Town Administrator Report
May 8, 2018

The following is a summary of the major activities of the Office of the Town Administrator for the previous week.

1. **Financial Update**–Attached please find copies of our summary revenue and expenditure reports for the period through March 31, 2018, along with the report of Local Estimated Receipts (LER) collected by month for both fiscal year 2017 and fiscal year 2018 to date. As of this financial reporting period we have completed seventy-five percent of the fiscal year and we are heading into our final quarter. Total expenditures for this period are at 77.4%, for a total of $22,153,043.72, which while still slightly ahead of calendar are tightening up as we head into the last part of the year. We have been closely following individual accounts that may be experiencing stress closing the year, and we have addressed most of our shortfalls in our first round of year-end transfers. It is anticipated that we may have one more round of transfers to clear up any remaining amounts and that we will close the year within our original budget. Revenue collections remain strong for the first three quarters of the year, with total collections coming in at 85.7% of the budget to retain our positive cash flow. We are watching very closely to take every action to ensure that our collections stay strong and expenditures remain on track so that we continue to have a positive balance at year-end. In examining the Local Estimated Receipts, I am encouraged to note that just as we had hoped, last month's lackluster Motor Vehicle Excise tax collections have rebounded, beating last March's collections by over 86%. This demonstrates that the drop-off was simply a fluctuation in the timing of the State commitment, and that we are back on track. This helps us to fend off a reduction in March Building Permit Fees from the previous year, which likely was caused by the poor spring weather this year. The net result is that we remain about 2.5% ahead of the previous year in total LER collections, and we're looking for a strong spring season to close out the year.

2. **Eversource Property Update** – On Friday, May 4 Chairman Gail Barmakian and I participated in a conference call with officials from Eversource to discuss surplus property located in the Town of Oak Bluffs. We are working to explore the conditions under which such property may be transferred to the Town and the parameters for conducting such a transaction. We are awaiting follow-up paperwork from our call that we can share with the Board to help advance our discussion, and we will keep the Board updated as soon as more information is available.

3. **Coastal Vulnerability Grant and Infrastructure Issues** –On April 26, we conducted a meeting of our Coastal Infrastructure Task Force. At our meeting we reviewed the status of all the major coastal infrastructure projects currently identified by the Town and conducted strategy planning for next steps to move forward with solving these issues. At our meeting we discussed potential grant opportunities and the State's new requirement

that Towns conduct a Vulnerability Assessment for eligibility to receive some of the new grants that are available. The Town was ahead of the game when we completed our Vulnerability Assessment in 2016, however the State's new guidelines leave us out of compliance with the standards for such plans. As a result, we have filed for grant funding to update our previous plan to comply with the State's new guidelines. If we are successful we will receive funding to embark on another more extensive local planning process to inventory and develop strategies for dealing with threats to our coastal infrastructure.

4. **Oak Bluffs Association Meeting-**On April 26, 2018 I met with Dennis DaRosa and Christine Todd to discuss follow-up of issues discussed at our previous meeting in March. The OBA is interested in decorating the trees on Circuit Avenue with lighting if the Town can extend electrical service to the trees. We have an estimate of $4,500 for the electrical portion of the project which I would like to see if we can fund to assist in the overall project which will improve our downtown aesthetics both in the summer and for the holiday season.

5. **Steamship Authority Solid Waste Study. -** I have forwarded separately a copy of the recent study performed by the engineering firm Tetra Tech for the Steamship Authority. The study investigates ways to limit or reduce trips of municipal solid waste being transported by Steamship Authority Ferry boats. While the study contains some very interesting data, the costs associated with changing the way solid waste is transported from the Island carries a heavy cost for the municipalities. Whether it be by barging solid waste to New Bedford or compacting and baling solid waste for fewer ferry trips, the alternative means for handling solid waste come with additional greater costs for the Town. The towns of Tisbury and Oak Bluffs conducted a study of solid waste handling in 2015 to evaluate alternative delivery methods and it was clear at that time that solid waste costs would dramatically increase by changing ferry service to barging. The current study downplayed this cost increase, but there are no savings to the Towns from such an approach.

6. **Town Hall Update –** Attached please find the latest revised schedule for the Town Hall Project, issued May 3. The schedule reflects the key milestones which have been accomplished and lays out some of the key dates ahead. With addendum number 8, attached, the bid date for general contractors has been extended to May 16 to allow prospective contractors additional time to coordinate all their non-filed subs for the project. Addendum 8 also addresses the filed sub-bids which either came in high or were not bid so that these amounts may be assigned to the general contractor with allowances as per state law. The projected start of construction is June 18 and attached is an estimated monthly cash flow for the project. We are working to finalize set up of the temporary town offices, and we are scheduled to move our operations across the street starting May 29. We remain in hopes of a positive bidding environment that keeps us within our budget, and we'll know where we stand in that regard on May 18.

FOR 2018 09

	ORIGINAL APPROP	REVISED BUDGET	YTD EXPENDED	MTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	% USED
01 GENERAL FUND							
122 BOARD OF SELECTMEN	460,887.07	460,887.07	421,346.57	72,738.96	0.00	39,540.50	91.4%
131 FINANCE COMMITTEE	6,155.00	6,155.00	1,667.50	0.00	0.00	4,487.50	27.1%
132 FIN COMM RESERVE FD.	56,500.00	39,710.00	0.00	0.00	0.00	39,710.00	.0%
135 TOWN ACCOUNTANT	130,392.00	130,392.00	50,417.29	8,011.20	0.00	79,974.71	38.7%
141 ASSESSORS	122,553.04	122,553.04	118,244.94	17,924.40	0.00	4,308.10	96.5%
144 TREASURER(FIXED P/R COST)	4,014,799.00	4,014,799.00	3,378,086.95	24,271.27	0.00	636,712.05	84.1%
145 TOWN TREASURER	145,516.14	145,516.14	113,168.33	10,752.69	0.00	32,347.81	77.8%
146 TAX COLLECTOR	137,102.00	137,102.00	103,634.89	14,057.44	0.00	33,467.11	75.6%
155 INFORMATION TECHNOLOGY	340,237.00	344,332.74	281,086.90	28,719.10	0.00	63,245.84	81.6%
161 TOWN CLERK	131,744.00	131,744.00	96,860.75	15,280.71	0.00	34,883.25	73.5%
163 BOARD OF REGISTRARS	29,656.00	29,656.00	10,921.35	1,886.32	0.00	18,734.65	36.8%
171 CONSERVATION COMMISSION	102,808.00	102,808.00	72,152.87	8,198.40	0.00	30,655.13	70.2%
175 PLANNING BOARD	43,275.00	43,275.00	17,736.54	5,110.89	0.00	25,538.46	41.0%
199 UNCLASSIFIED (SELECTMEN)	1,279,845.00	1,279,845.00	1,101,617.24	49,276.54	0.00	178,227.76	86.1%
210 POLICE DEPARTMENT	2,301,161.70	2,301,161.70	1,962,682.39	270,366.11	0.00	338,479.31	85.3%
220 FIRE DEPARTMENT	287,900.00	287,900.00	174,918.04	8,186.12	0.00	112,981.96	60.8%
231 AMBULANCE SERVICE	337,424.75	337,424.75	246,569.86	35,851.38	0.00	90,854.89	73.1%
241 BUILDING INSPECTOR	242,330.00	242,330.00	208,316.36	43,547.00	0.00	34,013.64	86.0%
249 SHELLFISH	193,652.00	193,652.00	137,580.48	16,714.25	0.00	56,071.52	71.0%
291 EMERGENCY MANAGEMENT	21,700.00	21,700.00	17,632.76	139.50	0.00	4,067.24	81.3%

FOR 2018 09

	ORIGINAL APPROP	REVISED BUDGET	YTD EXPENDED	MTD EXPENDED	ENCUMBRANCES	AVAILABLE BUDGET	% USED
296	MARINA MANAGER						
	257,048.80	257,048.80	170,233.71	11,160.85	0.00	86,815.09	66.2%
300	OAK BLUFFS SCHOOL						
	7,772,626.00	7,799,965.92	4,730,009.82	764,870.60	0.00	3,069,956.10	60.6%
301	MARTHA'S VINEYARD REG HS						
	4,646,813.00	4,646,813.00	3,485,109.98	0.00	0.00	1,161,703.02	75.0%
421	HIGHWAY-ADMINISTRATION						
	1,598,154.00	1,599,877.41	1,202,114.53	127,001.22	0.00	397,762.88	75.1%
519	BOARD OF HEALTH						
	192,953.24	192,953.24	119,638.44	13,274.94	0.00	73,314.80	62.0%
541	COUNCIL ON AGING						
	215,456.91	215,456.91	142,704.04	12,803.40	0.00	72,752.87	66.2%
543	VETERANS' SERVICES						
	61,000.00	61,000.00	53,320.38	4,385.10	0.00	7,679.62	87.4%
610	LIBRARY						
	501,424.36	501,424.36	368,567.85	49,655.56	0.00	132,856.51	73.5%
612	ARTS COUNCIL						
	1,500.00	1,500.00	1,500.00	0.00	0.00	0.00	100.0%
630	PARKS AND RECREATION						
	166,253.40	166,253.40	139,452.73	0.00	0.00	26,800.67	83.9%
710	MATURING DEBT-PRINCIPAL						
	2,259,719.67	2,259,719.67	1,900,715.62	0.00	0.00	359,004.05	84.1%
750	MATURING DEBT-INTEREST						
	537,009.87	545,226.19	477,998.41	160,371.88	0.00	67,227.78	87.7%
840	STATE/COUNTY ASSESSMENTS						
	0.00	0.00	847,036.20	75,026.00	0.00	-847,036.20	100.0%
	TOTAL GENERAL FUND						
	28,595,596.95	28,620,182.34	22,153,043.72	1,849,581.83	0.00	6,467,138.62	77.4%
	GRAND TOTAL						
	28,595,596.95	28,620,182.34	22,153,043.72	1,849,581.83	0.00	6,467,138.62	77.4%

** END OF REPORT - Generated by Deborah Potter **

FOR 2018 09

	ORIGINAL APPROP	REVISED BUDGET	YTD ACTUAL	MTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	% USED
01 GENERAL FUND							
01 MOTOR VEH EXCISE	-573,000.00	-573,000.00	-704,693.78	-189,011.65	0.00	131,693.78	123.0%
02 OTHER EXCISE	-536,900.00	-536,900.00	-862,850.06	-59,090.26	0.00	325,950.06	160.7%
03 PENALTIES & INTEREST	-157,000.00	-157,000.00	-257,619.32	-38,442.64	0.00	100,619.32	164.1%
04 PILOT	-10,400.00	-10,400.00	0.00	0.00	0.00	-10,400.00	.0%
08 CHGS TRASH DISP	-160,000.00	-160,000.00	-138,320.00	-8,315.00	0.00	-21,680.00	86.5%
10 FEES	-88,000.00	-88,000.00	-74,423.24	-5,269.18	0.00	-13,576.76	84.6%
11 RENTALS	-85,000.00	-85,000.00	-47,885.00	-1,750.00	0.00	-37,115.00	56.3%
13 DEPT LIBRARY	-8,000.00	-8,000.00	-7,853.24	-427.92	0.00	-146.76	98.2%
16 OTHER DEPTL	-155,000.00	-155,000.00	-149,237.62	-5,145.02	0.00	-5,762.38	96.3%
17 LIC & PERMITS	-260,000.00	-260,000.00	-263,105.83	-24,581.23	0.00	3,105.83	101.2%
19 FINES & FORFEIT	-15,000.00	-15,000.00	-18,585.00	-862.50	0.00	3,585.00	123.9%
20 INVMT INCOME	-13,000.00	-13,000.00	-8,857.55	0.00	0.00	-4,142.45	68.1%
21 MISC RECURRING	-720,000.00	-720,000.00	-809,086.83	-11,910.83	0.00	89,086.83	112.4%
30 CHERRY SHEET	-1,242,045.00	-1,242,045.00	-959,450.00	-104,427.00	0.00	-282,595.00	77.2%
41 PERSONAL PROPERTY	-515,618.63	-515,618.63	-380,061.92	-5,950.44	0.00	-135,556.71	73.7%
42 REAL ESTATE	-21,152,964.27	-21,152,964.27	-18,100,824.23	-340,005.90	0.00	-3,052,140.04	85.6%
44 LIENS & OTHER TAXES	0.00	0.00	-222,161.99	36,388.25	0.00	222,161.99	100.0%
49 TRANSFERS IN/OFS	-1,154,840.48	-1,154,840.48	0.00	0.00	0.00	-1,154,840.48	.0%
TOTAL GENERAL FUND	-26,846,768.38	-26,846,768.38	-23,005,015.61	-758,801.32	0.00	-3,841,752.77	85.7%
TOTAL REVENUES	-26,846,768.38	-26,846,768.38	-23,005,015.61	-758,801.32	0.00	-3,841,752.77	
GRAND TOTAL	-26,846,768.38	-26,846,768.38	-23,005,015.61	-758,801.32	0.00	-3,841,752.77	85.7%

Preliminary Fiscal Year 2018 Local Estimated Receipts By Monthly Collections

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YTD
MV Excise	$ 22,719	$ 52,243	$ 11,129	$ 28,678	$ 12,623	$ 21,667	$ 10,548	$ 356,077	$ 189,012	$ -	$ -	$ -	704,694
Other Excise	$ 2	$ 145	$ 406,590	$ 3,183	$ 2,797	$ 389,730	$ 496	$ 817	$ 59,090	$ -	$ -	$ -	862,850
Penalties and Interest	$ 21,673	$ 21,690	$ 41,663	$ 21,575	$ 21,878	$ 18,705	$ 27,666	$ 44,319	$ 38,443	$ -	$ -	$ -	257,612
Payments in Lieu of Taxes	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	-
Charges for Services-Trash	$ 32,535	$ 28,710	$ 16,905	$ 9,610	$ 14,595	$ 10,170	$ 7,955	$ 9,525	$ 8,315	$ -	$ -	$ -	138,320
Fees	$ 5,058	$ 9,034	$ 7,012	$ 6,365	$ 9,748	$ 9,190	$ 10,642	$ 12,106	$ 5,269	$ -	$ -	$ -	74,423
Rentals	$ 22,500	$ 11,185	$ 5,000	$ 1,250	$ 1,500	$ 250	$ 600	$ 3,850	$ 1,750	$ -	$ -	$ -	47,885
Dept. Revenue-School	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	-
Dept. Revenue-Library	$ 1,558	$ 1,684	$ 1,131	$ 800	$ 318	$ 1,115	$ 593	$ 228	$ 428	$ -	$ -	$ -	7,853
Other Dept. Revenue	$ 12,313	$ 9,382	$ 26,489	$ 50,863	$ 7,211	$ 13,256	$ 14,855	$ 9,725	$ 5,145	$ -	$ -	$ -	149,238
Licenses and Permits	$ 19,138	$ 23,978	$ 17,278	$ 27,228	$ 22,998	$ 23,453	$ 68,055	$ 36,397	$ 24,581	$ -	$ -	$ -	263,106
Fines and Forfeits	$ 640	$ 3,490	$ 4,088	$ 1,713	$ 1,833	$ 945	$ 2,083	$ 2,933	$ 863	$ -	$ -	$ -	18,585
Investment Income	$ 1,332	$ 1,601	$ 1,184	$ 1,062	$ 1,230	$ 1,121	$ 1,282	$ -	$ -	$ -	$ -	$ -	8,814
Other Miscellaneous-Recurring	$ 332,081	$ 337,252	$ 60,889	$ 10,816	$ 2,552	$ 233	$ -	$ -	$ 11,911	$ -	$ -	$ -	755,734
Miscellaneous-Non Recurring	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	-
													-
Total	$ 471,548	$ 500,392	$ 599,358	$ 163,144	$ 99,281	$ 489,835	$ 144,774	$ 475,976	$ 344,806	$ -	$ -	$ -	3,289,114
Cummulative Monthly Totals	$ 471,548	$ 971,940	$ 1,571,298	$ 1,734,441	$ 1,833,723	$ 2,323,558	$ 2,468,332	$ 2,944,308	$ 3,289,114	$ 3,289,114	$ 3,289,114	$ 3,289,114	

Preliminary Fiscal Year 2017 Local Estimated Receipts By Monthly Collections

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	YTD
MV Excise	$ 36,487	$ 39,946	$ 20,286	$ 19,848	$ 7,720	$ 17,235	$ 21,684	$ 442,964	$ 101,462	$ 76,803	$ 20,899	$ 84,689	$ 890,023
Other Excise	$ 1,863	$ 387	$ 406,361	$ 496	$ 2,791	$ 352,652	$ 1,479	$ 1,050	$ 48,018	$ 195	$ 644	$ 62,471	$ 878,408
Penalties and Interest	$ 23,594	$ 14,955	$ 22,040	$ 16,004	$ 17,015	$ 14,325	$ 36,799	$ 30,298	$ 25,097	$ 14,434	$ 24,643	$ 33,634	$ 272,838
Payments in Lieu of Taxes	$ 832	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 14,536	$ 832	$ 16,201
Charges for Services-Trash	$ 32,645	$ 34,550	$ 17,325	$ 12,375	$ 14,495	$ 8,530	$ 8,390	$ 1,810	$ 13,760	$ 9,890	$ 15,365	$ 36,220	$ 205,355
Fees	$ 7,140	$ 9,869	$ 9,692	$ 10,569	$ 8,108	$ 12,701	$ 8,713	$ 10,739	$ 12,290	$ 14,589	$ 12,250	$ 9,776	$ 126,436
Rentals	$ 9,175	$ 12,475	$ 3,500	$ 2,500	$ 256	$ 2,750	$ 1,750	$ 250	$ 5,500	$ 1,500	$ 5,750	$ 9,151	$ 54,557
Dept. Revenue-School	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Dept. Revenue-Library	$ 1,467	$ 1,652	$ 1,379	$ 422	$ 1,327	$ 762	$ 449	$ 665	$ 614	$ 778	$ 347	$ 1,362	$ 11,223
Other Dept. Revenue	$ 15,710	$ 10,205	$ 12,601	$ 21,406	$ 19,388	$ 3,922	$ 5,374	$ 3,316	$ 15,038	$ 158,181	$ 9,034	$ (70,797)	$ 203,377
Licenses and Permits	$ 23,215	$ 33,037	$ 26,155	$ 26,270	$ 23,517	$ 30,452	$ 72,039	$ 25,624	$ 94,551	$ 29,420	$ 31,321	$ 51,396	$ 466,996
Fines and Forfeits	$ -		$ 5,258	$ 1,525	$ 1,550	$ 1,310	$ 638	$ 1,015	$ 1,668	$ 1,133	$ 2,190	$ 3,008	$ 19,293
Investment Income	$ 1,525	$ 1,843	$ 1,147	$ 967	$ 1,203	$ 1,079	$ 1,127	$ 1,374	$ 1,555	$ 1,397	$ 1,884	$ 1,629	$ 16,730
Other Miscellaneous-Recurring	$ 307,449	$ 219,668	$ 118,738	$ 5,369	$ (1,348)	$ (7,375)	$ 2,355	$ 51,432	$ 20,510	$ 7,937	$ 101,917	$ 115,453	$ 942,106
Miscellaneous-Non Recurring	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
													$ -
Total	$ 461,102	$ 378,587	$ 644,482	$ 117,751	$ 96,022	$ 438,343	$ 160,796	$ 570,536	$ 340,064	$ 316,256	$ 240,780	$ 338,823	$ 4,103,542
Cummulative Monthly Totals	$ 461,102	$ 839,689	$ 1,484,171	$ 1,601,922	$ 1,697,944	$ 2,136,287	$ 2,297,083	$ 2,867,619	$ 3,207,682	$ 3,523,939	$ 3,764,718	$ 4,103,542	

Coastal Infrastructure Meeting
Notes
April 26, 2018

Present: Dave Grunden, Todd Alexander, Wendy Brough, Gail Barmakian, Bob Whritenour, Liz Durkee

Liz explained that she sent out an email outlining the broader climate change impacts facing the town to help put in context the discussions here that are focused more on shorter term solutions

Sea View Avenue by Farm Pond

Bob will follow-up on the letter to MassDOT asking them to address the long-term road conditions.

Farm Pond culvert

Bob will contact the ACOE to try and get the cooperative agreement for the grant signed and finalized.

Seawall from SSA to Farm Pond (Sea View Avenue)

It was noted that the road above the seawall is a state road and that MassDOT has in the past done some seawall repairs. Can we get MassDOT to pay for the repair/replacement of the failing seawall? Bob suggested applying for funds through the Coastal Resiliency bill for planning so MassDOT can address Sea View Avenue. Gail noted that she is interested in short-term as well as long term repairs for the seawall. Other suggestions: invite state representatives for a coastal site visit/boat ride, include a site visit with North Bluff seawall/boardwalk ribbon cutting, talk to the local MassDOT employee, keep the Lt. Governor in the loop. CLE will do an inspection of the seawall and prepare a report. Gail would like the report to be informal, with recommendations for elongating its life, not just replacement. Liz will relay this to CLE.

Harbor Jetties

Todd is having trouble getting an answer from John Ramsey at Applied Coastal about doing the drift study for the dogleg jetty design. Liz has asked Carlos at CLE if he can nudge Ramsey. Funding for design of the jetty may be a good grant application for the Coastal Resilience Grant Program. Liz will find out the date of the application deadline and let Todd know.

Harbor Area, General

There were questions as to why Dan Doyle at the MVC is pursuing a stormwater mitigation project at Circuit Ave Extension when there are more pressing coastal

infrastructure problems. We will think about other projects he could work on that would be more valuable. Gail will follow-up with Dan on that and other transportation-related issues and she'll find out if the MVC has hired an engineer. She will also talk to Adam Turner at the MVC about filing for a Coastal Pollution Remediation grant to test pilot alternative septic systems.

County Road Flooding

Richie told Liz that Rich Claytor from Horsley Witten has agreed to look at the site.

School Street Flooding

There was discussion about the degradation of the entire wetlands system from the harbor to Sunset Lake inland. Bob said that according to Richie clearing out the ditch at the end of School Street will make the flooding problem worse for resident Mr. Lear. Liz will contact The Nature Conservancy to see if they still have an interest in a wetlands restoration project for this site.

East Chop bluff

Bob gave the Lt. Governor a large packet of information on the bluff project and had her ear for an entire boat ride. He has been working with Cyr and Fernandez to submit the project as part of the Coastal Resilience/Environmental Bob Bill.

OB Vulnerability Assessment & Adaptation Plan

Liz said she sent the Town's Vulnerability Assessment and Adaptation Plan to the state Municipal Vulnerability Preparedness Program to see if it qualifies for approval under the MVP program, which would qualify the Town to apply for certain grants.

The Adaptation Plan was briefly discussed. There are many short-term recommendations in the plan, including putting a tide gauge in the harbor and addressing zoning issues. Liz will make a list of the short-term recommendations in the plan. There was agreement that the Town has done a lot of work preparing for climate change adaptation and that we should use it as a springboard to advocate for funding to address our coastal infrastructure needs.

The next meeting will be Thursday, May 17, 2018 at 1:00 pm in the Conservation office.

Coastal Infrastructure Meeting
Agenda
April 26, 2018

Updates on issues discussed March 29:

- **Sea View Avenue by Farm Pond**
- **Harbor Jetties**
- **Seawall below Ocean Park**
- **Harbor, general**
- **County Road flooding**
- **School Street flooding**
- **East Chop bluff**
- **MVC engineer**

New Business

- **Grant opportunities**
- **Begin discussion on coastal infrastructure priorities**

Robert Whritenour

From: Elizabeth Durkee
Sent: Tuesday, April 24, 2018 3:12 PM
To: gailmaritza@yahoo.com; Robert Whritenour; Richard Combra; David Grunden; 'obmarina@comcast.net'; John Rose; Wendy Brough
Subject: Coastal Infrastructure Meeting agenda April 26
Attachments: april 26 agenda.docx

Good afternoon,

I have attached the agenda for the coastal infrastructure committee meeting this Thursday at 1:00 pm in the Conservation Commission office.

I'm going to be the bad guy here and bring up the issue of climate change for real - one item on the agenda is to begin prioritizing our coastal infrastructure needs. The storms of this winter make clear that our shoreline is at risk of increased storm damage, flooding, and erosion, as well as sea level rise (the estimated rate of rise keeps going up and the high end prediction for this century is now 11 feet! I am not kidding). How do we prepare for this, at least in the short (short to me = 10-25 years) term? Our downtown is largely armored and if we want to protect the downtown for ??? years we need to look at fortifying it. It's kind of an all or nothing proposition. The other option is to let it go. I'm going to go out on a limb here and state the issues as I see them because we can either plan and prioritize now or scramble in the future:

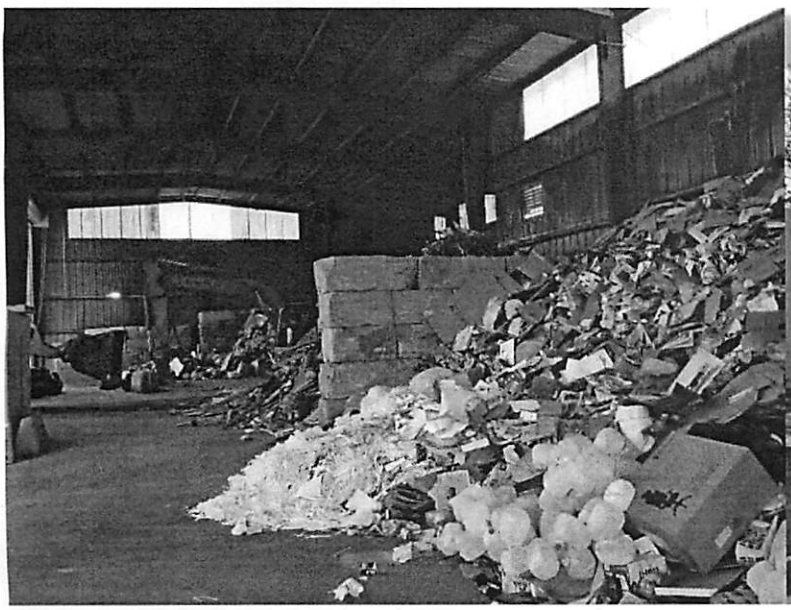
- Beach Road: This is a state road. Does the state have any plans for protecting it? What would the Town like to see? Raise it? Causeway? Is there any feasible way to save it?
- Eastville Avenue & County Road intersection area: The Vulnerability Assessment/Adaptation Plan ("Klienfelder Plan") recommends raising these roads as a means of protecting against flooding and access to the hospital (if this is a priority I think we should get the hospital to pay for it)
- East Chop Drive by Crystal Lake – retreat? This is not a major throughway, the beach houses will not last, the state won't allow hard structures to protect the road (it's a barrier beach); are there any other options?
- East Chop bluff - $20 million stabilization or retreat
- Harbor Jetties – repair/rebuild/realign to protect against storms
- Harbor – A sea level rise of 6 feet runs all the way inland to Garvin Street and includes part of the campground, plus Lake Avenue – the access to downtown, lower Circuit Avenue and all of Circuit Avenue Extension. This seemed like a longer term problem but after the recent storms we need to consider the Kleinfelder recommendation to raise the harbor bulkhead. The idea was to use aquarium glass for the higher level of bulkhead so it can be see-through. This project would include adding sand to Jetty Beach and planting a stronger barrier/dune system. It would also require cooperation of all the homeowners on the East Chop Drive side of the harbor since the entire harbor bulkhead would need to be raised in order to protect the inland area
- Seawall SSA to Farm Pond – this seawall is very old and is crumbling in places. If it collapses the road will be at risk. Does this seawall need to be repaired? Rebuilt? Rebuilt higher and stronger? Or let nature take its course?
- Revetment across from Farm Pond – raise it? Or Raise the road? It is a state road.
- Sea View Avenue through Harthaven – is a state road
- State Beach and road – The beach and road are state-owned, the beach is managed by the County. The beach can be continuously nourished at incredible cost but eventually it is going to migrate inland with the rising sea. The road will go.

These projects will cost many, many millions of dollars. And how long will they last? We don't have all the answers but it is important to face the questions.

Tisbury Oak Bluffs Solid Waste Transportation Alternatives

Tisbury and Oak Bluffs
Martha's Vineyard, Massachusetts

Submitted to:
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority



TETRA TECH

April 25, 2018

TETRA TECH

April 25, 2018

Steven M. Sayers
General Counsel
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Re: Tisbury Oak Bluffs Solid Waste Transportation Alternatives
Tisbury and Oak Bluffs
Martha's Vineyard, Massachusetts

Dear Mr. Sayers:

Tetra Tech, Inc. (Tetra Tech) has prepared this report to document our review of municipal solid waste (MSW) management and transport options for Martha's Vineyard. The primary focus of our analysis was to review MSW management considerations for the waste stream that is being generated from the towns of Oak Bluffs and Tisbury including the feasibility and approximate costs associated with the installation and operation of a MSW baling or compacting system and the possibility of utilizing a private contractor to haul waste from Martha's Vineyard to the mainland via barge. This report summarizes our findings based upon our review of existing studies, observations at the current and proposed MSW management facilities, interviews and information provided by personnel currently involved in the management of MSW, and assumptions and calculations performed to estimate costs associated with alternative transportation options. Questions regarding this report may be directed to Christopher Nitchie at 508-786-2203.

Very truly yours,

Christopher K. Nitchie, PE, LSP
Project Manager

Ronald E. Myrick, Jr, PE, LSP, LEED AP
Director

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TABLE OF CONTENTS

1.0 INTRODUCTION **1**

1.1 Methodology 1

1.1.1 Site Visits 1

1.1.2 Interviews 1

1.2 Previous Studies 2

1.2.1 Solid Waste Management Consolidation Study - 2011 2

1.2.2 Feasibility of Establishing a Port-to Port Containerized Transportation Service between New Bedford and Martha's Vineyard – 2012 2

2.0 CURRENT MSW MANAGEMENT **3**

2.1 Current MSW Generation 3

2.2 Current MSW Transportation 3

2.3 Current MSW Disposal Costs 3

3.0 PROPOSED MSW MANAGEMENT **4**

3.1 Baler Installation Options 4

3.2 Baler ModeL 4

3.3 Location 5

3.4 Installation Costs 5

3.5 Operational Costs 6

3.6 Disposal of Baled MSW 6

3.7 Baled MSW TRANSPORTATION OPTIONS 7

3.7.1 Barge Transport by R.M. Packer to Local Facility 7

3.7.2 Barge Transport by R.M Packer with Transfer to Rail Cars 8

3.7.3 Transport of Baled MSW on SSA Ferries 8

4.0 ALTERNATIVE MSW DISPOSAL OPTIONS **9**

4.1 On-island Landfill 9

4.2 On-Island Waste to Energy Facility 9

5.0 RECYCLING AND CONSTRUCTION RELATED WASTES **10**

5.1 Recycling Transporation 10

5.2 Construction and Demolition Waste Transportation 11

5.3 Recycling and Construction Waste Recomendations 12

6.0 CONCLUSIONS 12

LIST OF TABLES

Table 1 2017 Solid Waste Stream Data for the Oak Bluffs and Tisbury Transfer Station

Table 2 Costs Associated with Solid Waste Disposal January 2018

Table 3 Motor Carrier Costs Based on 2016 National Averages

Table 4 Transportation Costs Summary Table

LIST OF FIGURES

Figure 1 Potential Sorting Building Expansion

Figure 2 Receiving Facility Locations

LIST OF APPENDICES

Appendix A Limitations

Appendix B Historical Solid Waste Management Studies for the Island of Martha's Vineyard

Appendix C Baler Schematic

1.0 INTRODUCTION

Management of solid waste for the communities of Martha's Vineyard presents unique challenges beyond those experienced in most cities and towns in Massachusetts. Currently no active landfills or waste disposal facilities exist on the island; therefore, most generated waste must be shipped off the island for disposal or recycling.

Martha's Vineyard has two solid waste management districts. The towns of Aquinnah, Chilmark, Edgartown and West Tisbury jointly manage their solid waste through the Martha's Vineyard Regional Refuse Disposal and Resource Recovery District (MVRD). MVRD currently operates a transfer station in Edgartown. The towns of Tisbury and Oak Bluffs manage their waste separately from MVRD through operation of a transfer station in Oak Bluffs. Currently all the waste that passes through the two transfer stations on the island is transported to the mainland via open top trailer trucks on Steamship Authority (SSA) ferries.

Tetra Tech, Inc. (Tetra Tech) has prepared this report to document our review of municipal solid waste (MSW) management and transport options for Martha's Vineyard. The primary focus of our analysis was to review MSW management considerations for the waste stream that is being generated from the towns of Oak Bluffs and Tisbury including the feasibility and approximate costs associated with the installation and operation of a MSW baling or compacting system and the possibility of utilizing a private contractor to haul waste from Martha's Vineyard to the mainland via barge. This report summarizes our findings based upon our review of existing studies, observations at the current and proposed MSW management facilities, interviews and information provided by personnel currently involved in the management of MSW, and assumptions and calculations performed to estimate costs associated with alternative transportation options.

1.1 METHODOLOGY

In preparing this report Tetra Tech conducted site visits and interviews and conducted research including reviews of previously conducted solid waste management studies for Martha's Vineyard. The following sections summarize the research conducted:

1.1.1 Site Visits

Tetra Tech conducted site visits at the following facilities to evaluate the current waste management operations and proposed alternative options:

- Oak Bluffs/Tisbury Transfer Station
- Packer Terminal (Vineyard Haven, MA)
- SSA's Vineyard Haven Ferry Terminal
- SSA's Woods Hole Ferry Terminal
- Goodale Construction Company Facility (Oak Bluffs, MA)

1.1.2 Interviews

Tetra Tech interviewed or requested information from the following people to evaluate the current waste management operations and proposed alternative options:

- Greg Carroll, Bruno's Rolloff Inc.

- Mick Vukota, Bruno's Rolloff Inc.
- Patrick Medeiros, Bruno's Rolloff Inc.
- Jay Grande, Town of Tisbury
- Ralph Packer, R.M. Packer
- John Packer, R.M. Packer
- Thomas Maguire, Maguire Equipment Inc.
- Rich O'Conner, Covanta SEMASS
- Scott Alfonse, Greater New Bedford Regional Refuse Management District
- Peter Goodale, Goodale Construction Company

1.2 PREVIOUS STUDIES

Historical solid waste management studies for the island of Martha's Vineyard were reviewed prior to preparation of this report to provide context regarding waste management alternatives that have been evaluated and/or implemented in the past. Each of the studies reviewed is presented below with a summary of the study performed. Copies of each of the reports referenced in this section are presented in Appendix B.

1.2.1 Solid Waste Management Consolidation Study - 2011

The Solid Waste Management Consolidation Study was prepared by Environmental Partners and is dated February 2011. This document focuses on the feasibility of consolidating the MVRD and Oak Bluffs and Tisbury waste disposal service communities into a single island-wide district serving all the towns on Martha's Vineyard.

The report included the conclusion that if all the solid waste for an island-wide district were to be processed in one of the two existing facilities, the daily and/or annual tonnage limits for either of the two facilities would likely be exceeded. While it may be possible to request an increase in the tonnage thresholds from MassDEP and/or the local Boards of Health, the report also identified a steadily increasing volume of solid waste that is generated by the communities on Martha's Vineyard. Therefore, a consolidated solid waste management district would likely need to continue to utilize both of the existing transfer stations on the island, but the materials processed in the two facilities might be altered to maximize efficiency.

1.2.2 Feasibility of Establishing a Port-to Port Containerized Transportation Service between New Bedford and Martha's Vineyard – 2012

This feasibility study was prepared by HDR Engineering, Inc. in 2012 to assess the feasibility of shipping solid waste from the Oak Bluffs and Tisbury Transfer Station off the island on barges instead of the current practice of trucking the waste off the island on SSA ferries. This document provides an overview of a variety of transportation options including shipping solid waste off the island on barges in shipping containers or in plastic wrapped bales and transporting the shipping containers and/or bales to waste receiving facilities. The study provides estimated costs for the various segments of the transport pathway including estimated costs to purchase and operate barges and trucks and a summary of available disposal facility pricing at that time. The study concluded that transport and disposal costs for MSW and construction and demolition waste (C&D), including transport off the island by barge, would cost between approximately $140 and $167 per ton at the time that the study was performed. The document recommended that the feasibility and costs associated with installing and operating a baling system for

MSW be evaluated as well as identifying and reviewing alternative ports where shipments of solid waste could be shipped to by barge.

2.0 CURRENT MSW MANAGEMENT

The Oak Bluffs and Tisbury Transfer Station is currently operated by Bruno's Rolloff, Inc. (Bruno's). Bruno's manages the waste transfer station and provides transportation services for MSW, recycling and C&D. Bruno's provided Tetra Tech with monthly waste stream data for 2017 including the volume of MSW, recycling and C&D processed by the facility and estimated overhead, transportation and disposal costs associated with each waste stream as of January 2018. The waste stream data provided by Bruno's was tabulated and is presented in Table 1. This report focuses specifically on MSW management including the feasibility and approximate costs associated with the installation and operation of a MSW baling or compacting system and utilizing a private contractor to haul waste from Martha's Vineyard to the mainland via barge. C&D and single stream recycling are not candidates for baling and compacting without significant processing; however, transportation alternatives for these waste streams are discussed briefly in Section 5.0 of this report.

2.1 CURRENT MSW GENERATION

Based upon the hauling data provided by Bruno's, the Oak Bluffs and Tisbury Transfer Station processed approximately 22,258 tons of waste through the facility in 2017 of which approximately 12,050 tons was MSW. The volume of MSW processed by the transfer station has generally increased from year to year. Historical reports indicate that MSW generation in 2009 was approximately 8,300 tons.

2.2 CURRENT MSW TRANSPORTATION

MSW is currently hauled by Bruno's to Crapo Hill Landfill in North Dartmouth, Massachusetts. The waste is hauled in open top trailers from the transfer station to Vineyard Haven where the trucks are transferred to Woods Hole via SSA ferries. From Woods Hole the trucks drive to Crapo Hill Landfill to dispose of the waste. The roadway hauling limit for the trucks utilized to transport the waste limits each truck to hauling less than approximately 31 tons of waste per load and on average it is estimated that each truck transfers approximately 30 tons of waste per trip. The towns of Oak Bluffs and Tisbury have a contract with the Greater New Bedford Regional Refuse Management District, which owns and operates the Crapo Hill Landfill, to accept their waste through 2022.

2.3 CURRENT MSW DISPOSAL COSTS

The estimated costs to transport and dispose of MSW are presented on Table 2. Based upon the figures provided by Bruno's, that are current as of January 2018, we estimate that it costs approximately $150 per ton to transport and dispose of MSW from the Oak Bluffs and Tisbury Transfer Station. Bruno's cost figures indicate that it costs approximately $39 per ton to transport MSW to Crapo Hill Landfill with the remaining costs associated with the landfill disposal fee, town fee, and the labor and equipment costs associated with operating the transfer station. Of the $39 per ton in transportation costs, Bruno's attributes approximately $18 per ton to SSA fees associated with transporting the MSW from Vineyard Haven to Woods Hole on SSA ferries.

The trucks hauling MSW off the island backhaul mulch, stone, sod and other products to the island when there is demand for these products. According to Bruno's the majority of truck capacity is used for

backhauling during the peak season from March to October but backhauling operations are reduced to approximately 25% of hauling capacity in the mid-winter. Bruno's has indicated that the additional income from backhauling operations is considered during bidding for the MSW hauling contract and therefore reduces waste transportation costs for the towns. In order to account for return trips where trucks are backhauling materials we have estimated that 50% of the trucks annually return to the island backhauling materials and that no transportation costs are incurred by the towns for trucks that return to the island carrying goods.

3.0 PROPOSED MSW MANAGEMENT

The 2012 feasibility study recommended that the feasibility of baling MSW on the island and hauling the waste off island by barge be evaluated further. The following sections discuss some of the logistical and cost-related considerations likely to be encountered during the installation and operation of an MSW baler at the Oak Bluffs and Tisbury Transfer Station.

3.1 BALER INSTALLATION OPTIONS

Historical studies regarding potential MSW transportation options for Martha's Vineyard communities have identified that one of the limiting factors with regard to hauling waste off of the island is a lack of waste storage space on the island. MSW can create odor and pest issues if it is stored in open containers for extended periods of time. For this reason, waste is rarely stored at the Oak Bluffs and Tisbury Transfer Station for more than 24 hours before being loaded into open top trailers and transferred off the island on SSA ferries. The need to dispose of the waste quickly to avoid odor and pest issues limits the available transportation options. Barging of MSW to the mainland has been historically discussed; however, to efficiently transport the waste off the island by barge, the transporter would need the option of storing the waste for up to several days until sufficient waste has accumulated to warrant use of the barge or until a barge with additional capacity was scheduled to leave the island. Some mainland communities have overcome this obstacle by baling the waste and wrapping it in plastic. Baling and plastic wrapping MSW will reduce odor and pest concerns and provide a significantly longer window within which to transport the waste to its final disposal location. For the purposes of this study Tetra Tech gathered information on one baling system that would be capable of compacting and baling the current MSW stream for the Oak Bluffs and Tisbury Transfer Station. The feasibility and estimated costs associated with installing and operating a baler are presented in the sections below.

3.2 BALER MODEL

The baler model selected for evaluation in this study is a Galaxy 2R-310W-102 Two-Ram Baler produced by Marathon. The baler would be outfitted with a conveyor to feed the baler and a wrapping system to produce plastic wrapped bales of MSW. A schematic of the proposed equipment is included along with equipment specifications in Appendix C. The baler specifications indicate that it would produce bales of MSW that measure 30-inches high, 45-inches wide and 64-inches long and weigh approximately 2,200 lbs. This baler model was recommended by Tom Maguire of Maguire Equipment, Inc. as a typical baler in terms of size and cost for a MSW baling operation at a municipal transfer station. The selected baler has a cycle time of less than 30 seconds, and typically loading MSW into the baler is the limiting factor regarding the number of bales that the unit can produce per hour of operation. If the towns of Oak Bluffs and Tisbury elect to purchase a MSW baler we recommend that proposals and bids from multiple baler manufacturers be sought prior to purchase.

3.3 LOCATION

The 2R-310W-102 baler system requires a minimum area of 120-feet by 50-feet to allow for sufficient space to feed and operate the baler. The manufacturer recommends that the baler be installed on a minimum 6-inch steel reinforced concrete slab with a ¾-inch steel foundation plate anchored to the sub-floor. The thickness of the floor slab in the existing waste sorting building at the Oak Bluffs and Tisbury Transfer Station is not known; however, based on the need to continue using the existing building for sorting of recyclables and C&D, it is anticipated that an addition to the existing structure would need to be constructed at the transfer station to house the baler and support space. Based upon our measurements an expansion of the western half of the existing sorting building in the southern direction would likely provide the approximately 120 foot by 50 foot area necessary to house the baler while preserving the eastern half of the existing building for recycling and C&D operations.

Figure 1: Potential Sorting Building Expansion

If the proposed building configuration shown above is going to be considered in greater detail, a survey of the property boundaries and inquiry into the local building codes are necessary to further assess the feasibility of expanding the sorting building.

3.4 INSTALLATION COSTS

The Galaxy 2R-310W-102 Two-Ram Baler with a conveyor suitable for MSW application is estimated to cost around $550,000. Costs for a plastic wrapping system and with shipping and installation of the baler add an additional approximately $200,000 in capital costs. Site work and building renovation/construction are anticipated to add between $250,000 and $500,000 to the cost of installing the unit. As a conservative estimate, for the purposes of evaluating the feasibility of implementing a baling operation at the facility,

we estimate the total infrastructure costs to purchase and install the proposed equipment will fall somewhere between $1,000,000 and $1,250,000. For the purposes of comparing waste disposal alternatives, we have distributed the installation costs over a 10-year time frame (with no assumed interest on the payments) at $100,000 to $125,000 per year. In 2017 Bruno's reported that the Oak Bluffs and Tisbury Transfer Station processed approximately 12,050 tons of MSW. The installation costs of a baling and wrapping system thus represent a processing cost (equipment only) of approximately $8.30 to $10.37 per ton of MSW generated based upon the 2017 MSW generation rate, and for the purposes of this study we will assume that the cost will be approximately $10 per ton.

3.5 OPERATIONAL COSTS

Operational costs associated with the baling system are driven primarily by labor, equipment, the cost of plastic wrapping material, and electricity. The costs associated with labor could vary substantially based upon the efficiency of the operation and the volume of MSW being processed at the facility. During off-peak time periods operation of the baling unit would likely only be necessary for one to two hours per day; however, during peak summer months, it is likely that at least one full time employee will be needed to operate the baler for six to eight hours per day. Plastic wrapping units at similar municipal waste baling operations are reported to use approximately four pounds of plastic wrap for each bale. The plastic wrap costs about $1.50 per pound, representing a material cost of $6 per wrapped bale of MSW. The transfer of the bales to waiting flatbed trucks is typically accomplished with a forklift designed specifically for this task, and the transfer of each bale of MSW to a storage location or onto a truck represents costs in the form of labor, fuel and equipment costs. A cost of $5 per bale per location transfer (pick up and put down) was provided to Tetra Tech as a general budgeting estimate. In total, operators of balers have reported that they spend about $20 per ton on operational costs such as labor, fuel, equipment and materials associated with the operation of the baling equipment. Bruno's current operational costs include costs to sort and load open top trailers. Loading MSW into the baler would involve a process similar to the current activities at the transfer station; however, additional personnel would likely be necessary to operate the baler and load the baled MSW onto trucks. Because some portion of the baling operation is similar to the operations currently being performed by Bruno's, we do not anticipate that operation of a baler would represent an increase of $20 per ton relative to the costs currently being incurred to sort and load the MSW. For the purposes of cost comparison, we estimate that operation of the baler would represent an increase of $15 per ton of MSW relative to the current operational costs. This cost assumes that flatbed trucks will be staged at the facility to receive the bales immediately after being wrapped. If bales need to be staged at the facility and then loaded onto trucks at a later time, this would increase operational costs.

3.6 DISPOSAL OF BALED MSW

Neither Crapo Hill Landfill nor Covanta's SEMASS facility in Rochester, MA has indicated that it accepts baled waste at this time. Covanta's Haverhill, MA waste-to-energy facility does accept baled waste, but transporting baled waste to Haverhill would represent a significant cost increase because of the additional distance, as shown below.

Starting Location	Distance/Travel Time to Crapo Hill Landfill	Distance/Travel Time to Covanta Haverhill
Packer Marine, New Bedford	less than 10 miles 15-20 minutes	90-115 miles (depending on route) almost 2 hours

SSA Woods Hole Ferry Terminal	52 miles 1 hour	112 miles 2 hours

Additional research into facilities that accept baled MSW or negotiations with Crapo Hill Landfill and/or Covanta's SEMASS facility will be necessary prior to implementing a waste baling program. Transferring baled MSW to rail cars for out-of-state disposal has been discussed as a potential alternative to in-state landfill or waste-to-energy facilities. While not the primary focus of this feasibility assessment, rail transportation of MSW is discussed further in Section 3.7.2 below.

3.7 BALED MSW TRANSPORTATION OPTIONS

The baler model and plastic wrapping system selected for this feasibility study create plastic-wrapped blocks of MSW that are estimated to weigh 1.1 tons each. The 1.1-ton bales are typically transported on flatbed trucks but can be loaded into open top or closed top trucks or rail cars if suitable loading and offloading equipment is available. The following sections discuss the transportation options that may be available. For the purposes of cost estimating the cost of roadway transport in these alternatives was estimated based upon national average hauling costs available in *An Analysis of the Operational Costs of Trucking: 2017 Update* dated October 2017 and prepared by the American Transportation Research Institute. Table 3 presents a summary of the Roadway Transportation estimates. It is likely that localized hauling costs in southeastern Massachusetts and on Martha's Vineyard may exceed the national averages; however, the national averages were selected for cost comparison methods in this report to standardize the roadway transportation costs and to provide cost estimates that can be easily updated with published values in future years. Transportation cost estimates for the various transportation pathways evaluated are presented on Table 4. Table 4 does not include administrative costs or profit margins associated with roadway transportation, these elements likely represent the discrepancy between the costs calculated in Table 4 for the current MSW disposal operation ($130.73/ton) and the amount charged by Bruno's to the towns of Oak Bluffs and Tisbury ($150.09) as presented in Table 2.

Bruno's has indicated that they back haul goods to the island and attempt to maximize the efficiency of their hauling operations. Backhauling of goods occurs on most trucks during the busy summer months but occurs on only approximately 25% of the trucks during the winter months. Bruno's has indicated that the additional income derived from backhaul operations is considered during contract bidding and allows Bruno's to offer a lower contract price for transport and disposal of MSW. The dynamic nature of the backhauling operations makes quantifying the dollar value of savings associated with the backhauling operations challenging. For the purposes of cost comparison in Table 4, we assumed that 50% of Bruno's trucks backhaul goods to the island throughout the year and that the transportation costs of returning the truck to the island are fully covered by the backhauling operation.

3.7.1 Barge Transport by R.M. Packer to Local Facility

Ralph Packer of R.M. Packer Company has proposed that baled MSW could be transported from Martha's Vineyard to the mainland by barge. R.M. Packer regularly ships materials to and from Martha's Vineyard by barge and hauling of MSW to the mainland would represent primarily a back-haul operation. Plastic-wrapped bales of MSW could be staged at the R.M. Packer facility in Vineyard Haven and loaded onto outgoing barges as space permits. The bales would be barged to R.M. Packer's New Bedford facility and transferred to flatbed trucks for transport to a landfill or a waste-to-energy facility. Due to odor and pest related concerns, it is unlikely that MSW could be hauled by barge in unsealed containers. Plastic wrapped bales have been proposed as a solution to odor and pest related concerns and would give the hauler a longer window within which to arrange transportation to the mainland.

As previously discussed, installation and operational costs associated with baling and wrapping MSW at the Oak Bluffs and Tisbury Transfer Station are currently estimated to add $10 and $15 per ton, respectively, to the cost of disposing MSW via barge to the mainland. The cost of transferring the MSW bales by barge to the New Bedford is estimated by R.M. Packer to be approximately $8,000 per barge trip for a barge which could haul up to 1,200 tons. Based upon these costs we have estimated the barging cost to be $6.67 per ton; however, hauling bales of MSW would be a backhaul operation for R.M. Packer and there may be an opportunity to negotiate lower rates for barging if MSW would be hauled primarily on barges that carry freight to Martha's Vineyard and otherwise would travel empty back to New Bedford.

In addition to the barging costs, industry professionals often estimate handling costs based on a fee of $5 per bale per time that the bale is relocated (picked up and put down). Barging of waste will involve additional handling of the waste relative to the current operations since the bales will not only need to be loaded onto trucks at the transfer station; but also offloaded from trucks in Vineyard Haven (an additional $5 per bale); then loaded onto barges in Vineyard Haven (an additional $5 per bale); and finally off-loaded from the barges in New Bedford onto flatbeds (an additional $5 per bale) for transit to a disposal facility. Further, as described in Section 3.6, the nearest facility that Tetra Tech has identified that is currently accepting baled MSW waste streams, without a price mark up to break apart the bales, is in Haverhill, Massachusetts which is anticipated to increase transportation costs. Table 4 presents the estimated costs associated with transport of baled MSW by barge to Crapo Hill Landfill and to the Haverhill, Massachusetts facility.

3.7.2 Barge Transport by R.M Packer with Transfer to Rail Cars

Baled MSW is well suited for transportation by rail cars. The baling process compacts the waste and wraps the waste in plastic which mitigates the majority of odor and pest-related issues. MSW bales can be staged in a rail yard or on rail cars for days or weeks prior to departing for their ultimate destination. Bales may be hauled to waste-to-energy facilities or to landfills. Due to lack of available landfill space in northeastern states, hauling waste by rail to landfills in states with more abundant landfill space such as upstate New York, Pennsylvania and Ohio is becoming increasing common and can represent an economical alternative to disposal of waste at local facilities. R.M. Packer's New Bedford facility is located adjacent to a rail spur and the potential for development of an intermodal facility to transfer MSW bales to rail cars may represent an efficient transportation pathway for waste from Martha's Vineyard at some point in the future. Cost estimates for the transfer of MSW to out-of-state facilities for disposal is beyond the scope of this study; however, we recommend additional investigation into this alternative. The proximity of the R.M. Packer facility to the rail spur may make this alternative a competitive option, particularly if a substantial increase in the cost of local landfill disposal is encountered as many industry professionals have predicted will occur in the region in the coming years. The Oak Bluffs and Tisbury contract with Crapo Hill Landfill expires in 2022.

3.7.3 Transport of Baled MSW on SSA Ferries

Following baling and wrapping of MSW, the waste bales could continue to be transported off the island on SSA ferries instead of being barged to New Bedford. Plastic-wrapped MSW can be transported on flatbed trucks or in open top or closed top trucks as long as appropriate loading and unloading equipment is available for the trailers selected. Plastic-wrapped bales of MSW will have significantly less odor than transport of MSW in open top trailers during transit. The compaction of MSW into bales means that the waste will occupy less space within the trailers used to haul the waste. Unfortunately, due to roadway weight limits along the current transport route, most trucks are limited to hauling approximately 30 tons of waste at a time. Open top trailers hauling loose MSW already currently haul approximately 30 tons of

waste per trip; therefore, the baling of waste would not reduce the number of trucks necessary to haul the waste or the number of trucks on SSA ferries. The baled waste could however be shipped on smaller trucks than are currently used to haul the waste. Thirty (30) tons of baled and wrapped MSW could be shipped on a 40-foot-long flatbed truck if stacked two bales high or on a 28 foot long flatbed truck if stacking three bales high is permitted. The reduction in truck length would result in a slight reduction in SSA fees per truck and would also allow for additional vehicles to be transported on each Ferry.

Due to the additional installation and operational costs associated with baling and wrapping waste, which are currently estimated to be $25 per ton with no reduction in transportation costs, the option to bale MSW and haul it on trucks on the SSA ferries is likely more expensive than continuing to haul loose MSW in open top trailers on SSA ferries. Additionally, Tetra Tech has not identified landfills or waste-to-energy facilities in southeastern Massachusetts currently accepting baled MSW. Therefore, unless an agreement with Crapo Hill Landfill can be reached to accept the baled waste or a suitable alternative disposal facility is identified, there will also be significantly higher costs to transport the waste by truck to an acceptable facility, such as Covanta Haverhill, due to the longer distance that they will need to travel.

4.0 ALTERNATIVE MSW DISPOSAL OPTIONS

From a transportation perspective, identification or construction of a facility capable of disposing of MSW on Martha's Vineyard would substantially reduce the logistical challenges of hauling the waste off of the island for disposal. Unfortunately, no facility currently exists on the island that is capable of disposing of the current waste stream volume, and the construction of a waste disposal facility on the island would present considerable permitting challenges. While the disposal options described below are not considered feasible to implement in the near future, these alternatives might be weighed against off-island disposal options in long-term planning for the island communities.

4.1 ON-ISLAND LANDFILL

One alternative to transporting MSW off the island would be to identify an on-island location for the construction of an MSW landfill. A possible location for an on-island landfill could be a lined former gravel pit. While opening and operating a landfill would present significant logistical challenges, the economic benefits of limiting the transportation of MSW could potentially outweigh the costs, particularly if transportation costs continue to increase in the future. In general, limited available land, the increased cost of land, permitting restrictions and public perception surrounding living proximate to a landfill have each contributed to the decrease in operating landfills in the region and these barriers are likely to be even more prohibitive on an island than on the mainland.

4.2 ON-ISLAND WASTE TO ENERGY FACILITY

Over the last few decades the number of landfills in New England has decreased as existing landfills have reached their capacity and closed while fewer new landfills have opened. As described above, limited available land, the increased cost of land, permitting restrictions and public perception surrounding living proximate to a landfill have each contributed to the decrease in operating landfills in the region. Currently it is anticipated that this trend will continue and that landfill space in the region will command a higher premium in the future. One alternative to landfills for disposal of MSW that has emerged over the past 30 years is the construction of waste-to-energy facilities where MSW is combusted to produce electricity for the community. While the economics of installing a waste-to-energy facility are complex and would likely take many years to implement, installation of an on-island facility may be considered in the

future as a solution not only to manage the increasing volume of MSW on Martha's Vineyard, but also to provide on-island power generation to meet the increasing power demands of the island communities. Small waste-to-energy facilities are more common in Europe than they are in the United States and some attribute this to the higher cost of electricity in Europe which offsets the initial investment into the facility. Smaller waste-to-energy facilities in Europe are reported to cost around $30M to build and to generate approximately 2.5 megawatt hours of electricity per ton of waste burned.

5.0 RECYCLING AND CONSTRUCTION RELATED WASTES

In 2017 single stream recycling represented approximately 9.0% of the waste hauling trips from the island; and C&D made up approximately 39.5% of the trips. Overall these combined two waste streams make up nearly half of the waste transferred through the Oak Bluffs and Tisbury Transfer Station. In recent years the volume of these two wastes transported from the island has increased at a faster pace than MSW which is likely attributable to efforts to increase recycling among visitors and guests to the island and building construction and renovation activities associated with the recent strong economic conditions. While the volume of recycling and C&D may fluctuate in future years as a percentage of the overall waste stream, it is likely that these waste streams will continue to increase over time along with the MSW stream. This study focused primarily on MSW transportation alternatives and the scope of this study did not include a comprehensive review of disposal alternatives for recyclables or C&D; however, our observations regarding management of these waste streams are discussed in the following sections to provide additional solid waste management options that may be worth investigating in the future.

5.1 RECYCLING TRANSPORATION

Single stream recycling was initiated for Oak Bluffs and Tisbury approximately 12 years ago, and the volume of recycling generated by the two towns is reported to have steadily increased since then. Bruno's reported that approximately 1,772 tons of single stream recycling was transported through the Oak Bluffs and Tisbury Transfer Station in 2017 with a peak monthly volume of 289 tons transported in August. Single stream recycling is currently loaded into open top trailers at the Oak Bluffs and Tisbury Transfer Station and transported in the trailers off the island on SSA ferries. Single stream recycling is transported to an E.L. Harvey facility in Westborough, Massachusetts for sorting. An estimated 71 trailers of single stream recycling were hauled off the island on SSA ferries in 2017.

The value of recycled materials as a commodity fluctuates, and therefore the tipping fees that Oak Bluffs and Tisbury must pay to manage recyclable materials also fluctuate. The value of recyclables has decreased substantially over the last approximately 6 years. As a result, tipping fees for disposal of single stream recyclables have increased and are currently approximately $45 per ton. While tipping fees for recyclables remain below MSW and C&D tipping fees, the distance of the Westborough recycling facility from Woods Hole increases the costs associated with transportation. Based upon the costs provided by Bruno's, the current cost to dispose of a ton of recyclables is estimated to be $143.

Municipalities are limited in their ability to control the cost of recyclables management because receiving facilities do not typically enter into long term fixed price contracts for recyclables. Single stream recyclables cannot be compacted and baled prior to being sorted. Constructing a single stream recycling sorting facility on the island has the potential to increase the value of the recyclables as a commodity once it is transported off the island; however, sorting the recyclables is unlikely to have a significant impact on the transportation costs.

It would take further study to determine whether the transport of recycling from Martha's Vineyard to the mainland on barges within covered roll-off containers would result in financial or logistical benefits for the island communities. However, the over-the-road transportation costs to the E.L. Harvey facility in Westborough would not be substantially reduced if the recycling were barged to New Bedford, as that facility is around 90 miles from Woods Hole (1-½ hours driving time) and just under 70 miles from New Bedford (with a driving time of a little more than 1 hour). A more detailed evaluation of transport of recyclables by barge may be considered in the future if limiting waste shipments on SSA vessels is desired. It also may be unnecessary to bale and wrap single stream recycling, as odors and pests are anticipated to be less of an issue for recyclable materials than for MSW. However, industry professionals should be consulted with regard to the length of time these materials could be staged at any given location without creating a nuisance to the surrounding community.

5.2 CONSTRUCTION AND DEMOLITION WASTE TRANSPORTATION

The volume of C&D received by the Oak Bluffs and Tisbury Transfer Station fluctuates seasonally and in 2017 ranged from approximately 500 tons per month in the summer months to a maximum of 1,050 tons per month in the fall construction season. An estimated 310 trailers of C&D were hauled off on SSA ferries in 2017. C&D is currently loaded into open top trailers at the Oak Bluffs and Tisbury Transfer Station and is transported via SSA ferries to the J.R. Vinagro disposal facility in Johnston, Rhode Island. Tipping fees for C&D disposal at the receiving facility are currently approximately $80 per ton, and the total cost to dispose of C&D including transportation costs for 2017 are estimated to be approximately $172 per ton.

C&D cannot be compacted in a standard baler without substantial processing. C&D processing typically involves multiple stages of sorting and shredding to remove recyclable materials and process the material to a size suitable for disposal in a landfill. A typical commercial C&D transfer station might shred C&D to particle sizes of 2 feet or less before screening out fine particles and sorting out recyclable materials such as wood, metal and plastic. The remaining material could then be processed through a secondary grinding system to achieve a particle size of around 8 inches or smaller. Tetra Tech was unable to identify examples of locations where C&D is currently being processed and then bailed and wrapped, but if sufficient processing is performed it should be theoretically possible. Alternatively, C&D processed through an initial shredder may be suitable for barging to the mainland without compaction or plastic wrapping. C&D shredded to break down particles to sizes of less than 2 feet could theoretically be shipped on the barge deck similar to bulk commodities like stone or mulch. The C&D would then need to be transferred to a C&D disposal facility for further processing and sorting. Mobile primary shredders capable of reducing C&D to particle sizes of 2 feet or less are available for approximately $600,000 and would require limited infrastructure improvements for use. A mobile shredding machine could be operated at the Oak Bluffs and Tisbury transfer station or at an alternative location on the island as a standalone C&D transfer facility.

If barging of C&D is desired without the capital costs associated with purchasing a shredder, it may be possible to barge the unprocessed waste to the mainland in roll-off containers or as a loose material. Odor and pest related concerns that can be an issue when storing MSW are generally less of a concern with C&D. The ability to stage loads of C&D for additional time until space on a barge is available could provide similar flexibility for the hauler as with baled MSW. Assuming that C&D waste continues to be transported to Johnston, Rhode Island, it is anticipated that trucking of C&D from New Bedford to Johnston (a distance of 40 miles that takes around 45 minutes) would represent a cost savings over the current trucking route from Woods Hole to Johnston (a distance of 82 miles that takes around 1-½ hours).

A comprehensive analysis of the feasibility of hauling C&D waste from the island by barge is outside of the scope of this assessment. However, we recommend that this alternative be studied further as C&D currently represents approximately 40% of the waste being transferred through the Oak Bluffs and Tisbury Transfer Station.

5.3 RECYCLING AND CONSTRUCTION WASTE RECOMENDATIONS

Approximately 48.5% of the solid waste transferred through the Oak Bluffs and Tisbury Transfer Station in 2017 were loads of recyclables and C&D. These waste streams represented 381 truckloads of solid waste. While these waste streams would require substantial processing in order to be suitable for compaction with a baler, there is still the potential for these waste streams to be hauled off the island by barge in covered roll-off style containers or as a loose material on a barge deck. Figure 2 presents the locations of the recycling and C&D receiving facilities currently in use by Oak Bluffs and Tisbury. Due to the proximity of the Packer New Bedford facility to the current C&D receiving facility in Johnston Rhode Island, there would be a decrease in the number of miles that C&D is hauled on the roadways if it were transported off the island on RM Packer barges instead of SSA ferries. Transportation of C&D and/or recyclables by barge may involve investment in additional roll off canisters, particularly if materials would need to be staged for periods of time prior to or after being barged to the mainland. The capital investments to barge C&D and/or recycling are likely to be much less than those associated with installation and operation of a MSW baling system and represent an alternative that should be considered in more detail if reducing the transport of these materials on SSA vessels is desired.

6.0 CONCLUSIONS

Tetra Tech has performed a review of MSW management and transport options for the towns of Oak Bluffs and Tisbury with a focus on evaluating the feasibility and approximate costs associated with the installation and operation of a MSW baling or compacting system at the Oak Bluffs and Tisbury Transfer Station and the possibility of utilizing a private contractor to haul baled MSW from Martha's Vineyard to the mainland via barge. Our review indicates that installation and operation of an MSW baling or compacting system at the transfer station is feasible. A Galaxy 2R-310W-102 Two-Ram Baler produced by Marathon was recommended as a suitable baler capable of baling the current peak volume of MSW processed by the transfer station. Installation of the MSW baling system, including expansion of the existing sorting building to house the baling system and installation of a bale wrapping system is estimated to cost somewhere between $1,000,000 and $1,250,000. The plastic wrapped bales could be hauled to the R.M. Packer facility in Vineyard Haven on flatbed trucks and loaded onto outgoing barges for transfer to the R.M. Packer facility in New Bedford where they could be re-loaded onto trucks and transported to a local landfill or waste-to-energy facility. The baling and wrapping of MSW would reduce odor and pest related concerns surrounding the waste during transit and allow additional flexibility regarding the timing of waste hauling.

Our estimates indicate that the installation and operation of the baler are likely to represent a cost of approximately $25 per ton over a 10-year time frame based on the 2017 rate of MSW generation. This additional cost would be partially off-set by the reduced transportation costs associated with barging the waste which eliminates the SSA fees and substantially reduces labor costs associated with truck drivers waiting for and traveling on the SSA ferries. Based upon our estimates it is likely to cost approximately $28 more per ton to transport baled and wrapped MSW to Crapo Hill Landfill on barges relative to the current operation. Based upon the 2017 MSW generation rate this alternative would cost the towns of Oak Bluffs and Tisbury approximately $340,000 more than their current expenditures annually and would

reduce the number of trips by Bruno's trucks on SSA ferries to the extent that Bruno's carries MSW off-island without backhauling other goods on its return trips.

While the additional costs associated with bailing and wrapping MSW are partially offset by the cost savings associated with eliminating SSA ferries from the transport pathway, it is still anticipated that baling and wrapping MSW for transport via barge and then disposal at a local landfill or waste-to-energy facility will come at a relatively substantial cost premium. Further, the nearest facility that Tetra Tech has identified which is currently accepting baled MSW waste streams, without a price mark up to break apart the bales, is in Haverhill, Massachusetts which is anticipated to increase roadway transportation costs substantially.

While hauling MSW by barge for disposal at Crapo Hill Landfill represents a cost increase of approximately $28 per ton, the cost premium increases to approximately $33 per ton if an agreement to accept the bales cannot be reached with Crapo Hill Landfill and the waste must be hauled to Haverhill for disposal. Based upon the volume of MSW managed by the transfer station in 2017 a $33 per ton increase would represent an approximately $400,000 increase in MSW disposal costs annually. Due to the current cost differential of between $28 and $33 per ton, installation of a baling and wrapping system at the Oak Bluffs and Tisbury Transfer station is not recommended at this time. If barging of MSW is desired, despite the cost premium, we recommend engaging with Crapo Hill Landfill and other local disposal facilities to attempt to identify a local facility that will accept baled and wrapped MSW at a reasonable mark up.

While baling MSW and barging the waste to the mainland for disposal at an in-state facility is likely to be more expensive than the current operations, hauling waste by rail to an out of state facility may represent an economical alternative. In general, our estimates indicate that costs associated with baling and wrapping waste and transporting it to the mainland via barge are not substantially greater than the costs currently being incurred to transport the waste on SSA ferries. The most significant cost increase associated with barging the waste is associated with handling the waste multiple times and the roadway transportation to get the bales to a facility equipped and willing to dispose of them. Railway transportation may provide a solution to this problem. Baled MSW exhibits minimal odor and pest related issues and is well suited for transportation by rail cars. MSW bales can be staged in a rail yard or on rail cars for days or weeks prior to departing for their ultimate destination. Due to lack of available landfill space in northeastern states, hauling waste by rail to landfills in states with more abundant landfill space such as upstate New York, Pennsylvania and Ohio is becoming increasing common and can represent an economical alternative to disposal of waste at local facilities. R.M. Packer's New Bedford facility is located adjacent to a rail spur, and the potential for development of an intermodal facility to transfer MSW bales directly to rail cars may would eliminate the need to load the bales onto trucks on the mainland and may represent an efficient transportation pathway for waste from Martha's Vineyard at some point in the future. Generating cost estimates for the transfer of MSW to out of state facilities for disposal is beyond the scope of this study; however, we recommend additional investigation into this alternative. The proximity of the R.M. Packer facility to the rail spur in New Bedford may make this alternative a competitive option particularly if a substantial increase in the cost of local landfill disposal is encountered as many industry professionals have predicted will occur in the region in the coming years.

In addition to reviewing MSW rail transportation options in the coming years, we recommend that additional investigations regarding the potential for barging C&D waste and recyclables be conducted to assess the feasibility of hauling these waste streams by alternative methods. Approximately 48.5% of the solid waste transferred through the Oak Bluffs and Tisbury Transfer Station in 2017 consisted of loads of recyclables and C&D. These waste streams represented 381 truckloads of solid waste. While these waste streams are not suitable for compaction with a baler without processing, there is still the potential for these waste streams to be hauled off the island by barge in covered roll-off style containers or as a bulk

material on a barge deck. Due to the proximity of RM Packer's New Bedford facility to the current C&D receiving facility in Johnston, Rhode Island, there would be a decrease in the number of miles that C&D is hauled on the roadways if it were transported off the island on Packer barges instead of SSA ferries.

KEENAN + KENNY ARCHITECTS, LTD.

Oak Bluffs New Town Hall: Schedule, **Updated and Revised May 3, 2018**

Town Meeting: April 11, 2017

Vote: April 13, 2017

Start/Contract: May 1, 2017

	PHASE OF SERVICES	DATE OF COMPLETION
A.	Review Preliminary Design Phase:	Completed
B.	Design Development Phase:	Completed
	DD Cost Estimate/Peer Review:	Completed
C.	Construction Documents Phase (90%):	Completed
	CD Cost Estimate:	Completed
D.	Redi-Check Independent Review of all CDs:	Completed
E.	Review & Complete 100% CDs based on independent review, start:	Completed
F.	Bidding Phase (6 weeks) Start:	
	1. Filed Sub-bids due:	Completed
	2. General Bids due:	May 16, 2018
G.	Contract award:	May 28, 2018
H.	Start of Construction*:	June 18, 2018
I.	Project Completion, 16 months (480 days):	October 10, 2019

TEMPORARY FACILITIES

A.	Bid Trailers:	Completed
B.	Trailers set-up, fit out:	
	IT, Tel, Power, Water, Sewer:	May 2018
C.	Move Town Hall furniture, etc.	May 29, 2018
D.	Vault dismantled and stored:	Vault work by General Contractor.
E.	New Town Hall project start of Construction:	June 18, 2018
	1. Secure/prep site and Limit of Work	
	2. Hazmat remediation	
	3. Building demolition	

* Construction Phase schedule required from General Contractor to indicate all sitework/prep (by G.C.) for Landscaping (by Owner) to be completed by September 1, 2019.

OAK BLUFFS NEW TOWN HALL

Owner:
Town of Oak Bluffs
56 School Street
Oak Bluffs, MA 02557

ADDENDUM NO. 8
May 1, 2018

The attention of bidders submitting proposals for the New Town Hall located at 56 School Street in Oak Bluffs, MA is called to the following addendum to the specifications and drawings. The items set forth herein, whether of omission, addition, substitution, or clarification are all to be included in and form a part of the proposal submitted. This Addendum No. 8 consists of 41 pages.

THE NUMBER OF THIS ADDENDUM (NO. 8) MUST BE ENTERED IN THE APPROPRIATE SPACE OF THE CONTRACT FORMS ENTITLED "FORM FOR GENERAL BID" AND "FORM FOR SUB-BID".

A. CHANGES TO DIVISION 00 PROCUREMENT AND CONTRACTING REQUIREMENTS:

1. Section 001116, Invitation to Bid

a. Para. D. Filed Sub-Bid Sections, Revise as follows:
"Delete Section 080001 Glass and Glazing."
b. The revised Scope of Work as clarified in this Addendum No. 8, item C.4., makes the cost less than $25,000.00.
c. The remaining items in Glass and Glazing are to be provided by the General Contractor.

2. Section 004100, Form For General Bid

a. Para. D.1. Item 2: Sub-Bids: Revisions to information included in Addendum No. 7. The General Bidders are herein instructed to carry the following dollar amounts for the following listed subtrades:

1) **Section 090002 – Acoustic Tile:**
$100,000.00

2) **Section 093000 – Tiling:**
$50,000.00

3) **Section 099100 – Painting:**
$100,000.00

4) **Section 142400 – Elevators:**
$200,000.00

5) **Section 260000 – Electrical:**
$500,000.00

b. The amounts noted above are to be included on the Form for General Bid in the appropriate order with other File Sub-Bids listed in this Addendum No. 8.

c. For Sections 090002 – Acoustic Tile and 142400 – Elevators: The sub trade work is to be included in the General Contractor's Scope of Work. The Awarded General Contractor can then select a subcontractor subject to Owner's acceptance.

d. For Sections 093000 – Tiling, 099100 – Painting, and 260000 – Electrical: New sub-bids will be solicited after the General Bid Opening from three or more qualified subcontractors through a written quotation process.
The lowest responsible and eligible sub-bidder to which the awarded General Contractor has no objection will be selected and the general contract price is to be adjusted to reflect any difference in the actual subcontract cost and the amount carried on the Form for General Bid.

3. **Section 007343 Prevailing Wage Rates:**

a. The Wage Rates included in the Project Manual, March 20, 2018, expire on May 9, 2018. A new Wage Rate Schedule is issued in this Addendum No. 8.

B. CHANGES TO CONDITIONS OF THE CONTRACT:

None.

C. CHANGES TO THE SPECIFICATIONS:

1. **Section 064806 - Wood Frames:**

a. Para. 2.2 Interior frames and jambs for transparent finish:
Delete this paragraph entirely, there are no interior wood door sidelight or window frames that are to receive transparent finish.

2. **Section 081433 - Stile and Rail Wood Doors:**

a. Clarification: All interior glass and wood, stile and rail doors, and sidelights are to be factory glazed.

4. **Section 087100 - Finish Hardware:**

a. Para. 2.3 Finishes: All Hardware to be US32D and US26D.
Delete all references to US10B.

D. CHANGES TO THE DRAWINGS:

1. **Drawing A5.12, Door Schedule, Elevations and Details:**

   a. Clarification: All wood frames for interior doors, sidelights, and windows to be painted may be any wood species which meets "Architectural Woodwork Standards" as indicated in Section 064800 Woods Frames, Part 2 - Products.
   b. The following interior doors are to be V.G. Fir with transparent finish:
      1) Lower Level: Nos. 101, 103, 104, 105, 106, 107, 111, 112, 113, 214, 215, 216, 217, 218, 219.
      2) Main Level: Nos. 201, 202, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219.
      3) Upper Level: Nos. 301, 304, 305, 309, 310, 311, 312, 313.

E. MISCELLANEOUS:

1. **Changes to Previous Addendum No. 7:**

   a. Item 2.e., MGL c.149 paragraphs are 4(a)(1) and 4(a)(2).

2. **The Scope of Work for the following Filed Sub-Bids is revised as follows:**

   a. 093000 – Tiling:
      1) Delete all Porcelain Tile flooring at Vestibule 001, Lower Level Lobby 022, Exit Room 121 & Staff 123, Fountain alcove at Hall 102 and Stair 110.
      2) Substitute LVT at Lower Level Lobby and Stair 110.
      3) Substitute LVT at Rooms 121 & 123.
      4) Base to remain as noted, (B2) Painted Wood Base.
   b. 099100 – Painting:
      1) Delete all painting at Basement Level including:
         a) CMU walls
         b) Concrete walls
         c) Galvanized doors and frames
         d) All gypsum ceilings
   c. 260000 – Electrical:
      1) Delete Sections 270000 – Technology and 280000 – IT/Security System.
         a) The Electrical Sub-Contractor remains responsible for work indicated in Section 270000 Technology, Paragraph 1.03.A and 1.03.B. and Section 280000 Integrated Electronic Security System, Para. 1.03.A.

END OF ADDENDUM NO. 8

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF LABOR AND WORKFORCE DEVELOPMENT
DEPARTMENT OF LABOR STANDARDS

Prevailing Wage Rates

CHARLES D. BAKER
Governor

KARYN E. POLITO
Lt. Governor

As determined by the Director under the provisions of the
Massachusetts General Laws, Chapter 149, Sections 26 to 27H

ROSALIN ACOSTA
Secretary
WILLIAM D MCKINNEY
Director

Awarding Authority: Town of Oak Bluffs

Contract Number: **City/Town:** FALMOUTH

Description of Work: New Town Hall - 20,000 SF, three storey w/partial basement, wood-framed office building on Town-owned land.

Job Location: 189 Main Street

Information about Prevailing Wage Schedules for Awarding Authorities and Contractors

- This wage schedule applies only to the specific project referenced at the top of this page and uniquely identified by the "Wage Request Number" on all pages of this schedule.
- An Awarding Authority must request an updated wage schedule from the Department of Labor Standards ("DLS") if it has not opened bids or selected a contractor within 90 days of the date of issuance of the wage schedule. For CM AT RISK projects (bid pursuant to G.L. c.149A), the earlier of: (a) the execution date of the GMP Amendment, or (b) the bid for the first construction scope of work must be within 90-days of the wage schedule issuance date.
- The wage schedule shall be incorporated in any advertisement or call for bids for the project as required by M.G.L. c. 149, § 27. The wage schedule shall be made a part of the contract awarded for the project. The wage schedule must be posted in a conspicuous place at the work site for the life of the project in accordance with M.G.L. c. 149 § 27. The wages listed on the wage schedule must be paid to employees performing construction work on the project whether they are employed by the prime contractor, a filed sub-bidder, or any sub-contractor.
- All apprentices working on the project are required to be registered with the Massachusetts Department of Labor Standards, Division of Apprentice Standards (DLS/DAS). Apprentice must keep his/her apprentice identification card on his/her person during all work hours on the project. An apprentice registered with DAS may be paid the lower apprentice wage rate at the applicable step as provided on the prevailing wage schedule. **Any apprentice not registered with DLS/DAS regardless of whether or not they are registered with any other federal, state, local, or private agency must be paid the journeyworker's rate for the trade.**
- The wage rates will remain in effect for the duration of the project, except in the case of multi-year public construction projects. For construction projects lasting longer than one year, awarding authorities must request an updated wage schedule. Awarding authorities are required to request these updates no later than two weeks before the anniversary of the date the contract was executed by the awarding authority and the general contractor. For multi-year CM AT RISK projects, awarding authority must request an annual update no later than two weeks before the anniversary date, determined as the earlier of: (a) the execution date of the GMP Amendment, or (b) the execution date of the first amendment to permit procurement of construction services. Contractors are required to obtain the wage schedules from awarding authorities, and to pay no less than these rates to covered workers. The annual update requirement is not applicable to 27F "rental of equipment" contracts.
- Every contractor or subcontractor which performs construction work on the project is required to submit weekly payroll reports and a Statement of Compliance directly to the awarding authority by mail or email and keep them on file for three years. Each weekly payroll report must contain: the employee's name, address, occupational classification, hours worked, and wages paid. Do not submit weekly payroll reports to DLS. A sample of a payroll reporting form may be obtained at http://www.mass.gov/dols/pw.
- Contractors with questions about the wage rates or classifications included on the wage schedule have an affirmative obligation to inquire with DLS at (617) 626-6953.
- Employees not receiving the prevailing wage rate set forth on the wage schedule may report the violation to the Fair Labor Division of the office of the Attorney General at (617) 727-3465.
- Failure of a contractor or subcontractor to pay the prevailing wage rates listed on the wage schedule to all employees who perform construction work on the project is a violation of the law and subjects the contractor or subcontractor to civil and

Oak Bluff Town Hall
Cash Flow

DAEDALUS

Total Project Budget

	Monthly Spending	Cumulative Spending	Legal Fees	OPM	Advertising & Printing	Owner's Insurance	Architect	Architect Reimbursables	Testing & Commissi	
			$10,000	$275,000	$7,500	$40,000	$496,318	$97,125	$101,000	$7
prior spent	$486,263	$486,263	$0	$44,000	$376	$0	$307,478	$12,731	$0	
May-18	$70,239	$556,502		$14,000	$7,124		$33,840	$5,275		
Jun-18	$235,275	$791,777	$2,000	$14,000		$30,000	$10,000	$5,275	$4,000	
Jul-18	$166,275	$958,052		$14,000			$10,000	$5,275	$4,000	
Aug-18	$667,275	$1,625,327		$14,000			$10,000	$5,275	$5,000	
Sep-18	$667,275	$2,292,602		$14,000			$10,000	$5,275	$5,000	
Oct-18	$667,275	$2,959,877		$14,000			$10,000	$5,275	$5,000	
Nov-18	$667,275	$3,627,152		$14,000			$10,000	$5,275	$5,000	
Dec-18	$671,275	$4,298,427		$14,000			$10,000	$5,275	$9,000	
Jan-19	$671,275	$4,969,702		$14,000			$10,000	$5,275	$9,000	
Feb-19	$671,275	$5,640,977		$14,000			$10,000	$5,275	$9,000	
Mar-19	$671,275	$6,312,252		$14,000			$10,000	$5,275	$9,000	
Apr-19	$671,275	$6,983,527		$14,000			$10,000	$5,275	$9,000	
May-19	$681,275	$7,664,802		$14,000		$10,000	$10,000	$5,275	$9,000	
Jun-19	$672,275	$8,337,077	$1,000	$14,000			$10,000	$5,275	$9,000	
Jul-19	$558,275	$8,895,352		$14,000			$10,000	$5,275	$9,000	
Aug-19	$548,591	$9,443,943		$7,000			$5,000	$5,269	$1,000	
Sep-19	$376,753	$9,820,696	$7,000	$7,000			$5,000			
Oct-19	$37,000	$9,857,696		$7,000			$5,000			
Nov-19	$22,000	$9,879,696								
Dec-19	$0	$9,879,696								