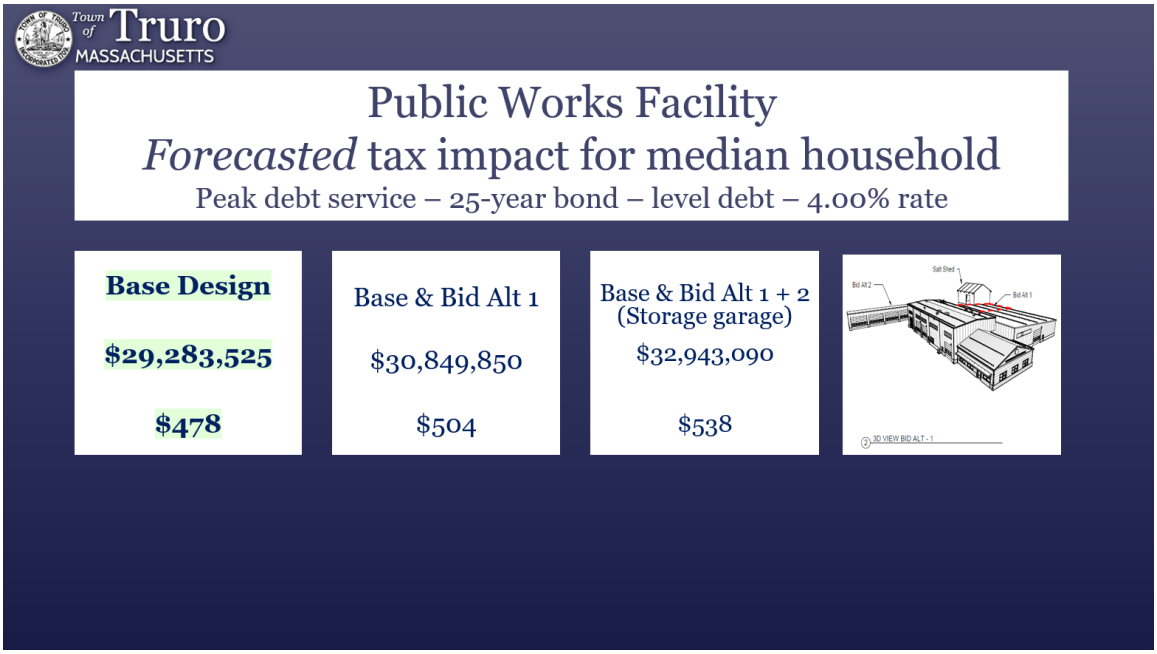
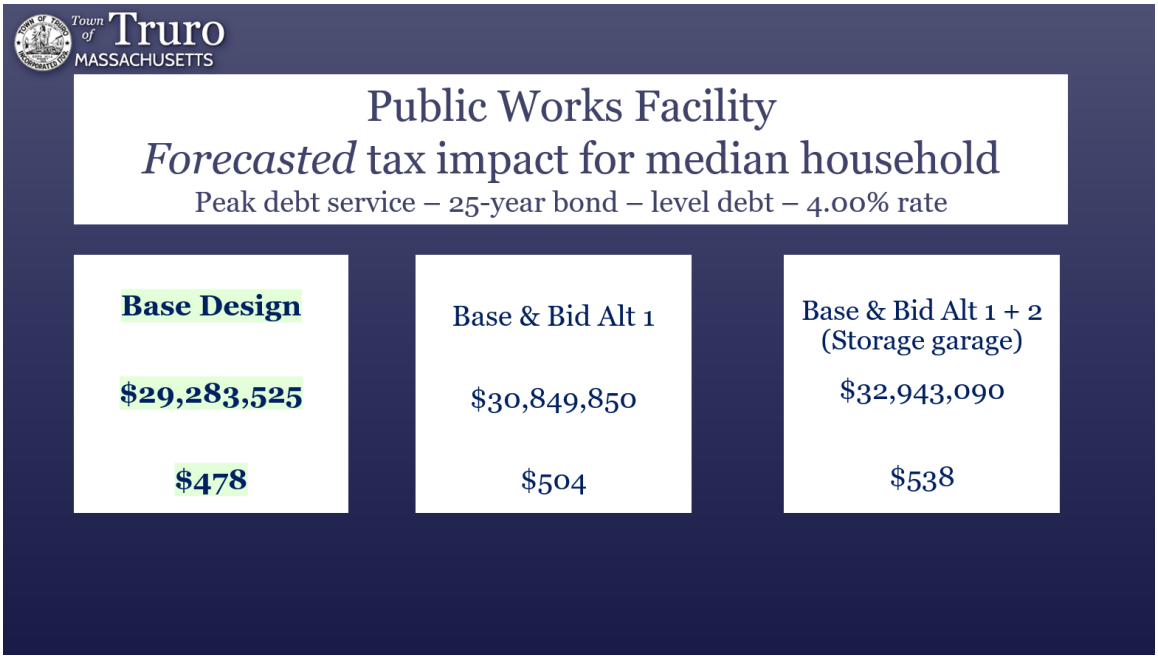
DPW Community Forum Q&A – November 21, 2025

1. **What is the forecasted tax impact based on median household, and for how long?** For the base design of $29,283,525, the annual tax impact is $478.00, 25-year bond. This number includes the residential tax exemption.

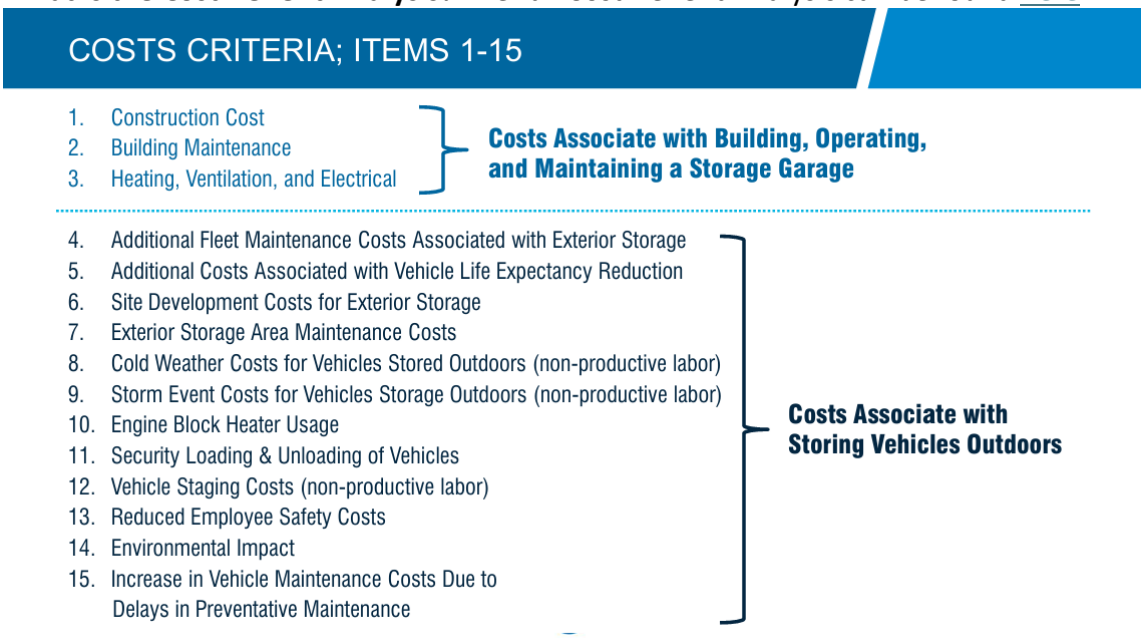




2. **What is the purpose of the mezzanine?** The purpose of the mezzanine is for building maintenance and vehicle maintenance parts storage. Click here to view the virtual tour of the new facility.

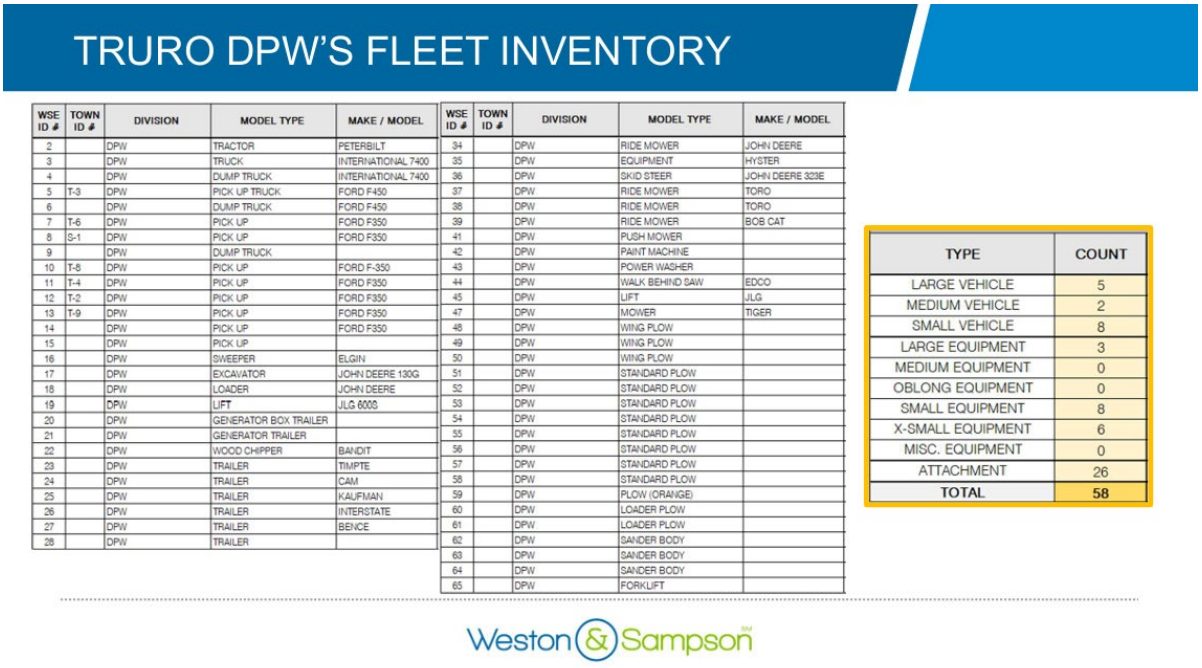
3. **How many years of Debt Service Ratio (DSR) for this project, and is this project factored into Truro's overall DSR? What's the total DSR once this project is added in? Is inflation built into the overall calculations?** For this project, the bond estimate is for 25 years at an estimated 4.00% rate. Principal and interest is $46,862,398 (interest only is $17,578,873). At a level debt service, the annual payment would be $1,874,496. This may change depending on market conditions. Inflation would be built into the project cost; once the Town borrows long term, the annual payments will be locked unless the Town refinances. The issuance would be factored into an overall debt service ratio.

4. **What is the Cost-Benefit Analysis?** The full Cost-Benefit Analysis can be found here.



5. **Have we considered regionalizing our approach to share equipment with other Outer Cape towns?** Yes, we considered regionalization with the Town of Provincetown; however, there would not be any cost savings associated with the construction of a new facility, nor is there a large enough location suitable for both departments to operate on. Yes, we do share equipment with the surrounding communities and have multiple intermunicipal agreements in place with our neighbors.

6. **How many pieces of equipment are there?** There are 58 pieces of equipment. The town is not expanding equipment as part of this project. Our rolling stock consists of 17-18 actual vehicles, additionally we have multiple large and small machines along will smaller pieces, welders, chainsaws, lawn mowers, compacters, and handheld power tools that total 58 pieces of equipment.



TRURO DPW'S FLEET INVENTORY

WSE ID #	TOWN ID #	DIVISION	MODEL TYPE	MAKE / MODEL
2		DPW	TRACTOR	PETERBILT
3		DPW	TRUCK	INTERNATIONAL 7400
4		DPW	DUMP TRUCK	INTERNATIONAL 7400
5	T-3	DPW	PICK UP TRUCK	FORD F450
6		DPW	DUMP TRUCK	FORD F450
7	T-6	DPW	PICK UP	FORD F350
8	S-1	DPW	PICK UP	FORD F350
9		DPW	DUMP TRUCK	
10	T-8	DPW	PICK UP	FORD F-350
11	T-4	DPW	PICK UP	FORD F350
12	T-2	DPW	PICK UP	FORD F350
13	T-9	DPW	PICK UP	FORD F350
14		DPW	PICK UP	FORD F350
15		DPW	PICK UP	
16		DPW	SWEEPER	ELGIN
17		DPW	EXCAVATOR	JOHN DEERE 130G
18		DPW	LOADER	JOHN DEERE
19		DPW	LIFT	JLG 600S
20		DPW	GENERATOR BOX TRAILER	
21		DPW	GENERATOR TRAILER	
22		DPW	WOOD CHIPPER	BANDIT
23		DPW	TRAILER	TIMPTE
24		DPW	TRAILER	CAM
25		DPW	TRAILER	KAUFMAN
26		DPW	TRAILER	INTERSTATE
27		DPW	TRAILER	BENCE
28		DPW	TRAILER	

WSE ID #	TOWN ID #	DIVISION	MODEL TYPE	MAKE / MODEL
34		DPW	RIDE MOWER	JOHN DEERE
35		DPW	EQUIPMENT	HYSTER
36		DPW	SKID STEER	JOHN DEERE 323E
37		DPW	RIDE MOWER	TORO
38		DPW	RIDE MOWER	TORO
39		DPW	RIDE MOWER	BOB CAT
41		DPW	PUSH MOWER	
42		DPW	PAINT MACHINE	
43		DPW	POWER WASHER	
44		DPW	WALK BEHIND SAW	EDCO
45		DPW	LIFT	JLG
47		DPW	MOWER	TIGER
48		DPW	WING PLOW	
49		DPW	WING PLOW	
50		DPW	WING PLOW	
51		DPW	STANDARD PLOW	
52		DPW	STANDARD PLOW	
53		DPW	STANDARD PLOW	
54		DPW	STANDARD PLOW	
55		DPW	STANDARD PLOW	
56		DPW	STANDARD PLOW	
57		DPW	STANDARD PLOW	
58		DPW	STANDARD PLOW	
59		DPW	PLOW (ORANGE)	
60		DPW	LOADER PLOW	
61		DPW	LOADER PLOW	
62		DPW	SANDER BODY	
63		DPW	SANDER BODY	
64		DPW	SANDER BODY	
65		DPW	FORKLIFT	

TYPE	COUNT
LARGE VEHICLE	5
MEDIUM VEHICLE	2
SMALL VEHICLE	8
LARGE EQUIPMENT	3
MEDIUM EQUIPMENT	0
OBLONG EQUIPMENT	0
SMALL EQUIPMENT	8
X-SMALL EQUIPMENT	6
MISC. EQUIPMENT	0
ATTACHMENT	26
TOTAL	58

Weston & Sampson

7. **Has the town taken into consideration injury data when refining this project?** Yes, injuries cost money, when one injury occurs, we add in the cost of outsourcing as needed, backfilling costs associated with another department member, and the cost of inaction with associated projects. Additionally, the town is contractually obligated to pay the individual's full salary while absent due to a work-related injury.

8. **How are future projects being considered together, as well as technological innovation?** The town will be compiling a spreadsheet with projected future capital projects over the next ten years.

9. **How many BTUs over the course of the year? How much heat will be used over the year?** The industrial equipment load is under review with Cape Light Compact, their

consultant DMI, and our design consultant and our OPM. Once the modeling is completed we will review with the Ad Hoc Building Committee.

10. **Have we considered solar on the new DPW building?** We initially considered solar, but it was eliminated due to the cost. The new DPW facility will be solar ready and can be added at a later date.

11. **What are the storm water management considerations for this project?** All stormwater will be contained and treated on the property. There will be no stormwater run-off or negative impacts to the environment due to stormwater run-off.

12. **What are the electrical service requirements for this project?**
    The industrial equipment load is under review with Cape Light Compact, their consultant DMI, and our design consultant and our OPM. Once the modeling is completed, we will review with the Ad Hoc Building Committee.

13. **What are the next steps?** There will be another DPW Community Forum on Wednesday, April 15, 2025. Additionally, there will be DPW Facility Q&A sessions on every second Wednesday of the month from 6:00 – 7:00 pm beginning in January.

14. **How will this project be presented at Town Meeting?** There will be a brief overview of the project followed by a Q&A.

15. **Is cost escalation related to a rebid? If there's an amended Article lowering the cost and that cost is approved (e.g., redesign, bid, and contract award) how long will it take to award a contract?** The current project schedule includes bid opening at the end of March. If the project was to be re-designed and re-bid, we would assume re-bidding in the fall. We would expect the additional time duration would incur 2% escalation, or approximately $400,000- $500,000 to the bid price. Redesigning would require additional A&E and OPM fees. It's also worth noting that re-bidding typically does not attract the same number of bidders and therefore, pricing is not as competitive as the original bids. It is difficult to quantify how this project could be impacted by this.

16. **What is the cost of inaction?** The construction cost for the current base bid configuration is estimated to cost $29,283,525 if bid in 2026. If we bid five years out in 2031, we assumed that cost escalation would add 4% each year, compounding. We estimate that the construction cost for the current bid configuration including alternates would cost $ 35,140,230 if bid in 2031. The town may also find that inaction for five years will result in some repair/upgrade needs for the existing DPW structures during that time. It is difficult to quantify what those costs may look like.

17. **For an electrical fire – dry suppression system or wet? If dry system, where would it be located in the building, and where is the wet system located?** The fire suppression system is wet in all areas of the main building except the fleet storage garage. The fleet storage garage is fitted with a dry suppression system. Bid Alternative 2, the Cold Storage Building, is currently designed to have no fire suppression system as decided by the owner; however, we will be confirming this decision with the Building Commissioner.

18. **Does $29 M include everything and if it passes there isn't an engineering fee?** Correct, if the $29 M passes there's no additional Article to vote on.

19. **The $29 M that's in this presentation, how old is that?** We asked our consultant if this figure is accurate, and they said yes, it is. It should be noted that this project is going to bid prior to Town Meeting, so we will have a real project bid number to bring to Town Meeting.

20. **What is the Ad Hoc Building Committee looking at to try to reduce costs?** The Ad Hoc Building Committee has reduced the total square footage, evaluated long-term operational costs, energy costs, and has qualified for a 1.2 M grant from Cape Light Compact.

21. **Have we benchmarked this question about the size, scale, cost with other communities?** The Transfer Station operates seven days a week, three months out of the year, which is different than other communities off Cape Cod. We have 14 full-time staff, and no seasonal positions. There are different operational needs for each community. Our community has a higher cost of living than most, and the cost impact of doing business and completing projects in Truro has a cost escalation built into project estimates. Most of the qualified contractors who bid projects like this come from off Cape.

22. **Is it possible to break this project up into phases, possibly to have smaller contractors to bid on the job?** According to the procurement law in MA, we aren't allowed to bid-split. When you have a vertical construction project and it's valued at more than $150,000, you must have a state certification to bid on that project. For sub-bids like plumbing or HVAC over $25,000, you must also have a DCAM state certification to bid on that project. We can only go with DCAM certified contractors per MA requirements for vertical construction. If the town were to break up the project into larger phases such as adding a vehicle storage garage at a later date, we would need to assume at least a 4% cost escalation per year.

23. **What is the total cost of the project?** The Article at Town Meeting would provide authorization to borrow up to $29 M. This does not mean that Alex Lessin, our

Assistant Town Manager / Finance Director, as the Treasurer, will borrow this amount, which is highly unlikely. It will depend on the pace of construction, which will depend on what we borrow and when. With any construction project there would be interest costs which would need to be accounted for in the project.

24. **If we do this bond and the interest rates go down, can we refinance?** Yes, the town can seek terms to refinance its debt (often called refunding) after a period of time in order to take advantage of better interest rates to reduce the cost of debt over time.

25. **What's the value of the rolling stock that we're putting into these buildings?** We have five pieces including heavy machinery that are currently valued at over $300,000 a piece; three one-ton vehicles valued at $115,000; and seven pick-ups that are currently valued at $70,000; and other small equipment pieces worth up to $250,000, totaling a $2 M fleet.

26. **What're the total wages for DPW staff?** The total wages for FY25 are $1,142,782.00. All Community Public Work Departments are configured differently; there is no one size that fits all. This is why we completed a Feasibility Study to determine the services we provide to the community and what staff are used for. Our staff maintain all town-owned infrastructure and operate the Transfer Station. Click here for more information.

27. **What segments of the operation are outsourced to maintain the town?** We only outsource plumbing, heating, HVAC, and electrical. Large projects, both DPW Highway and Building Maintenance are bid to the public. There is no outsourced hauling that occurs at the Transfer Station. For example, our neighboring communities outsource a lot of their activities such as snow removal, Transfer Station hauling, building maintenance, carpentry, spring and summertime beach clean-up, public park maintenance and mowing, roadside mowing, and catch basin cleaning and replacement. At Town Meeting in April of 2022 the town accepted MGL c. 71, 37M – consolidation of administrative functions with city or town. This means that the DPW can assist with maintaining Truro Central School's building and grounds, manage capital projects, and assist with administrative functions related to the school.

28. **Have you looked at different scenarios, such as what we could do for $10 M or $20 M so voters could have information given concerns about the price tag?** Yes, the Ad Hoc Building Committee has looked at several scenarios, and at the September 25, 2025 Select Board meeting presented a recommendation for a 21,455-sf facility. There were four options that the committee reviewed ranging from 13,645 sf to 30,505 sf, and the Select Board voted unanimously in favor of the 21,455-sf facility.

29. **Will the taxpayers have access to the information from the Ad Hoc Building**

Committee, when/will it be available? The Ad Hoc Building Committee meetings are open to the public. The meetings are remote bi-weekly meetings on Thursdays at 4:00 pm. All documents presented and reviewed by the Ad Hoc Building Committee and the Select Board are posted on the Ad Hoc Building Committee webpage.

30. I do not understand the explanation around the discount rate related to the cost benefit analysis; can we see the Westin & Sampson model the with variable discount rate? Model. Please see the model below:

OPTION F: BASE BID + 7,800 SF Garage

Cost / Benefit Analysis Summary
1/22/2026

Item	Description	Cost Over the Life of the Building (50 Years)	Net Present Value
1	Construction Cost of a New 7,800 SF Storage Garage Building	$ 3,067,200	$ 2,845,068
2	Maintenance Costs	$ 924,805	$ 744,935
3	Heating, Ventilation, and Electrical Costs	$ 1,404,717	$ 1,120,090
	Total Costs Associated with Building and Maintaining a Storage Garage:	**$ 5,396,722**	**$ 4,710,093**
4	Additional Vehicle Maintenance Costs Associated with Exterior Storage	$ 1,317,998	$ 1,040,388
5	Additional Costs Associated with Vehicle Life Expectancy Reduction Site	$ 3,348,659	$ 2,592,251
6	Development Costs for Exterior Storage	$ 81,496	$ 75,558
7	Exterior Storage Area Maintenance Costs	$ 1,290,287	$ 1,016,654
8	Cold Weather Costs for Vehicles Stored Outdoors (non-productive labor) Storm	$ 500,000	$ 394,685
9	Event Costs for Vehicles Stored Outdoors (non-productive labor) Engine Block	$ 97,059	$ 76,615
10	Heater Usage Costs	$ 60,886	$ 48,062
11	Security Loading & Unloading of Vehicles (non-productive labor) Vehicle	$ 791,382	$ 624,693
12	Staging Non-Productive Labor Costs	$ 67,345	$ 53,161
13	Reduced Employee Safety Costs Environmental	$ 57,560	$ 45,436
14	Impacts	$ 564,362	$ 430,523
15	Increase in Vehicle Maintenance Costs Due to Delays in Preventative Maint.	$ 193,706	$ 152,906
	Costs Associated with Storing Vehicles Outdoors:	**$ 8,370,740**	**$ 6,550,932**
	Additional Costs Incurred By the Town if Vehicles and Equipment are Stored Outdoors:	**$ 2,974,019**	**$ 1,840,840**

Additional Costs Incurred with Variable Discount Rates

Net Present Value (NPV) Discount Rate:	0.80%	**$ 1,840,840**
Net Present Value (NPV) Discount Rate:	1.00%	**$ 1,760,619**
Net Present Value (NPV) Discount Rate:	2.00%	**$ 1,469,389**
Net Present Value (NPV) Discount Rate:	3.00%	**$ 1,309,937**

Net Present Value (NPV) Discount Rate:	3.80%	$	1,243,589

31. What is total project cost? Hard Costs + Soft Cost = Total Project Cost – See below:

- **a.** Subtotal Direct (Trade) Costs are in reference to material & labor costs. In TCi's DD Cost Estimate, the line items below the Subtotal Direct Costs are as described
  - **i.** General Conditions for the duration of construction, which include but are not limited to things like GC project administration, safety & protection, temporary facilities & controls, etc., and Insurance required by the Owner
  - **ii.** Bonds – payment & performance bonds as required by the owner
  - **iii.** General Contractors Overhead & Profit markup at 5%
  - **iv.** Design and Pricing Contingency is included given design is still in progress and project aspects may change (a risk buffer for things you reasonably expect may change or become clearer as the design progresses)
  - **v.** Material & labor cost Escalation markup to when the documents will be bid
  - **vi.** A mark up to capture potential Tariff Cost Increases
- **b.** Yes, the source for the $25,085,000 hard costs is the TCi cost estimate. Post-cost estimate, discussions continued to identify project components that could be removed to minimize costs. $100,000 worth of vehicle wash equipment was removed from the project, hence the reduction in construction costs as compared to the TCi cost estimate.
- **c.** Below is the detailed breakdown of Owner Soft Costs & Contingencies

	Total Base Construction Cost:		25,085,000
	Bid Alt 1 Construction Cost		1,450,650
	Bid Alt 2 Construction Cost		1,938,573
Owner's Soft Costs			
A&E Fees (design, bidding, construction administration)**	(10% Allowance of ALL-IN Const. Value)	$	2,847,422
A&E Special Services (Energy Model, EV Charging, Solar, 3D Model, etc.)	(1.5% Allowance of ALL-IN Const. Value +/-)	$	423,452
Owner's Project Manager Fees	(4% Allowance of BASE Const. Value)	$	1,003,400
Fixtures, Furnishings & Equipment	Allowance	$	200,000
Communication / Low Voltage System	Allowance	$	400,000
Engineering & Permitting for New Water Service from Snow's Field	Allowance	$	130,000
Printing Cost - Advertisement	Allowance	$	10,000
Legal Costs	Allowance	$	35,000
Utility Backcharges	Allowance	$	75,000
Commissioning	Allowance	$	100,000
Moving Costs	Allowance	$	40,000
Construction Tests & Inspections	Allowance	$	80,000
Owner's Contingency	Allowance	$	400,000
	Total Soft Costs:	**$**	**5,744,275**
Construction Contingency	(5% Allowance of BASE Const. Value)	$	1,254,250

d. Construction contingency is a protective measure to account for situations that may arise during construction that need financial support (i.e. unforeseen conditions, construction change orders, etc.)

32. What is Net Present Value / Discount Rates?

Net Present Value (NPV) is a financial method for determining the current value of a future stream of cash flows and is used to evaluate the profitability of an investment or project. It works on the principle that a dollar today is worth more than a dollar in the future, so the model applies a discount rate to adjust future cash inflows and outflows to their present value.

Public agencies often use very low discount rates when evaluating long-term investments, particularly with long-term projects involving infrastructure, buildings and energy systems. A low discount rate reflects societal benefits rather than corporate return to not undervalue public interest and future generations. A low discount rate is also used when funding is low risk such a public projects where there is little chance of "losing" the investment.

A Public Works Facility (and its many vehicles, equipment, and supplies) is a long-life, low-risk public asset, and we want future operating savings and public benefit to count almost as much as today's costs. A DPW is not a profit-seeking investment – its goals are: reliable service, lower operating costs, durability, health & safety, and reduced emissions. On the other hand, a higher discount rate is typically used when a quick financial return is the focus.

The 0.8% discount rate was developed based on history of similar cost benefit analyses completed in New England to reflect low-risk public projects. When the Fleet Storage Cost-Benefit model is adjusted using a 1%, 2% and 3% discount rate, the savings identified by the life-cycle cost analysis (LCCA) is reduced but still results in a net-savings of more than $1 million at 3% for covered fleet storage versus outdoor storage.

If we use a discount rate of 3.8% as requested, the resulting NPV is still a net-savings of $1.24 million (see attached; demonstrating the different discount rates applied to Option F, the project's base design scenario).