Town of Suffield

Public Information 6PM & Town Meeting 7PM February 26, 2026

Discussion Items

-Purchase of Development Rights for 714 North Street/Kaplan Farms

-High School

- Shingle roof replacement and photovoltaic system
- VCT flooring

-Spaulding School

- Bathroom renovations
- Brick repointing and exterior improvements

-Phelps Road Reconstruction

-Replacement of culverts and bridges

Purchase of Development Rights - Kaplan Farm - 714 North Street

Why Save Farm & Forest Land?

Natural Resource Protection

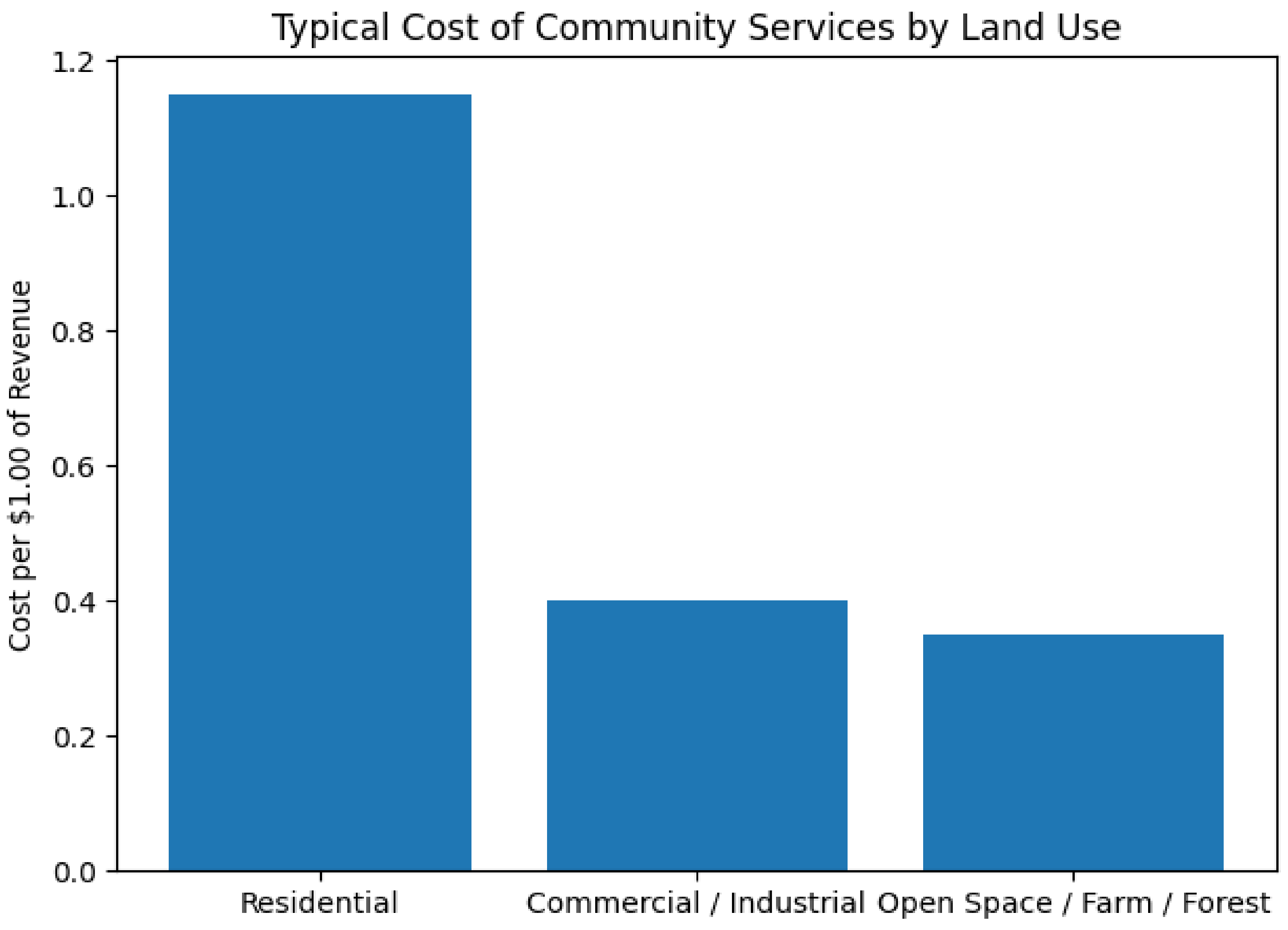
- Preserves Suffield’s rural and agricultural character
- Protects drinking water and groundwater supplies
- Reduces flooding and stormwater impacts
- Provides habitat for wildlife and native species
- Improves air and water quality
- Avoids long-term environmental costs of development

Fiscal and Economic Stability

- Supports the local farm and forestry economy
- Sustains local jobs and businesses
- Generates more in taxes than it costs in services
- Attracts residents and businesses through quality of life
- Protects scenic landscapes and tourism
- Helps manage growth cost-effectively

Cost of Community Services

Typical cost to provide municipal services by land use, based on Connecticut and regional Cost of Community Services studies.



Source: Cost of Community Services (COCS) studies conducted in Connecticut and the Northeast, including analyses summarized by American Farmland Trust and regional planning agencies. Values shown represent typical median findings.

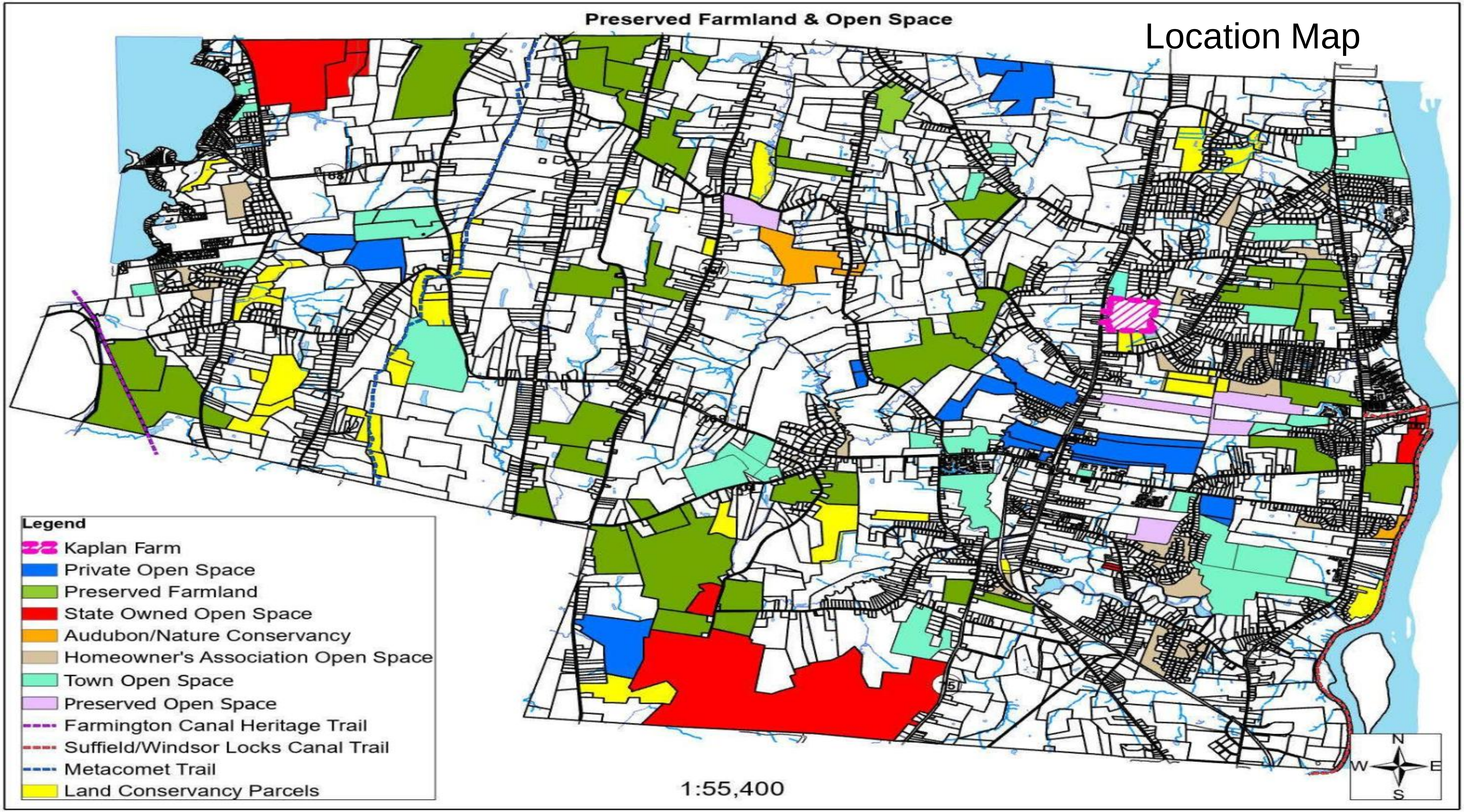
How Purchase of Development Rights Works

- Voluntary agreement with the landowner
- Town purchases development rights, not the land
- One-time payment by the Town

What Does (and Doesn't) Change

- Property remains privately owned
- Land stays on the tax rolls
- Farming and agricultural uses continue
- Non-agricultural development is permanently restricted

Location Map



Account Sources

Open Space Fund Account Sources

State Prison Expansion (2001) $ 1,000,000

Town Budget Allocation (FY 1999-2010) $ 1,935,000

Town Budget Allocation (FY 2011-2020) $ 1,650,000

Town Budget Allocation (FY 2021-2025) $ 800,000

PZC Fee-in-lieu of Open Space (Began 1991) $ 340,679

Total $5,725,679

Account Summary

Open Space Fund Account Since Inception $ 5,725,679

Less Committed Open Space Funds $ 4,616,320

Less Pending Development Rights Purchase $ 95,268 for Kaplan Farm

Remaining Open Space Funds $1,014,091

Farmland Preservation Program

- Leveraged $11,674,822 in State and Federal Funds
- Town's Share of Total Cost - 29.90%
- 1,711 Acres Preserved
- Cost to Town - $3,022 per acre
- Estimated over 700 homes could be developed on these properties.

Town of Suffield

- Open Space Sub-Committee
- Board of Selectmen
- Board of Finance
- State Properties Review Board
- CT Department of Agriculture

Town of Suffield

Purchase of Development Rights (47.3 +/- Acres)

Kaplan Farm - 714 North Street

Total Cost: $385,535 ($8,300/acre), includes State & Federal Grants totaling $290,267.

Town Cost: $95,268 ($2,034/acre)

Kaplan Farm - 714 North Street

QUESTIONS?

Additional Projects for Bond Issuance

- High School Shingle Roof Replacement
- High School Vinyl Composition Tile (VCT) Flooring
- Spaulding Brick Repointing
- Spaulding Bathroom Renovations
- Phelps Road Reconstruction
- Culvert and Bridge Replacements:
  - Copper Hill Road
  - Suffield Street
  - Hickory Street
  - Spruce Street
  - River Boulevard
  - Boston Neck Road

Suffield High School - Roof Project

- 26,080 square feet of asphalt shingle roof original to the building and is at end of useful life
- Currently underlayment is uneven and showing signs of wear. The current insulation is R-13 which is below the current building code of R-21
- Current state reimbursement for this project is 51.07%
- A standing seam metal roof is our best option both for installation of photovoltaic system and longer life span with lower maintenance costs
  - The Permanent Building Commission approved the metal option at its meeting 1-15-2026
- To be eligible for state reimbursement for the photovoltaic system, the system needs to be installed within one year of the roof project

Suffield High School - Shingle Roof

Suffield High School - Shingle Roof

Suffield High School - Shingle Roof

Suffield High School
Roof Replacement and PV Cost

COST ESTIMATES

	Roof	**PV**	**Total**
Construction cost	$ 1,800,000	$ 550,000	$ 2,350,000
Less: State Reimbursement	$ (929,516)	$(283,634)	$(1,213,150)
Less: Federal Tax Credit*	$ -	$ (76,712)	$ (76,712)
Net cost after reimbursement	$ 870,484	$ 189,654	$ 1,060,138

* To qualify for the tax credit construction must begin prior to July 31, 2026
or be completed by December 31, 2026

Suffield High School
Roof Replacement Shingle vs. Metal

COST ESTIMATES

	Shingle	**Metal**
Construction cost	$1,800,000	$1,060,000
Less: State Reimbursement	$(929,516)	$(507,125)
Net cost after reimbursement	$ 870,484	$ 552,875

Suffield High School Photovoltaic Payback

Net cost after reimbursement $189,654

Estimated Annual Electrical Savings $ 23,025

Potential Annual Savings through RECs* $ 23,780

Annual Savings
_____$ 46,805

Payback Period
4.05 years

* REC = Renewable Energy Credits

PV Panels on a Standing Seam Metal Roof

PV Panels and Inverter Equipment

Suffield High School Flooring Replacement

Total Cost $725,000

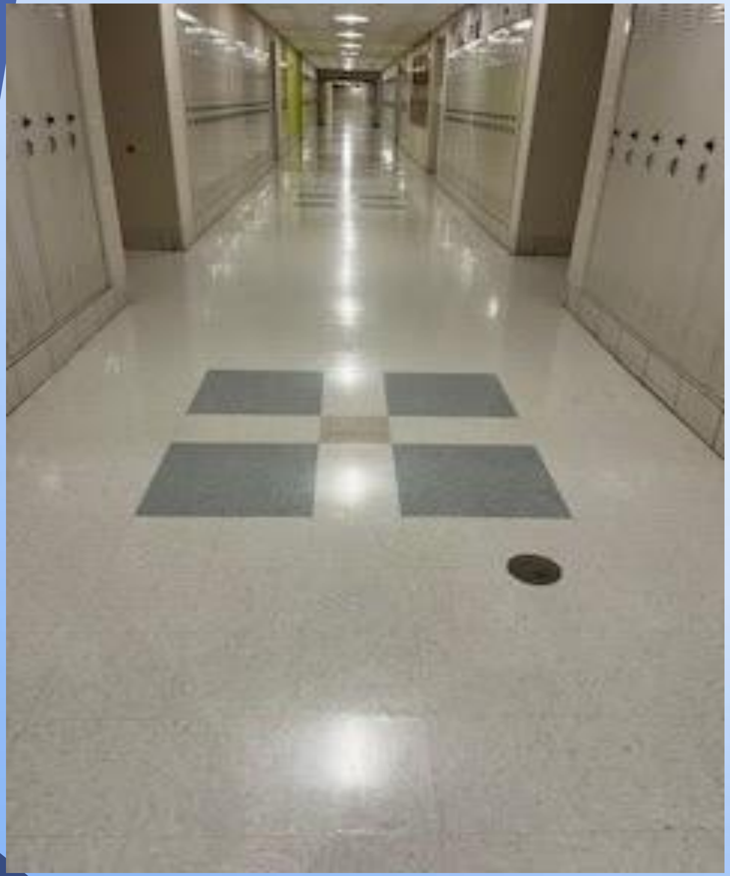
- First floor hallways and classrooms are affected by ongoing moisture intrusion. This problem was identified over five years ago and has been funded in phases by ACCE over the last several years

- This investment represents full completion of the remaining phases of the entire first floor replacement at Suffield High School. Completing all phases at once will result in overall cost savings of approximately $175,000

- This project will remove all current VCT flooring, include full prep and seal of the floor before applying 100% relative humidity adhesive, and Floorbo MCT flooring

- New flooring does not require stripping and waxing - lowering maintenance costs

Suffield High School Flooring Replacement



A.Ward Spaulding School Exterior Projects

- This project addresses critical aging exterior doors at Spaulding School. This project investment will replace all doors with new safe, secure, code compliant doors and hardware

- Brick repointing, caulking and sealant replacement, and soffit/canopy painting and repairs have been identified by the architects and the town as an important capital need for building preservation

A.Ward Spaulding School
Cost Breakdown of Exterior Projects

- Doors, hardware, and frames $ 250,000
- Repointing, facade/lentil, soffit/canopy repairs <u>$1,000,000</u>

- Total cost of all exterior projects **$1,250,000**

A.Ward Spaulding School Bathroom Renovation Project

Total Cost $1,000,000

- This project will completely renovate four student and four staff bathrooms
- This project will replace all floors, walls, plumbing, fixtures and partitions
- This renovation will bring all identified bathrooms up to building code and ADA compliance

QUESTIONS?

Phelps Road Reconstruction
Estimated Total Cost - $2,000,000

- Phelps Road from Mountain Road to Copper Hill Road was last paved in 2013. Since that time the road has rapidly deteriorated. The Department of Public Works had core samples taken throughout the roadway in the fall of 2024 to determine the cause

- When last paved in 2013 the road was only milled and surface coated. Core samples were not taken at that time to confirm if the asphalt and road base were adequate

Phelps Road Reconstruction (continued)

- It has been determined that the pavement thickness is inadequate. In many areas it was discovered that the pavement is only 2.5 inches thick which does not meet Town specifications. The pavement should be 4 inches thick considering the typical traffic the road handles

- It was determined through the samples that the base material is not adequate and does not meet Town specifications. Currently the first 9 inches of base under the existing asphalt is fine to coarse sand, with little to no gravel, and a little silt mixed in. From 9 inches to 2 feet is old asphalt fill, silt, and fine to coarse sand, with minimum gravel

- There are many areas of the roadway that require drainage work to make sure that water is properly diverted from the base of the roadway as well as off of the surface. The core samples have shown that in some areas groundwater has impacted the pavement performance

Phelps Road Reconstruction (continued)

- Town Specifications for pavement binder course call for 1.5 inches of class 2 Bituminous Concrete M.04 and for pavement surface course 1.5 inches of class 1 Bituminous Concrete M.04. Both of these specifications are for a typical roadway and are minimums
- Town specifications for road base call for 12 inches of granular fill M.02.01 and 9 inches of compacted processed aggregate base M.05
- The Town will be applying for Transportation Rural Improvement Program (TRIP) funding which can reimburse up to 100% of construction costs. If the Town receives TRIP funding we would be responsible for all engineering and permitting costs plus any construction costs TRIP funding does not cover

Steps and Timeline for Repairs
for Phelps Road

- Take multiple core samples from throughout roadway and have them analyzed. Receive and review the geotechnical report.(Completed June 2024 - October 2024)
- Meet with Town engineer to discuss issues with road and to review findings of geotechnical report. (Completed November 2024)
- Have engineer draw construction plans for road reconstruction. (Completed July 2025)
- Apply for Transportation Rural Improvement Program (TRIP) funding. (May 1st 2026)
- Write a RFP for reconstruction of the road. (March 2026)
- Review bids and interview potential contractor(s). Choose contractor(s) for the work and schedule the projects. (April - May 2026)
- Construction period. (June - November 2026)

QUESTIONS?

Culverts and Bridge Replacements

Last year, two culverts/bridges failed. The Department of Public Works had an engineering inspection and recommendation report completed, by Barton & Loguidice Engineers, on all culverts and bridges under 20 feet throughout Town. Barton & Loguidice is a well respected engineering firm. They are listed on the State of CT website as an accepted vendor. The Town works with Barton & Loguidice frequently and in the past on many different Town projects.

The report identifies six of these structures in need of immediate replacement. These structures have been identified as serious safety issues.

- Copper Hill Road
- Suffield Street
- Hickory Street
- Spruce Street
- River Boulevard
- Boston Neck Road

Copper Hill Road

Mountain Brook Stream

Total Cost - $1,560,000

- Copper Hill Culverts have already **failed** and are currently covered with steel plates
- Superstructure Overall Condition: **Poor**
- Substructure Overall Condition: **Serious / Critical**
- Waterways Overall Condition: **Fair**
- Roadway Overall Condition: **Fair**
- The bridge exhibits **critical structural deficiencies**, including advanced deterioration and partial **failure** of one culvert barrel that compromises the structural integrity of the roadway. Based on these conditions, immediate replacement of the structure is recommended
- The Town will be applying for State/Local Bridge Program (SLBP) funding which can reimburse up to 50% of engineering, design, and construction costs

Suffield Street

Over Unnamed Stream

Total Cost - $1,080,000

- Suffield Street Culvert has already **failed** and is currently covered with plates.
- Superstructure Overall Condition: **Poor**
- Substructure Overall Condition: **Serious**
- Waterways Overall Condition: **Fair/Poor**
- Roadway Overall Condition: **Serious**

- The pipes have disconnected and soil is running through the joints. The headwalls have structural cracking. Headwalls are shifting and falling away from the roadway. Based on these conditions, immediate replacement of the structure is recommended

- The Town will be applying for Transportation Rural Improvement Program (TRIP) funding which can reimburse up to 100% of construction costs. If the Town receives TRIP funding we would be responsible for all engineering and permitting costs plus any construction costs TRIP funding does not cover

Hickory Street

Over Fourmile Brook

Total Cost - $1,500,000

- Superstructure Overall Condition: **Poor**
- Substructure Overall Condition: **Critical**
- Waterways Overall Condition: **Poor**
- Roadway Overall Condition: **Fair**
- Due to the extensive concrete section loss, severe scour, and advanced deterioration of the wingwalls and abutments caused by prolonged water infiltration from both the deck surface and the surrounding waterway, the structural integrity of the bridge has been significantly compromised. Based on these conditions, immediate replacement of the bridge is recommended
- The Town will be applying for State/Local Bridge Program (SLBP) funding which can reimburse up to 50% of engineering, design, and construction costs

Spruce Street

Over Muddy Brook

Total Cost - $2,500,000

- Overall Condition: **Fair**
- Substructure Overall Condition: **Fair/Poor**
- Waterways Overall Condition: **Fair**
- Roadway Overall Condition: **Fair**
- The culvert barrels for Bridges 139016 and 139017 are in poor condition overall. The culvert barrels are in poor condition due primarily to deterioration and section loss at the pipe inverts
- Based on these conditions, immediate replacement of the structure is recommended
- The Town will be applying for State/Local Bridge Program (SLBP) funding which can reimburse up to 50% of engineering, design, and construction costs

River Boulevard

Over Deep Brook

Total Cost - $1,500,000

- Superstructure Overall Condition: **Fair**
- Substructure Overall Condition: **Poor/Serious**
- Waterways Overall Condition: **Poor**
- Roadway Overall Condition: **Fair**
- Due to the extent of structural deterioration and ongoing scour concerns, near-term replacement of the bridge is recommended
- The Town will be applying for State/Local Bridge Program (SLBP) funding which can reimburse up to 50% of engineering, design, and construction costs

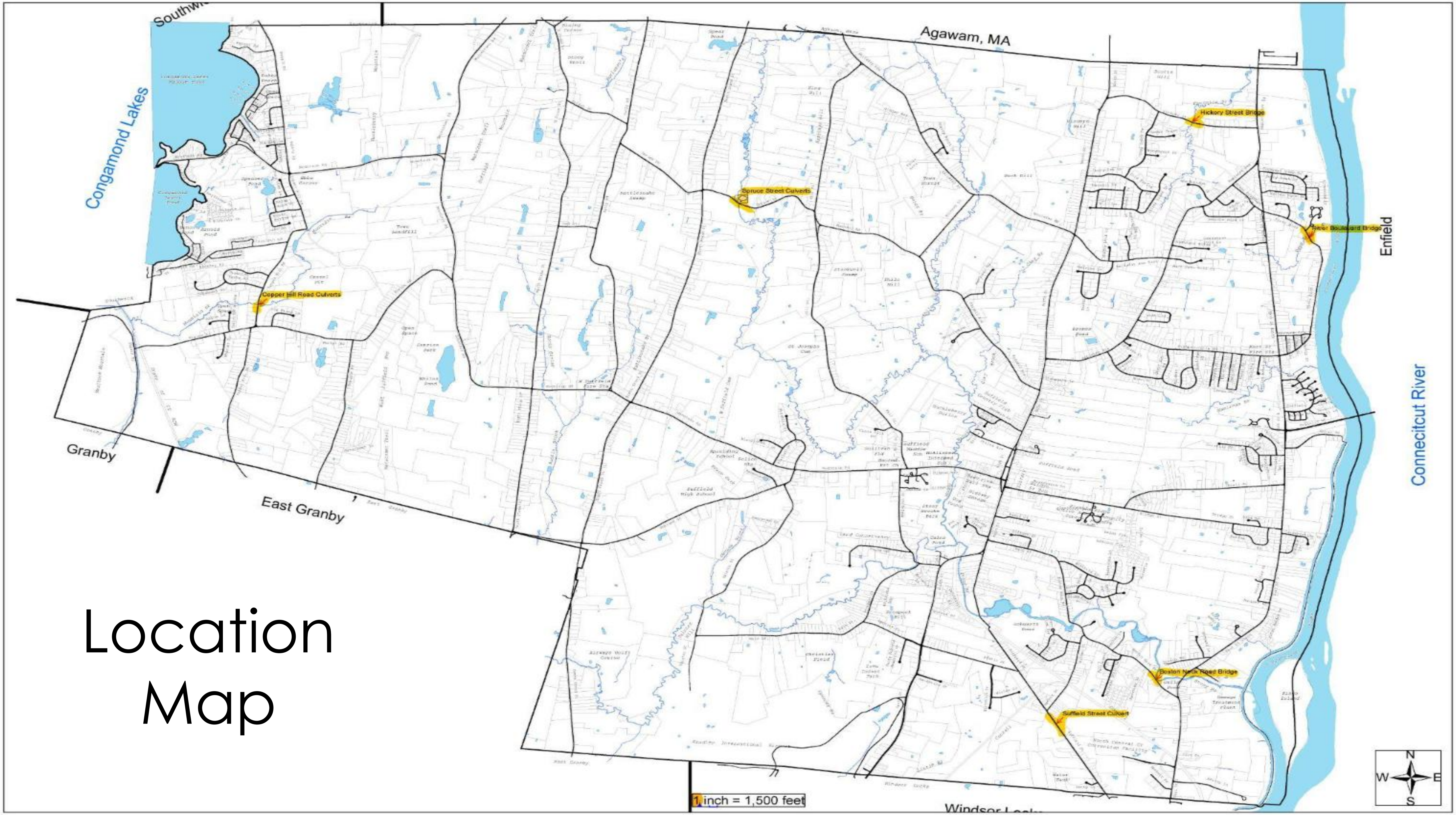
Boston Neck Road

Over Unnamed Stream

Total Cost - $1,500,000

- Superstructure Overall Condition: **Fair/Poor**
- Substructure Overall Condition: **Poor/Serious**
- Waterways Overall Condition: **Fair**
- Roadway Overall Condition: **Fair**
- The bridge is in overall poor condition, with significant structural deterioration, severe scour, and undermining of critical substructure elements. Full replacement of the bridge is recommended in the near-term to address these deficiencies and ensure continued safe operation
- The Town will be applying for State/Local Bridge Program (SLBP) funding which can reimburse up to 50% of engineering, design, and construction costs

Location Map



Steps and Timeline for Repairs for Copper Hill Road, Hickory Street and Suffield Street

- Step 1 - Write a RFP for Engineering services for the Bridges and Culverts. (Completed January 2026)
- Step 2 - Review bids and interview firms. Choose an Engineering firm to complete designs, technical drawings and specifications, and apply for permits required. (February - March 2026)
- Step 3 - Apply for grants, Round 1, State/Local Bridge Program (SLBP) for Hickory Street, Copper Hill Road (April 26th 2026), Transportation Rural Improvement Program (TRIP) Suffield Street (May 1st 2027)
- Step 4 - Write a RFP for the demolition and construction of the Bridges and Culverts. (November - December 2026 but no later than February 2027)
- Step 5 - Review bids and interview potential contractor(s). Choose contractor(s) for the work and schedule the projects. (November - December 2026 but no later than February 2027)
- Step 6 - Construction period. (April - October 2027)

Steps and Timeline for Repairs
for Boston Neck Road, River Boulevard and Spruce Street

- Step 1 - Write a RFP for Engineering services for the Bridges and Culverts. (Completed January 2026)
- Step 2 - Review bids and interview firms. Choose an Engineering firm to complete designs, technical drawings and specifications, and apply for permits required. (February - March 2026)
- Step 3 - Apply for grants, Round 2, State/Local Bridge Program (SLBP) for Boston Neck Road, River Boulevard, and Spruce Street. (April 26th 2027)
- Step 4 - Write a RFP for the demolition and construction of the Bridges and Culverts. (October-November 2027)
- Step 5 - Review bids and interview potential contractor(s). Choose a contractor(s) for the work, award the project(s) and schedule the projects. (November - December 2027)
- Step 6 - Construction period. (April - October 2028)

Alternatives & Options

- The Town is limited in alternatives for the structures to be replaced. The size and type of each structure must be engineered to handle appropriate traffic flow, vehicle size, and account for waterways

- The structures must be approved by the Army Corp of Engineers as well as CTDOT

- The costs of not replacing the structures are, where allowable, limiting road traffic to one lane until structures are repaired. Closing of those roads where structures become unsafe to allow any traffic flow to cross them. Safety of people crossing the structures as they could completely fail causing death or serious bodily injuries

- The decision was made to move these projects forward for immediate replacement for the safety of people using the roads and keeping the roads fully open for commerce

QUESTIONS?

Why now?

- The High School Roof and VCT flooring have been projects that our Permanent Building Commission and Advisory Commission on Capital Expenditures (ACCE) have been planning and assessing for multiple years. There is a cost savings by paying for the flooring project upfront and currently, State reimbursement for the roof
- Based on the engineering study that was done, completing these projects now will ensure public safety and continued full use of the roads without further delays. Regardless of whether the expense is bonded or not, the Town will have to come up with the funding in the near future
- The Facilities Master Plan addresses issues with all major facilities in regards to repairs and maintenance. The Town acknowledges the need to address these repairs and has planned to pick projects year over year during the budget process. The projects for Spaulding have been chosen as priorities as larger capital projects that were recommended by ACCE to put into this upcoming year's budget

Summary of Projects for Bonding

Prior Authorized Projects	Authorized Amount	Estimated Grants	Estimated Bond Issue
Emergency Services Radio Project 2024	$ 5,230,000	$ -	$ 5,230,000
HVAC High School 2024	3,840,000	1,704,230	2,135,770
HVAC McAlister Intermediate School 2024	210,000	70,497	139,503
	Prior Authorized Project Total		**$ 7,505,274**

Proposed Road Improvements Project	Estimated Cost	Estimated Grant	Estimated Bond Issue
Bridges and Culverts			
Copper Hill Road	$ 1,560,000	$ 780,000	$ 780,000
Hickory Street	1,500,000	750,000	750,000
Suffield Street	1,080,000	764,000	316,000
Spruce Street	2,500,000	1,250,000	1,250,000
River Boulevard	1,500,000	1,500,000	-
Boston Neck Road	1,500,000	750,000	750,000
Road Full Replacement			
Phelps Road	2,000,000	1,600,000	400,000
Issuance Costs	30,000		30,000
	Proposed Road Improvement Project Total		**$ 4,246,000**

Proposed School Projects	Estimated Cost	Estimated Grant	Estimated Bond Issue
SHS Shingle Roof Replacement Project	$ 2,350,000	$ 1,289,862	$ 1,060,138
SHS VCT Flooring Project	725,000	-	725,000
AWS Bathroom Renovation Project	1,000,000	-	1,000,000
AWS Exterior Project	1,250,000	-	1,250,000
	Proposed School Projects Total		**$ 4,035,138**
Authorized and Proposed Estimated Issuance Total			**$ 15,786,412**

Additional bonding of $8,284,726, in addition to previously approved projects of $7,505,274, equates to $15,786,412 total borrowing.

Projected Future Debt Service Structure

					PROPOSED BOND					
	OUTSTANDING BONDS			Annual	March 2026		15,790,000	Total		Annual DS
FYE	Principal	Interest	Total P+I	Change	Principal	Interest	Total	Proposed ONLY	Total All	Change
06/30/26	1,665,000	405,175	2,070,175				-	-	2,070,175	
06/30/27	1,670,000	353,800	2,023,800	(46,375)	-	528,965	528,965	528,965	2,552,765	482,590
06/30/28	1,670,000	304,800	1,974,800	(49,000)	831,053	528,965	1,360,018	1,360,018	3,334,818	782,053
06/30/29	1,035,000	264,775	1,299,775	(675,025)	831,053	501,125	1,332,177	1,332,177	2,631,952	(702,865)
06/30/30	1,035,000	233,725	1,268,725	(31,050)	831,053	473,284	1,304,337	1,304,337	2,573,062	(58,890)
06/30/31	1,035,000	205,300	1,240,300	(28,425)	831,053	445,444	1,276,497	1,276,497	2,516,797	(56,265)
06/30/32	1,035,000	179,500	1,214,500	(25,800)	831,053	417,604	1,248,657	1,248,657	2,463,157	(53,640)
06/30/33	1,035,000	153,700	1,188,700	(25,800)	831,053	389,764	1,220,816	1,220,816	2,409,516	(53,640)
06/30/34	1,035,000	127,900	1,162,900	(25,800)	831,053	361,923	1,192,976	1,192,976	2,355,876	(53,640)
06/30/35	1,040,000	102,050	1,142,050	(20,850)	831,053	334,083	1,165,136	1,165,136	2,307,186	(48,690)
06/30/36	1,040,000	74,875	1,114,875	(27,175)	831,053	306,243	1,137,296	1,137,296	2,252,171	(55,015)
06/30/37	530,000	47,700	577,700	(537,175)	831,053	278,403	1,109,455	1,109,455	1,687,155	(565,015)
06/30/38	530,000	37,100	567,100	(10,600)	831,053	250,562	1,081,615	1,081,615	1,648,715	(38,440)
06/30/39	530,000	26,500	556,500	(10,600)	831,053	222,722	1,053,775	1,053,775	1,610,275	(38,440)
06/30/40	530,000	15,900	545,900	(10,600)	831,053	194,882	1,025,934	1,025,934	1,571,834	(38,440)
06/30/41	530,000	5,300	535,300	(10,600)	831,053	167,042	998,094	998,094	1,533,394	(38,440)
06/30/42				(535,300)	831,053	139,201	970,254	970,254	970,254	(563,140)
06/30/43					831,053	111,361	942,414	942,414	942,414	(27,840)
06/30/44					831,053	83,521	914,573	914,573	914,573	(27,840)
06/30/45					831,053	55,681	886,733	886,733	886,733	(27,840)
06/30/46					831,053	27,840	858,893	858,893	858,893	(27,840)
06/30/47										(858,893)
06/30/48										
06/30/49										
06/30/50										
Totals……..	15,945,000	2,538,100	18,483,100		15,790,000	5,818,615	21,608,615	21,608,615	40,091,715	

assumes estimated 3.35% net interest rate for proposed issue

What Would Be The Impact on Taxes of These Projects If We Paid Up-Front?

	Previously Approved	Proposed	Total
Estimated Bond Issue	$ 7,505,274	$ 8,284,726	$ 15,790,000
Net Collectible Grand List	$ 2,014,038,090	$ 2,014,038,090	$ 2,014,038,090
Mill Rate	3.73	4.11	7.84
Median Appraised Value	$ 400,000	$ 400,000	$ 400,000
Median Assessed Value	$ 280,000	$ 280,000	$ 280,000
Impact on Taxes if Special Assessment	$ 1,043	$ 1,152	$ 2,195

Paying for these projects up-front, both previously approved and proposed, would require the median homeowner to pay $2,195 in taxes

Why Are We Borrowing to Pay for These Projects?

- Issuing General Obligation Bonds allows the Town to pay for projects we need to complete now over 20 years
- By spreading out the repayment of the borrowed funds over 20 years, it ensures the taxpayers who pay for the projects will be the same taxpayers who benefit from the new or improved assets
- The Town's strong credit rating (AA+) ensures a very low interest rate, currently estimated to be 3.35%
- The asset mix in our Capital Non-Recurring Fund (CNRE) will likely return 5.62% over a 20-year period, so keeping these funds in reserve for future larger projects is beneficial
- Since we already were going to borrow for previously approved projects, there are minimal incremental debt issuance costs (i.e., the costs get spread over a larger number, lowering our effective interest rate)
- By "clearing the decks" of these large projects, there will be less pressure on our upcoming annual capital budgets, which typically approximates 11% of the overall budget

Debt Capacity

The Town uses the following debt ratios when reviewing the Town's capacity to issue debt:

Debt Burden Indicator	Definition	Standard & Poor's
Debt as a percentage of Full Valuation	A ratio of total direct debt to the full valuation of the most recent completed grand list.	• Low - Below 3% • Moderate - 3%-6% • Moderately High - 6%-10% • High - Above 10%
Debt per capita	This ratio measures net debt to population.	• Very Low - Below $1,000 • Low - $1,000-$2,000 • Moderate - $2,000-$5,000 • High – Above $5,000
Debt Service Indicators		
Annual net debt service as a percentage of total General Fund expenditures (including transfers out)	The portion of operating expenditures used for debt service costs	• Low - Below 8% • Moderate - 8%-15% • Elevated - 15%-20% • High - Above 25%
A retirement rate of 50% of the Town's indebtedness within 10 years		Median: Greater than 50%

	CURRENT		PROPOSED	
Debt as a Percentage of Full Valuation				
Debt	$ 15,945,000	$ 15,790,000	$ 31,735,000	
Grand List	$ 2,014,038,090		$ 2,014,038,090	
Percentage	0.79%	LOW	1.58%	LOW
Debt per Capita				
Debt	$ 15,945,000	$ 15,790,000	$ 31,735,000	
Population	15,964		15,964	
Debt per Capita	$ 999	VERY LOW	$ 1,988	LOW
Annual Net Debt Service as a Percentage of Total General Fund Expenditures				
Debt Service	$ 2,070,175	$ 1,360,018	$ 3,430,193	
Budget	$ 69,100,318		$ 69,100,318	
Percentage	3.00%	LOW	4.96%	LOW
A Retirement Rate of 50% of the Town's Indebtedness Within 10 Years				
Debt to be Retired in 10 Years	$ 12,255,000	$ 7,895,000	$ 20,150,000	
Debt	$ 15,945,000	$ 15,790,000	$ 31,735,000	
Percentage	76.86%	OK	63.49%	OK

What Will Be The Impact on Taxes of These Projects If We Borrow?

- By paying for all the projects over 20 years, the median homeowner would pay an additional $189 in the first full year, decreasing to $119 in the 20th and final year
- The $189 consists of $90 for previously approved projects and $99 for the proposed projects
- The Net Present Value (NPV) of the annual payments (which totals $3,004), discounted using a risk-free 20-year Treasury yield of 4.82%, is $1,938 (vs. $2,195 if paid up-front)
- What that means: taxpayers are better off using the money they would be charged upfront to invest in a risk-free Treasury bond
- These amounts include estimated grant offsets. Theoretical worst case scenario – no grants received. Additional bonding of $10,458,689 will be required, median homeowner would pay an additional $125 in the first full year, decreasing to $75 in the 20th and final year

What Will Be The Impact on Taxes of These Projects If We Borrow?

- As part of the Annual Budget process, the Town budgets its annual capital spending
- The capital spending consists of a) Debt Service, b) Advisory Commission on Capital Expenditures (ACCE) requests, and c) transfers to/from the Capital Non-Recurring Fund (CNRE)
- The Board of Finance, Board of Selectmen, and ACCE aim to keep the capital spending at approximately 11% of the total budget
- In any year, the three components of capital spending will fluctuate based on, among other things, the changing debt service amount
- Ultimately, the additional debt service cost is expected to be absorbed into the capital spending by either lower ACCE requests and/or lower amounts contributed to CNRE- reflecting a mitigated impact to individual taxpayers
- If the full amount is not absorbed into the existing ACCE budget, the cost of bonding would result in a increase of less than $200 per year for an average homeowner

Approval Process for Bonding

- Formal BOS and BOF discussions started the beginning of January
- BOS unanimous approval on 2/9 to adopt the resolutions and bond authorizations for these projects
- BOF unanimous approval on 2/9 to approve and recommend the resolutions set forth and to be voted on at a Town Meeting
- BOS unanimous approval 2/9 to accept Board of Finance recommendations and have resolutions voted on at a Town Meeting
- Town Meeting 2/26 for approval to authorize Bond resolutions

QUESTIONS?

Resolutions

Resolved: That the Town Meeting of the Town of Suffield authorize the expenditure of $95,268 (subject to any adjustment due to final survey acreage) from the Open Space Fund for the purpose of purchasing the Development Rights from the Kaplan Farm consisting of 47.3 +/- acres located off North Street

Further Resolved: that the First Selectman is authorized to sign and execute all documents necessary to complete the above transaction

Resolutions

Resolved: That the Town Meeting of the Town of Suffield authorize An Appropriation Of $11,670,000 For The Road Improvements Project 2026 And The Financing Of Said Appropriation By The Issuance Of General Obligation Bonds Of The Town And Notes In Anticipation Of Such Bonds In An Amount Not To Exceed $11,670,000

Resolutions

Resolved: That the Town Meeting of the Town of Suffield authorize An Appropriation Of $2,50,000 For The Suffield High School SHINGLE Roof Replacement Project And The Financing Of Said Appropriation By The Issuance Of General Obligation Bonds Of The Town And Notes In Anticipation Of Such Bonds In An Amount Not To Exceed $2,350,000

Resolutions

Resolved: That the Town Meeting of the Town of Suffield authorize An Appropriation Of $725,000 For The Suffield High School VCT Flooring Project And The Financing Of Said Appropriation By The Issuance Of General Obligation Bonds Of The Town And Notes In Anticipation Of Such Bonds In An Amount Not To Exceed $725,000

Resolutions

Resolved: That the Town Meeting of the Town of Suffield authorize An Appropriation Of $1,000,000 For The Spaulding School Bathroom Renovations Project And The Financing Of Said Appropriation By The Issuance Of General Obligation Bonds Of The Town And Notes In Anticipation Of Such Bonds In An Amount Not To Exceed $1,000,000

Resolutions

Resolved: That the Town Meeting of the Town of Suffield authorize An Appropriation Of $1,250,000 For The Spaulding School Exterior Project And The Financing Of Said Appropriation By The Issuance Of General Obligation Bonds Of The Town And Notes In Anticipation Of Such Bonds In An Amount Not To Exceed $1,250,000