TOWN OF WAITSFIELD CAPITAL PROJECTS

Irasville and Waitsfield Village Community Water System

Previous reports and other documents describe the long planning history, design efforts that began in the 1990s, and decisions that led to the drilling of a well off of Long Road in 2006 for a municipal water system. Previous reports also describe the construction components and funding sources.

The community water system begins at the well head off of Long Road 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. More than two dozen hydrants provide fire protection. An alternative route following Old County Road was included, primarily for fire protection for the residential neighborhood.

The Town received a grant from USDA Rural Development of $451,000 to cover some of the on-going litigation costs and to provide the additional incentive of having the project pay for the installation of the service line from the curb stop to the water customer's building wall. The average cost savings to property owners was $6,070. This required the Town to obtain easements and accept ownership and on-going maintenance responsibility of the service line on those properties.

The system began providing water to customers in 2013. It is overseen by a five-member Water Commission and is operated by Simon Operating Services of Waterbury.

The water main was extended to the Eagles Resort on the south side of the Mill Brook in 2013. Voters approved a bond of up to $200,000 to allow borrowing additional loan funds from USDA Rural Development, to be paid back by water customers.

On September 4, 2014, a subcontractor for VTrans doing repair work on the abutments of Bridge 171 on Route 100 near Tremblay Road drilled through the water main. Customers were without water for more than 30 hours. The contractor relied on plans prepared by VTrans that showed

the water line as being further away than it actually was and the contractor failed to contact the Town to identify the location of the water main. The Town took out a $125,000 line of credit to pay for the costs for repair, which, including legal and engineering costs, has mounted to more than $140,000 and counting. Efforts to reach a settlement with VTrans failed and the Town has filed lawsuits against VTrans, their contractor and the contractor's subcontractor. Until a settlement is reached, the line of credit will need to be renewed and enlarged to cover costs, with the expectation settlement proceeds will pay most, if not all of it off.

Irasville and Waitsfield Village Wastewater Management

Previous reports describe the efforts that led to the defeat in 2008 of a centralized wastewater collection and treatment system to serve Waitsfield Village and Irasville and the shift in focus to advance a community decentralized wastewater disposal solution instead.

Using the $95,730 loan balance available through the Vermont Agency of Natural Resources state revolving loan fund, significant progress was made in 2013 to develop a voluntary loan program to support the installation, repair, or upgrade of privately owned, properly managed decentralized wastewater systems through low-interest loans to property owners who agree to adhere to proper management guidelines for their systems.

The Selectboard was able to roll over $125,507 from the existing $672,770 SRF planning loan balance to the new planning advance loan. Repayment of the $547,260 balance over 15 years began in May 2013 with the first annual repayment of $36,484.

The new planning loans will be repaid by the private property owners or associations benefitting from the improved wastewater systems supported through this program and by the remaining $906,100 in federal grant funds from the EPA State and Tribal Assistance Grant (STAG) program.

From 2011 through the present, the Town has been working to complete two phases of wastewater construction through the Waitsfield Community Wastewater Loan Fund Program (CWLFP). Through the

CWLFP, property owners within the eligible service area may borrow up to 100% of the cost for final engineering design and construction of a wastewater system form the Town at below-market interest rates , consistent with applicable State and Federal regulations for use of the of the Clean Water State Revolving Loan Fund (SRF) monies. The Town is also providing a subsidy of 15% as an incentive to encourage the improvement of existing wastewater systems. Two municipal bond issues to support the CWLFP were approved by voters, the first for $250,000 in 2012 and the second for $500,000 in 2014. The new planning loans through the SRF will be repaid by the private property owners or associations benefitting from the improved wastewater systems.

Phase 1 was comprised of a pilot distributed wastewater system serving Winter Park in Irasville. Construction of the 9,000 gpd system, which will serve multiple properties, began in December 2014 and will be completed in spring 2016. Phase 2 is comprised of five additional private wastewater systems serving multi-use commercial properties in Irasville and Waitsfield Village. Final designs were completed and permits issued for the private systems. Construction was completed for the Irasville Business Park system in 2015. The Town took out two lines of credit in March 2015 to cover the project costs: $515,000 pending reimbursement of from the STAG grant and $185,000 pending the issuance of a new SRF loan to cover the non-grant balance. Since then, the EPA granted an extension from the December 31, 2015 completion date to June 2016 and all projects completed by June 2016 can be covered by the STAG grant. If all projects are completed as projected, the non-grant balance to be funded through a new SRF loan is projected to be $400,000.

The Town will need to begin repayment of the new $400,000 SRF loan at 2% interest over 20 years in 2018--two years after the project closeout. This loan payment will be offset by loan repayments from the CWLFP borrowers. According to current cost projections, the Town's total loan payments to the Vermont Agency of Natural Resources would be $60,925 annually, which after property owner loan repayments of $43,182, is a net of cost of $17,743 per year for each of the next 10 years. After the Big Pipe loan is retired in 2028, property owner payments will exceed the new project SRF repayment. Below is a

summary of overall benefits to the community based on cost and revenue projections as of January 1, 2016:

-$44,851	Annual SRF loan repayment for Big Pipe without Decentralized Project
-$672,770	Total of SRF loan repayments for Big Pipe without Decentralized Project
-$1,060,521	Total of SRF loan repayments for Big Pipe and Decentralized Projects
$877,513	Total of Property Owner Loan Repayments for Decentralized Project
-$183,008	Net Town payments after completing Decentralized Project, over 27 years
$489,762	Net savings to Town from completing Decentralized Project, over 27 years
$238,743	Direct grant support to municipal projects leveraged

Sidewalks

Route 100 Transportation Path (STP BIKE(24)S). Twenty years after it was launched with a grant from the VTrans Enhancement Grant program, which provided 90% state and federal funding, the Route 100 Transportation path was completed in 2014. The project included construction of a five foot wide concrete sidewalk on the alignment of the existing gravel Irasville and Waitsfield Village sidewalks, construction of 1,600 feet of additional sidewalk segments in Irasville to continue to Bragg Hill Road, installation of curbing where necessary, re-striping the white lines dividing traveled lanes and shoulder, widening and paving shoulders where necessary, painting bicycle symbols and installing signs, and various landscaping improvements.

A Route 100 Transportation Path Reserve Fund was established more than a decade ago to raise the funds to meet the 10% match. Voters authorized changing the name to the Sidewalk Reserve Fund and continue to allocate funding for future sidewalks.

Village West Sidewalk Phase 1 (STP SRIN(37)). Waitsfield was awarded two 100% VTrans grants through the Safe Routes to Schools program to design and construct new segments of sidewalk that would

connect Waitsfield Village from the Valley Players Theater to the Old County Road. Although a match was not required, Waitsfield was responsible for the $12,583 cost to relocate the overhead utilities underground at the Health Center, which was intended to be paid from the Sidewalk Reserve Fund. They were completed in 2015.

Waitsfield Village West Sidewalk Phase 2 (STP BR(13)4). Waitsfield was awarded a $332,550 grant through the Vermont Bicycle and Pedestrian Program in 2013 to undertake phase 2 of the Waitsfield Village West Sidewalk, 755 feet, from the Valley Players Theater southward to Farr Lane across from Bridge Street. Waitsfield's 10% share of the project was estimated to be $37,000. The total $419,484 project cost included funds for on-street parking, which was deemed ineligible through the grant program would add $50,000 to the local project cost, bringing it to $87,000 if included. Concerns about the total cost of the project and potential impacts to the iconic Village Grocery sign prompted the Selectboard to initially decline the award in favor of exploring a more incremental, locally funded approach. In April 2014 in response to public input, the Selectboard voted to accept the grant. Kevin Russell was hired as the Local Project Manager in March 2015. A public concerns meeting was held in August 2015, which led to the formation of the Village West Sidewalk Steering Committee in October 2015. Public outreach through the preliminary design and engineering stage is expected to continue through FY2017. Construction is expected occur in FY2018.

Because the Route 100 Transportation Path cost overruns cleaned out the Sidewalk Reserve Fund, voters authorized borrowing up to $65,000 in 2014 over five years to cover any local expenses associated with the above projects. It is anticipated that additional funds from VTrans to cover the cost overruns will be used to retire the loan and replenish the Sidewalk Reserve Fund.

Culvert Management

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. Inadequately designed culverts can also

impair fish passage and result in sediment being carried to streams and tributaries that empty into the Mad River threatening river quality and aquatic habitat.

Culvert inventories have been regularly conducted that identify which culverts are high or medium-high priority for replacement or other form of remedial treatment. This inventory continues to be updated as culverts get repaired, additional culverts emerge as high priorities for replacement, and ongoing observations are made.

The Central Vermont Regional Planning Commission completed a comprehensive culvert inventory in 2014 and a Mad River Valley Flood Resilient Transportation Study in 2015. Both identify culverts and other road infrastructure, such as ditches, that warrant attention.

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 and matching funds are typically required.

Brook Road Culvert. The metal culvert on Brook Road was replaced in 2014 with a concrete box culvert at a total cost of $151,490, which was off-set by a 90% VTrans culvert grant of $136,632 and $14,858 from the Culvert Reserve Fund.

Tremblay Road Culvert. The metal and concrete culverts on Tremblay Road across from the Town Garage were replaced in 2014. Voters authorized borrowing up to $200,000 over 5 years; the total cost was $105,374, of which $22,941 was paid from the Culvert Reserve Fund.

Joslin Hill Road Culvert. The Joslin Hill Road culvert at the bottom of Brook Road was severely damaged by Tropical Storm Irene, which scoured material from below the culvert causing it to begin to buckle. The Selectboard accepted DuBois & King's January 21, 2013 recommendation that the culvert be repaired rather than be replaced, including repair of the roadway and embankment. The cost estimate, which included repaving 100 feet of road, design, permitting, and the fixes described above, and a 20% contingency totaled $165,000. The

cost of replacing the culvert would run in the area of $250,000. The Town received an extension from FEMA and scope change approval in 2013 with a commitment of FEMA funding of up to $100,228 for eligible expenses, with the balance to be paid from the Culvert Reserve Fund.

DuBois & King completed the final design plans and the project was advertised for construction in June 2015. Actual costs, including engineering, bid advertising, testing, and inspection totaled just over $200,000. Efforts are under way to secure an additional $65,000 from FEMA.

Common Road. Culvert #11 on Common Road near Ski Valley Acres is made up of laid up concrete blocks that are in deteriorated condition. The Road Department plans to undertake the work in FY2017 at a cost of approximately $25,000 from the Bridge and Culvert Reserve Fund. The Town intends to apply for a VTrans culvert grant that could pay for up to 90% of the cost.

Bridge Street and Covered Bridge Infrastructure Improvements

Efforts began in 2008 to rehabilitate the 1833 Village Covered Bridge, which later became combined with the other infrastructure improvements with Bridge Street described below into a single project with multiple funding sources.

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 subsidence in the center of Bridge Street in 2010. DuBois & King was hired through the assistance of a VTrans stormwater grant and recommended to the Selectboard that the culverts, catch basins, and associated infrastructure be replaced and that sumps be included in new basins. There was agreement that complete resurfacing of the entire road rather than patching or an overlay, would be the most appropriate.

In September 2014 the Town learned STAG funds could be used to reimburse the stormwater improvements.

Retaining Wall

Damage to the retaining wall left exposed by Tropical Storm Irene in August 2011 and the plans for reconstruction of "the old barber shop" building that was destroyed added complications to the schedule and sequencing of the Bridge Street project. This, plus right-of-way matters, caused delays in VTrans review.

The Town received $21,752 from FEMA in 2012 based on cost estimates at that time. Approval of a scope change for additional funds was expected to be available at the close of the project; however, the total cost exceeded the threshold of $63,900 for a "small project" and will no longer be available.

Retaining wall under construction. Photo: V. Capels

Covered Bridge Repair and Rehab

With assistance from a $270,000 VTrans Enhancement Grant, DuBois and King was hired in 2010 to design a solution to the cantilevered sidewalk on the north side of the Waitsfield Village 1833 Covered Bridge and repair the bridge's abutments. The Covered Bridge Repairs Reserve Fund was re-established in 2008 to set monies aside to meet the Town's matching funds obligation and address future structural issues. The 1833 Village Covered Bridge, also known as the Big Eddy Covered Bridge, is confirmed to be *the* oldest covered bridge in Vermont still in everyday use and the Town is committed to preserving this historic Vermont landmark.

A final design plan was in the process of being selected when Tropical Storm Irene struck Vermont on August 28, 2011. Flood waters

pummeled the bridge and caused enough damage that required it be immediately closed to all traffic. It was reopened in November 2011 following completion of temporary repairs. Final repairs, coupled with implementation of the restoration plan, was planned for 2012, but delays were encountered. Replacement of the deteriorating deck was put out to bid separately in 2012, but the bids came in much higher than expected and all were rejected. Combined with the Bridge Street stormwater and retaining wall repair projects, the construction package was advertised for bid in 2014 but all bids were again rejected as the low bid far exceeded funds available.

The package was readvertised for bid in January 2015, this time with the Covered Bridge as the base bid and the stormwater, retaining wall, bridge decking, and concrete abutment repair as add/alternates to coincide with the different funding sources to allow for greater flexibility in the event the bids again came in higher than funds available. Alpine Construction was selected as the low bidder and voters approved borrowing up to $400,000 over 15 years to fill the project funding gap. John Turner Consulting was hired as the Town's inspection engineer.

Bridge Street was closed from May 18 to November 12, 2015. The Town worked closely with Bridge Street and area businesses, residents, and the Mad River Valley Chamber of Commerce to address the loss of parking and access. Public meetings were held and weekly updates were published in *The Valley Reporter* and posted on-line.

Excavation at the abutments on the east and west sides of the bridge and at the retaining wall exposed subsurface conditions that required substantial redesign of the abutments. This resulted in costs overruns associated with additional excavation, materials, testing, and inspection and also resulted in the creation of new land area off each of the northern abutments. It also resulted in the need for the improvements to go through state and local floodplain approval, which is currently under way.

In January 2016, the Town received notice of award of up to $134,623 through the VTrans Transportation Alternatives Program to cover the cost overruns associated with the project. The table on the next page summarizes the expected and actual costs.

COVERED BRIDGE & BRIDGE STREET IMPROVEMENTS	Original Cost Proposals	ACTUAL Costs
Covered Bridge		
Base Bid	$462,172	$506,595
Decking	$48,231	$55,687
Concrete	$89,632	$90,959
TOTAL	**$600,035**	**$653,241**
Covered Bridge Res. Fund	-$75,000	-$75,000
VTrans Grant	-$222,352	-$222,352
	$302,683	**$355,889**
Retaining Wall	$60,733	$65,972
FEMA 90% grant	-$32,907	$0
	$27,825	**$65,972**
Stormwater	$258,787	$256,341
STAG Grant	-$161,441	-$242,000
	$97,346	**$14,341**
Inspection	**$44,096**	**$115,196**
Roof	**$5,000**	**$55,000***
15 Year Bond	-$400,000	-$400,000
Bridge & Culvert Reserve Fund	-$75,000	-$75,000
VTrans TAP Grant		-$134,623
Total Under/Over	**$1,950**	**-$3,225**

* Estimated cost

Bridge Street Enhancements

In June 2015, a group of citizens made a presentation to the Selectboard seeking support to incorporate several enhancements to the Bridge Street project, including brick accents along the sidewalk, new street trees, new street lamps, and benches made from reclaimed bridge decking. The group initiated a fundraising campaign through the sale of imprinted bricks and sponsorship of each street lamp and bench. The effort was so

successful, a second round of fundraising to extend the enhancements into the new abutment land areas was initiated.

Bridge Street enhancements, Nov. 2015. Photo: Courtesy of Philip Bobrow

Covered Bridge Roof. Removal of the cantilevered sidewalk and its roof and the efforts underway to enhance Bridge Street helped draw attention to the deteriorated condition of the Covered Bridge roof. Following much debate, the Selectboard voted to replace the cedar shingle roof with metal. Randall Hoyt of Tunbridge was hired for $5,000 to stabilize the new pedestrian bridge roof for the winter and repair holes in the cedar shingles to protect the new bridge deck. If approved, replacement with metal will require DRB and State approval, which is currently in process. The roof replacement is expected to be advertised for bid in spring 2016. Estimated costs vary depending on whether the cedar shingles are removed or a new roof is placed over them. Funds from the VTrans TAP grant are expected to cover 80% of the estimated $55,000 cost.

Bridge Street Pocket Park

In January 2013, the Town of Waitsfield purchased the former barbershop/Birke photo studio property adjacent to the Covered Bridge for $20,000, paid for out of the Restroom, Recreation and Conservation Reserve Fund. The Selectboard added the condition that $4,000 be allocated for the redevelopment of the site as a park, with half paid by the Town out of the same reserve fund and half to be paid for by other private or grant fundraising.

The park project was a focus of a redevelopment plan as part of an economic recovery initiative funded through the Vermont Community Development Program CDBG-Disaster Recovery program in the wake of Tropical Storm Irene. With considerable assistance from the Mad River Valley Planning District and the Vermont Downtown Assistance Team consultants, grant was awarded for up to $200,000 for final design and construction of the park. Voters approved borrowing up to $20,000 to meet the local match requirement.

The site is constrained by its small size, its location in the floodway and floodplain, and state and local floodplain and zoning regulations. The next steps include securing an easement from the adjoining property owner, completing the environmental review process as a condition of the grant agreement, hiring a Local Project Manager, and advertising for final design and engineering services. The final design and project costs will continue to be the subject of much discussion.

Pine Brook Covered Bridge

The deck on the Pine Brook covered bridge on North Road has suffered extensive wear and must be replaced. In FY2016, $10,000 was budgeted in the general fund Capital and One Time Expenses, but bids exceeded that amount. In anticipation of the work being done in FY2017, the FY2016 allocation is proposed to be "spent" to the Bridge and Culvert Reserve Fund to be combined with a FY2017 $10,000 allocation.

Waitsfield-Fayston Volunteer Fire Department

Building. 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 $63,800, which included asbestos removal,

a structural engineering analysis and improvements, and the inclusion of three 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.

Vehicles. A 2013 International pumper was purchased in 2013 with funds from the Fire Truck Reserve Fund to replace the 1982 GMC tanker. The $260,000 cost was shared 60/40 with the Town of Fayston. After being on loan to the Town of Albany after a fire destroyed their fleet of vehicles, the GMC tanker was sold to a private buyer for $3,500.

The International 4400 pumper was purchased in December 2002 with $89,000 from the Truck Reserve Fund and a one-year $19,000 loan. In 2003, $15,000 was paid toward the note and $4,000 was renewed for another year. Total purchase price was $180,000, with Waitsfield's 60% share being $108,000.

The Chevy van is expected to need to be revamped or replaced sooner to comply with changing federal safety requirements.

The Department has undertaken a number of fundraising efforts to raise funds for the purchase of a new department pickup truck.

Equipment and Gear. The phased replacement of self-contained breathing apparatus (SCBA) packs in 2014 was postponed following concerns about the financial, compatibility, and safety impacts of having operating with different generations of equipment. In 2015, voters approved borrowing up to $45,000 to replace, in partnership with the Town of Fayston, all the packs at once.

Road Department Vehicles

The 2005 International dump truck was replaced in 2012 with a 2013 International 4300M7 dump truck. The cost with an 8-year warranty was $156,277. After the trade-in value of $32,000, the purchase price of $124,277 was paid from the Road Dept. Truck Reserve Fund.

The 2002 International 4300LT dump truck was replaced in 2010 with an International 4300M7 single axle dump truck. Factoring in the $13,066 trade-in value, the purchase price was $115,078 ($74,025 from Clark's and $54,078 from Fairfield), paid for through a $95,775 5-year loan from the municipal equipment fund at 2% and $19,303 from the Heavy Equipment Reserve funds. It is scheduled for replacement in 2018.

On an 8-year replacement plan, the next up will be the 2008 International dump truck in FY2016, which has an estimated purchase price of $170,000. After the trade-in, the balance is expected to be paid out of the Road Dept. Truck Reserve Fund.

Road Department Buildings

Salt Shed. The existing salt shed does not meet possible future state requirements to stockpile the material needed. A new "bunker silo" style concrete floor and walls are 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.

Town Garage. The Town Garage was built in 1986 and had 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. Funds through the ARRA Energy Efficiency and Conservation Block Grant Program helped offset the cost of the oil-fired furnace. An energy audit was completed in 2010 by Building Energy of Williston, VT with support from the Central Vermont Regional Planning Commission (CVRPC). Most of the recommendations have been implemented.

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. Despite the energy efficiency improvements, adequate heat in winter continues to be a challenge. This is particularly important in the winter when diesel equipment must be warm to start reliably and packed snow and ice must

be removed. The concrete floors are cold and wet most of the winter, making servicing equipment difficult. The current floor drains are inadequate for separating oil or fuel spills.

The north and south bays are about eighteen inches (3 steps) lower that the main building, which complicates moving heavy equipment from one bay to another. Heavy items must be picked up with the bucket loader, taken outside and brought to the other bay. They are both subject to spring flooding due to being too low on the site. The varied levels and tightness of space create trip hazards for everyday operations. Worker injuries and workflow inefficiencies impact the Town's ability to deliver core services for public safety. The bay doors are 12 feet wide and give only inches to spare for the trucks and the plow wings. Doors should be at least 14 feet wide.

The Architectural Association, Engineering Ventures, Inc., and Erickson Consulting were hired in 2012 to develop a site analysis and site plan for an addition that would meet codes and meet the needs of the department now and into the future. They developed a conceptual plan for a 3-bay, 3,000 foot addition off the southern bay suitable for modern, larger plow trucks with wings. Radiant heat floors would make for more efficient and effective heat distribution and have proper floor drains with an oil separator. Total cost for final plan development, permitting, construction, and construction management is approximately $650,000. An addition would be paid for through a bond, possibly within the next five years. In the meantime, funds are budgeted in the general fund for repairs and maintenance to the existing building.

Paving Projects

In years past, the approximately $300,000 in paving projects were budgeted at regular intervals to keep up with the maintenance requirements of Waitsfield's 9 miles of paved roads. Various construction projects in recent years and the repairs required after the 2011 floods contributed to this schedule being thrown off, resulting in a backlog of projects that should be addressed. In an effort to get back on a regular paving schedule, $50,000 has been budgeted in Capital and One Time Expenses beginning in 2014, with additional funds to be borrowed.

Borrowing was planned to begin major re-paving of Joslin Hill Road in 2012 after the 2006 paving note was paid off 2011. However, the federally-declared floods of May 20 and August 28 created new priorities for road and culvert repair. Voters approved borrowing up to $75,000 in 2015 to shim parts of Joslin Hill Road with a pavement overlay to improve conditions in the short term. A cost estimate of $900,000 is included in the capital plan for reconstruction of Joslin Hill in 2020.

Parts of Airport Road, Bragg Hill, and Carroll Road were paved in 2014 for a total cost of $84,540, $50,000 of which was in the form of a 5-year loan; the balance was paid from the general fund.

Voters approved borrowing up to $240,000 in 2015 for the paving Tremblay Road, North Road, and a short-term fix for Joslin Hill Road, in addition to $30,156 budgeted in Capital and One Time Expenses.

ARTICLE 6 will ask voters whether to approve borrowing up to $120,000 for paving Old County Road and the Fire Station parking lot. If approved, estimated annual debt service payments of approximately $26,000 would have the following tax impact:

	Approx. Annual Debt Service	Tax Impact	Approx. Tax on Property Assessed at $100,000	$300,000	$500,000
Article 6	$26,700	$0.0072	$7.24	$21.72	$36.19

New Municipal Building

The need for a new Town Office has been well-documented in recent years and the work of the Town Office Task Force, appointed in 2010, and architect Maclay Architects is documented in prior reports. Information can also be found at www.waitsfieldvt.us/townoffice.

Millbrook Building and Remodeling, Inc. was the low bidder in March 2015 at $1.275 million and construction began in July 2015. A number of components were eliminated from the project to reduce the cost and more than $900,000 in grants were obtained. The table below provides a summary of the expected costs and committed resources.

Waitsfield Town Office Relocation Expenses and Revenues

	EXPENSES	REVENUES	
Base Bid	$1,275,000		
3 Red Oak trees		$1,640	VT Urban & Community Foresty Program - Caring Canopy Grant awarded
Septic system		$15,000	STAG Grant @ 100%
Rain gardens for stormwater management		$15,000	Ecosystem Restoration Grant awarded
		$750,000	VCDP CDBG-DR grant awarded
Add/Alternates:		$123,200	Additional VCDP CDBG-DR grant awarded
Arched window instead of rectangular vinyl windows	$2,319	$650,000	Town Office bond
Yard hydrant adjacent to recreation field	$1,654	$1,654	Restroom, Recreation, & Conservation Reserve Fund
Glass walk system 2nd floor lobby	$4,875		
Cost reductions approved by Selectboard 07/27/2015	-$30,772		
Additional Items			
ADA generator	$40,000		
Materials testing	$3,000		
Water Connection Fee	$5,511		
Clerk of the Works	$12,000		Maclay Architects hired for additonal representation in lieu of COTW
Architectural, structural, civil engineering	$23,150		
Contingency	$62,500		
CDBG-DR Grant Administration	$5,000	$5,000	Town cash or in-kind
Spent to date on design, engineering, legal, ER, etc.	$146,320		(as of July 1, 2015)
	$1,550,557	**$1,561,494**	
	funding gap	**-$10,937**	

The new two-story, 5,142 square foot building will be fully ADA accessible and will house a vital records vault; offices for the Town Clerk, Town Treasurer, Town Administrator, Zoning administrator, Assessor, and Water Operator; a large conference room on the second floor for community meetings; a small meeting room on the first floor; separate space for researchers and computer stations; a mail and copier area; a modest employee break room; storage and supply space; an elevator; and provision for other utilities. As part of a group net metering arrangement with Green Mountain Power and the Town's solar array, the building will be completely net-zero in terms of energy consumption through the use of air to air heat pumps for heat, a super insulated building envelope, and high efficiency lighting and energy management.

New Town Office under construction, Dec. 2015. Photo: V. Capels

The project encountered various delays and adjustments in the course of the construction. For example, the VT Division of Public Safety's permit to construct issued in May 2015 required installation of a generator that was not part of the original plan or budget. This and other

modifications to the building plan received DRB approval in September 2015. The VT Division of Fire Safety also sought to apply new interpretations of fire safety codes that modified the original, approved plans for fire protection and heat in the vault.

Maclay Architects has provided additional project oversight services in lieu of a Clerk of the Works and have been handling the Davis-Bacon wage documentation.

Short-Term Debt Consolidation

In recent years, voters approved a number of initiatives that involved borrowing for infrastructure improvements. Voters can approve borrowing for up to five years; borrowing for a longer term requires a bond vote by Australian ballot. These investments have useful lives longer than the five year loan period. Voters may be asked to approve a bond in 2017 or 2018 payable over 15 to 20 years to consolidate the cumulative debt. This will spread the debt payment over the useful life of the investment, lock into a favorable interest rate while rates are still relatively low, and would be expected to result in lower annual costs and cost savings.

Town Office and Joslin Memorial Library Septic System

The septic system serving the Town Office and Library building was replaced in 2014 in collaboration with the adjacent Waitsfield United Church in Christ (UCC) and Wrenn Compere by expanding upon the recently improved UCC septic system. The $22,418 cost was paid from the Restroom, Recreation, and Conservation Reserve Fund and was offset by an $8,000 contribution from the Library.

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 renovated the carriage barn for meeting, storage, event, and display space. A storage shed was constructed several years ago. A loan funded

the replacement of the carriage barn roof and repainting of the buildings and shutters in 2010. A variety of energy efficiency improvements were made in 2011 with federal ARRA funds. Rent payments from the tenants cover the costs of operation and maintenance of the building.

Municipal 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, were completed and gravel extraction began in 2010. On-going expenses will include state and local permit compliance and stormwater monitoring and reporting. A crusher is ordinarily hired in the summer each year to crush 5,000 yards of material.

Solar Array

A new solar array was constructed on at the Town Garage site in 2014 by Aegis Renewable Energy. The 102.3 kW DC ground mounted system includes 330 310-watt solar modules designed to produce 102,106 kWh per year, offsetting the electricity needs of the Waitsfield Elementary School, Waitsfield-Fayston Fire Station, Town Garage, General Wait House, Joslin Memorial Library and current Town Office, the new Town Office, and the metered lights at the 1833 Waitsfield Village Covered Bridge through a group net metering arrangement with Green Mountain Power. The $309,000 project was funded with an $80,000 grant from the Clean Energy Development Fund and a $235,000, 20-year bond.
The project has a 1 year installer's warranty, the PV modules have a 10 year/25 year warranty, and the inverters have a 10 year warranty. Aegis will provide annual servicing of the system on a contract basis.

A power purchase agreement with the Waitsfield Elementary School was adopted that defines the terms in which the school will pay the Town for a proportion of their electrical use.

It is estimated that the new Town Office will use approximately 20,000 kWh annually and be completely net zero through the use of air to air heat pumps for heat, super insulated building envelope, and high efficiency lighting and energy management. The remaining municipal facilities use a combined total of 50,375 kWh annually and the school

uses an additional 92,625 kWh annually. The array is expected to offset about 89% of the electric bill for all of the loads while offsetting more than 123,000 lbs of CO2 emissions every year.

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 Verd-Mont 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.

Verd-Mont 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, with14 annual payments of $6,786 beginning January 2020.

Townwide Reappraisal

The most recent townwide reappraisal was completed in 2006. They typically take about two years to complete and it is recommended that towns have a townwide reappraisal about every ten years. Concerns about the growing gap between assessed and market values prompted the Board of Listers began preparing for another town-wide reappraisal; however, the passing of Board Chair Robert Shafer and other factors changed that plan. The cost could range from $75,000 to $100,000 or more and take at least two years. A Reappraisal Reserve Fund was established years ago and, after a lull in appropriations, was reactivated to prepare for this cost. A town-wide reappraisal is expected to begin in FY2018 and be completed in FY2019. Sufficient funds are available in the fund if it begins in FY2017 and allocations can be adjusted going forward based on actual bid results.

Lowering pedestrian bridge into place. Photo: V. Capels

New pedestrian bridge, 10/01/2015. Photo: V. Capels