

DPW Community Forum Q&A – 3/27/2024

0. **\$35 M includes everything, and if it passes there isn't an engineering charge?**
Correct, if the \$35 M passes there's no additional article to vote on after that.
1. **There was a 4th DPW Article, Article 14?** Yes, you are correct. There was a petitioned article at the Special Town Meeting. It's not a town sponsored article and it is advisory and non-binding in nature.
2. **The \$35 M that's in this Article, how old is that?** We asked our consultant if this figure is still accurate through the May Town Meeting and they said yes, it is.
3. **What happens if the \$35 M is voted down at Special Town Meeting?** The Select Board still has time to add an Article to the Town Meeting. Currently, if all three articles are voted down, they'd need to go to next year's Town Meeting or another Special Town Meeting for a vote. The Select Board has created the Ad Hoc Building Committee so that we can review the current plan, try to reduce the cost, and try to make an amendment for a vote at the Town Meeting.
4. **What is the Ad Hoc Building Committee looking at to try to reduce costs?** Reduction of square footage possibility, construction methodology (steel building alternatives), and the materials being used. For 340 Route 6, the conceptual design has filling to grade. We don't have to cut and fill everything. We can have multiple garages. We don't have to have a square box and can have multiple facilities that shield the abutters.
5. **What size are we anticipating the building based on population size, recognizing how seasonal and small Truro is? Rockport, MA built a DPW Facility that was 22,000 square feet with a population of 7,000. What are the considerations? Does this mean that 80% of vehicles are covered and 20% aren't?** We started with 32 pieces of equipment in 2016 and now we're down to about 17 pieces of equipment (including 4 large vehicles). We need to figure out how many pieces need to be covered, how many seasonal pieces of equipment we have, etc., and from there, make square footage reductions. What needs to be inside, what can be outside, what can be covered and weatherized, and which vehicles need to be permanently located at the transfer station will need to be determined. This will be reviewed with the Ad Hoc Building Committee.
6. **Have we benchmarked this question about the size, scale, cost with other communities?** The transfer station operates 7 days a week 6 months out of the year, which is different than other communities. We have 14 full-time staff, no seasonal positions. There are different operational needs for each community. We have minimal equipment and can't imagine scaling back more.
7. **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.

8. **What is the total cost of the project?** The Article provides authorization to borrow up to \$35 M. This does not mean that Alex, as the Treasurer, will borrow this amount, which is highly unlikely. It will depend on the cost that the Ad Hoc Building Committee comes up with and the pace of construction, which will depend on what we borrow and when. New Bedford just did a project like this. They used the state's credit rating, which is the same as ours, AA+, and they got 3.55% interest rate for 30 years. We would break 4% if we did it today. It will be in a year or two. With any construction project there would be interest costs which would need to be accounted for in the project. If we did \$35 M at 3.95% for 30 years, the total cost of the project would be \$63 M (approximately \$29 M would be interest) over 30 years assuming we use all the \$35 M. This is very high and won't happen.
9. **How much of this is interest being paid compared to the actual cost of the building?** It would be \$2 M a year and looking at \$25 M in interest costs. Until about 2-3 years ago, interest was \$0. Things have changed and interest rates are high. Depending on when we borrow, we think interest rates will be lower, as they're decreasing. It's also important to note that every dollar we get we can throw to debt service. It doesn't have to come only from taxation. If grants lower the amount, it will lower the debt service.
10. **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.
11. **Why is the Town Hall location not a preferred location?** We looked at a total of 7 potential sites, including the Town Hall. All information on the potential sites is on the DPW Facility website. There are several reasons why Town Hall Road is disqualified: It's a smaller site; there are DEP issues with the sodium and within a Zone 1 radius water supply; and there would be additional costs of bringing in water from Snow's Field across Meeting House Road. We get more efficiencies by moving to 340 Route 6.
12. **If we put the DPW Facility at 340 Route 6, will we contaminate the site there?** At our current site we don't have secondary containment for fuel, hazardous waste, etc. A modernized building would come with a secondary containment system for storm water runoff, etc. There are no chemical spills with a modernized facility. With a new salt barn, the operation happens within the salt barn, including delivery of salt so there's no spilling of salt on the property. Right now, we dump the salt outside.
13. **What kind of studies have been done to talk about the safety concerns of 340 Route 6?** There's no official study that has been done, but we have received data from the Police Department regarding the number of accidents, which is on the DPW Facility website. DOT is paving this area in Truro in 2026. The idea is to have one curb cut but the area does need to be addressed for safety either way. DOT wants to address the storm water runoff and safety concerns after they do the paving.
14. **How does this project fit in with other projects that are coming (looking at water supply, raising roads, etc.)?** We've been looking at a water storage location, a new water supply well in conjunction with the Town of Provincetown. These studies have been done and posted on the DPW Facility website. Water supply well could take 7 years to do this project. The estimated amount of time for the water storage is 3 years. It's easier to get

grant funded for water. The DPW has been on the Select Board's goals and objectives longer than the water tower and water supply well. Priority wise, we take direction from the Select Board.

15. **The Ad Hoc Building Committee is only to look at the 340 Route 6 site?** Correct.
16. **How is the town looking at the tax burden in just a few years on these massive capital projects (DPW, Walsh, Noons, Cloverleaf, etc.)?** The Select Board wants the voters to decide. Note: there is no associated appropriation with approval of the Special Town Meeting Walsh article. So, voting for the Walsh recommendation article DOES NOT incur a tax burden.
17. **What are the funding sources for the acquisition of Truro Motor Inn?** The intent is to acquire the property without raising taxes. Funds are already in the bank, from the Affordable Housing Trust, and from Dennis Family Gift.
18. **What's the value of the rolling stock that we're putting into these buildings?** We have 5 pieces including heavy machinery that are currently valued at over \$200,000 a piece; 3 1-ton vehicles valued at \$115,000; and 3 pick-ups that are currently valued at \$65,000 a piece; totaling a \$1 M fleet.
19. **What're the total wages for DPW staff?** The total wages for FY25 are \$1,142,782.00. DPW – All Community Public Work Departments are configured differently; there is no one size fits all. This is why we completed a Feasibility Study to determine the services we provide to the community and what staff is used for. Our staffing is to maintain all town owned infrastructure and to operate the Transfer Station.
20. **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.
21. **How much of the current 340 Route 6 site falls within the zone of contribution to the public water supply wells now located on North Union Field on the Walsh property?** There has been no expanded study as to locate a well; this still has to be done.
22. **Have you looked at different scenarios, such as what could we do for \$10 M or \$20 M so voters could have information given concerns about the price tag?** This is why we're putting the Ad Hoc Building Committee together to determine how small we can get while ensuring staff can work safely and we can garage as many vehicles as possible. This is

exactly what we want to do with the Ad Hoc Building Committee over the next 3-4 weeks. We will be looking at several different options.

23. **Will the taxpayers have access to the information from the Ad Hoc Building Committee, when/will it be available before Special Town Meeting? How will this information come forward?** The Ad Hoc Building Committee meetings are open to the public. The meetings are on Monday, April 1 and Thursday, April 4. They will be recorded and available on the town's website on Channel 8.
24. **Why are we focused on 340 Route 6?** Since 2017 we've been working on the Feasibility Study. We looked at 7 different locations. 6-7 months ago, the Select Board who is the stewards of all Town owned property (Charter) voted to approve 340 Route 6. That's our focus until the Town Meeting decides otherwise. The decision was made on the location based on years of information and cost comparisons. Every opportunity we get we try to lower the price of the tax bill.
25. **Is there consideration of environmental impact on Fisherman's Road and Parker because it's a residential area?** There are no triggers there for any endangered species on the lot. Impacts to the surrounding area would be eliminated because it's a modern facility. The 340 Route 6 site is zoned for commercial use.