

TOWN OF WAITSFIELD CAPITAL PROJECTS

Irasville and Waitsfield Village Community Water System

Previous reports and other documents describe the long planning history, design efforts, and decisions that led to the drilling of a well in the southeast quadrant of town for a municipal water system. The community water system begins at the “Reed Road” well head and follows the Town’s rights-of-way along Long Road, East Road, and Bushnell Road to a 400,000 gallon storage tank constructed on the Town-owned former LeClair gravel pit site. From the tank, the transmission main follows a right-of-way to North Road, then along Tremblay Road to Route 100, and continues on to the Village and Irasville. Hydrants will provide fire protection along the route. An alternative route following Old County Road was included, primarily for fire protection for the residential neighborhood. Construction of the water system began in 2010 under the following five separate contracts and will continue into 2012:

1. J.P. Sicard: Though this contract was interrupted by the local and statewide damage caused by Tropical Storm Irene, installation of the transmission main, curb stops, and hydrants is nearly complete in Waitsfield Village and Irasville. Work will continue into 2012 in the Bragg Hill area of Irasville, and completion of curb stops, final restoration of yards, paving of Route 100, and testing.
2. Munson Earth Moving: Construction of the water main and hydrants from Old County Road to the tank site is complete. The lack of a water supply delayed testing, which is planned to occur in 2012.
3. Natgun: Construction of the 400,000 gallon storage tank is complete. A temporary water supply was provided to fill the tank. Final testing will continue into 2012.
4. Kingsbury Companies: Construction of the transmission main from the tank to the well site is nearly complete. Work continues into 2012 to bring the water line and electrical service from Long Road to the well site.
5. NECCO, Inc.: Construction of the well house will begin in the spring of 2012.

The feasibility studies for the water project were initially funded through the State Revolving Fund of the Vermont Agency of Natural Resources. Repayment of the \$342,040, 5-year, no-interest loans was rolled into the construction financing. Funding for construction, as well as

reimbursement for the planning and engineering costs, has been secured as follows:

Rural Development Loan	\$3,014,000
Rural Development Grant	\$2,500,000
Applicant Contribution (User Fees)	\$ 100,000
EPA STAG	<u>\$1,976,000</u>
TOTAL	\$7,590,000

Adjoining property owners appealed the Town's Act 250 permit, well source permit, initial condemnation proceedings related to the acquisition of the well source protection area, and challenged whether Reed Road was, in fact, a Town highway. A Washington Superior Court judge determined in a November 2010 decision that the Town had not presented compelling evidence that Reed Road was a properly established Town highway. Consequently, a stop work order was issued for work associated with the road. Local officials resumed negotiations with the affected property owners and simultaneously initiated condemnation proceedings to secure the land associated with the well and access. Agreement was reached with the Richards/Damon family; however, negotiations failed to progress with Ms. Houston and several appeals remain pending.

The project encountered construction delays due to (1) litigation associated with access to the well source, (2) the May 20 federally-declared flood disaster, (3) unexpected complications with subsurface boring along East Road and (4) the August 28 federally-declared Tropical Storm Irene flood disaster. These contributed to increases to the project cost, though still within the construction cost estimates and contingencies. Town officials will continue to work with the funding agencies regarding the eligibility of costs associated with the on-going litigation.

Irasville and Waitsfield Village Wastewater Management

The big pipe plan is dead. Previous reports and other documents describe the long planning history, design efforts, and decisions that led to the defeat of the bond vote in 2008 for a tertiary wastewater treatment system. The studies that resulted in the big pipe plan were funded through \$768,500 in no-interest revolving loan funds through the Vermont Agency of Natural Resources State Revolving Fund (SRF). To date, \$672,770 of the loan was spent that will need to be paid back over

15 years beginning in May 2013. A balance of \$95,730 remains available for further planning, engineering, permitting, etc., necessary to advance a community wastewater disposal solution.

With funds from a municipal planning grant secured by the Planning Commission in 2010, Stone Environmental, Inc. and Tetra Tech, Inc. were hired to study current wastewater disposal needs and opportunities for dispersed wastewater management systems in Waitsfield Village and Irasville. This re-evaluation is described in the report *Assessment of Decentralized Wastewater Options: A Survey of Needs, Capacity and Solutions for Historic Waitsfield Village and Irasville* (January 2011). The report concluded that existing or new decentralized wastewater systems within the Irasville and Waitsfield Village areas, if upgraded and effectively managed to ensure their performance, would be a feasible option for meeting the community's demonstrated wastewater management needs and may provide some capacity to support future growth, particularly in Irasville. The report noted there are legal mechanisms to use public funds to support the installation, repair or upgrade of privately owned, properly managed decentralized wastewater systems by creating a community-based loan fund. A community-based loan fund can be established that provides low-interest loans to property owners who agree to adhere to proper management guidelines for their systems.

Efforts are currently under way to resume use of the ANR loan funds mentioned above to develop such a voluntary loan program. The Selectboard is in the process of applying \$30,000 of the available balance and rolling over \$125,506.92 from the existing SRF planning loan balance to the new planning advance loan of \$155,506.92. Though repayment of the existing SRF planning advance loan will still be required in May 2013, the balance will be reduced from \$672,770.19 to \$547,263.27, thus reducing the annual repayment to \$36,484. The Vermont Agency of Natural Resources DEC may consider additional information from a future update of the existing Wastewater Facilities Plan and roll over additional balance to the new Planning Advance if the update demonstrates that other components of the existing Facilities Plan are valid for the new Community Wastewater Loan Fund project.

The loan program will enable privately owned wastewater associations to finance the construction costs of new or upgraded town approved

systems using low fixed rate long-term loans from the town. The town will in turn obtain 45% of the loaned funds from the State Revolving Loan Fund and 55% from the remaining \$906,100 in federal grant funds from the EPA State and Tribal Assistance Grant (STAG) program. By financing the loans in this manner, the town will be able to use 55% of the landowner association loan payments to pay down its SRF loan balance.

Use of the State Revolving Fund program for construction requires a bond vote, which is an Australian ballot item at Town Meeting on March 6. A public information meeting will be held Wednesday, February 29, 7:00pm, at the Big Picture Theater.

Route 100 Transportation Path Project

The Route 100 Transportation Path Project began in the early 1990s and was moved forward with the award of a 90% grant from the Vermont Agency of Transportation (VTrans) in 1994. It progressed through many stages, public meetings, and adjustments. The final design phase began in 2001 and Kevin Russell, municipal project manager, was hired to shepherd it through the next steps of permitting, right-of-way clearances, and construction. Right-of-way acquisition and clearances were completed in 2010 and soon after Kevin Russell resigned to take a full-time position with VTrans. Final engineering was completed in 2011. The project is expected to put out to bid in March 2012 with summer 2012 construction.

The Town began setting aside funds in 1997 in a Transportation Path reserve fund, which totaled \$152,534 at the close of 2011. The project is expected to cost \$1.2 million, with a local match of at least 10%. Although it was originally set up for this specific project, voters agreed that this reserve fund should serve as an on-going fund with a continued annual contribution for planning and design of future sidewalk projects, such as in Irasville on the other side of the street from the Mad River Green shopping center and the west side in Waitsfield Village.

A conceptual design and feasibility study was initiated in 2011 with funds from the Central Vermont Regional Planning Commission that showed it will be possible to accommodate an improved sidewalk on the west side of Main Street in Waitsfield Village along with green space

and on-street parking in some areas. Efforts will be pursued to move this project forward.

Culvert Replacement Projects

There are more than 260 culverts in Waitsfield that manage the movement of water under and near Waitsfield's 30 miles of Town roads. Blocked or undersized culverts can result in serious damage to roads and private property—a lesson that was learned many times over in the floods of May and August 2011.

A culvert reserve fund was established in 2011 to plan for and ensure funds will be available to make the needed replacement of inadequate major culverts. The Town has been successful in securing grants through the VTrans culvert grant program, but funding from year to year cannot be guaranteed. Projected over time, approximately \$70,000 per year is recommended to be allocated for culvert replacement projects. The Capital Plan presumes that 50% of the funding will come from grants over time; thus, only \$35,000 is proposed to be appropriated per year. Replacement of a major culvert on Brook Road in 2012, for example, is expected to cost more than \$177,000, with \$160,000 in grant funding. This year the Selectboard proposes increasing this allocation to \$50,000 to ensure funds are available to help address immediate needs and to be available to leverage grants or other resources.

Tremblay Road Culvert. The May 20 and August 28 storms caused extensive damage to Tremblay Road as a result of the inadequately sized and aligned culvert across from the Town Garage. Tremblay Road is the only route in Waitsfield where trucks and oversized vehicles can get from Route 100 to the other side of the Mad River. It is also the main alternative route for residents and visitors between the two sides of the river when the Covered Bridge is closed. Replacement of this culvert with one that is appropriately sized and installed is expected to cost between \$150,000 and \$200,000. The current condition of the road due to the water project and two storms, the need for it to be resurfaced, and the threat of damage from future storms have elevated this project to be a high priority for replacement. VTrans and FEMA grants and will be sought. In the event these are not forthcoming, the capital plan anticipates borrowing up to \$200,000 in 2013 to move the project forward. Funds from the culvert reserve fund would also be used. This

will need to be carefully coordinated with the closure of Bridge Street for the planned Covered Bridge and culvert replacement projects.

Joslin Hill Road Culvert. The Joslin Hill Road culvert at the bottom of Brook Road is 130 feet long and 12 feet high. The August 28 storm scoured material from below the culvert causing it to begin to buckle. If a new bridge or open bottom arch is installed, the bottom of abutment footings should be at least six feet below the channel bottom, or to ledge, to prevent undermining. The preferred alternative has not yet been determined and cost estimates are in the process of being developed. A temporary fix is proposed and replacement will be coordinated with paving of Joslin Hill.

Bridge Street Culverts and Paving

The culverts under Bridge Street, which were installed in 1941 by the State of Vermont, began showing signs of failure, including a subsidence in the center of Bridge Street in 2010. The engineering firm of DuBois & King, Inc. was hired through the assistance of a VTrans stormwater grant to examine this and provide recommendations that include opportunities for improved stormwater management. In January 2012, DuBois & King recommended to the Selectboard that the culverts, catch basins, and associated infrastructure be replaced and that sumps be included in new basins. Different cost alternatives for resurfacing Bridge Street were presented. There was agreement that complete resurfacing of Bridge Street, rather than patching or an overlay, would be the most appropriate investment. The threat of a culvert failure under Bridge Street and the opportunity to coordinate this work—and closure of Bridge Street—with the Covered Bridge restoration and repair work has prioritized this project for 2012. With the uncertainty of grant or other resources available in this time period, ARTICLE 9 asks voters to authorize the Selectboard to borrowing up to \$200,000 for five years. Grants and other resources will be sought to reduce this exposure and will be applied where possible. Opportunities for streetscape enhancements will also be explored.

Covered Bridge

The Town was awarded \$270,000 in federal funds through the VTrans Enhancement Grant program to address the cantilevered sidewalk on the north side of the Waitsfield Village 1833 Covered Bridge and repair the bridge's abutments. In 2007, the project was estimated to cost \$337,500.

The Covered Bridge Repairs Reserve Fund was re-established to set monies aside to meet the Town's matching funds obligation of approximately \$70,000.

Based on the current design for repair and rehabilitation of the Covered Bridge, DuBois & King has estimated the construction cost to be \$314,532. Adding in the current contract cost of \$59,822 for design and engineering makes a total project cost of \$374,354 and an additional \$20,000 for construction inspection services brings the total estimated cost to \$394,354. Subtracting out the \$270,000 grant and the \$75,054 that will have been allocated into the Covered Bridge Reserve fund through 2012 (based on the \$5,000 currently budgeted), that leaves a funding shortfall of \$49,300.

	\$314,532 D&K estimated constr. cost
+	\$ 59,822 Current eng. contract cost
+	\$ 20,000 Const. inspection costs
	\$394,354 Total project cost
-	<u>\$270,000</u> VTrans grant
	\$124,354 Balance of proj. cost
-	<u>\$ 75,054</u> Allocations to res. fund thru FY12
	\$ 49,300 Balance to be raised

The current balance of the Covered Bridge Reserve Fund is less than \$75,054 because the \$44,962 spent to date on design and engineering has been or will be paid out of it. Eighty percent of these costs will be reimbursed to the fund when requisitioned. It was first established in 2009 with an initial allocation of \$50,000, followed by \$10,000 in 2010, \$10,000 in 2011, \$5,000 currently budgeted in 2012, and \$74 in interest.

ARTICLE 8 asks voters to authorize the Selectboard to borrow up to \$50,000 over five years to address the potential shortfall.

Howard/Tucker Gravel Pit

Waitsfield voters authorized the Selectboard in 2006 to purchase approximately 77 acres off of Route 100 belonging to Robert L. Howard and the Estate of Phyllis Tucker for development of a municipal gravel supply and for future redevelopment. Construction of the new access and bridge, in collaboration with AmeriGas, was completed and gravel extraction was underway in 2010. Road repair work following the floods of May 2011 and then August 2011 depleted the material on hand. On-going expenses will include state and local permit compliance and stormwater monitoring and reporting.

Police Cruiser

The Town owns a police cruiser utilized in its police patrol program under contract with the Washington County Sheriff's Department. This was a practical investment to offset the cost of the use of WCS vehicles. In the past, these vehicles have been purchased via lease or note. The 2003 vehicle was replaced in 2008 with a 4-wheel drive vehicle financed with a four year loan. It is equipped with oxygen and emergency medical supplies along with the latest speed measuring technology. A digital video recording device was purchased in 2010, with the cost divided between 2010 and 2011 budgets. The purchase loan was paid off in 2011.

Long-time Deputy Sheriff and Waitsfield resident Peter Laskowski announced he will be reducing his activities as Deputy Sheriff and may retire altogether in 2012. Consequently, law enforcement officers through the WCS will be utilizing WCS cruisers rather than Waitsfield's cruiser. The increased contract cost for use of WCS cruiser is expected to be offset by the lack of loan payments, maintenance, insurance, and gasoline for the Town-owned cruiser. We also expect to see a one-time revenue from the sale of the vehicle.

Waitsfield-Fayston Fire Department Fire Truck

The 1982 GMC tanker truck is slated for replacement in 2012. Depending on the features included, it will cost between \$200,000 to \$300,000. Waitsfield's 60% share (\$120,000 to \$180,000) would be paid from the Fire Truck Reserve Fund. Grant applications submitted in 2010 and 2011 to the FEMA Assistance for Firefighters Grant program were not funded.

Road Department Vehicles

The 2005 International dump truck was scheduled for replacement in 2013, but current conditions may warrant that it be replaced in 2012 to be able to apply a higher traded-in value and avoid increased maintenance costs. The cost of a 2012 dump truck is with an 8-year warranty will be \$156,277. With a trade-in value of \$32,000 for the 2005 truck, the purchase price of \$124,277 would be paid for from the Road Dept. Truck Reserve Fund. The balance of the fund in December 2011 was \$147,705.

Road Department Buildings

Town Garage. The Town Garage was built in 1986 and has suffered from many years of deferred maintenance. In 2011, the metal roof was replaced and insulation added, and the windows and rotted trim were replaced. The combined oil and wood stove heating system was replaced with a more modern, higher energy efficient system in 2010, which was required to be enclosed in a fireproof room. The space of the existing building, approximately 3,000 square feet, is no longer adequate for the storage of vehicles, work space, and necessary employee facilities. The construction of a required room enclosure for the new heating system compounded the tightness of space. Funds are budgeted in 2012 to hire professional assistance to develop a space, site, and cost analysis for the development of plans for an addition to the existing structure. An addition would be paid for through a bond, possibly as soon as 2013.

Salt Shed. The existing salt shed does not meet state requirements to stockpile the material needed. A new “bunker silo” style shed with concrete floor and walls is planned with a truss roof. A new facility would also help to prevent possible ground water contamination. State storm water management regulations have been under revision and such improvements may ultimately be mandated.

New Municipal Building

The Town Office has been located in the lower level of the Joslin Memorial Library building for at least twenty years. The vault—a former bank vault—is nearly out of space to store the Town’s vital, historic, and land records. Space for day-to-day records storage, supplies, and basic operations is increasingly stressed. Prior years’ financial records are stored off-site in a rented, non-heated storage unit. Zoning permits are stored in expensive, free-standing fireproof file cabinets, which are nearly at capacity. Another cabinet will be needed in this coming year, but there is no clear place to put it. The Town Office is not accessible to persons using wheelchairs. In August of this year it received 3 inches of flood water from Tropical Storm Irene.

The need for increased Town Office space was identified as far back as the 1980s with a study of an addition at the Waitsfield Elementary School in 1981. The need for a new vault was first included in the capital budget in 1990 and new Town Office space has been included every year since 1998.

A Town Office Task Force was formed in 2010 to assess space needs, evaluate the various options, solicit public input, and make recommendations to the Selectboard regarding the expansion or relocation of the Town Office. Following a process of elimination, three sites were selected for further study for feasibility: (1) expansion of the Joslin Memorial Library; (2) a new building between the General Wait House and the Fire Station; and the Flemer barns adjacent to the Town-owned Flemer Field Community Green. Maclay Architects was hired in 2011 to support the work of the Task Force. The Town Office suffered flood damage by Tropical Storm Irene in August 2011. That, combined with lack of septic capacity and increased pressure for parking effectively eliminated the Library as a practical option for Town Office expansion.

Funds are budgeted in 2012 to assist the TOTF and design team in soliciting public input; refining findings and cost estimates; presenting a recommendation to the Selectboard; and determining next steps for moving forward with the selected site. Regardless which site is selected, more in depth design and engineering will need to be undertaken to develop enough information for a bond vote, which could occur as early as November 2012. If the site is not already owned by the Town, funds may also be necessary for an option to purchase. A reserve fund is proposed to be established with an allocation of \$35,000 to ensure resources are available for these next steps and to keep this initiative moving forward.

Fire Department

The Waitsfield-Fayston Fire Department building was constructed in 1974. Its roof has been repaired over the years and replaced in 2011 at a cost of \$39,400 which included asbestos removal and the inclusion of 3 inches of ISO board insulation. The 23-year old boiler was replaced with an energy efficient unit and the hot water heater replaced with an on-demand unit with grant funds through the ARRA Energy Efficiency and Conservation Block Grant Program.

General Wait House

The General Wait House was purchased and renovated in the late 1990s with the help of grants and generous contributions from individuals and organizations. It provides office and meeting space for non-profit and community-based organizations that support the operation of the building through their rents. The building also serves as a visitor center, provides public restroom facilities, and includes storage and display areas for Waitsfield history and artifacts. The Waitsfield Historical Society made substantial progress renovating the carriage barn for meeting, storage, event, and display space. A storage shed was constructed several years ago. Through a grant from the ARRA Energy Efficiency and Conservation Block Grant Program, the following improvements were completed in 2011: insulation was installed in the attic and basement, exterior storm windows were installed, and the boiler was replaced with a more energy efficient system. A loan paid for the replacement of the carriage barn roof and repainting of the buildings and shutters in 2010.

Community Development Fund

The Town has two long-term loans receivable as a result of a 1999 Vermont Community Development Program Grant, which funded two affordable housing projects at the VerdMont Mobile Home Park and the Evergreen Place Senior Citizens Center. Repayments of the loans from these projects to the Town will be re-usable for community development eligible activities subject to the negotiation of a close-out agreement with the Vermont Community Development Program. In addition, the Town renegotiated the terms of the original Evergreen Place note in 2005 and obtained an additional VCDP grant for the Evergreen Place Project, which were then loaned to the Central Vermont Community Land Trust to refurbish and build an addition to the facility. These notes are due as follows:

Evergreen Place Senior Citizens Center:

Mortgagee: Evergreen Place, Inc. (this note was originally issued to the Mad River Valley Senior Citizens, Inc., and was transferred to EPI in 2002 and transferred to CVCLT/EPHLP in 2005)

Principal Amount of First Note (1999): \$150,000

Interest Rate: 0%

Payment Schedule: 30 annual payments of \$5,000 beginning July 2021.

Principal Amount of Second Note (2005): \$247,000

Interest Rate: 0%

Payment Schedule: deferred, payment in full due May 31, 2035.

VerdMont Mobile Home Park:

Mortgagee: Central Vermont Community Land Trust

Principal Amount of Note: \$115,000

Interest Rate: 0%

Payment Schedule: \$20,000 due January 2019, with 14 annual payments of \$6,786 beginning January 2020.

Townwide Reappraisal

According to Waitsfield's Assessor, the common level of appraisal (CLA) for the April 1, 2011 Grand List is 101.57% and the coefficient of dispersion (COD) is 18.6%. They were 96.52% and 16.3% in the previous year. A CLA of less than 80 percent or a COD of greater than 20 percent would lead to the Town being notified that a reappraisal must be conducted. This could happen if Waitsfield's COD continues to increase. The CLA and COD are determined annually by the Department of Taxes. If the Town fails to submit an acceptable compliance plan or fails to carry it out, the State can withhold education, transportation, and other funds until such time as the Department certifies that the Town has carried out the plan. Waitsfield's most recent townwide appraisal was completed in 2006. The cost of a townwide reappraisal could range from \$75,000 to \$100,000 or more. A Reappraisal Reserve Fund established years ago was reactivated in 2011 to prepare for this cost.