

# **TOWN OF WAITSFIELD CAPITAL PROJECTS**

## **Irasville and Waitsfield Village Water and Wastewater Infrastructure**

For more than two decades the Town of Waitsfield has been exploring the feasibility of providing municipal water and wastewater infrastructure to support economic growth in Irasville and Waitsfield Village, avoid undesirable sprawl into the rural landscape, protect water quality of the Mad River, and address a number of public health concerns related to conflicts with private on-site water supply and septic disposal systems.

After extensive analysis and testing, a water source in the southeast quadrant of town for a municipal water system was identified and, after further study and deliberation, a well was drilled at the end of the Class 4 Reed Road in 2006. Its source permit was issued in June 2008 and renewed in December 2009. After two failed bond votes in 2008, but passage of a third in November 2008, final engineering and permitting resumed for a municipal water system that begins at the Reed Road wellhead and follows the Town's rights-of-way along Long Road, down Bushnell Road, and to a new storage tank to be constructed on the Town-owned former LeClair gravel pit site. From the tank, the transmission main will follow a right-of-way to Tremblay Road, where it will meet Route 100 and continue along Old County Road and to the Village and Irasville. Hydrants will provide fire protection along the route. Although the project will be paid for entirely by grants and water users through hook-up and annual fees, a positive bond vote was required by U.S.D.A. Rural Development for this \$7.59 million project. Details of the water project are available at the Town Office and on-line at [www.waitsfieldvt.us/water](http://www.waitsfieldvt.us/water). Next steps include completing the permit process, finalizing the designs, and putting the project out to bid. Construction could begin as early as summer 2010.

In 2000, voters overwhelmingly supported the Town's purchase of the "Munn site" at the intersection of Route 100 and Kingsbury Road for possible use as a wastewater disposal field. Several years of feasibility planning and engineering were completed in 2004 and final designs were at the 60% phase when a two-part bond article for Phase 1 and Phase 2 of the system was defeated in March 2008. Phase 1 was proposed to provide in-ground treatment for up to 18,000 gallons per day serving

Irasville at an estimated cost of \$5.62 million. Phase 2 was proposed to include construction of a tertiary treatment system to increase disposal capacity to more than 90,000 gallons per day at a cost of approximately \$6.5 million. With grant funding in short supply and in an effort to reduce costs to taxpayers and users, the wastewater system was scaled back to serve only Irasville with the hope that a more cost-effective wastewater disposal solution could be found northward to serve the Village. Further work to explore wastewater alternatives was put on hold while efforts were focused through 2009 on implementing the water project.

The feasibility studies were funded through the State Revolving Fund of the Vermont Agency of Natural Resources (see below). Repayment of the \$613,385, 15-year, no-interest loan is delayed until December 1, 2012. Payments on two separate 5-year, no-interest water loans totaling up to \$342,040 are also slated to begin in 2012. Three federal earmarks totaling \$2.9 million were awarded in 2004, 2005, and 2006 and funds were committed this year through U.S.D.A. Rural Development. The establishment of a tax increment finance (TIF) district to help fund the infrastructure improvements was in the process of being pursued, but the financial and growth projections were based upon both municipal water and wastewater infrastructure being in place.

### **Municipal Water & Wastewater Feasibility Study Vermont State Revolving Loan Fund (SRF)**

In 1998, the Town of Waitsfield applied to the Vermont Agency of Natural Resources (VANR) for State Revolving Fund (SRF) loans to undertake planning and engineering for municipal water and wastewater systems to serve some or all of Irasville and Waitsfield Village. The State Revolving Fund is funded primarily by the U.S. Environmental Protection Agency (EPA). These loans are at zero percent interest, and repayment of the loan principal is typically made as a part of the overall construction financing package for such projects. If the water project proceeds to construction, the water loans will be included in the overall project financing and paid back entirely by the connected customers. Unless some form of wastewater project proceeds to construction, the no-interest wastewater loan will be payable over fifteen years beginning in 2012. Please refer to Long Term Indebtedness in this Town Report for more information about the status of these loans.

## **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 a municipal project manager was hired to shepherd it through the next steps of permitting, right-of-way clearances, and construction. In 2002, the final design engineering team was hired and final design work began. Since 1997, the Town has set aside funds in a reserve fund, totaling \$147,881 at the close of 2009. The total project is projected to cost \$1.2 million, with a local match of at least 10%. It is in the final stage of VTrans review and construction is expected to begin in late 2010 or in 2011. A common message from community meetings in 2009 was citizens' desire to see continued investment in additional sidewalks and streetscape improvements in the Village and Irasville, of which this project would be the first phase. The capital and 2010 budget proposes continued allocations to this reserve fund to facilitate this continued investment.

## **Culvert Replacement Projects**

An inventory of road-related erosion locations and the development of a five-year capital plan to prioritize and fund needed improvements was completed in December 2008. The report identified 18 structures that were rated as high or medium-high priority for replacement or other form of remedial treatment. Though not included in the 2010 budget, the Waitsfield Capital Improvement Plan recommends creating a culvert reserve to ensure funds are on hand to address immediate needs and to help leverage grant funding for future culvert replacement projects.

## **Covered Bridge**

The Town was awarded \$273,000 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. The Covered Bridge Repairs Reserve Fund was re-established in 2008 to set monies aside to meet the Town's matching funds obligation of approximately \$70,000. Even if the grant had not

been funded, the funds would be necessary to address the bridge's structural issues. The 1833 Village 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.

### **Town Pond**

In April 2008, following a period of heavy rains and saturated soils, part of the town pond impoundment collapsed over the outlet pipe that drains into the wetland to the north. After various alternatives were considered, engineering plans were developed for its repair. Kingsbury Construction was hired in March 2009, following a competitive bid process, to remove excess sediment and rehabilitate the impoundment. Work got underway in July 2009 and will be completed in spring 2010. Voters approved borrowing up to \$100,000 to be paid over a 5 year period and a line of credit for this purpose was obtained. It was not drawn against, however, as general funds were available to cover the expenses.

### **Howard/Tucker Gravel Pit**

Waitsfield voters authorized the Selectboard to purchase property belonging to Robert L. Howard and the Estate of Phyllis Tucker for \$350,000 in 2006 for development of a municipal gravel supply and for future redevelopment. The parcel (#99037.000) is approximately 77 acres located off of Route 100. It was purchased with \$125,000 from Chittenden Bank, \$175,000 borrowed from Mr. Howard, \$25,000 from the gravel reserve fund, and \$25,000 from the gravel line item in the general fund. State and local permits were obtained in 2008 and 2009. Funds were allocated in 2009 to acquire an access easement, pave the access road, build a bridge, and begin site development. A change in circumstances regarding the easement put development of the planned access on hold, and use of the existing access was renegotiated through June 2010. An alternative access through the southerly AmeriGas curb cut has received state and local approvals and an easement must be obtained for the short stretch that crosses the AmeriGas property. This access will be less expensive to construct and, with the exception of the short distance across the AmeriGas property, will be entirely on Town property. More information about this project can be found at the Town Office or on-line at [www.waitsfieldvt.us/gravel](http://www.waitsfieldvt.us/gravel).

## **Police Cruiser**

The Town owns a police cruiser used in its police patrol program under contract with the Washington County Sheriff's Department. 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 through a 4-year note. Waitsfield receives mileage reimbursement based on the federal mileage rate from the Town of Warren for when the vehicle is used on patrols there.

## **Waitsfield-Fayston Fire Department Fire Truck**

The 1987 GMC tanker truck is proposed to be replaced in 2011. Depending on the features included, it could cost in the area of \$200,000 to \$300,000. Waitsfield's 60% share (\$120,000 to \$180,000) would be paid from the Fire Truck Reserve Fund. Grants may also be available to cover all or some of the cost.

## **Road Department Vehicles**

Replace 2002 Low Profile Truck. On an eight year replacement schedule for the Town's smaller truck, this purchase would take place in 2010. The estimated cost of a new truck in 2010 is \$125,116. Assuming a 4% cost increase depending on when purchased, and 10% trade-in value for 2002 vehicle (\$13,000), the net cost is estimated to be \$118,235. This truck is expected to be paid for through a loan of up to \$110,000 may be available through the Vermont Municipal Heavy Equipment Fund at 2 percent. The application deadline is April 15, 2010. Funds from the Heavy Equipment Reserve Fund would pay the balance. The first loan payment would be made in 2011.

## **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 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.

Town Garage. The Town Garage was built in 1986 and is in need of maintenance, including roof repair, improved insulation, and replacement of rotting trim and soffits. In addition, the combined oil and wood stove heating system is proposed to be replaced with a more modern, higher energy efficient system. Depending on the system selected, codes may require that the unit be enclosed in a fireproof room. Installation of automatic door openers may reduce the loss of heat. An analysis should be undertaken in the near future to evaluate the current space and operational needs for the Town Garage.

### **New Municipal Building**

The Town Office located in the lower level of the Joslin Memorial Library building has become increasingly crowded over the past twenty-five or more years and is not accessible to persons using wheelchairs. New Town Office space should be constructed with a larger vault and town clerk area, a separate meeting room for town boards (to accommodate up to 40 persons), private offices for the town administrator, planning & zoning administrator, and assessor.

A number of studies have been conducted over the years, including one in 1981 that examined constructing an addition on the south end of the *Waitsfield Elementary School*. The concept was rejected (1) because it was too far away from the center of town and (2) because it was felt the site might be needed for future school expansion. It is currently believed that an expansion of the Joslin Memorial Library building or a new municipal building at the General Wait House property are the two most likely options for such a new facility, unless another suitable location can be established. However, the on-site septic systems in each location are an impediment, which means that new office space may not be possible until a municipal wastewater system has been developed. There is also interest in exploring a location in Irasville. The formation of a new committee to study this issue is recommended to occur in 2010 to get grounded and define the professional services it may need in 2011.

### **Fire Department**

The Waitsfield-Fayston Volunteer Fire Department building was constructed in the mid-1970s. Its roof has been repaired over the years and is slated to be replaced in 2010 at an estimated cost of \$31,000.

Minus Fayston's 40% share, the net cost would be approximately \$18,600. The Town is in the process of applying for grant funds in 2010 to support weatherization of the building and replacement of the 20+ year old boiler.

### **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 is pursuing efforts to renovate the carriage barn for meeting, storage, event, and display space. A storage shed was constructed several years ago.

Other than the energy efficiency measures that were accomplished over the last two years to seal the basement and reduce air infiltration, little has been done to maintain the building over the years. The buildings need more attention to maintenance, including replacement of the roof, exterior paint, shutter repair, interior paint, heating system improvements, interior floor maintenance, and more. While the rents had been sufficient to cover the day-to-day operation of the building and grounds, there was not enough to build a maintenance reserve fund that could cover these deferred maintenance costs.

An article is proposed for Town Meeting asking voters to authorize the Selectboard to borrow up to \$20,000 to address these deferred maintenance needs. The five-year loan is expected to be paid back through a modest increase in rents and the cash-flow realized as a result of the recent energy efficiency investments and lowered fuel costs.

The Town is in the process of applying for a grant to fund additional weatherization of the building, including replacement of its boiler, improving insulation, and improving the storm windows.

## **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.