for which there is a penalty if they are not submitted within a specific period. Gayle proposed splitting the penalty for the delinquent billing with Crocker in half in order to demonstrate our concern for overdue billing. Currently there is a 60 day limit in the contract we have with Crocker, but there is a question as to whether that 60 day limit applies to repair billing. Clarification for this is in section 7.10 f of our contract that covers prompt billing for maintenance issues. Everyone agreed to the 50% penalty payment. Late billing for repairs disables our ability to collect from third parties for damage that they might do to our fiber network. The January Hills road outage is an example of our inability to recover any of the cost for that repair.

The Sunday outage – March 14, 2021: Gayle would like Crocker to text us (SMS messages to our group) when such a widespread outage occurs. We also want Crocker to notify our police and fire departments when such outages occur (with an indication of which service(s) is/are impacted). Graeme wants to see the history of such major outages listed on the outage/service page on Crocker’s website with the latest one at the top of the list so that these major outages can be listed and compared to previous ones. Steve thinks the recent outage started much earlier than the afternoon time given by Crocker, perhaps as early as 9:30am. Crocker suggests as a general recommendation that it is best to power cycle the ONT under such circumstances to restore service. This outage is similar to the one that happened last August, and so both DHCP servers have now exhibited this problem. Juniper Systems, the DHCP server manufacturer, is being consulted, and a firmware fix may be forthcoming sometime soon.

Gayle is exploring the introduction of further redundancies into our already redundant backbone internet connection. There was a general agreement that our preference for such a connection would be to route our MBI backup through Wendell Depot rather than from the south or from Leverett to provide ShutesburyNet with a more diverse backup path.

Budget discussion: we should be able to pay off the BAN debt of roughly $401,000 by August 2022. MLP members voted 3-0 to approve the budget proposal which is unchanged since Steve’s presentation at our last meeting. Steve will present our MLP budget to the Finance Committee. All the retained earnings from our last fiscal year will be voted on at Town Meeting with the request from the MLP that all of these earnings go toward paying off this $401K debt.

No news from Becky, our Town Administrator, about the list of trees that we submitted that describe the potentially hazardous trees along the roadsides in Shutesbury that need attention.

Financial Report from Steve: $187,300 current balance, soon to be offset by a lengthy list of expenses. Maintenance spent to date is $24,391. Added to this are some bills that brings the total up to approximately $31,000. This $31,000 also includes installations and our parts inventory, and so the real cost for only the repairs is approximately $13,500 to date since July 1, 2020, a figure that seems unusually low, but that could
change dramatically in the coming months. It is unlikely that we can expect to see this cost remain as low as it is now in the coming years. Even though we have a maintenance surplus, we need to continue to have a wide contingency margin for maintenance and repair events because this budget item is unpredictable.