



**TOWN OF YARMOUTH, MAINE  
5-Year Capital Improvement Plan  
For the Period of  
July 1, 2024 – June 30, 2029**

**Draft 8-29-23**

**Town Council Members**

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## **The Draft 5-Year Capital Improvement Plan July 1, 2024 – June 30, 2029**

In accordance with Article V.10 of the Yarmouth Town Charter, I am pleased to present to the Town Council a draft report on the Capital Improvement and Investment needs for the Town of Yarmouth's municipal (non-school) affairs for the five-year period beginning July 1, 2024.

**Yarmouth Town Charter, Article V. Sec. 10. Capital Program.** The planning board, in consultation with the town manager and designated member(s) of the town council, shall prepare and submit to the town council, annually, a five-year capital program at least 120 days prior to the beginning of each budget year. The capital program shall contain such information as the town council may, from time to time, designate by order.

This report is prepared or updated annually for a rolling 5-year forecast or proposal. The Capital Improvement Plan (CIP) is a planning and forecasting document but does not have the power or benefit of appropriation or authorization to spend. Rather it sets forth context for decision makers to consider budget appropriations, seek grants and other funding sources, establish and set aside funds into Capital Reserve accounts, and to consider debt issues. It also helps provide proposed scheduling and coordination of capital projects and improvements for efficiency and maximum public benefits.

A significant element of this CIP document is a tabular summary of proposed annual appropriations (General Fund budgets) into the various capital reserves from which most (but not all) capital investments draw for construction or implementation. In addition, it proposes targets for specific dedicated revenue sources outside of the General Fund Budgets such as sewer user fees, ambulance service fees, State and Federal grants, sale of surplus assets, cable tv franchise fee and the like.

A companion to the CIP is the long-range investment plan for Tax Increment Financing projects scheduled to be funded with TIF revenue streams. Many of the TIF Funded projects are coordinated with the Town's General Fund projects for efficiency and to leverage greater state and federal participation. The TIF Plan is enacted separately and is appended to the Plan for reference purposes.

In some instances, capital investment needs are identified and prioritized that exceed the funding capacity of the town without debt or other financing arrangements. To provide greater context and a more comprehensive understanding of the Town's overall capital investment strategy and fiscal obligations/challenges to fund that strategy, current and proposed future debt schedules are provided. In many cases, the annual debt obligations (amortization) are proposed to be funded through the various Capital Reserves, in other cases the debt service is treated as a line item in the annual budget.

Non-Lapsing Capital Reserve Accounts have been established for a wide variety of purposes including:

- Dam Inspections and Repairs
- Road Improvements and Paving/Subset: Roadway Stripes Painting
- Sidewalk Improvements and Extensions
- Historic Building(s) Capital Maintenance (Old Meeting House)
- Town Trucks and Equipment Reserve (Excluding Fire-Rescue)
- Tax Revaluation Reserve
- Parks and Playgrounds
- Property Acquisitions
- Harbor and Waterfront Facilities
- Future Dredging
- Unemployment Reserve
- Merrill Memorial Library Building Reserve
- All other Town Buildings Reserves
- Town Pedestrian Bridges and Boardwalks
- Matching Fund for MDOT and PACTS road projects
- Solid Waste Facility Police Equipment Reserve
- STAY Program
- Affordable Housing Fund
- Brown Tail Moth (Environmental Hazards) Reserve
- Climate Action Fund- (established at the June 2022 Town Meeting)
- Fire-Rescue Equipment and Apparatus (Funded primarily with EMS Fees)
- Sewer System (Funded Primarily with Sewer User Fees)

- Cousins Island Dock ( Funded 80% by the Town of Chebeague, and 20% Town of Yarmouth)
- Street Lighting maintenance and replacement reserve.
- Future Landfill Closure Liability (Unfunded)
- Technology Reserve- (Funded with Cable TV Fees and the Annual Budget)
- Housing Assistance Fund / Renamed Affordable Housing Fund (Funded from dedicated sources when available.)

Brief narrative explanations follow of some of the Reserve Funds, their mission and planned expenditures, and an indication of their fiscal constraints, if any.

**Fire Rescue Equipment-** While we limit our planning horizon to 5 years, we can sometimes look out over that horizon to anticipate large fire apparatus purchases that will be needed. The Town is using Lease-Purchase financing options for now to meet current fire and rescue equipment needs. EMS billing revenues provide the funding to meet those lease payment obligations but leave us short on capacity for the large apparatus replacements for 20- and 25- year fire truck schedules. We will be aggressively seeking grant opportunities to try to cover this capacity gap but are also proposing general debt issuances.

The Town Council has also directed that the Town gradual increase the amount of EMS billing revenue dedicated to the Fire-Rescue Reserve account and taking less for general fund property tax softening.

**Wastewater-** Under the current sewer fee revenue allocation formula, a portion of the expected revenues to be collected each year will be credited for property tax offsets and a portion will be dedicated to the Wastewater Capital Reserve. Over a series of several years, the Town will be increasing the amount dedicated to fund the Wastewater Capital Reserve and decreasing the amount of sewer fee revenues held for general fund tax support. But capital planning efforts reveal that costs for replacement of the Rowe School and Harbor Pump Stations in the coming years will overwhelm the Reserve balances by more than \$10 million. In addition, other wastewater processing equipment, pump stations and sewer lines will need constant capital reinvestment. Despite, the increasing amount of sewer fee revenue dedicated to the capital reserve each year, the Town will need to consider significant bonded indebtedness to invest in the sewer system.



**Parks and Playgrounds (including Conservation/Open Space Lands)-**

Maintenance and replacement expenses for Parks and Playgrounds buildings and infrastructure could exceed the available resource capabilities in the upcoming 5-year period. In response, a gradual increase in annual appropriations to that capital reserve was initiated in FY 20 and needs to continue. We will also pursue state/federal grant opportunities and private contributions. Impact fees on new development are also under consideration with fee revenue dedicated to system improvements.

Since 2017, the **Town Buildings Maintenance Reserve** also covered Pedestrian and trail bridges and boardwalks. The Town is in a transition to split that Reserve Fund into two- one for buildings and the other for bridges. Effective in FY 24, the Bridges and Buildings Reserve is divided into distinct set asides. The Buildings Reserves covers quite a few town properties that do not otherwise have a separate capital reserve... so it includes the Town Hall, Log Cabin, various storage buildings, Public Works garage, and community centers for a variety of capital items such as roofs, parking lot paving, exterior and interior paint, HVAC, carpeting and carpentry, electrical upgrades etc.

The Town Council added (in 2017) the duty to identify capital maintenance and repair needs for pedestrian and roadway bridges of less than 25 ft spans. The bridge funding has now been segregated from the Building Maintenance Reserve and funding allocations increased. The **Davis Landing Bridge** is a highway bridge over East Main Street in structurally deficient condition. An estimated cost of replacement is \$1,200,000 is pegged but the funding challenge needs to be taken on. A bond issuance of \$1,200,000 is proposed for late 2024. Also, the highway bridge on East Elm over the Royal River Sluiceway is showing signs of deterioration and may also need to be programmed for work in the coming years.

**Radio equipment-** The CIP calls for a major replacement and upgrade to the Town's two-way radio communications for Public Safety and public works radios (including a switch to digital equipment). A cost of nearly \$300,000 is expected and some ARPA (\$200,000) funds were identified to help pay the cost of a major upgrade to a digital platform. No capital reserve exists for this purpose so

funding reliance will be through grants, direct budget appropriations, and the capital reserve funds for both police and fire-rescue equipment.

**Technology-** The Town's technology equipment and platforms have been funded through the Cable TV franchise fees which have been dedicated to that purpose for a number of years. Recent and pending FCC rule changes, and market shifts for cable tv services suggest that the Town may experience a significant loss of revenue. A partial but significant shift to annual appropriations started in FY 20 to cover desired costs associated with tv and streaming equipment for meetings and the Log Cabin. The Town's needs, costs, and reliance on technology funding will increase over time but revenue sources are expected to diminish. Starting in FY 24, the annual budget calls for the various operating departments to transfer a small portion of their funds to the Technology Reserve to bolster its fiscal capacity and ability to support those departments with both hardware and software as well as communications.

**Landfill closure-** The Town has intended to fund a Landfill Closure Liability Reserve for years by dedicating punch card revenue receipts to that fund. Unfortunately, other immediate capital needs for the transfer station have consistently called for those dedications to be used up, and the Town scaled back significantly on appropriations/transfers into the Equipment Fund from Solid Waste. A partial shift to annual appropriations started in FY 20 to cover desired costs associated with future landfill closure and post closure monitoring obligations was started. The Town Council established a PAYT trash management system effective in January 2023 and pricing of the official trash bags considers covering future capital needs (including landfill closure and cover) once the initial capital investment for the PAYT system improvements (financed with a lease-purchase agreement) is retired.

**Dams/Fish passage-** The Town has entered into a cost sharing agreement with the Army Corps of Engineers (the Corps) to study river restoration options. That study – and any follow up action the Town may elect to take- will require significant local matches. Private funding for the local match requirement may help to meet that obligation. The Town should continue to set aside funds for whatever action arises out of that Army Corps review---including the possible “no

action” alternative which would require the Town to invest heavily in maintaining the structures.

**Property Acquisition Reserve-** The Town’s interest in funding the Property Acquisition Reserve often does not survive the pressures to reduce the property tax burdens on citizens, and therefore remains at low balances which make even high priority strategic acquisitions very difficult. The Town Council has funded this Reserve with dedication of sale proceeds from some town property holdings. But, that is not a long term solution. Past Councils have considered but not adopted an Impact Fee assessment on all new residential development with revenues to be dedicated to the Property Acquisition Reserve account (or Parks and Recreation Reserve).

**Harbor and Channel Dredge-** Maintenance dredging of the Royal River is a federal responsibility but may not be a federal priority. It is possible to use annual budget appropriations to the Dredge Reserve to cover a possible local share associated with future dredging and dredge materials disposal for the navigability of the Royal River channel and mooring area. That strategy was not carried for several years, however. This CIP generally continues the Town’s practice in recent years of NOT funding (or only nominally funding) a reserve to help support a future maintenance dredge project for the Royal River. Rather, the Town relies (at some risk) on future funding and priority through the Army Corps of Engineers.

**Athletic Fields-** The CIP recognizes a priority need but does not contribute funds for improvements to the Athletic Fields at Yarmouth High School (Bathrooms, concession, storage). That project was finally priced out in 2023 and has now been abandoned as too expensive.

**Community Center-** The Town leased the Masonic Hall (20 Mill St) and sublet it to Yarmouth Community Center Inc. (a local non-profit) with the eye to building a new community center. With significant private funding support, the current structure received some much-needed safety improvements and new finishes. A few remaining investments are still needed for fire code, air quality, accessibility, and utility. Future plans for a large addition or separate but connected new community center are intended to follow thereafter. This CIP does not yet address this opportunity and need. It should.

**Complete Streets-Ped/Bike Investments:** The Town places a high value on “walkability” and “bike-ability” for Yarmouth streets and trails; and has an active focus on Complete Streets concepts. Many projects are planned and implemented through related funding sources and reserves including TIF Funds, MDOT/PACTS project matches, the sidewalk reserve, and the Road Improvement Reserve, as well as through the Community Services Parks and Lands funds. An ambitious and forward-looking list and vision for Ped/Bike and Complete Streets is appended to this CIP. One particular project (Sidewalk extension on North Road) was initiated by Yarmouth children, and it presents an wonderful opportunity for the Town Council is engage with them in the civic process (regardless of whatever funding priority the Council may determine.)

**Other potential community and capital projects** identified but not fully or adequately “funded” or planned may include:

- i. Senior or affordable housing efforts
- ii. Climate Change/Infrastructure sustainability investments
- iii. Cyber-Security threats
- iv. Wyman Station succession planning
- v. Off Leash Dog Park
- vi. Cemetery buildings and grounds
- vii. New or expanded floats at Madeleine Point and Wharf Rd
- viii. Future Rails-to-Trails or Rails-with-Trails projects
- ix. Public Arts Installations
- x. I-295 Overpass replacement at Exit 15 (any local enhancements)
- xi. Main Street Master Plan Implementation- Phase 2-X .
- xii. Adequacy and availability of public meeting/assembly spaces
- xiii. Spear Farm Barn Replacement
- xiv. Others to be identified and discussed as part of the CIP public and committee review process to follow:
- xv. \_\_\_\_\_
- xvi. \_\_\_\_\_

In addition, there have been numerous suggestions, proposal, needs, and ideas offered by citizens from time to time. A reminder of some of those are offered here: plans for the Town of Yarmouth. This is not intended as an empty “wish

list”, but as a reminder of work and concerns not yet undertaken. We may discover, on reflection, that some of these need to be assigned higher priority and brought forward for public discussion and to strategize Yarmouth’s response to the challenges they present. (No order of priority is suggested by the order of listing below and not all idea or requests suggest a capital expenditure or response.):

Drainage and landscaping improvements at Memorial Green (Town Hall)  
Sea Level rise planning and response, Coastal Bluffs erosion.  
Significant Waterfront Access and Boating Improvements  
Climate Action Plan  
Future Dredging  
Parks, Open Space, Water Access, Conservation land acquisitions  
Affordable/Workforce Housing  
Improved Universal Broadband Access and Cell Phone Coverages  
Periodic Tax Revaluation  
Riverside Cemetery Vault  
Homelessness/Refugees  
Rural Character Preservation  
Public Arts  
Traffic Management/By-Pass for the Village and Main St  
Wyman Station Succession Planning/ CMP Transmission Corridor planning  
Cyber Security- Technology Management  
Regionalization Opportunities  
Complete Streets including Bike/Ped and ADA accessibility.  
Public Works Facility (Phase II)  
Municipal Swimming Pool, Pump Track, Pickleball Courts  
Rails to Trails/Rails with Trails  
Groundwater/Aquifer protection strategies (regional)  
State and Federal and local bridge replacements  
Deep water access for the public  
Cold Storage Building-

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Various projects are identified in this Plan that will likely require debt instruments of some kind (bonds, leases, or other forms of debt). In addition, while this capital improvement planning process attempts to look out several years to allow for responsible fiscal planning and management--- it is an ever-evolving horizon. New demands, new ideas, new understandings, new state or federal mandates, changes in the economy, environment or community will surely occur and the plan is subject to constant update, revision, and reprioritization. Nonetheless, we are prudent to try to look out a few years to spot and prepare for known challenges. Among those likely to require debt strategies could include:

- Climate Action and Net Zero Carbon Emissions
- Davis Landing Bridge replacement (East Main Street over Pratt's Brook)- preliminary construction cost estimate of \$1,200,000.
- Harbor Pump Station Replacement (and line capacity upgrade)- preliminary construction cost estimate of \$8,000,000.
- Royal River Pump Station Replacement (and line capacity upgrade)- preliminary construction cost estimate of \$6,000,000.
- Harbor and Channel Dredging (if not federally funded)- Cost not yet determined, \$2,000,000\*. used for discussion placeholder.
- Royal River Restoration (Dam removals or other actions)
- Yarmouth Community Center (20 Mill Street): Not currently classified as a municipal project, but a private fundraising effort. Bookmark for reality check.
- Landfill closeout- Cost and dates not determined. Requires annual consideration.
- Formal Public Meeting Space/Council Chambers/Public Voting (polling station)- Not currently planned but increasingly a concern for public engagement and democratic participation practices. (perhaps 7500 sf with on-site parking for 120). (@\$200.sf = \$1,500,000)\*.
- Parks and Playgrounds maintenance and repair, and trails/bridges
- Spear Farm Barn demolition and replacement
- Land Acquisitions and Waterfront Recreational Access

**TOWN MANAGER'S CAUTIONARY NOTE REGARDING DEMANDS ON  
OPERATIONAL BUDGETS AND STAFFING.**

Focus and planning for capital needs and investments is and has been a strength for Yarmouth for many years and should continue as it has served the Town incredibly well. The list of accomplishments and successful investments to strength the character, connection, and sustainability of Yarmouth is remarkable and should be applauded and carried on indefinitely.

At the same time, the Town has not fully recognized the tremendous increase of pressures on operational and staffing capacities this presents. Investments of the 1950's thru the 1980's are running out their service lives and require maintenance, upkeep and updating. Hundreds of acres of new open space have been added. Huge investments have been made in Town buildings, the library, athletic fields, recycling facilities, harbor resources, Public Works Garage, the wastewater system, sidewalks and pathways, bridges and trails. Computer systems, fee systems, stormwater management and urban waters issues, and a host of social service issues as well as administrative burdens for accounting, finance, various dedicated revenue streams management, intergovernmental and regional service delivery and citizen expectations. Additionally, the town is increasingly called and required to address issues of equity, access, and affordability for residents who are seniors, or who have disabilities, differences, or face difficult financial or life circumstances. And, recent Town Councils have established by resolution and order that a major organizing principle of the town must be a Climate Action Plan and net zero carbon emissions. The combination of all these increased demands has accompanied the growth of Yarmouth and changes in both society and the roles of State and Federal governments. The Town has been both benefited and burdened by the capital investments along the way, but the resources and staffing to maintain all the capital infrastructure and address the citizen service needs has been outstripped by the cumulative growth of responsibilities.

In order to maintain and operate the capital assets of the Town, and to continue to deliver outstanding public services as we do, the Town will need to prioritize staffing and operational budgets along with capital plans. Some progress and budget increases have been made, of course, but the Town's capacity is stretched very thin in several areas including (not in any priority order):

- Human Resources and Accounting support
- Parks and Groundskeeping staff and equipment
- Highway maintenance especially winter maintenance of roads and sidewalks
- Library hours, staffing and parking
- Building Maintenance/Custodial and meetings support
- Paramedic/ Firefighter staffing coverage
- TV Equipment/Camera Operations/Scheduling/Programming/Maintenance
- Police coverage/security, traffic details, speed enforcement
- Plan reviews and permit management
- Permit and Safety Inspections and permit compliance monitoring and enforcement
- IT Support and cyber security
- Senior/Social Services Coordination and programming
- Town Council administrative support, communications, scheduling, record keeping.
- Insurance, Risk Management, Workplace Safety and Employee training compliance



## Brief Status Summary of Capital Reserve Accounts

- A. Dam Inspections and Repairs
- B. Road Improvements and Paving
- C. Technology
- D. Historic Buildings
- E. Fire Rescue
- F. Town Trucks and Equipment
- G. Revaluation
- H. Wastewater
- I. Cousins Island Dock
- J. Parks and Playgrounds
- K. Property Acquisitions
- L. Harbor and Waterfront
- M. Unemployment Compensation
- N. Merrill Memorial Library
- O. Solid Waste/Recycling
  - a. Future Closure Liability
- P. Town Buildings and Bridges
- Q. MDOT/PACTS Matching Fund
- R. Harbor Dredging
- S. Police Equipment
- T. Housing Support (Affordable Housing)
- U. Sidewalks
- V. STAY
- W. Environmental Health (BTM)
- X. Economic Development (TIF)
- Y. Cemeteries (no reserve fund)
- Z. Climate Action
- AA. Streetlight Reserve

## Dams

The Town owns and is responsible to maintain two dams in the Royal River, one near Bridge St and the other just upstream of East Elm Street. Both of these dams have been subject to controversial consideration for removal or alteration, including their associated fish ladders during the last 10 years. In August 2020, the US Army Corps of Engineers released two preliminary assessments to identify what, if any, federal role may be appropriate (subject to funding). These Federal Interest Determination (FID) studies were conducted under two different sections of the federal Water Resources Development Act (WRDA). One study under Section 1135 considered whether there existed a federal interest and benefit to removing the old dredge materials containment dikes on the northerly shoreline of the Royal River near the harbor mooring field. Another study under Section 206 looked to see what federal interests and alternatives may exist in restoring more natural river flow and/or fish passage structures at the two dams. Summary reports of both those FID findings are included here as part of this appendix. In January 2021, the Town Council voted to proceed with the 206 Study and appropriated funds for the first phases of the study. The Town is waiting for the Army Corps to complete the initial baseline hydrological modeling for the study.

Although the Federal programs present some significant possibilities, concerns, costs, and opportunities that may or may not color future decisions of the Town Council on dam maintenance, this CIP assumes that the 206 Study will lead to some construction activity with a 35% local cost share. Therefore, the funding request has increased from mere annual maintenance and inspection to planning for some significant investments TBD. Otherwise, the Town should continue its prior low effort monitoring and repair approach until such time as broader public policy direction is settled.

### Annual General Fund (Budget) Support

	FY 24	FY 25	FY26	FY 27	FY 28	FY 29
Manager Proposal:	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000

### **Road Improvements and Paving**

The Town of Yarmouth maintains over 62 miles of roadway, with related sidewalks, intersections, drainage structures and ditches, tree canopies, underground and overhead utilities, bike lanes, parking areas and stalls, signage and lane markings, lighting and signalization, curbs, guardrails, culverts, esplanades, bridges and rail crossings. Our aspirational goal for the past 20+ years has been to address the backlog of reconstruction needs and to bootstrap the Town's maintenance efforts up to the point where overlay pavement maintenance on an average 12-year cycle is possible. Tremendous progress has been made as a result of our increased efforts and investments using bonded indebtedness, increased annual appropriations, use of TIF funds, leveraging of grants and match funding from MDOT and PACTS, as well as private donations (particularly with regard to the Beth Condon Pathway and Ped/Bike Infrastructure). It has required discipline, creativity, coordinated planning, and increased property tax burdens. Although much progress has been realized, our work is not complete and by its very nature will require constant maintenance investments. And while this overall improvement has been realized, the Town has also experienced new growth, additional traffic, public demands for greater accommodation of pedestrian and bicycle use- in fact a "complete streets" policy has been approved. The target is not stationary.

For the purposes of the CIP, the Public Works Director presents an exhaustive listing of roadways or roadway segments based on the type of treatments that they require in the next few years from full reconstruction, partial rehabilitation, realignment (vertical and/or horizontal), improved drainage, safety improvements, complete streets modification to a simple maintenance overlay paving. Along with that the CIP identifies funding needs and sources. The Plan is fully cognizant of funding constraints and works backwards from assumed resource limits to the priorities and plans. More progress and improvement could be realized with more capital resources. We are also constrained by human resources and recently added a project manager to help keep up with the needed work planning and supervision.

#### **Annual General Fund (Budget) Support**

	FY 24	FY 25	FY26	FY 27	FY 28	FY 29
Manager Proposal:	\$725,000	\$730,000	\$740,000	\$750,000	\$750,000	\$850,000
MDOT Grants	\$82,000	\$82,000	\$82,000	\$82,000	\$82,000	\$85,000

## Technology

The Town has a wide variety of technology investment needs that generally have not been funded within the operating budget line items. Included in these needs are replacements, upgrades, maintenance costs, software licenses fees, scheduled hardware replacements, new applications, networking fees, and a variety of related costs. Moreover, there is no clear definition of what types of technology are or should be covered through a capital reserve program as opposed to costs assigned to departmental operations or other capital reserve accounts.

In addition—indeed as a priority--- the Town Council seeks to have local cable television equipment and operations funded through the technology reserve account, which has come to include cablecasting on the local access channel, on-line video meeting support, archival of meeting videos, Video on Demand, live streaming as well as public information announcements using both the internet and social media outlets.

These varied and growing demands outstrip both funding and staffing capacities and are unsustainable over a long period.

- Technology needs cover a wide range of issues (partial and illustrative list only):
- Financial and Payroll accounting systems, software, licenses, training, (cloud) storage, servers, firewalls, fiber and copper wiring, terminals, printers, desktop and laptops.
- Other applications software: Mapping/GIS, Records Management, permit tracking, Vision appraisal software.
- Phone Systems and networks, including recording equipment (police) and enhanced 911, voice mail. Remote log-in and dispatch switching.
- Office equipment such as photocopiers, printers, fax, folders, security systems and alarms, security cameras, remote door openers, handicapped door assist. Records management and storage.
- Radio equipment- police, fire, ems, public works, parks, wastewater, telemetry alarms and monitoring.
- Building control systems- HVAC, elevator, air quality/exchange
- Local Channel Television meetings coverage, Log Cabin equipment, cloud storage, VOD, hosting fees, camera/production labor, lighting and sound.

Funding for technology needs has relied on the dedicated franchise fees from Cable Television service (currently Charter Communications dba Spectrum) at 5% of the subscriber revenues in Yarmouth. Between market shifts and changes in federal law, we have a significant concern about the future amounts or reliability of that revenue stream.

In FY 20, we added a small supplemental budget appropriation to the franchise fee dedication to stave off future anticipated shortfalls. And in FY 22, the Council directed an increase of \$50,000 to the fund to help bootstrap the maintenance, licensing, and equipment costs.

Cable franchise fees are paid in April or May each year and have been close to \$130,000/year while our projected expenses for the next 5 years exceed an average of \$186,000/year. We need to either extract some expenses to pay from other sources, or to increase the annual supplemental appropriations. We also audited the franchise fee payments and are seeking to collect on any underpayments that may be recoverable.

Annual General Fund (Budget) Support

	FY 24	FY 25	FY26	FY 27	FY 28	FY 29
Manager Proposal:	\$82,000	\$82,000	\$82,000	\$82,000	\$82,000	\$85,000
Transfer from Dept's	\$31,700	\$23,200	\$23,200	\$23,200	\$23,200	\$26,000
Cable Franchise	\$125,000	\$120,000	\$120,000	\$110,000	\$110,000	\$100,000

### **Historic Buildings**

The Town is the owner of the Old Meeting House on Hillside Street, and has enjoyed a partnership established nearly 70 years ago with the Village Improvement Society (VIS) for the maintenance and operation of the building. The Town consistently funds a small contribution to a capital reserve fund for Historic Buildings (in the plural, but we really only have one as of now). That fund is tapped for occasional projects such as exterior painting, sill work, historic preservation or other work- and is usually more than matched by contributions from the Village Improvement Society. It is noteworthy that in 2020 the VIS decided to dissolve. This is a very sad and significant loss for the Town of Yarmouth. The VIS is working with the Town and Yarmouth Historical Society for distribution of its assets and assignment work to carry on the legacy of the 110 years of work by the VIS in service to the Yarmouth Community. In September of 2021 the Council voted to accept a gift of capital funds for the care of the Old Meeting House, but it will be a pale substitute for the commitment and partnership that the VIS has provided. In August 2022, the Town Council voted to accept \$130,000 from the VIS for care/preservation of the Old Meeting House, and to enter into a (lease) partnership with the Yarmouth Historical Society.

Nevertheless, it should give the Town of Yarmouth pause to consider what investments and commitments shall be needed when the partnership is formally dissolved. Given the Town has adopted an Historic Preservation Ordinance (largely advisory only) and is clearly motivated to preserve and protect certain historic/iconic properties in Yarmouth, or to assist private owners in doing so, it may be wise to think about Yarmouth's Historic Building Fund much more expansively, rather than in its minimal (and possibly shrinking) role.

This CIP does not seek to answer or recommend a direction on the future "Historic Building" mission question- only to flag it. The CIP will call for traditional levels of appropriation only (\$5,000/year +/- ) while inviting the community to discuss what kinds of programs, holdings, investments, and efforts it would like to make in terms of Historic preservation work, not only for the Old Meeting House but also for other historic structures and sites. The growth and earnings from the VIS gift should generate some additional funds each year. (4% total return policy approach to investment).

	<b><u>Annual General Fund (Budget) Support</u></b>					
	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal:	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
VIS Fund Transfer (if/as needed)	\$3,000	\$3,000	\$4,000	\$4,000	\$3,000	\$3,000

### **Fire-Rescue Equipment**

The Town of Yarmouth has a combined Fire and EMS Service (Yarmouth Fire Rescue or YFR) with apparatus and ambulances supported by volunteers in the community with help from a small professional staff. The Town has made recent investments both in a new Fire (and Police) Public Safety Building, with an Emergency Operating Center, and in a new Fire-Training Facility at the Transfer Station. In addition to the facility upgrades, the Town is mindful to maintain the right mix of firefighting, emergency response, and ambulance equipment. A detailed schedule of replacements is planned years in advance and adjusted as needed to changing conditions or requirements. Funding for the replacement equipment comes from a dedicated stream of revenues generated by billing for ambulance services. The first \$280,000 of EMS fees are credited to the General Fund for property tax relief with all additional funds (approx. \$70,000) directed to the YFR Equipment Reserve. That amount can vary from year to year. Wherever possible, federal and state grant funds are solicited to help maintain our ability to safely respond to all types of emergencies. That same fund is also tapped to purchase firefighter and medical equipment such as protective clothing (turnout gear), radios, SCBA bottles, etc. The CIP process helps the Town Council determine if the dedication of EMS (ambulance) fees needs to be rebalanced to generate more or less revenues to meet the Department's equipment funding requirements- with offsetting adjustments to the General Fund Revenue budget. This CIP calls for a shifting of resources to the Fire-Rescue Reserve Fund by dedicating the first \$100,000 (in FY 23 and increasing that amount each year) to the Fire-Rescue Reserve with the balance going to help the General Fund.

#### **Annual General Fund (Budget) Support**

	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal:	\$0	\$0	\$0	\$0	\$0	\$0
EMS Fees	\$130,000	\$130,000	\$150,000	\$150,000	\$150,000	\$180,000

### Equipment Fund

All trucks, vehicles, excavators, specialty construction equipment, mowers, tractors and the like (with the exception of Yarmouth Fire Rescue apparatus, and the School Department) is purchased and maintained through Yarmouth Public Works and the Equipment Fund. Each of the following Departments of programs are required to budget funds annually within their own CIP plans and annual capital reserve funding requests to transfer over to the Equipment Fund so that a pool of funds is available for all municipal needs:

• Parks Department	\$60,000
• Wastewater Division	\$50,000
• Solid Waste Division	\$50,000
• Harbor Master	\$4,000
• Police Department	\$55,000
• Animal Control	\$3,000
• Highway Maintenance (direct appropriation)	\$320,000

The Public Works Director maintains a careful inventory of vehicles and equipment, tracks purchase/replacement costs as well as major maintenance expenses, and life cycle planning schedules to anticipate when trucks, cruisers, backhoes, and the like are reasonably expected to warrant either a major investment for life extension or replacement. From these we create what is a funded depreciation reserve. This program has been working well and allows department heads and the mechanics to plan for optimal value and life cycle for equipment rather than trying to fit purchase decisions into single year budget parameters.

Each department's vehicle and equipment needs are tracked and accounted separately so we can determine if that Department is paying an appropriate fair share annually. It greatly flattens out the up/down bounce for annual budgeting and tax rate management by examining average expenditure needs over a 5–10-year period. It also allows management to examine the cumulative balances to assure that the right amount is appropriated and transferred annually to the Equipment to keep it solvent and effective.

### Annual General Fund (Budget) Support

	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal:	\$210,000	\$320,000	\$330,000	\$330,000	\$320,000	\$320,000



## Revaluation

Taxpayer equity, good management, and the law all require that the Town periodically update its values for homes, businesses, and land for taxation purposes. While adjustments are made annually for new construction, remodeling, subdivision or land splits each year, all assessments are adjusted to market conditions as of April 1, 2016 (the effective date of the last revaluation). Over a period of a few years, market conditions begin to exert different influences on different properties based on type, neighborhood, architecture or other market features. Inequities begin to show up where all properties are not taxed in equal proportion to current fair market values. If all properties were taxed at 80% of fair market value there would be no inequity, but if some properties are taxed at 70% while others are at 90%--then we have lost the “fairness” or equity status that is both desired and required.

From time-to-time a town-wide Revaluation program must be implemented to seek to adjust the 2016 values to bring all assessments to 100% of current value. When those valuation changes are made, those properties that were assessed disproportionately too low catch up and those that were disproportionately too high get some relief. The tax rate is adjusted to generate the same cumulative total tax revenues as before (give or take any budget changes), but the burdens are rebalanced on different shoulders somewhat.

The last revaluation was long overdue when completed and took nearly two years to execute. Future efforts may be able to be completed “in house” by the Cumberland County Assessing office (from whom Yarmouth contracts for its assessing services) or could be contracted out to a private mass revaluation firm. Pricing can vary widely, but it is not unreasonable to project a contract price of up to \$350,000 for such an effort. Since 2016, the Town has not been able or willing to set aside sufficient reserve funds against this future cost and therefore has some catch-up work of its own to do unless we wish to fund the next revaluation as a single lump-sum appropriation. If the Town were to plan today to complete a revaluation for (say) April 1, 2025, then the Town could start to salt away funds into the annual revaluation reserve starting in FY 22.

	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal:	\$26,000	\$30,000	\$70,000	\$70,000	\$70,000	\$70,000
TIF Transfer	\$6,300					

## Wastewater

The Yarmouth Water Pollution Control Department is responsible for the operation and maintenance of wastewater infrastructure in the Town. This consists of a 1.31 MGD wastewater treatment plant on Whitcomb's Way that treats approximately 830,000 gallons per day of wastewater, a Rapid Drain Sand Filter on Cousins Island serving 40 homes, 30 wastewater pump stations, 40 miles of gravity sewer lines, 20 miles of low pressure sewer lines, 800 manholes, 10 on-site electrical generators at select pump stations, 3 trailer mounted portable electrical generators as well as on site composting of biosolids at the Whitcomb's Way facility that generates over 800 tons of sludge each year which must now be trucked to Massachusetts for composting and land application.

The Wastewater System is operated and funded by a combination of sewer user fees and property tax collections. It is a capital-intensive program with some pipes a century old or more, 30 pump stations of various ages- many of which are 40 years old or more, and a treatment plant first built in the 1960s (with a major upgrade in 1992).

The Town Engineer and Wastewater Superintendent develop long range plans and cost estimates to maintain and update the system responsibly and thoughtfully. Some components can be maintained with modest capital maintenance efforts for many years, but all components will eventually reach their useful life and require replacement. Such components (like a large pump station, or treatment process equipment, can run into the 100's of thousands or even millions of dollars in costs—so it is critical to both plan and respond with discipline and care.

In addition to maintaining equipment so it reliably performs and treats sewage to the standards of design, the regulatory framework and expectations evolve constantly, with new understandings and treatment methods as we better understand both impacts to the environment from even treated waste discharges and new (or newly recognized) constituents discharged into the system from the community (such as heavy metals, and PFAs or “forever chemicals”). To these matters we need to be vigilant and prepared to consider more complex and expensive treatment processes.

	<u>Annual General Fund (Budget) Support</u>					
	FY 24	FY 25	FY 26	FY 27	FY28	FY 29
Manager Proposal:	\$0	\$0	\$0	\$0	\$0	\$0
User Fees	\$525,000	\$550,000	\$600,000	\$650,000	\$700,000	\$750,000
Connection fees	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000

### Cousins Island Dock

In 2008 the Towns of Yarmouth and Chebeague agreed to amendments to the Interlocal Contract known as the Wharf Use Agreement (originally with the Town of Cumberland until Chebeague became a separate municipality in July 2007). That amendment was part of an arrangement to provide for better/safer bus and vehicle loading and unloading at the Wharf Head, including an MDOT funded bus turning location.

The two towns agreed to jointly establish and fund a capital reserve for repairs to the wharf and wharf head (bus turning area) with Chebeague to pay 80% of an agreed upon formula contribution and Yarmouth to pay 20%. The parties have honored this agreement and intend to continue to do so. Notwithstanding neighborhood complaints about the ferry and bus activities (particularly the mandatory back-up alarms on busses), the system has proven to be a much safer and less obtrusive arrangement than the prior system that necessitated bus backing all the way from or to the Pogy Shore access road.

This Appendix I-I includes the relevant excerpt of the Agreement amendment and the formula for contributions. The estimated accumulated balance of \$427,000 tracks fairly closely to the formula projections even though the formula assumed interest earnings at 4.2%. (2008 was a difficult year to do economic forecasting you may recall).

This fund does not cover the parking lot or barge area at Pogy Shore, nor the floats and ramps off the Wharf.

#### Annual General Fund (Budget) Support

	FY 24	FY 25	FY26	FY 27	FY 28	FY 29
Manager Proposal:	\$5,974	\$6,213	\$6,462	\$6,720	\$6,989	\$7,268

This is the Yarmouth 20% match only. Chebeague pays to the fund annual amounts 4 times these levels (80%)

## **EXCERPT of 2008 Joint Agreement with the Town of Chebeague Regarding Capital Reserve**

The Town of Yarmouth shall maintain a reserve fund for the sole purposes of providing for the maintenance, capital repairs and eventual replacement of the Cousins Island dock and/or the improvements to Wharf Road contemplated in the above referenced MDOT PIN 7871.00.

Both the Town of Chebeague and the Town of Yarmouth shall annually pay into the fund in accordance with a schedule of payments detailed in Exhibit A attached to this Agreement and made a part hereof. The initial payments shall be due November 30, 2009 and annually thereafter on or before the last business day in November. Funds held in the replacement reserve by the Town of Yarmouth under a predecessor agreement with the Town of Cumberland shall be carried forward and included in this capital reserve.

In the event that the need to repair or replace the Cousins Island dock arises, Yarmouth shall repair or replace the dock and Wharf Road improvements as may be necessary; provided, however, that Chebeague Island's obligation to provide funding for replacement facilities shall not exceed an amount equal to its proportionate share of facilities of the same size and of the same design and materials as the present dock, and Wharf Road improvements contemplated in MDOT PIN 7871.00 unless the parties specifically agree otherwise. In the event that the funds available in the said reserve fund may be insufficient to cover the costs of the repair or replacement, Chebeague Island shall pay to Yarmouth an amount equal to 80% of the costs in excess of the funds available in the reserve fund, prior to the commencement of necessary repairs or replacement. The Town of Yarmouth will provide an annual accounting of sums expended for maintenance and/or replacement of the Cousins Island dock to the Town of Chebeague Island.

The payments made to the Town of Yarmouth by the Town of Chebeague Island pursuant to the provisions of this paragraph shall be in lieu of any schedule of docking fees, user fees, or similar fees, charges, taxes, or other monetary assessments that the Town of Yarmouth might otherwise be entitled to impose upon the Chebeague Transportation Company or its passengers for the use of the Cousins Island dock. The Town of Yarmouth shall be responsible for funding the remaining normal and anticipated costs associated with the maintenance and replacement of the Cousins Island dock and of the Town of Yarmouth's ramp and float to be installed on the Cousins Island dock.

The Town of Chebeague Island shall continue to maintain sole possession of the ramp and float already installed on northerly side of the Cousins Island dock and shall be solely responsible for all costs associated with the maintenance and eventual replacement of said ramp and float. The Town of Chebeague Island agrees that any payment hereunder will not create any ownership interest in the Cousins Island dock for the Town of Chebeague Island.

The Town of Chebeague Island shall manage and control the use of ramp and float on the northerly side of Cousins Island dock consistent with the limitations and terms of this agreement.



## Parks and Playgrounds

Yarmouth Community Services maintains an impressive array of quality recreational and athletic facilities, tennis courts, parks, lawns, garden areas, wooded trails and bridges, open spaces, playgrounds and places of interest, recreation, and inspiration for the residents of Yarmouth, along with many programming opportunities and events for people of all ages. YCS maintains the school outdoor facilities as well as the many other places for non-school recreation, sport, and respite. Master Plans have been developed or updated for many of the Town's open space lands- all too voluminous to include here.

In addition to maintenance of trails in the open space parks, there are several pedestrian bridges of various degrees of complexity, cost, and engineering sophistication. For convenience, capital maintenance plans and funding for those projects on the larger scale are assigned to the Town Engineer and are funded under the Municipal Buildings and Bridges Reserve fund rather than as part of the parks department responsibilities.

In addition to funding for upkeep of the existing facilities, YCS and the Town must recognize the constant drumbeat call for more facilities and preservation of open space, small urban/pocket parks, requests to improve landscaping and aesthetics at parks and playgrounds, more athletic fields and courts, a dog park, water access points, and conservation lands. The demands on outdoor spaces including parks and trails have spiked in Yarmouth and throughout Maine during the pandemic period where travel and social interaction was otherwise constrained. The value of parks and open spaces stood out as a major revelation to many Yarmouth residents as a result of the "stay at home" conditions and remains so today.

### Annual General Fund (Budget) Support

	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal:	\$205,000	\$205,000	\$215,000	\$215,000	\$215,000	\$220,000

### **Property Acquisition Reserve**

For many years the Town funded a reserve account to provide the Town flexibility and opportunity to acquire real property for parks, open space, water access, and occasionally for municipal operating purposes or public projects. A victim of its own success, perhaps, and of ever tightening budget and tax rate concerns, funding into the Property Acquisition Reserve has been reduced to a trickle in the past 10-15 years. Occasional small appropriations are included in the annual capital plan, and the Town Council has agreed to dedicate some portions of the sale proceeds of the liquidation of town real estate to provide some capital to this reserve fund.

A more recent idea has been floated to impose some sort of Development Impact Fee on developers or homes, businesses or subdivisions with those fees to be dedicated (in whole or in part) to the Property Acquisition Reserve. While there appears to be some Council interest in this approach, no endorsement or sponsorship has yet emerged therefore no more fully developed or drafted policy statement or program has been created.

Since property tax funding for new acquisitions will remain a significant obstacle, the Reserve is now envisioned as providing the Town working capital to allow strategic, significant, and important opportunities to be realized. Reserve Funds could be used for the not insignificant pre-acquisition costs such as Options and option consideration, survey, appraisal, environmental assessment, title examination, grant and fund-raising matches and leverages, negotiation of purchase and sale agreements and the like. In other words, there is a high front-end soft cost expense to bring property acquisitions opportunities forward. Without the capacity to invest in even that groundwork, the community may not be able to invest in the property even if private or governmental grant funding becomes available.

### **Annual General Fund (Budget) Support**

	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000

## **Harbor and Waterfront**

Yarmouth's access to the navigable tidal waters of Casco Bay is a huge economic, social, recreational, cultural, and environmental benefit to the Town. We invest in facilities, equipment, staff and programs to help assure there is safe (and healthful), fair public access and use of those waters and public facilities including at the Town Harbor, Madeleine Point, Littlejohn Island, Wharf Road, and old Town Landing Road off Princes Point. We also manage shellfish harvesting resources for safety, health, and sustainability, including vigilant enforcement of harvesting rules and conservation restrictions.

Management resources are needed to manage and police the fair and equitable distribution of limited mooring and parking spaces, to support or commercial marine trades industries, aquaculture leases, and safe and responsible recreational activities both from the shore and by boaters.

Funding is needed for these five onshore public facilities, boat/trailer and related equipment for both police and navigational uses as well as emergency response assistance to boaters in trouble. Navigational channel markers, floats, ramps, docks, all get heavy public use and are subject to heavy weathering deterioration. The Harbor and Waterfront Reserve is used to anticipate the capital needs as well as occasional professional engineering, environmental, or survey services to plan projects and improvements.

A separate fund was created and is maintained to reserve funds to help with harbor and navigational channel maintenance (i.e. dredging). See Appendix I-R Dredging.

The Harbor Master has submitted a very ambitious set of proposals that will require some prioritization to fit within reasonably anticipated fiscal constraints. In addition, the Town Council supports attempts to acquire additional lands and facilities for both boating and non-boating recreational and commercial uses and access.

### **Annual General Fund (Budget) Support**

	FY 24	FY 25	FY26	FY 27	FY 28	FY 29
Manager Proposal:	\$31,500	\$45,000	\$45,000	\$31,500	\$31,500	\$60,000



### Unemployment Compensation

The Town of Yarmouth is self-insured for the purposes of Unemployment Compensation, which means the Town does not pay an insurance premium, rather we are a direct reimbursement employer to the Maine Unemployment Compensation program for all approved claims. This also means that the Town needs to reserve funds against future claims that are otherwise not covered by budgets or insurance protections. For many years (40+ perhaps) the community and local labor market has enjoyed low levels of unemployment and the Town has a highly stable municipal workforce. But there are some seasonal employees, occasional (thankfully rare) shifts in municipal mission and priorities, and relatively low demands on the unemployment reserves. Things are changing. Employees may have more than one job which means the Town is at risk not only for the employee's town employment status, but also for employment losses from other agencies or companies. More recently are the great uncertainties and instability of budget and hiring commitments arising out of the COVID-19 pandemic. This puts the Town at risk for uninsured unemployment claims.

Nevertheless, this remains a relatively small exposure for the Town of Yarmouth adequately covered (usually) by an annual appropriation to the Unemployment Reserve of less than \$10,000. It bears watching, but it does not present a significant risk exposure.

#### Annual General Fund (Budget) Support

	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Manager Proposal:	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$7,000

### **Merrill Memorial Library**

This reserve fund is very similar to Municipal Buildings and Bridges Maintenance Reserve (see Appendix I-P) but is kept separate to honor the separation of “ownership” and stewardship duties of the Library Board of Trustees.

Significant investments in this 1904 building were made in 1988 and 2013 (with some flooding repairs in 1991/92 following Hurricane Bob). Capital Investments are needed, nonetheless, and always will be for HVAC, air quality, brick pointing, carpets, technology, security and communications, and interior painting, furnishings, and to meet evolving public needs and expectations.

Investment needs are expected to remain relatively low and more or less “routine” for the foreseeable future. But, one cannot afford to underestimate the degree to which that building (and its staff) are used and loved by the community or the pace of change that is imposed of the modern library to meet the needs of a community that is rapidly evolving in terms of technology, social and cultural expectations, special needs users and populations, meetings and community processes, and the mission of the Library.

#### **Annual General Fund (Budget) Support**

	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal:	\$25,000	\$25,000	\$30,000	\$30,000	\$30,000	\$30,000

### **Solid Waste and Recycling**

The Town Council has approved a major investment in the Transfer Station and Recycling Programs to implement a Pay-As-You-Throw system which is now under construction (summer 2022). Given the much-discussed pendency of these changes and related details, we will forgo further elaboration of this Reserve fund for the 2024-2028 CIP draft.

However, the reader is wise to note that the Town has recognized a future liability for closure, cover, and environmental monitoring of the landfill areas of the facility. While certainly not a fully engineered projection, the Town estimated in 2019 that the future liability cost of \$1,200,000 that might be spread over 30 years.

Additional information and projections on investments made to accommodate PAYT will be offered at a later date.

#### **Annual General Fund (Budget) Support**

	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal:	\$51,000	\$51,000	\$51,000	\$51,000	\$52,000	\$54,000
PAYT& Punch Net Rev.	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000

### **Town Buildings**

The Town Engineer is charged with inspecting and monitoring town buildings and bridges (less than 20 ft span) to assure that the Town reserves adequate resources to maintain all those assets in safe, accessible condition and are energy efficient and sustainably and prudently preserved for maximum public value. These buildings include (without limitation) the Town Hall, Log Cabin, YCS office trailer, East Main Street Community House, Cousins Island Community House, Knaub House on North Road, Town Garage, Old Meeting House, Yarmouth Public Safety Building, Yarmouth Fire-Rescue Training facilities and classrooms (at transfer station), Salt Shed, Transfer Station buildings, Parks Department Buildings (McCartney and East Elm) and Little League, Camp SOCI, West Main Street school buildings, Harbor Master Building, and cemetery garage and office as well as Merrill Memorial Library, pump stations and wastewater treatment structures. The Town Engineer is also available to advise Yarmouth School Department on its buildings and structures. Finally, this Reserve seeks to cover capital expenses for 12 pedestrian bridges and 2 vehicular bridges that are town responsibility.

The Buildings needs assessment and the capital investment plans can be reconciled (marginally with a little imagination). But the Bridges component will fall far short. This is due primarily (but not exclusively) to the need to replace the Davis Landing Bridge on East Main Street (passes over Pratts Brook Stream about ¼ mile northeasterly beyond the landfill entrance.). An initial cost of estimate of \$650,000 has been provided by MDOT—an estimate that is suspect to be too low. This bridge is in poor condition and requires significant work as detour routes would present a significant and unacceptable inconvenience.

#### **Annual General Fund (Budget) Support- Buildings**

	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal:	\$40,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000

### **Town Bridges**

#### **Annual General Fund (Budget) Support- Bridges**

	FY 24	FY 25	FY 26	FY 27	FY28	FY 29
Manager Proposal:	\$40,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

### PACTS and MDOT Match Fund

In accordance with Federal law, Yarmouth is a part of the Portland Area Comprehensive Transportation System (PACTS) which is organizationally now a subset of the Greater Portland Council of Governments (GPCOG). Certain regionally significant and federally designated roads which are a local responsibility are eligible for state and federal assistance funneled thru PACTS which in Yarmouth includes: Route 1, Route 88, Route 115 (Main Street) York and Schools Streets, Route 1, North Road and Gilman Road. The Town has no responsibility for the Interstate system or its on/off ramps, but the Town is otherwise responsible for all public highways. MDOT is responsible for all bridges in excess of a 20 ft span, but frequently the Town seeks to have MDOT bridge work “upgraded” to accommodate Yarmouth’s aspirations and plans for pedestrian and bike travel—which usually requires the Town to pay for such “enhancements”. On occasion, MDOT will provide some level of grant assistance to help the town realize its complete streets vision.

In order to access any federal or state funds through PACTS or MDOT, the Town must be at the table and willing to commit its legally required matching share (which can range from 10-50% depending on the roadway and project funding source. The Town has found it prudent and enormously advantageous to prepare for these project opportunities by:

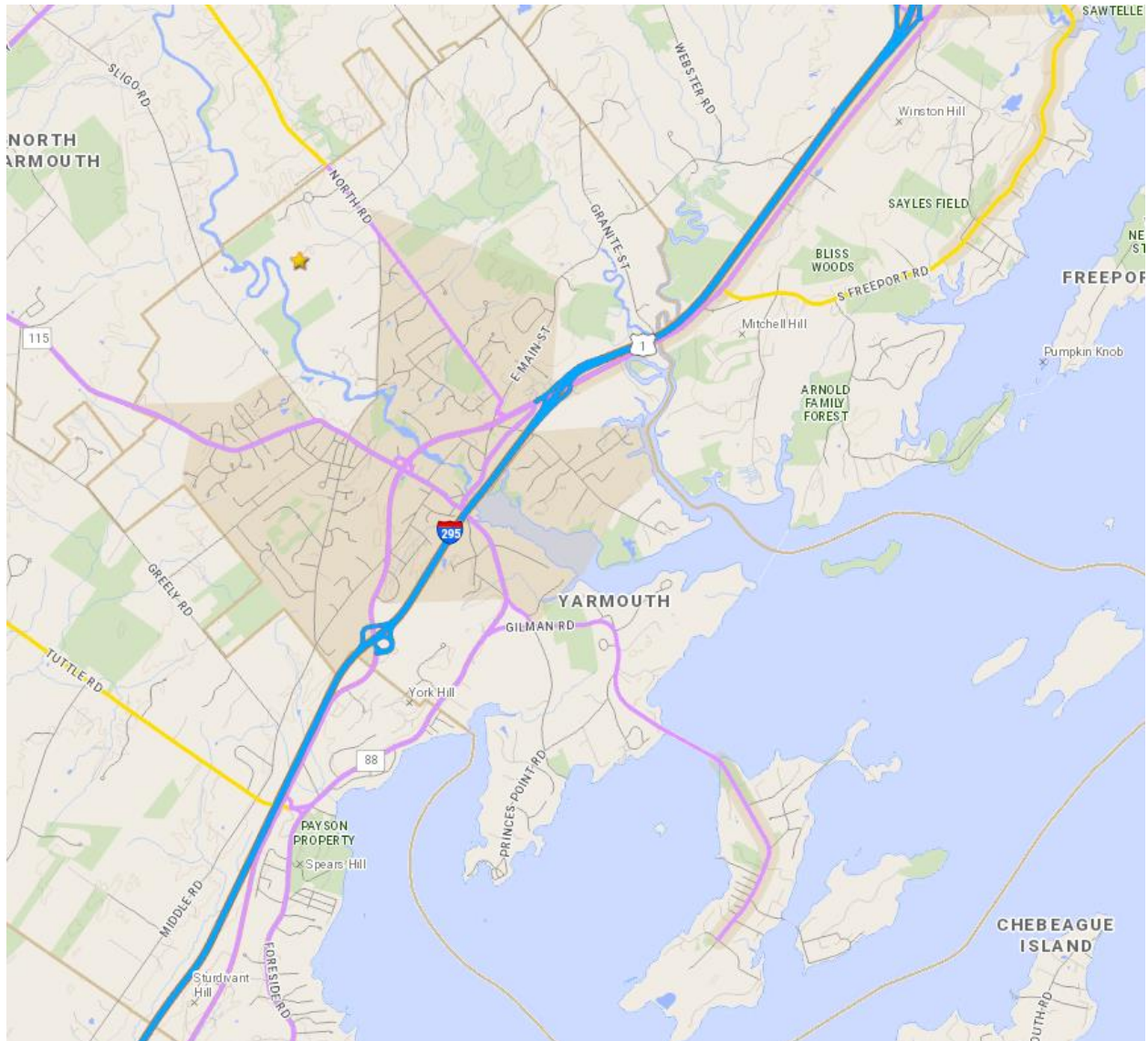
- a) Being clear, proactive and adamant in articulating and advocating for its roadway design objectives.
- b) Being present, responsible, and thoughtful in the regional planning and priority processes. The major decision made a PACTS are through representative of the 15 member towns and cities. We have to be a constructive and supportive part of that work to succeed and gain the support of our peer towns and cities. Relationships, respect, restraint and responsibility matter.
- c) **Being financially prepared.** We need to have our match funds lined up before we need them. You gotta pay to play. Of late, we have had a significant additional advantage of available TIF funds that have provide the local match.

I can tell you with certainty and pride that Yarmouth has had great success in this arena since 2002 when we were folded into the PACTS organization because the Town staff and the citizen advisory volunteers have hit these marks consistently.

### Annual General Fund (Budget) Support

	FY 24	FY 25	FY 26	FY27	FY 28	FY 29
Manager Proposal:	\$100,000	\$110,000	\$110,000	\$120,000	\$120,000	\$120,000

## PACTS Eligible (Federal Functionally Classified) Roads 2022



North Road  
 West Main, Main, Marina Road  
 York and School Streets  
 Route 88 Cumberland Town to  
 Cumberland Farms  
 Route 1 Cumberland to Freeport  
 And I-295 Ramps

I-295  
 Gilman/Cousins Rt 88 to Wharf Rd  
 East Main Street Ramp  
 North Road  
 Section of East Main between the  
 Ramp and North Road  
 Princes Point Rte 88 to Gilman

### Harbor Dredging

There is often little agreement on the right course of actions as relates to the Harbor navigational issues....but there is little dispute about the fact that it constantly fills with silt and mud that flows from upriver down to the tidal waters where it settles out and “shoals up” the navigational areas. Since before the Civil War, the river and harbor has required maintenance dredging to maintain its navigability---and hence a major part of its economic value to the community and region. We know that back in the 1860’s (or prior) the US Congress declared the Royal River as a federal navigational area and assigned to the Army Corps of Engineers the duty to maintain its navigability....subject to Congressional appropriations of funds. Therein lies the rub. Congress and the Corps have taken on more responsibilities than it can provide funds to fulfill. Yarmouth needs to be (and has been) proactive and dogged in seeking prioritization and funding from the Corps limited funds---obviously at the expense of some other harbor, port, or navigational area. The Royal River is of central importance to Yarmouth Maine, but perhaps not the highest priority to the US Government if prioritization is based on total traffic, commercial trade, national defense industries, international trade, or similar metrics.

Timing is important. Unlike most transportation systems such as rails, bridges, roads, and airways, the river does not function as a network with alternate detour routes available. If shoaling is not addressed in a timely manner, it is difficult and eventually impossible to maintain the commercial and maritime trades and industries. For that reason, the Town needs to be nimble and prepared to use all available levers to advocate for maintenance dredging projects- or be prepared to do the work itself. The Dredge Maintenance Reserve is available to help the Town best position itself for a federal project appropriation. That positioning could include lobbying, environmental and engineering assessments and sediment testing, collaboration with other agencies and dredge projects, proactive upstream siltation management and control, coordination with other public objectives and commercial (private) dredge projects, and we even offered a local cost share partnership to try to leverage federal priority.

The Fund’s only local sources of capital is the annual appropriations through the budget (inconsistently).

	<u>Annual General Fund (Budget) Support</u>					
	FY 24	FY 25	FY 26	FY 27	FY28	FY 29
Manager Proposal:	\$0	\$0	\$0	\$0	\$0	\$0



### Police Equipment

Yarmouth PD, like all police departments is reliant on technology, radio and phone, communications equipment, specialized police safety and accountability wear, investigatory equipment, weapons, traffic and speed monitoring devices, and station needs as well as cruisers with lightbars, sirens, radios etc. All this must be maintained, repaired and replaced periodically and some is not transferable from one officer to another.

So, in addition to cruiser replacement funding as detailed in Appendix I-F, the Town annually funds an appropriation to the Police Equipment Reserve. Funding for Cruisers is appropriated to the Police Equipment reserve and then transferred (by Council vote) to the Town Equipment Reserve Fund. When available, federal or other matching grant funds are solicited and used. On infrequent occasions, the Courts may award to the arresting or assisting law enforcement agency some portion of a criminal asset forfeiture.

Public Safety Radio System- It was hoped that the town would be able to replace its current older analog radio system with a new digital simulcast network as part of the new Public Safety Building project. That change would provide greater reach and reliability and reduce expensive (and occasionally dangerous) radio system failures. Unfortunately, that expense (now estimated at \$217,600) could not fit within the overall project and so ARPA funding was tapped in its place. We anticipate that the FCC will ultimately require a switch to digital format.

#### Annual General Fund (Budget) Support

	FY 24	FY 25	FY 26	FY 27	FY28	FY 29
Manager Proposal:	\$90,000	\$125,000	\$145,000	\$155,000	\$155,000	\$155,000



## Housing Support

In June 2006 the Town Meeting voted to establish a Housing Assistance Reserve Fund. While not a part of the vote, the impetus to place the Article before the voters was a new revenue stream from the lease of a cell tower space in 2005 to US Cellular. Upon establishment of the Reserve, the Town Council directed that all future lease payments (roughly \$32,000/yr) would be dedicated to the Housing Assistance Reserve. The Town Council has used the Reserve at various times to support a Low Income Home Energy Assistance Program (LIHEAP) supplemental program, to fund the initial STAY program, and to provide for a contract for the Southern Maine Agency on Aging (SMAA) to assist Yarmouth seniors with 'aging in place'.

**ARTICLE 22:** To see if the Town will vote to establish a Housing Assistance Reserve Fund, a permanent non-lapsing reserve fund, for use as approved by the Town Council, to acquire real estate or interests therein, to assist in the improvement of residential properties, including rental properties, to provide for infrastructure investments and improvements, housing improvement and ownership loans and loan subsidies, conduct studies, or take any other reasonable actions all to provide for or promote affordable housing opportunities for persons of low or moderate income, and/or for senior housing programs, services or opportunities.

The Town Council recently authorized assigning the lease to a 3<sup>rd</sup> party for a 99-year period in exchange for an upfront capital payment offered on a competitive proposal basis. With that, the Town Council directed that \$350,000 from the sale would be dedicated to the Housing Assistance Fund as a one-time capital boost.

Starting with the FY 22 budget, the Town Council authorized all costs for both the STAY program and the SMAA contract be covered in the annual budget rather than from this reserve. A new Affordable Housing Committee is tasked with developing a strategy to promote affordable housing options, including necessary municipal capital support.

### Annual General Fund (Budget) Support

	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Manager Proposal:	\$10,000	\$0	\$0	\$0	\$0	\$0

### Sidewalks

This reserve was created in 2017 by the Town Council as a subset of the Road Improvement Reserve to signal the Council's intent to increase the commitment to improving sidewalks and pedestrian ways throughout town. Otherwise funding for sidewalks simply competed with and was coordinated as part of other roadway projects or as part of a parks and trails project. The original intent was sincere but had the staying power of a New Year's Eve diet and exercise resolution. Initial Funding at \$12,000 was intended to gradually increase, but instead has steadily dwindled down to a nominal \$2500 in FY 21. This CIP calls for a baseline investment of at least \$30,000/year

#### Annual General Fund (Budget) Support

	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Manager Proposal:	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$50,000

## STAY

The STAY program (Senior Tax Assistance for Yarmouth) was established in 2017 to provide a “circuit breaker” property tax refund program for qualified seniors.

### STAY PROGRAM RESULTS:

<u>Fiscal Year</u>	<u># awards</u>	<u>Total Awards</u>	<u>Ave Award</u>
FY 18	111	\$ 74,199	\$668
FY 19	124	\$ 78,716	\$635
FY 20	129	\$ 96,272	\$746
FY 21	152	\$122,670	\$807
FY 22	142	\$108,449	\$764
FY 23	164	\$114,704	\$699
6 yrs	822	\$595,010	\$724

The Town Council may consider changes in the eligibility standards (age, minimum of 10 years residency, income thresholds, or calculation of taxes as a % of rent paid.). Otherwise, current funding thresholds and processes seem satisfactory.

This is not a capital program in the sense of creating a long term hard asset, but like the Unemployment Reserve it makes good practical sense to have this as a non-lapsing account.

### Annual General Fund (Budget) Support

	<u>FY 24</u>	<u>FY 25</u>	<u>FY 26</u>	<u>FY 27</u>	<u>FY 28</u>	<u>FY 29</u>
Manager Proposal:	\$125,000	\$128,000	\$128,000	\$128,000	\$135,000	\$135,000

**Environmental Health and Hazards Fund**  
**(aka the Browntail Moth Fund)**

This fund was created in June 2019 and partially defunded in July 2020”

**ARTICLE 29 June 2019:** To see if the Town will vote to establish an Environmental Health and Hazards Reserve Fund, a permanent non-lapsing reserve fund, for use as may be approved by the Town Council to provide treatments, mitigation measures or emergency responses, first and foremost, to infestations of Brown Tail Moths, or secondarily, to other environmental vectors and incidents that present risks to human health, forest and tree degradation, or contamination of public and private water supplies and natural water bodies; and to see if the Town will vote to raise and appropriate an additional sum of \$200,000 to the Environmental Health and Hazards Reserve Fund, or take any other action relative thereto.

**ARTICLE 4: July 2020** Shall the Town vote to abandon the purposes of the Environmental Health and Hazards Reserve Fund reserve fund in the amount of \$100,000, (leaving \$100,000 in the fund for the original purpose), and transfer the \$100,000 to the Road Improvement Reserve?

Note: The intent of this Article 4 is transfer \$100,000 from the Capital Reserve Account established by the Town Meeting in June 2019 and to use said \$100,000 to reduce the necessary property tax levy for the FY 20/21 budget.

A balance of \$109,000 remains in the fund and plans are being readied to draw some of those funds to contend with Brown Town Moth infestations in town trees and public lands in the spring of 2024.

**Annual General Fund (Budget) Support**

	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Manager Proposal:	\$0	\$0	\$0	\$0	\$0	\$0

## **Economic Development Fund**

### **THIS FUND HAS BEEN DISSOLVED AND THE ECONOMIC DEVELOPMENT IS NOW ADDRESSED THROUGH THE TIF PROGRAM**

The Economic Development Fund also referred to as the TIF Fund (formerly a portion of the General Fund) has not been included in the CIP in the past, and it is not intended that it be included here for any reason other than disclosure and understanding. The approval of the Economic Development Fund and the spending priorities of the Economic Development Advisory Board is independent of the annual budget and this CIP, but it is important to take note of the full range of public activities and investments.

A portion of the total tax base is “segregated and sheltered” from the General Fund which is then taxed at the same mil rate as the full tax base. Funds generated from the TIF tax base are dedicated to the Economic Development Fund (not the General Fund) and expenditures are approved by the Town Council with input from the Economic Development Advisory Board. The TIF fund generates about \$1million/year in funds dedicated to economic development. Some of the programs and projects that are eligible for application of TIF dollars can be used to alleviate tax efforts for the General Fund and help create and incentivize the community’s investment in itself as a business and job creation locale.

## Cemeteries

The Town does not have a capital reserve account for its 5 cemeteries, although there are some Trust accounts which generate a small contribution to annual maintenance and care.

These funds alone are insufficient to cover basic maintenance expenses (mowing, raking, fence repair, tree trimming, road grading, etc.). Additional capital funds are needed for more significant projects such as storage buildings and vaults, erosion and land subsidence problems, major tree removals, perimeter fencing and gates, records storage and management, development and operation of expanded burial areas and memorial gardens, and cleaning and repairs to memorial stones (including those marking the graves of veterans).

Any appropriation would be included in the “operating” budget and not to the Capital Reserve.

### Annual General Fund (Budget) Support

	FY 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	\$0	\$0	\$0	\$0	\$0	\$0

### **Climate Action Fund:**

In June, 2022 the Town Meeting voted to establish a Climate Change Action Reserve with the following vote:

**ARTICLE 29:** To see if the Town will vote to establish a Climate Change Action Reserve Fund, a permanent non-lapsing reserve fund, for use as may be approved by the Town Council to reduce, offset, or eliminate greenhouse-gas emissions from Yarmouth municipal operations and to execute Yarmouth's Climate Mobilization Action Plan; and to see if the Town will vote to dedicate all revenue derived from a Sligo Road Pole Yard lease or solar operations to this reserve fund, or take any other action relative thereto.

Work on a potential lease of the Sligo Road property grinds on as of this drafting (Summer 2022) and so no funds have been yet received and the Fund Balance is \$0.

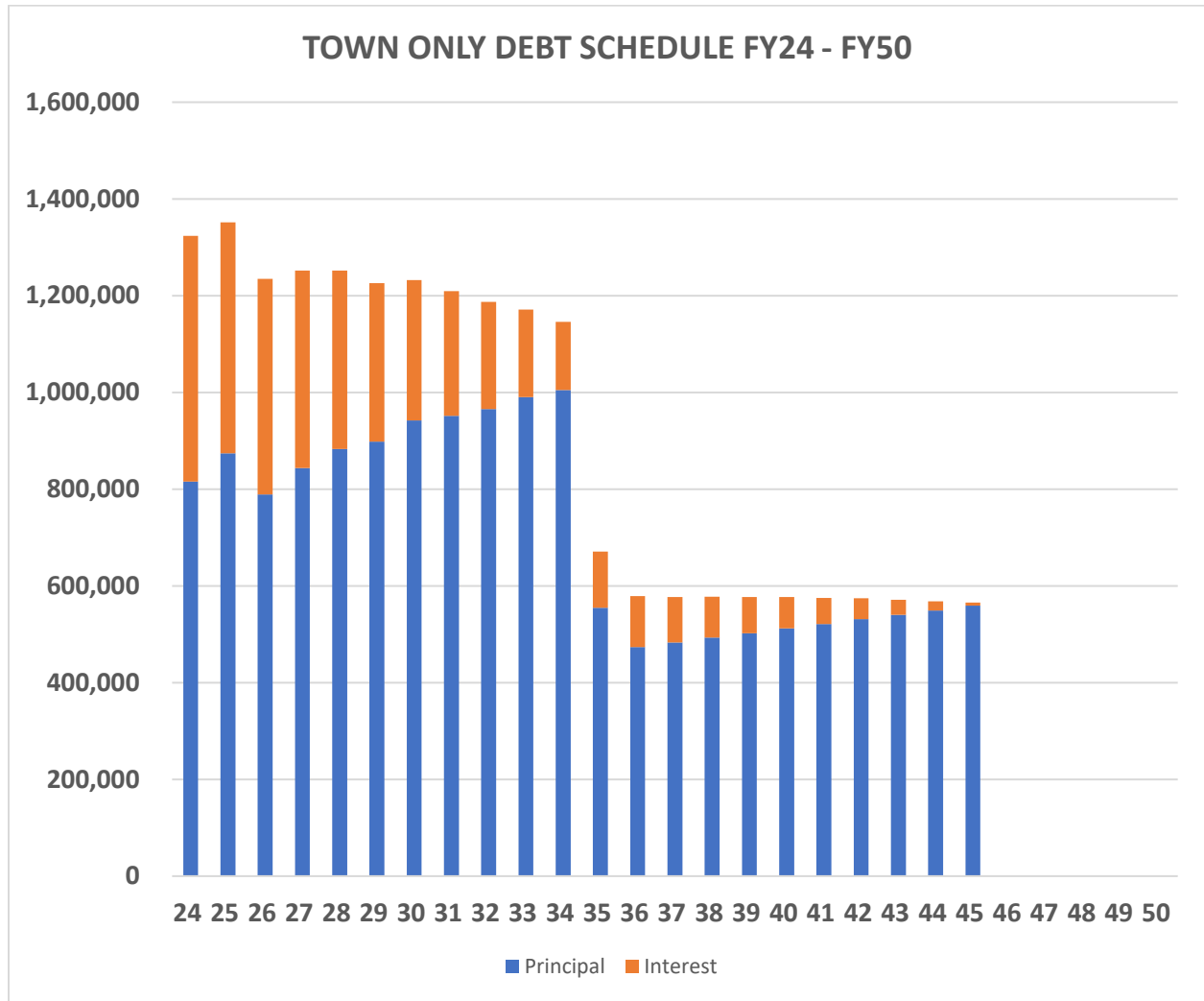
### **Street Light Capital Reserve**

In June 2022 the Town Meeting also voted to establish a Street Light Capital Reserve with the following vote:

**Article 30:** To see if the Town will vote to establish a Street Lighting Capital Reserve Fund, a permanent non-lapsing reserve fund, for use as may be approved by the Town Council to replace, upgrade, expand, or enhance general municipal roadway and public area lighting, for energy and cost efficiency, public safety, security, aesthetics, environmental benefits; and to see if the Town will vote to raise and appropriate to the Street Lighting Reserve and amount of \$5,000 which sum shall be supplemental to other sums raised or appropriated for the FY 23 General Fund budget; or take any other action relative thereto.

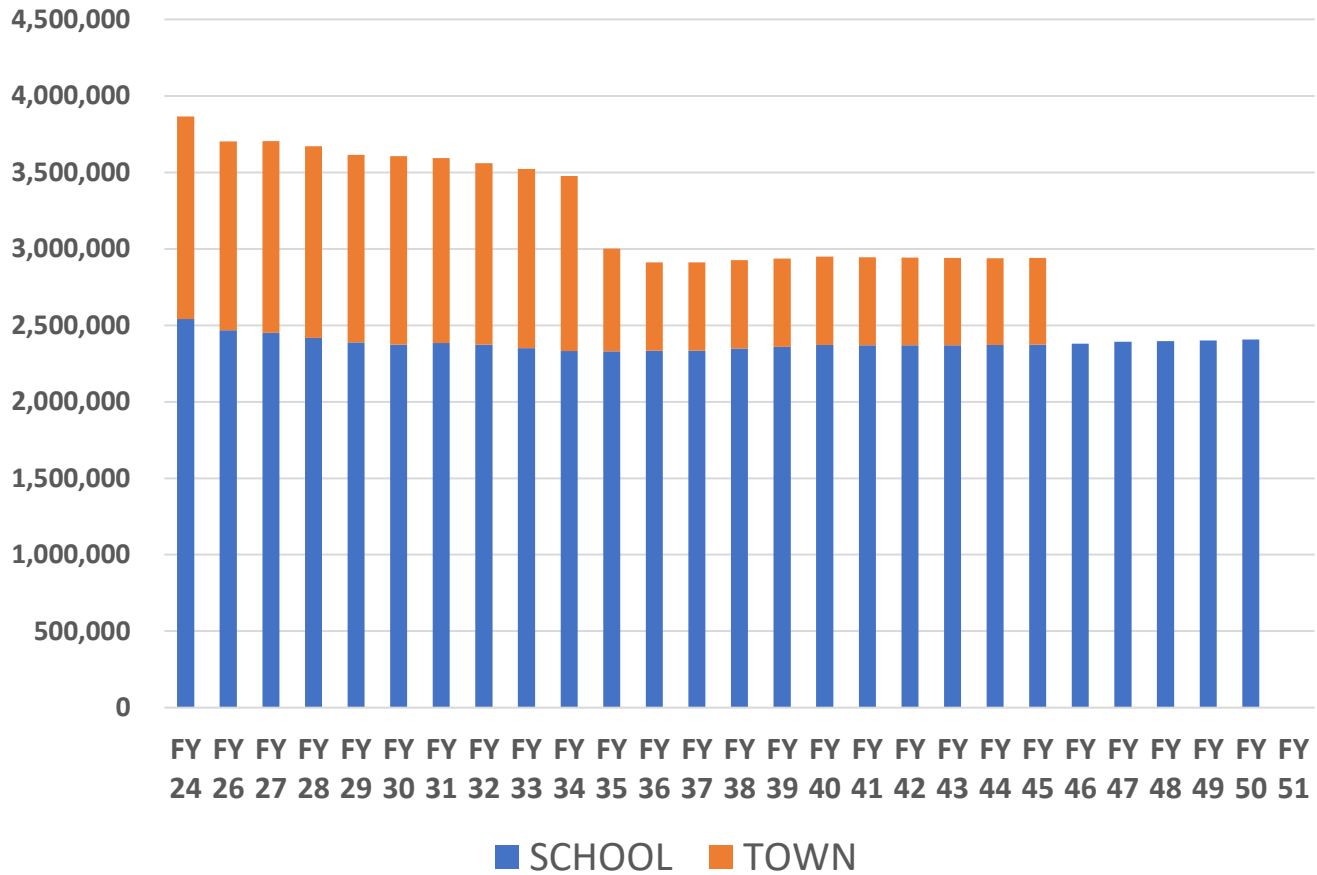
Thus the Reserve has an opening balance of \$5,000 in FY 23, with \$5,000/yr to be added.

## Supplemental Exhibits





### Bonded Debt Service Schedule of Payments FY24 - FY 50 Town and School Debts Combined



**Potential (Hypothetical) Debt Issue Schedules identified in the FY 25-FY 29 CIP  
(NOT IN ORDER OF PRIORITY)**

Royal River Pump		4.50%			
	<b>\$8,000,000</b>	Int	Prin	Total	FY
6 mo	BALANCE	\$180,000	\$0	\$180,000	2027
1	\$8,000,000	\$360,000	\$300,000	\$660,000	2028
2	\$7,700,000	\$346,500	\$310,000	\$656,500	2029
3	\$7,390,000	\$332,550	\$320,000	\$652,550	2030
4	\$7,070,000	\$318,150	\$330,000	\$648,150	2031
5	\$6,740,000	\$303,300	\$340,000	\$643,300	2032
6	\$6,400,000	\$288,000	\$350,000	\$638,000	2033
7	\$6,050,000	\$272,250	\$360,000	\$632,250	2034
8	\$5,690,000	\$256,050	\$370,000	\$626,050	2035
9	\$5,320,000	\$239,400	\$380,000	\$619,400	2036
10	\$4,940,000	\$222,300	\$390,000	\$612,300	2037
11	\$4,550,000	\$204,750	\$410,000	\$614,750	2038
12	\$4,140,000	\$186,300	\$420,000	\$606,300	2039
13	\$3,720,000	\$167,400	\$430,000	\$597,400	2040
14	\$3,290,000	\$148,050	\$440,000	\$588,050	2041
15	\$2,850,000	\$128,250	\$450,000	\$578,250	2042
16	\$2,400,000	\$108,000	\$460,000	\$568,000	2043
17	\$1,940,000	\$87,300	\$470,000	\$557,300	2044
18	\$1,470,000	\$66,150	\$480,000	\$546,150	2045
19	\$990,000	\$44,550	\$490,000	\$534,550	2046
20	\$500,000	\$22,500	\$500,000	\$522,500	2047
		\$4,281,750	\$8,000,000	\$12,281,750	
				\$584,845 Ave	

Eng 81		3.50%			
	<b>\$800,000</b>	Int	Prin	Total	FY
6 mo		\$14,000	\$110,000	<b>\$124,000</b>	2025
1	\$690,000	\$24,150	\$100,000	<b>\$124,150</b>	2026
2	\$590,000	\$20,650	\$105,000	<b>\$125,650</b>	2027
3	\$485,000	\$16,975	\$110,000	<b>\$126,975</b>	2028
4	\$375,000	\$13,125	\$110,000	<b>\$123,125</b>	2029
5	\$265,000	\$9,275	\$115,000	<b>\$124,275</b>	2030
6	\$150,000	\$5,250	\$120,000	<b>\$125,250</b>	2031
7	\$30,000	\$1,050	\$30,000	<b>\$31,050</b>	2032
8	\$0	\$0	\$0	<b>\$0</b>	2033
		\$104,475	\$800,000	\$904,475	

Davis Landing		\$1,200,000	5.00%		
	\$1,200,000	Int	Prin	Total	FY
6 mo		\$40,000	\$85,000	<b>\$125,000</b>	2025
1	\$1,115,000	\$55,750	\$80,000	<b>\$135,750</b>	2026
2	\$1,035,000	\$51,750	\$80,000	<b>\$131,750</b>	2027
3	\$955,000	\$47,750	\$85,000	<b>\$132,750</b>	2028
4	\$870,000	\$43,500	\$90,000	<b>\$133,500</b>	2029
5	\$780,000	\$39,000	\$95,000	<b>\$134,000</b>	2030
6	\$685,000	\$34,250	\$100,000	<b>\$134,250</b>	2031
7	\$585,000	\$29,250	\$105,000	<b>\$134,250</b>	2032
8	\$480,000	\$24,000	\$110,000	<b>\$134,000</b>	2033
9	\$370,000	\$18,500	\$115,000	<b>\$133,500</b>	2034
10	\$255,000	\$12,750	\$120,000	<b>\$132,750</b>	2035
11	\$135,000	\$6,750	\$135,000	<b>\$141,750</b>	2036
12	\$0	\$0	\$0	<b>\$0</b>	2037

Tower 84		3.50%			
	\$1,400,000	Int	Prin	Total	FY
6 mo		\$24,500	\$45,000	<b>\$69,500</b>	2027
1	\$1,355,000	\$47,425	\$85,000	<b>\$132,425</b>	2028
2	\$1,270,000	\$44,450	\$90,000	<b>\$134,450</b>	2029
3	\$1,180,000	\$41,300	\$90,000	<b>\$131,300</b>	2030
4	\$1,090,000	\$38,150	\$90,000	<b>\$128,150</b>	2031
5	\$1,000,000	\$35,000	\$95,000	<b>\$130,000</b>	2032
6	\$905,000	\$31,675	\$100,000	<b>\$131,675</b>	2033
7	\$805,000	\$28,175	\$105,000	<b>\$133,175</b>	2034
8	\$700,000	\$24,500	\$110,000	<b>\$134,500</b>	2035
9	\$590,000	\$20,650	\$110,000	<b>\$130,650</b>	2036
11	\$480,000	\$16,800	\$110,000	<b>\$126,800</b>	2037
12	\$370,000	\$12,950	\$110,000	<b>\$122,950</b>	2038
13	\$260,000	\$9,100	\$110,000	<b>\$119,100</b>	2039
14	\$150,000	\$5,250	\$100,000	<b>\$105,250</b>	2040
15	\$100,000	\$3,500	\$0	<b>\$3,500</b>	2041
16					
		\$374,675	\$1,250,000	<b>\$1,624,675</b>	

HARBOR PUMP		4.50%			
	\$6,000,000	Int	Prin	Total	FY
6 mo	BALANCE	\$135,000	\$0	\$135,000	2026
1	\$6,000,000	\$270,000	\$200,000	\$470,000	2027
2	\$5,800,000	\$261,000	\$210,000	\$471,000	2028
3	\$5,590,000	\$251,550	\$220,000	\$471,550	2029
4	\$5,370,000	\$241,650	\$230,000	\$471,650	2030
5	\$5,140,000	\$231,300	\$240,000	\$471,300	2031
6	\$4,900,000	\$220,500	\$250,000	\$470,500	2032
7	\$4,650,000	\$209,250	\$260,000	\$469,250	2033
8	\$4,390,000	\$197,550	\$270,000	\$467,550	2034
9	\$4,120,000	\$185,400	\$280,000	\$465,400	2035
10	\$3,840,000	\$172,800	\$290,000	\$462,800	2036
11	\$3,550,000	\$159,750	\$310,000	\$469,750	2037
12	\$3,240,000	\$145,800	\$320,000	\$465,800	2038
13	\$2,920,000	\$131,400	\$330,000	\$461,400	2039
14	\$2,590,000	\$116,550	\$340,000	\$456,550	2040
15	\$2,250,000	\$101,250	\$350,000	\$451,250	2041
16	\$1,900,000	\$85,500	\$360,000	\$445,500	2042
17	\$1,540,000	\$69,300	\$370,000	\$439,300	2043
18	\$1,170,000	\$52,650	\$380,000	\$432,650	2044
19	\$790,000	\$35,550	\$390,000	\$425,550	2045
20	\$400,000	\$18,000	\$400,000	\$418,000	2046
		\$3,291,750	\$6,000,000	\$9,291,750	
				\$442,464	

Body/Cruiser/Taser Lease-purchase				\$230,000
Principal	Int @4%	Total	Balance	
\$46,000	\$9,200	\$55,200	\$184,000	
\$46,000	\$7,360	\$53,360	\$138,000	
\$46,000	\$5,520	\$51,520	\$92,000	
\$46,000	\$3,680	\$49,680	\$46,000	
\$46,000	\$1,840	\$47,840	\$0	
\$230,000	\$27,600	\$257,600		
	ave	\$51,520		

## **Five-Year Funding Plan Summary**

### **FY 25 – FY 29 CAPITAL IMPROVEMENT PLAN**

	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	5 yr total
4001 Dam Maintenance	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$350,000
4002 Road Improvements	\$725,000	\$730,000	\$740,000	\$750,000	\$750,000	\$850,000	\$3,820,000
4003 Technology	\$82,000	\$82,000	\$82,000	\$82,000	\$82,000	\$85,000	\$413,000
4005 Historic Buildings	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
4006 Fire-Rescue Equipment	fees	fees	fees	fees	fees	fees	\$0
4007 Equipment Fund	\$210,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$1,600,000
4008 Revaluation	\$26,000	\$30,000	\$70,000	\$70,000	\$70,000	\$70,000	\$310,000
4009 Wastewater	fees	fees	fees	fees	fees	fees	\$0
4010 Cousins Island Dock	\$5,974	\$6,213	\$6,462	\$6,720	\$6,989	\$7,268	\$33,652
4011 Parks and Playgrounds	\$205,000	\$205,000	\$215,000	\$215,000	\$215,000	\$220,000	\$1,070,000
4012 Property Acquisitions	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000
4013 Harbor and Waterfront	\$31,500	\$45,000	\$45,000	\$31,500	\$31,500	\$60,000	\$213,000
4014 Unemployment Reserve	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$7,000	\$31,000
4015 Merrill Memorial Library	\$25,000	\$25,000	\$30,000	\$30,000	\$30,000	\$30,000	\$145,000
4016 Solid Waste	\$51,000	\$51,000	\$51,000	\$51,000	\$52,000	\$54,000	\$259,000
4017 Municipal Bldgs and Bridges	\$40,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$300,000
4017-A Municipal Bridges	\$40,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
4018 MDOT/PACTS project matches	\$100,000	\$110,000	\$110,000	\$120,000	\$120,000	\$120,000	\$580,000
4019 Dredging	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4023 Police Equipment	\$90,000	\$125,000	\$145,000	\$155,000	\$155,000	\$155,000	\$735,000
4024 Housing Support	\$10,000	\$0	\$0	\$0	\$0	\$20,000	\$20,000
4027 Sidewalk (Complete Streets)	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$50,000	\$170,000
4029 STAY Program	\$125,000	\$128,000	\$128,000	\$130,000	\$135,000	\$135,000	\$656,000
4030 Environmental Health (BTM)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Streetlight Maintenance Reserve	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
TBD Climate Action Response	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$1,907,474	\$2,108,213	\$2,193,462	\$2,212,220	\$2,218,489	\$2,398,268	\$11,130,652

4001 Dam Maintenance	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$191,613	\$6,613	\$69,613	\$57,613	\$45,613	\$68,613
PLUS:						
Budget Appropriation/Transfer	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000
LESS:						
Carry Forward Project Authorizations	\$0					
Phase 1 206 (local share)	\$255,000	\$5,000	\$0	\$0	\$0	\$0
Subsequent phases -Hypothetical	\$0	\$0	\$80,000	\$80,000	\$45,000	\$120,000
Maintenance/Repair	\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Total	\$255,000	\$7,000	\$82,000	\$82,000	\$47,000	\$122,000
Balance at 6/30	\$6,613	\$69,613	\$57,613	\$45,613	\$68,613	\$16,613

4002 Road Improvements	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$288,689	\$39,292	\$8,292	\$12,292	\$16,292	\$10,292
PLUS:						
Budget Appropriation /Transfer	\$725,000	\$730,000	\$740,000	\$750,000	\$750,000	\$850,000
Other Sources (MDOT)	\$82,000	\$82,000	\$82,000	\$82,000	\$82,000	\$82,000
TOTAL	\$807,000	\$812,000	\$822,000	\$832,000	\$832,000	\$932,000
LESS: (Road Reserve Funded Share Only)						
Carry Forward Project Authorizations	\$255,797					
Public Works Facility Projects	\$4,000	\$20,000	\$40,000	\$25,000	\$0	\$0
MDOT Project Matches (Reserve share)	\$0	\$0	\$0	\$0	\$0	\$0
Traffic Signals	\$0	\$0	\$15,000	\$0	\$0	\$0
Special Projects/Engineering Allowance	\$53,000	\$53,000	\$53,000	\$53,000	\$53,000	\$53,000
Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0
Rehabilitation Projects	\$0	\$300,000	\$0	\$0	\$0	\$0
Shim, Overlay, Finish (Incl TS)	\$743,600	\$470,000	\$710,000	\$750,000	\$785,000	\$825,000
Total	\$1,056,397	\$843,000	\$818,000	\$828,000	\$838,000	\$878,000
Balance at 6/30	\$39,292	\$8,292	\$12,292	\$16,292	\$10,292	\$64,292

4003 Technology	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$255,224	\$199,166	\$225,020	\$246,077	\$233,121	\$233,821
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$82,000	\$82,000	\$82,000	\$82,000	\$82,000	\$85,000
Transfers from Operating Departments	\$31,700	\$23,200	\$23,200	\$23,200	\$23,200	\$26,000
Other Sources (Spectrum Franchise)	\$125,000	\$120,000	\$120,000	\$110,000	\$110,000	\$100,000
<b>TOTAL</b>	<b>\$238,700</b>	<b>\$225,200</b>	<b>\$225,200</b>	<b>\$215,200</b>	<b>\$215,200</b>	<b>\$211,000</b>
<b>LESS:</b>						
<b>Carry Forward Project Authorizations</b>	<b>\$63,000</b>					
Cable TV Operations	\$60,000	\$30,000	\$35,000	\$35,000	\$35,000	\$55,000
Internet and Web Fees	\$9,000	\$10,000	\$10,000	\$10,500	\$10,500	\$12,000
PCs, Printers, Other Equip Replace.	\$21,000	\$12,900	\$20,000	\$13,000	\$15,000	\$15,000
Servers and Equip Replacement	\$5,100	\$20,100	\$7,100	\$25,100	\$9,000	\$12,000
MUNIS ASP	\$46,258	\$48,446	\$50,743	\$53,156	\$56,000	\$56,000
Computer Software and Licenses	\$40,100	\$62,100	\$64,500	\$67,500	\$70,000	\$70,000
Other Office Equipment	\$14,200	\$14,800	\$15,800	\$22,900	\$18,000	\$20,000
Phone Systems	\$2,500	\$1,000	\$1,000	\$1,000	\$1,000	\$1,200
IT Support Tech	\$33,600	\$0	\$0	\$0	\$0	\$40,000
<b>TOTAL</b>	<b>\$294,758</b>	<b>\$199,346</b>	<b>\$204,143</b>	<b>\$228,156</b>	<b>\$214,500</b>	<b>\$281,200</b>
Balance at 6/30	\$199,166	\$225,020	\$246,077	\$233,121	\$233,821	\$163,621

4005 Historic Buildings	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$7,874	\$10,874	\$12,874	\$15,874	\$18,874	\$20,874
<b>PLUS:</b>						
Budget Appropriation /Transfer	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Building Trust from VIS (3%)	\$3,000	\$3,000	\$4,000	\$4,000	\$3,000	\$3,000
<b>TOTAL</b>	<b>\$8,000</b>	<b>\$8,000</b>	<b>\$9,000</b>	<b>\$9,000</b>	<b>\$8,000</b>	<b>\$8,000</b>
<b>LESS:</b>						
<b>Carry Forward Project Authorizations</b>	<b>\$0</b>					
Painting	\$5,000	\$6,000	\$6,000	\$6,000	\$6,000	\$0
<b>Total</b>	<b>\$5,000</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$0</b>
Balance at 6/30	\$10,874	\$12,874	\$15,874	\$18,874	\$20,874	\$28,874

**FIRE-RESCUE EQUIPMENT PROPOSES NEW DEBT FINANCING:**  
 Replace E 81 with Financing of \$800,000 in FY 25  
 Replace Tower 84 with Financing of \$1,400,000 in FY 27

4006 Fire-Rescue Equipment	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	
Balance at 7/1	\$310,583	\$259,612	\$46,503	(\$135,156)	(\$343,986)	(\$622,166)	
<b>PLUS:</b>							
Budget Appropriation/Transfer	fees	fees	fees	fees	fees	fees	
ARPA Funds allocated \$280,000 (separate)	\$0						
Other Sources (Fees) (incl \$100K from FY 23)	\$230,000	\$130,000	\$150,000	\$150,000	\$150,000	\$180,000	
<b>TOTAL</b>	<b>\$230,000</b>	<b>\$130,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$180,000</b>	
<b>LESS:</b>							
<b>Carry Forward Project Authorizations</b>	<b>\$183,362</b>						
Debt or Lease payment (est.) Eng 81	\$0	\$124,000	\$124,150	\$125,650	\$126,975	\$123,125	+ 3 years
Debt or Lease payment (est.) Tower 84	\$0	\$0	\$0	\$69,500	\$132,425	\$134,450	+ 11 years
Property Maint Equip/ mower/plow	\$0	\$0	\$0	\$0	\$0	\$4,000	
Replace Amb. #85 \$120K net of ARPA)	\$0	\$120,000	\$0	\$0	\$0	\$0	
Lease payment on Tank 83 \$275K (2021)	\$58,109	\$58,109	\$58,109	\$0	\$0	\$0	
Thermal Imaging	\$7,500	\$0	\$0	\$0	\$8,000	\$8,000	
SCBA Bottles	\$7,500	\$7,500	\$0	\$8,000	\$8,200	\$8,200	
PPE (turnout gear)	\$24,500	\$24,500	\$21,900	\$23,430	\$25,080	\$25,080	
Radio Equipment	\$0	\$9,000	\$7,500	\$12,250	\$7,500	\$0	
Replace Ambulance (#86)	\$0	\$0	\$120,000	\$120,000	\$120,000	\$120,000	
<b>TOTAL</b>	<b>\$280,971</b>	<b>\$343,109</b>	<b>\$331,659</b>	<b>\$358,830</b>	<b>\$428,180</b>	<b>\$422,855</b>	
Balance at 6/30	\$259,612	\$46,503	(\$135,156)	(\$343,986)	(\$622,166)	(\$865,021)	

4007 Equipment Fund	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	
Balance at 7/1	\$148,861	\$31,777	\$99,777	\$196,777	\$392,277	\$498,277	
<b>PLUS:</b>							
Budget Appropriation/Transfer	\$210,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	
Transfer from Other Cap Reserves							
Parks	\$60,000	\$60,000	\$65,000	\$65,000	\$70,000	\$70,000	
Solid Waste	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$55,000	
Police	\$40,000	\$55,000	\$60,000	\$60,000	\$60,000	\$60,000	
Wastewater	\$50,000	\$50,000	\$50,000	\$55,000	\$55,000	\$55,000	
Harbor	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	
Animal Control	\$0	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0	
<b>TOTAL</b>	<b>\$414,000</b>	<b>\$542,000</b>	<b>\$552,000</b>	<b>\$557,000</b>	<b>\$562,000</b>	<b>\$567,000</b>	
<b>LESS:</b>							
<b>Carry Forward Project Authorizations</b>	<b>\$0</b>						(was 248,779)
Highways	\$420,084	\$265,000	\$58,500	\$115,000	\$400,000	\$250,000	
Parks	\$51,000	\$67,000	\$160,000	\$43,000	\$18,000	\$30,000	
Solid Waste	\$15,000	\$44,000	\$40,500	\$200,000	\$0	\$40,000	
Waste Water	\$0	\$60,000	\$120,000	\$3,500	\$0	\$60,000	
Police	\$45,000	\$38,000	\$76,000	\$0	\$38,000	\$76,000	
Harbor Master	\$0	\$0	\$0	\$0	\$0	\$20,000	
<b>TOTAL</b>	<b>\$531,084</b>	<b>\$474,000</b>	<b>\$455,000</b>	<b>\$361,500</b>	<b>\$456,000</b>	<b>\$476,000</b>	
Balance at 6/30	\$31,777	\$99,777	\$196,777	\$392,277	\$498,277	\$589,277	

4008 Property Revaluation	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	
Balance at 7/1	\$112,024	\$28,300	\$28,300	\$98,300	\$168,300	\$238,300	
<b>PLUS:</b>							
Budget Appropriation/Transfer	\$26,000	\$30,000	\$70,000	\$70,000	\$70,000	\$70,000	
Other Sources (TIF)	\$6,300	\$0	\$0	\$0	\$0	\$0	
<b>TOTAL</b>	<b>\$32,300</b>	<b>\$30,000</b>	<b>\$70,000</b>	<b>\$70,000</b>	<b>\$70,000</b>	<b>\$70,000</b>	
<b>LESS:</b>							
<b>Carry Forward Project Authorizations</b>	<b>\$112,024</b>						
Revaluation Contract	\$4,000	\$30,000	\$0	\$0	\$0	\$280,000	
Total	\$116,024	\$30,000	\$0	\$0	\$0	\$280,000	
Balance at 6/30	\$28,300	\$28,300	\$98,300	\$168,300	\$238,300	\$28,300	

Wastewater Reserve Proposes New Bond Financing  
 Replace Harbor Pump Station with \$6,000,000 Bond in FY 26  
 Replace Royal River P.S. with \$8,000,000 Bond in FY 27  
 PRINCIPAL to be paid by General Fund Budget- Interest by  
 Wastewater Reserve Funds

4009 Wastewater	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	
Balance at 7/1	\$709,655	\$613,552	\$903,449	\$1,108,346	\$843,243	(\$32,860)	
<b>PLUS:</b>							
Budget Appropriation/Transfer	\$0	\$0	\$0	\$0	\$0	\$0	
Misc Fees and Connection Permits	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	
FY 23 Fees to be posted	\$80,000						
Other Sources (fees)	\$525,000	\$550,000	\$600,000	\$650,000	\$700,000	\$750,000	
<b>TOTAL</b>	<b>\$617,000</b>	<b>\$562,000</b>	<b>\$612,000</b>	<b>\$662,000</b>	<b>\$712,000</b>	<b>\$762,000</b>	
<b>LESS:</b>							
<b>Carry Forward Project Authorizations</b>	<b>\$156,000</b>						
Transfer To Equipment Fund	\$50,000	\$50,000	\$50,000	\$55,000	\$55,000	\$55,000	
I/I Roadwork Coordination	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	
<b>Dewatering Lease (thru FY 29)</b>	<b>\$122,103</b>	<b>\$122,103</b>	<b>\$122,103</b>	<b>\$122,103</b>	<b>\$122,103</b>	<b>\$122,103</b>	
Pump/Belts/Process Controls	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	
Aerator Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	
Parallel Aeration Tank/Controls	\$0	\$0	\$0	\$0	\$0	\$0	
East Main St. Bridge - relocate Main	\$0	\$0	\$0	\$0	\$0	\$0	
Whitcombs Creek Culvert	\$350,000						
Harbor Pump Station- Interest Only	\$0	\$0	\$135,000	\$470,000	\$471,000	\$471,550	Plus 17 years
Royal River P.S. - Interest Only	\$0	\$0	\$0	\$180,000	\$660,000	\$656,500	Plus 18 years
Cousins Island Sand Filter	\$0	\$0	\$0	\$0	\$180,000	\$50,000	
Misc/Other projects	\$35,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	
<b>TOTAL</b>	<b>\$713,103</b>	<b>\$272,103</b>	<b>\$407,103</b>	<b>\$927,103</b>	<b>\$1,588,103</b>	<b>\$1,455,153</b>	
Balance at 6/30	\$613,552	\$903,449	\$1,108,346	\$843,243	(\$32,860)	(\$726,013)	



4010 Cousins Island Wharf	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$429,963	\$454,834	\$480,900	\$508,209	\$536,810	\$566,755
<b>PLUS:</b>						
Budget Appropriation/ Transfer	\$5,974	\$6,213	\$6,462	\$6,720	\$6,989	\$7,268
Town of Chebeague Island	\$23,897	\$24,853	\$25,847	\$26,881	\$27,956	\$29,074
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$29,871	\$31,066	\$32,309	\$33,601	\$34,945	\$36,342
<b>LESS:</b>						
Carry Forward Project Authorizations	\$0					
Maint. Repair Allowances	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
TOTAL	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Balance at 6/30	\$454,834	\$480,900	\$508,209	\$536,810	\$566,755	\$598,097

4011N217, Parks and Playgrounds	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$369,485	\$175,985	\$15,985	\$25,985	\$25,985	\$150,985
<b>PLUS:</b>						
Budget Approp/Transfers	\$205,000	\$205,000	\$215,000	\$215,000	\$215,000	\$220,000
Other Sources /Gifts toward Project Matches	\$22,500	\$0	\$0	\$0	\$0	\$0
Total Revenues/Transfers/Balances	\$227,500	\$205,000	\$215,000	\$215,000	\$215,000	\$220,000
<b>LESS:</b>						
Carry Forward Project Authorizations	\$73,000					
Tennis - YHS	\$0	\$0	\$0	\$15,000	\$0	\$0
Tennis-Rowe	\$0	\$0	\$0	\$0	\$0	\$0
Tennis- YES/HMS	CF	\$0	\$0	\$0	\$0	\$0
RRP Improvements (+ LWCF match funds)	\$190,000	\$200,000	\$0	\$0	\$0	\$0
wetland improvem.	\$0	\$0	\$5,000	\$10,000	\$0	\$0
Trail construction/maint.	\$18,000	\$12,000	\$20,000	\$20,000	\$20,000	\$20,000
Spear Farm Boardwalks	\$0	\$10,000	\$0	\$0	\$0	\$0
Canoe Landing- Sligo and Sweetsir(Constr)	\$0	\$0	\$0	\$0	\$0	\$0
Canoe Landing- Sligo and Sweetsir (permit)	\$0	\$8,000	\$0	\$0	\$0	\$0
Camp SOCI - Grounds/Amenties	\$0	\$0	\$10,000	\$0	\$0	\$0
Camp SOCI- Steps	\$30,000	\$0	\$0	\$0	\$0	\$0
Camp SOCI- Trails	\$0	\$10,000	\$0	\$0	\$0	\$0
History Center- launch area	\$0	\$0	\$50,000	\$0	\$0	\$0
Accessibility	\$20,000	\$5,000	\$5,000	\$5,000	\$0	\$0
Park Signage	\$10,000	\$0	\$20,000	\$10,000	\$0	\$0
Irrigation Winslow and Bennett	\$0	\$45,000	\$0	\$40,000	\$0	\$0
Playground Applewoods and North Road	\$20,000	\$15,000	\$30,000	\$50,000	\$0	\$50,000
Equipment Fund Transfer	\$60,000	\$60,000	\$65,000	\$65,000	\$70,000	\$70,000
	\$421,000	\$365,000	\$205,000	\$215,000	\$90,000	\$140,000
<b>Balance at 6/30</b>	<b>\$175,985</b>	<b>\$15,985</b>	<b>\$25,985</b>	<b>\$25,985</b>	<b>\$150,985</b>	<b>\$230,985</b>

Additional \$390,000 in NPS Grant for RRP to match the \$390,000 we show in local funds over FY 24 and FY 25.

4012 Property Acquisitions	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$194,462	\$219,462	\$244,462	\$269,462	\$294,462	\$319,462
<b>PLUS:</b>						
Budget Appropriation	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Transfer- Sale of History Center	\$0	\$0	\$0	\$0	\$0	\$0
Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
<b>LESS:</b>						
Carry Forward Project Authorizations	\$0					
Cousins River Field and Marsh	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0
Balance at 6/30	\$219,462	\$244,462	\$269,462	\$294,462	\$319,462	\$344,462

4013 Harbor and Waterfront	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$4,576	\$4,575	\$38,575	(\$10,425)	(\$12,926)	\$14,573
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$31,500	\$45,000	\$45,000	\$31,500	\$31,500	\$60,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$31,500</b>	<b>\$45,000</b>	<b>\$45,000</b>	<b>\$31,500</b>	<b>\$31,500</b>	<b>\$60,000</b>
<b>LESS:</b>						
<b>Carry Forward Project Authorizations</b>	<b>\$0</b>					
<b><u>Town Landing- Royal River</u></b>						
Commercial Gear Float- Harbor	\$0	\$0	\$0	\$0	\$0	\$0
floats, nav Aids	\$2,000	\$0	\$0	\$0	\$0	\$0
Replace Concrete ramp blocking	\$0	\$0	\$0	\$0	\$0	\$0
Pony docks in Harbor	\$0	\$0	\$0	\$0	\$0	\$0
Extend Recreational Docks 40'	\$11,500	\$0	\$0	\$0	\$0	\$0
Enlarge Parking Area at Town Landing	\$0	\$0	\$0	\$0	\$0	\$0
Floating dinghy rack	\$0	\$0	\$0	\$0	\$0	\$0
Commerical Dock Replacement	\$0	\$7,000	\$0	\$0	\$0	\$0
<b><u>Littlejohn and Wharf Rd</u></b>						
Add one float each	\$0	\$0	\$0	\$0	\$0	\$0
Pilings and Wharf Road (Dolphins)	\$0	\$0	\$0	\$0	\$0	\$0
Extend Wharf at LJI	\$0	\$0	\$0	\$30,000	\$0	\$0
<b><u>Madeleine Point</u></b>						
5 Additional Floats	\$0	\$0	\$90,000	\$0	\$0	\$0
30 Additional Parking Spots	\$0	\$0	\$0	\$0	\$0	\$0
Additional Public Share Dinghys	\$3,000	\$0	\$0	\$0	\$0	\$0
Power/Lighting	\$0	\$0	\$0	\$0	\$0	\$0
<b><u>Harbor Master</u></b>						
Amenities	\$1,500	\$0	\$0	\$0	\$0	\$0
Boat, skiff, motor	\$7,500	\$0	\$0	\$0	\$0	\$0
computer. Tablet, electronics	\$2,000					
Replace Whaler with inflatable	\$0	\$0	\$0	\$0	\$0	\$0
Patrol Boat Replacement (Transfer)	\$0	\$0	\$0	\$0	\$0	\$0
Marine Patrol Truck- (Transfer)	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000
<b>TOTAL</b>	<b>\$31,501</b>	<b>\$11,000</b>	<b>\$94,000</b>	<b>\$34,001</b>	<b>\$4,001</b>	<b>\$4,000</b>
Balance at 6/30	\$4,575	\$38,575	(\$10,425)	(\$12,926)	\$14,573	\$70,573

4014 Unemployment Reserve	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$15,973	\$15,473	\$14,973	\$14,473	\$13,973	\$13,473
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$7,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$6,000</b>	<b>\$7,000</b>
<b>LESS:</b>						
Benefit Payments	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500	\$7,000
<b>TOTAL</b>	<b>\$6,500</b>	<b>\$6,500</b>	<b>\$6,500</b>	<b>\$6,500</b>	<b>\$6,500</b>	<b>\$7,000</b>
Balance at 6/30	\$15,473	\$14,973	\$14,473	\$13,973	\$13,473	\$13,473

4015 Merrill Memorial Library	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 6/30	\$40,764	\$24,339	(\$16,339)	\$25,339	(\$11,339)	\$24,339
<b>PLUS:</b>						
Budget Appropriation / Transfer	\$25,000	\$25,000	\$30,000	\$30,000	\$30,000	\$30,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	\$25,000	\$25,000	\$30,000	\$30,000	\$30,000	\$30,000
<b>LESS:</b>						
<b>Carry Forward Project Authorizations</b>	\$16,425					
Sprinkler Service 5 year inspection & service	\$0	\$0	TBD	TBD	TBD	TBD
security system upgrade, add cameras	\$0	\$0	TBD	TBD	TBD	TBD
Roof repairs	\$5,000					
Exterior masonry maintenance	\$0	\$0	TBD	TBD	TBD	TBD
Exterior Wood trim rot/replace @ 3floor	\$11,000	\$0	TBD	TBD	TBD	TBD
Network cage in mechanical room	\$0	\$0	TBD	TBD	TBD	TBD
first floor bath and hall paint	\$5,000	\$0	TBD	TBD	TBD	TBD
Box window interior, millwork and grilles	\$4,000	\$0	TBD	TBD	TBD	TBD
<b>PLUG FOR FORMULA ONLY</b>	\$0	\$0	\$15,000	\$16,000	\$17,000	\$18,000
concrete walks resurface	\$0	\$0	\$6,000	TBD	TBD	TBD
brick walks reset	\$0	\$3,000	TBD	TBD	TBD	TBD
2nd floor windows repair and paint	\$0	\$3,000	TBD	TBD	TBD	TBD
shades and main entry solarium	\$0	\$7,000	TBD	TBD	TBD	TBD
Main St entrance (wood) repair and paint	\$0	\$4,000	TBD	TBD	TBD	TBD
<b>TOTAL</b>	\$41,425	\$17,000	\$21,000	\$16,000	\$17,000	\$0
Balance at 6/30	\$24,339	(\$16,339)	\$25,339	(\$11,339)	\$24,339	\$5,661

4016 Solid Waste and Recycling	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	(\$18,410)	\$50,989	\$121,988	\$192,987	\$263,986	\$300,986
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$51,000	\$51,000	\$51,000	\$51,000	\$52,000	\$54,000
<b>Pay Per Bag Revenues (net) and punch cards</b>	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000	\$340,000
<b>TOTAL</b>	\$391,000	\$391,000	\$391,000	\$391,000	\$392,000	\$394,000
<b>LESS:</b>						
<b>Carry Forward Project Authorizations</b>	\$0					
Equipment Fund Transfer	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$55,000
Transfer to Closure Fund	\$0	\$50,000	\$50,000	\$50,000	\$60,000	\$60,000
Modular Office relocation	\$10,000					
General Facilities	\$10,000					
Wood Grinding	\$10,000					
Paving	\$0	\$1	\$1	\$1	\$25,000	\$25,000
<b>PAYT Lease Payment (Est)</b>	\$241,601	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
<b>TOTAL</b>	\$321,601	\$320,001	\$320,001	\$320,001	\$355,000	\$360,000
Balance at 6/30	\$50,989	\$121,988	\$192,987	\$263,986	\$300,986	\$334,986

Town Bridges proposes new debt financing  
 Replace Davis Landing Bridge \$1,200,000 in FY 25  
 Debt Service (Principal and Interest) in General Fund Budget

4017	Municipal Buildings and Bridges- Combined	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
	Balance at 6/30	\$335,810	\$186,980	\$122,980	(\$30,020)	(\$53,020)	(\$25,020)
	Bldgs (assigned)	\$282,920	\$184,980	\$100,980	(\$69,020)	(\$139,020)	(\$131,020)
	Bridges (assigned)	\$52,890	\$2,000	\$22,000	\$39,000	\$86,000	\$106,000
	<b>PLUS:</b>						
	Budget Approp./ Transfer=BLDGS	\$40,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
	Budget Approp./ Transfer=BRIDGES	\$40,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Other Sources	\$28,000	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$108,000</b>	<b>\$110,000</b>	<b>\$110,000</b>	<b>\$110,000</b>	<b>\$110,000</b>	<b>\$110,000</b>
	<b>LESS: Building Projects</b>						
	<b>Project Carry Forward</b>	<b>\$12,000</b>					
	<b>Bldg Mngt Software</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>
	<b>Town Hall</b>						
	<b>Carry Forward Project Authorizations</b>	<b>\$127,940</b>					
	Interior Painting	\$0	\$0	\$0	\$0	\$40,000	\$0
	Rear Parking Lot	\$0	\$0	\$50,000	\$0	\$0	\$0
	Front Parking Lot	\$0	\$0	\$0	\$0	\$0	\$50,000
	Roof Replacement	\$0	\$70,000	\$0	\$0	\$0	\$0
	Carpeting	\$0	\$0	\$40,000	\$0	\$0	\$0
	Exterior Paint	\$30,000	\$0	\$0	\$0	\$0	\$0
	<b>East Main Community House</b>		\$0	\$0	\$0	\$0	\$0
	Parking lot paving overlay	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Cousins Island Community House</b>						
	Install Building Foundation	\$0	\$0	\$125,000	\$0	\$0	\$0
	<b>West Main Street Schools</b>		\$0	\$0	\$0	\$0	\$0
	Property Tax	\$8,000					
	West Wing Brick Tuckpointing	\$0	\$27,000	\$0	\$0	\$0	\$0
	West Wing Window Replacements	\$0	\$0	\$0	\$17,000	\$0	\$0
	East Wing Brick Tuckpointing	\$0	\$17,000	\$0	\$0	\$0	\$0
	East Wing Window Replacements	\$0	\$0	\$15,000	\$17,000	\$0	\$0
	Boiler House Window Replacement	\$0	\$0	\$0	\$6,000	\$0	\$0
	MML	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Log Cabin</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>52 North Road</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Old Meeting House- Hillside</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$0</b>
	Public Safety Building	\$0	\$0	\$0	\$0	\$12,000	\$0
	<b>YCC (20 Mill St)- roof</b>	<b>\$0</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	Fire Training Facility	\$0	\$0	\$0	\$0	\$0	\$0
	Fire Training Classroom (Portable)	\$0	\$0	\$0	\$0	\$0	\$0
	Public Works Garage	\$0	\$0	\$0	\$0	\$0	\$0
	Salt Shed	\$0	\$0	\$0	\$0	\$0	\$0
	Parks Building- McCartney	\$0	\$0	\$0	\$0	\$0	\$0
	Parks Storage- East Elm	\$0	\$0	\$0	\$0	\$0	\$0
	Parks- Little League	\$0	\$0	\$0	\$0	\$0	\$0
	Camp SOCI	\$0	\$0	\$0	\$0	\$0	\$0
	Harbormaster Office	\$0	\$0	\$0	\$0	\$0	\$0
	<b>SUBTOTAL Buildings</b>	<b>\$165,940</b>	<b>\$144,000</b>	<b>\$230,000</b>	<b>\$130,000</b>	<b>\$52,000</b>	<b>\$50,000</b>
	<b>LESS: Bridge Projects</b>						
	<b>Carry Forward Project Authorizations</b>	<b>\$52,890</b>					
	Dahlgren Bridge	\$10,000	\$0	\$0	\$0	\$0	\$0
	BCMP Royal River Span	\$0	\$0	\$5,000	\$0	\$0	\$0
	RRP at Rte 1	\$0	\$2,000	\$0	\$0	\$0	\$0
	RRP at rips	\$0	\$0	\$0	\$0	\$0	\$0
	East Elm Ped bridge at sluiceway	\$0	\$0	\$0	\$0	\$0	\$0
	Morski Bridge	\$0	\$0	\$0	\$0	\$0	\$0
	Kangaroo	\$0	\$25,000	\$0	\$0	\$0	\$0
	Bear- South	\$0	\$0	\$0	\$0	\$0	\$0
	Bear/Chipmunk	\$0	\$0	\$0	\$0	\$0	\$0
	Bear/CMP corridor	\$0	\$0	\$0	\$0	\$0	\$0
	Bear- North	\$0	\$0	\$0	\$0	\$0	\$0
	East Elm at Sluiceway	\$0	\$0	\$0	\$0	\$0	\$0
	Minor Maintenance/Engineering/ADA	\$28,000	\$3,000	\$28,000	\$3,000	\$30,000	\$30,000
	<b>SUBTOTAL Bridges</b>	<b>\$90,890</b>	<b>\$30,000</b>	<b>\$33,000</b>	<b>\$3,000</b>	<b>\$30,000</b>	<b>\$30,000</b>
	<b>TOTAL Combined Expenses</b>	<b>\$256,830</b>	<b>\$174,000</b>	<b>\$263,000</b>	<b>\$133,000</b>	<b>\$82,000</b>	<b>\$80,000</b>
	<b>BALANCE- COMBINED at 6/30</b>	<b>\$186,980</b>	<b>\$122,980</b>	<b>(\$30,020)</b>	<b>(\$53,020)</b>	<b>(\$25,020)</b>	<b>\$4,980</b>
	BLDGS	\$184,980	\$100,980	(\$69,020)	(\$139,020)	(\$131,020)	(\$121,020)
	BRIDGES	\$2,000	\$22,000	\$39,000	\$86,000	\$106,000	\$126,000

4018 MDOT/PACTS Match Fund	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$520,914	\$620,914	\$730,914	\$840,914	\$960,914	\$1,080,914
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$100,000	\$110,000	\$110,000	\$120,000	\$120,000	\$120,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$110,000</b>	<b>\$110,000</b>	<b>\$120,000</b>	<b>\$120,000</b>	<b>\$120,000</b>
<b>LESS:</b>						
<b>Carry Forward Project Authorizations</b>	<b>\$0</b>					
Main St Paving match (Elm to Center)	\$0	\$0	\$0	\$0	\$0	\$0
Route 88 Paving	\$0	\$0	\$0	\$0	\$0	\$150,000
Main St Paving PDR (Center to Village Green)	\$0	\$0	\$0	\$0	\$0	\$150,000
Davis Landing Bridge	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>
Balance at 6/30	\$620,914	\$730,914	\$840,914	\$960,914	\$1,080,914	\$900,914

4019 Dredging	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$122,159	\$122,159	\$122,159	\$122,159	\$122,159	\$122,159
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$0	\$0	\$0	\$0	\$0	\$0
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>LESS:</b>						
<b>Carry Forward Project Authorizations</b>	<b>\$0</b>					
TBD	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Balance 6/30	\$122,159	\$122,159	\$122,159	\$122,159	\$122,159	\$122,159

Police Equipment Proposes New Financing (L-P)  
Acquire Body Cameras, Cruiser Cam, Data Archive, Tasers, etc  
as package Lease Purchase

4023 Police Equipment	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$59,934	\$36,026	\$56,226	\$41,026	\$20,826	\$17,826
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$90,000	\$125,000	\$145,000	\$155,000	\$155,000	\$155,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$90,000</b>	<b>\$125,000</b>	<b>\$145,000</b>	<b>\$155,000</b>	<b>\$155,000</b>	<b>\$155,000</b>
<b>LESS:</b>						
<b>Carry Forward Project Authorizations</b>	<b>\$23,908</b>					
Laptops CJIS Compliance	\$0	\$0	\$0	\$0	\$0	\$15,000
Mobile Data Terminal	\$13,000	\$3,000	\$3,000	\$3,500	\$4,000	\$4,000
Transfer to Equipment Fund	\$40,000	\$55,000	\$60,000	\$60,000	\$60,000	\$60,000
Cruiser Equipment	\$13,000	\$25,000	\$20,000	\$35,000	\$12,000	\$12,000
Body Cam/Cruiser Cam/Tasers (L-P)			<b>\$56,500</b>	<b>\$55,000</b>	<b>\$53,000</b>	<b>\$51,000</b>
Speed Detection	\$0	\$5,500	\$0	\$5,500	\$5,500	\$5,500
Bullet resistant vests		\$2,700	\$5,400	\$4,500	\$1,800	\$1,800
Software		\$5,000	\$5,000	\$5,000	\$15,000	\$15,000
Firearms		\$3,600	\$3,600	\$0	\$0	\$0
Mobile/Portable Radios	\$10,000	\$5,000	\$6,700	\$6,700	\$6,700	\$0
Virtual APN	\$7,000	\$0	\$0	\$0	\$0	\$3,000
All Other	\$7,000	\$0	\$0	\$0	\$0	\$0
Cold Storage Building	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$113,908</b>	<b>\$104,800</b>	<b>\$160,200</b>	<b>\$175,200</b>	<b>\$158,000</b>	<b>\$167,300</b>
Balance at 6/30	\$36,026	\$56,226	\$41,026	\$20,826	\$17,826	\$5,526

\$51,000

4024 Housing Support/Affordable	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$381,349	\$391,349	\$391,348	\$391,347	\$391,346	\$391,345
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$10,000	\$0	\$0	\$0	\$0	\$20,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>LESS:</b>						
Carry Forward Project Authorizations	\$0					
TBD	\$0	\$1	\$1	\$1	\$1	\$1
<b>Total</b>	<b>\$0</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>
Balance at 6/30	\$391,349	\$391,348	\$391,347	\$391,346	\$391,345	\$411,344

4027 Sidewalks (COMPLETE STREETS)	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$70,749	\$100,749	\$130,749	\$160,749	\$190,749	\$220,749
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$50,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$50,000</b>
<b>LESS:</b>						
Carry Forward Project Authorizations	\$0					
Transfer to Roads Reserve for Ped projects	\$0	\$0	\$0	\$0	\$0	\$0
TBD	\$0					
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Balance at 6/30	\$100,749	\$130,749	\$160,749	\$190,749	\$220,749	\$270,749

4029 STAY Program	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$10,517	\$10,517	\$10,517	\$10,517	\$12,517	\$12,517
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$125,000	\$128,000	\$128,000	\$130,000	\$135,000	\$135,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$125,000</b>	<b>\$128,000</b>	<b>\$128,000</b>	<b>\$130,000</b>	<b>\$135,000</b>	<b>\$135,000</b>
<b>LESS:</b>						
Est for May 2024	\$125,000	\$128,000	\$128,000	\$128,000	\$135,000	\$135,000
<b>Total</b>	<b>\$125,000</b>	<b>\$128,000</b>	<b>\$128,000</b>	<b>\$128,000</b>	<b>\$135,000</b>	<b>\$135,000</b>
Balance at 6/30	\$10,517	\$10,517	\$10,517	\$12,517	\$12,517	\$12,517

4030 Environmental Health/Hazards	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$109,108	\$89,108	\$89,108	\$89,108	\$89,108	\$89,108
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$0	\$0	\$0	\$0	\$0	\$0
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>LESS:</b>						
TBD	\$20,000	\$0	\$0	\$0	\$0	\$0
	\$20,000	\$0	\$0	\$0	\$0	\$0
Balance at 6/30	\$89,108	\$89,108	\$89,108	\$89,108	\$89,108	\$89,108

Streetlight Maintenance Reserve	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
Balance at 7/1	\$5,000	\$10,000	\$15,000	\$20,000	\$25,000	\$30,000
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Other Sources	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>
<b>LESS:</b>						
TBD	\$0	\$0	\$0	\$0	\$0	\$1
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1</b>
<b>Balance at 6/30</b>	<b>\$10,000</b>	<b>\$15,000</b>	<b>\$20,000</b>	<b>\$25,000</b>	<b>\$30,000</b>	<b>\$34,999</b>

Climate Action Response	FY 24	\$0	\$0	\$0	FY 28	FY 29
Balance at 7/1	\$0	\$0	\$29,999	\$89,997	\$209,993	\$449,985
<b>PLUS:</b>						
Budget Appropriation/Transfer	\$0	\$0	\$0	\$0	\$0	\$0
Other Sources (Sligo land/solar lease)	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$30,000</b>	<b>\$59,999</b>	<b>\$119,997</b>	<b>\$239,993</b>	<b>\$479,985</b>
<b>LESS:</b>						
TBD	\$0	\$1	\$1	\$1	\$1	\$1
<b>TOTAL</b>	<b>\$0</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>
<b>Balance at 6/30</b>	<b>\$0</b>	<b>\$29,999</b>	<b>\$89,997</b>	<b>\$209,993</b>	<b>\$449,985</b>	<b>\$929,969</b>

Davis Landing		\$1,200,000	5.00%		
	\$1,200,000	Int	Prin	Total	FY
6 mo		\$40,000	\$85,000	\$125,000	2025
1	\$1,115,000	\$55,750	\$80,000	\$135,750	2026
2	\$1,035,000	\$51,750	\$80,000	\$131,750	2027
3	\$955,000	\$47,750	\$85,000	\$132,750	2028
4	\$870,000	\$43,500	\$90,000	\$133,500	2029
5	\$780,000	\$39,000	\$95,000	\$134,000	2030
6	\$685,000	\$34,250	\$100,000	\$134,250	2031
7	\$585,000	\$29,250	\$105,000	\$134,250	2032
8	\$480,000	\$24,000	\$110,000	\$134,000	2033
9	\$370,000	\$18,500	\$115,000	\$133,500	2034
10	\$255,000	\$12,750	\$120,000	\$132,750	2035
11	\$135,000	\$6,750	\$135,000	\$141,750	2036
12	\$0	\$0	\$0	\$0	2037

Eng 81		3.50%			
	\$800,000	Int	Prin	Total	FY
6 mo		\$14,000	\$110,000	\$124,000	2025
1	\$690,000	\$24,150	\$100,000	\$124,150	2026
2	\$590,000	\$20,650	\$105,000	\$125,650	2027
3	\$485,000	\$16,975	\$110,000	\$126,975	2028
4	\$375,000	\$13,125	\$110,000	\$123,125	2029
5	\$265,000	\$9,275	\$115,000	\$124,275	2030
6	\$150,000	\$5,250	\$120,000	\$125,250	2031
7	\$30,000	\$1,050	\$30,000	\$31,050	2032
8	\$0	\$0	\$0	\$0	2033
		\$104,475	\$800,000	\$904,475	

Tower 84		3.50%			
	\$1,400,000	Int	Prin	Total	FY
6 mo		\$24,500	\$45,000	\$69,500	2027
1	\$1,355,000	\$47,425	\$85,000	\$132,425	2028
2	\$1,270,000	\$44,450	\$90,000	\$134,450	2029
3	\$1,180,000	\$41,300	\$90,000	\$131,300	2030
4	\$1,090,000	\$38,150	\$90,000	\$128,150	2031
5	\$1,000,000	\$35,000	\$95,000	\$130,000	2032
6	\$905,000	\$31,675	\$100,000	\$131,675	2033
7	\$805,000	\$28,175	\$105,000	\$133,175	2034
8	\$700,000	\$24,500	\$110,000	\$134,500	2035
9	\$590,000	\$20,650	\$110,000	\$130,650	2036
11	\$480,000	\$16,800	\$110,000	\$126,800	2037
12	\$370,000	\$12,950	\$110,000	\$122,950	2038
13	\$260,000	\$9,100	\$110,000	\$119,100	2039
14	\$150,000	\$5,250	\$100,000	\$105,250	2040
15	\$100,000	\$3,500	\$0	\$3,500	2041
16					
		\$374,675	\$1,250,000	\$1,624,675	

Royal River Pump		4.50%			
	\$8,000,000	Int	Prin	Total	FY
6 mo	BALANCE	\$180,000	\$0	\$180,000	2027
1	\$8,000,000	\$360,000	\$300,000	\$660,000	2028
2	\$7,700,000	\$346,500	\$310,000	\$656,500	2029
3	\$7,390,000	\$332,550	\$320,000	\$652,550	2030
4	\$7,070,000	\$318,150	\$330,000	\$648,150	2031
5	\$6,740,000	\$303,300	\$340,000	\$643,300	2032
6	\$6,400,000	\$288,000	\$350,000	\$638,000	2033
7	\$6,050,000	\$272,250	\$360,000	\$632,250	2034
8	\$5,690,000	\$256,050	\$370,000	\$626,050	2035
9	\$5,320,000	\$239,400	\$380,000	\$619,400	2036
10	\$4,940,000	\$222,300	\$390,000	\$612,300	2037
11	\$4,550,000	\$204,750	\$410,000	\$614,750	2038
12	\$4,140,000	\$186,300	\$420,000	\$606,300	2039
13	\$3,720,000	\$167,400	\$430,000	\$597,400	2040
14	\$3,290,000	\$148,050	\$440,000	\$588,050	2041
15	\$2,850,000	\$128,250	\$450,000	\$578,250	2042
16	\$2,400,000	\$108,000	\$460,000	\$568,000	2043
17	\$1,940,000	\$87,300	\$470,000	\$557,300	2044
18	\$1,470,000	\$66,150	\$480,000	\$546,150	2045
19	\$990,000	\$44,550	\$490,000	\$534,550	2046
20	\$500,000	\$22,500	\$500,000	\$522,500	2047
		\$4,281,750	\$8,000,000	\$12,281,750	
				\$584,845 Ave	



HARBOR PUMP		4.50%			
		Int	Prin	Total	FY
6 mo	BALANCE	\$135,000	\$0	\$135,000	2026
1	\$6,000,000	\$270,000	\$200,000	\$470,000	2027
2	\$5,800,000	\$261,000	\$210,000	\$471,000	2028
3	\$5,590,000	\$251,550	\$220,000	\$471,550	2029
4	\$5,370,000	\$241,650	\$230,000	\$471,650	2030
5	\$5,140,000	\$231,300	\$240,000	\$471,300	2031
6	\$4,900,000	\$220,500	\$250,000	\$470,500	2032
7	\$4,650,000	\$209,250	\$260,000	\$469,250	2033
8	\$4,390,000	\$197,550	\$270,000	\$467,550	2034
9	\$4,120,000	\$185,400	\$280,000	\$465,400	2035
10	\$3,840,000	\$172,800	\$290,000	\$462,800	2036
11	\$3,550,000	\$159,750	\$310,000	\$469,750	2037
12	\$3,240,000	\$145,800	\$320,000	\$465,800	2038
13	\$2,920,000	\$131,400	\$330,000	\$461,400	2039
14	\$2,590,000	\$116,550	\$340,000	\$456,550	2040
15	\$2,250,000	\$101,250	\$350,000	\$451,250	2041
16	\$1,900,000	\$85,500	\$360,000	\$445,500	2042
17	\$1,540,000	\$69,300	\$370,000	\$439,300	2043
18	\$1,170,000	\$52,650	\$380,000	\$432,650	2044
19	\$790,000	\$35,550	\$390,000	\$425,550	2045
20	\$400,000	\$18,000	\$400,000	\$418,000	2046
		\$3,291,750	\$6,000,000	\$9,291,750	
				\$442,464	

Body/Cruiser/Taser Lease-purchase				\$230,000
Principal	Int @4%	Total	Balance	
\$46,000	\$9,200	\$55,200	\$184,000	
\$46,000	\$7,360	\$53,360	\$138,000	
\$46,000	\$5,520	\$51,520	\$92,000	
\$46,000	\$3,680	\$49,680	\$46,000	
\$46,000	\$1,840	\$47,840	\$0	
\$230,000	\$27,600	\$257,600		
	ave	\$51,520		

New Financing Costs (General Fund )	FY 25	FY 26	FY 27	FY 28	FY 29
Davis Landing	\$125,000	\$135,750	\$131,750	\$132,750	\$133,500
Engine 81	\$124,000	\$124,150	\$125,650	\$126,975	\$123,125
Tower 84	\$0	\$0	\$69,500	\$132,425	\$134,450
Royal River Pump Station (princ. Only)	\$0	\$0	\$0	\$300,000	\$310,000
Harbor Pump Station (princ only)	\$0	\$0	\$200,000	\$210,000	\$220,000
Body Camera et al	\$0	\$55,200	\$53,360	\$51,520	\$47,840
Added to GF Budget (over FY 24)	\$249,000	\$315,100	\$580,260	\$953,670	\$968,915

**Departmental / Committee Requests and Plan  
(Abbreviated)**

**FY 25 – FY 29 CAPITAL IMPROVEMENT PLAN**

**Dams**

**Roads**

**Old Meeting House**

**Fire-Rescue**

**Wastewater**

**Parks and Playgrounds**

**Equipment Fund**

**Town Buildings**

**Bridges**

**Police Equipment**

**MDOT/PACTS/TIF PROJECTS**

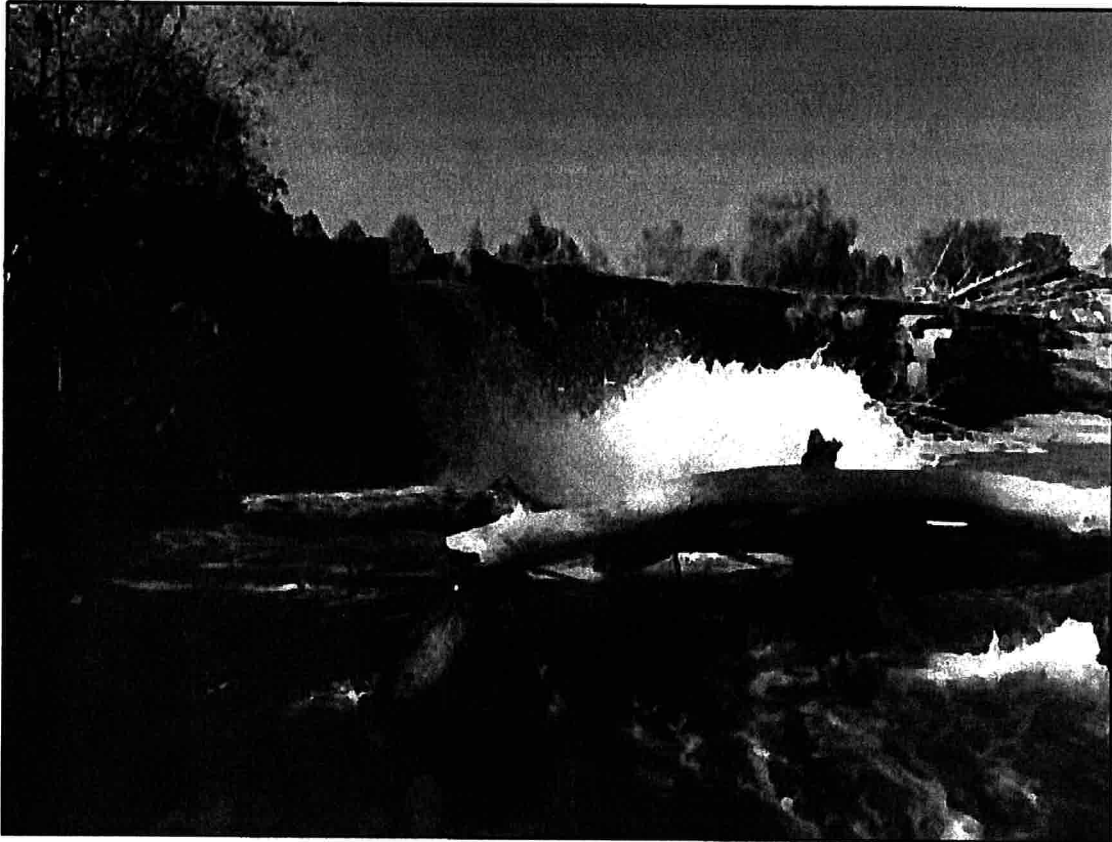
**Sidewalks**

**Planning Projects**

**Dam Maintenance**  
**River Restoration Capital Reserve**

**FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**

**Royal River, Yarmouth, Maine  
Section 206, Aquatic Ecosystem Restoration  
Feasibility Phase**



**Project Management Plan**

August 07, 2023



**US Army Corps  
of Engineers**  
New England District

## **1.0 Purpose of Project Management Plan**

The purpose of this Project Management Plan (PMP) is to define the specific scope, tasks, schedule, and budget for the formulation and evaluation of a reasonable range of ecosystem restoration alternatives that will improve the quality of the environment of the Royal River in Yarmouth, Maine. This PMP lays out specific tasks following the planning process consistent with ER 1105-2-100 and other applicable USACE regulations and guidelines. This PMP is tiered off the Continuing Authorities Programmatic Project Management Plan available on New England District Office of the USACE network.

This PMP will identify:

- Project Description
- Scope of Work
- Required documentation, including an integrated detailed project report and environmental assessment.
- Project Delivery Team (PDT) to conduct the evaluation and prepare the report
- Budget
- Schedule

This PMP presents information specific to this project (alternatives, data needs, etc.) and will change with project progress and be updated as needed. The Project Manager will hold meetings with the project deliver team to ensure that project changes are communicated to each team member on a timely basis. Each PDT team member is responsible to read and understand this PMP and inform the project manager when changes to scope, schedule, or budget are required.

## **2.0 Project Study Description**

### **2.1. Project Authority**

The authority for this study is Section 206 Aquatic Ecosystem Restoration, of the Water Resources Development (WRDA) of 1996, as amended, which authorizes USACE to carry out aquatic ecosystem restoration projects that will improve the quality of the environment, are in the public interest, and are cost-effective. USACE conducted an initial appraisal and determined there is a Federal interest for an Aquatic Ecosystem Restoration project at this location along the Royal River.

Constraints under the Continuing Authorities Program (CAP) Section 206 authority include:

- USACE provides the first \$100,000 of study costs. The non-Federal sponsor must contribute 50 percent of the cost of the feasibility study after the first \$100,000 of expenditures.
- The project limit is \$10-million Federal funds that are matched at 35 percent non-federal to 65 percent Federal funding sources, for an upper limit of total project cost of approximately \$15.3 million.

- One hundred percent of the cost of operation and maintenance is the responsibility of the non-Federal sponsor.
- The sponsor receives a credit for the value of real estate necessary to implement the project.
- The proposed alternative must be cost effective, which is measured by a quantified output of environmental benefits that an alternative may generate compared to the project cost to design and construct that alternative.
- Environmental justice must be accounted for.
- Climate change must be accounted for.

The project requires a non-Federal sponsor, which is the Town of Yarmouth, hereby referred to as the Sponsor.

## **2.2. Project Phase**

The project phase is Feasibility.

## **2.3. Project Purpose**

The purpose of the proposed study is to assess the first two dams above the head of tide on the Royal River owned by the Town of Yarmouth: The Bridge Street Dam and the East Elm Street Dam. Both dams have nonfunctioning/minimally functioning fishways (**Figure 2 & 3**).

## **2.4. Project Information**

The study area is located in the Town of Yarmouth, which is located in Cumberland County, in Southern Maine, approximately 12 miles north of the state's largest city, Portland. As of the 2020 census, Yarmouth has a population of 8,990 (2020 US Census Bureau).

The headwaters of the Royal River originates in Sabbathday Lake, New Gloucester and flows downstream for about 39 miles and empties into Casco Bay, Yarmouth, Maine. The Royal River is a freshwater environment that transitions into an estuarine, tidally influenced aquatic environment in Yarmouth. The head of tide is located approximately at the East Main St. /Route 88 Bridge in Yarmouth as shown on **Figure 1**. The two project locations are the East Elm Street Dam (**Figure 2**) and the Bridge Street Dam (**Figure 3**). Both project locations are in the vicinity of private properties and may require real estate coordination for construction operations.

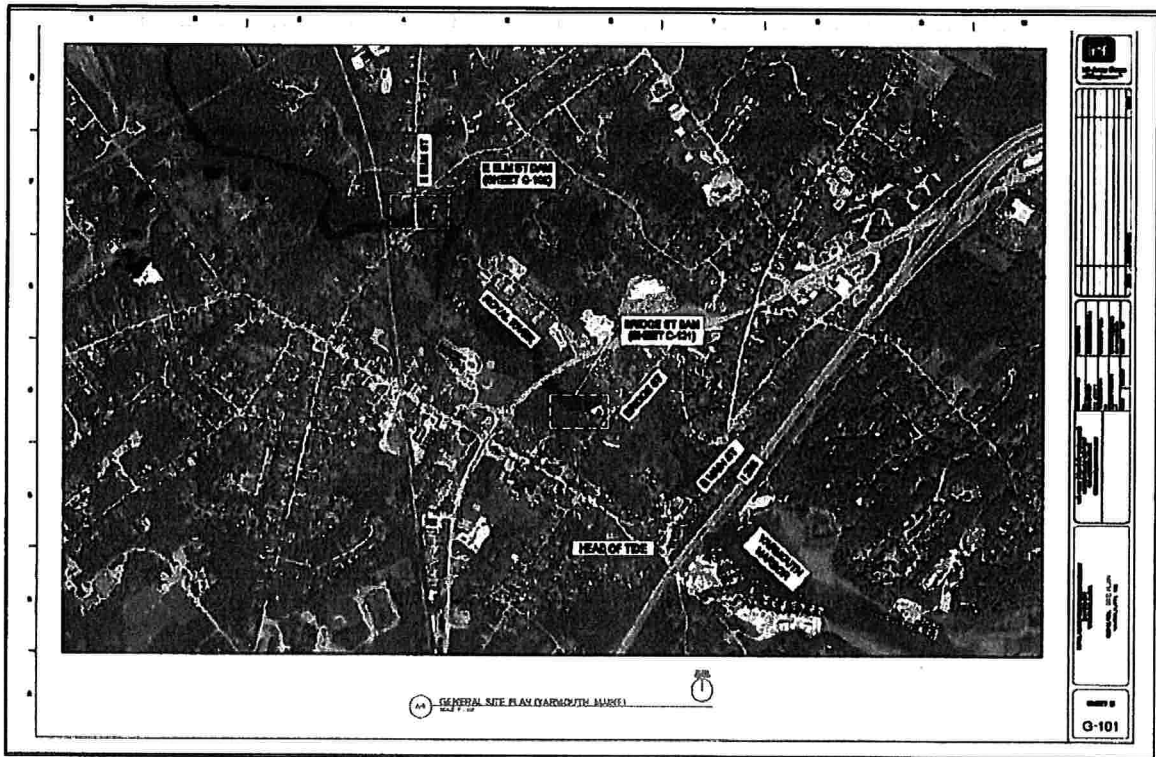


Figure 1: Royal River, Yarmouth, Maine

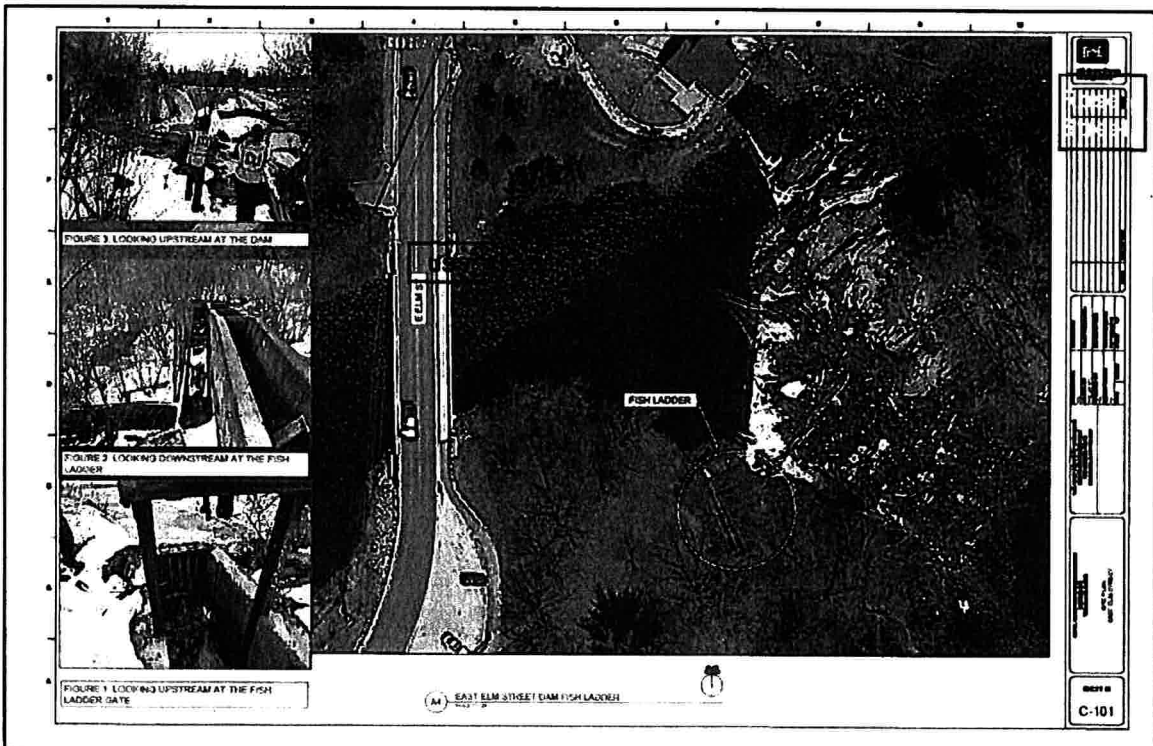
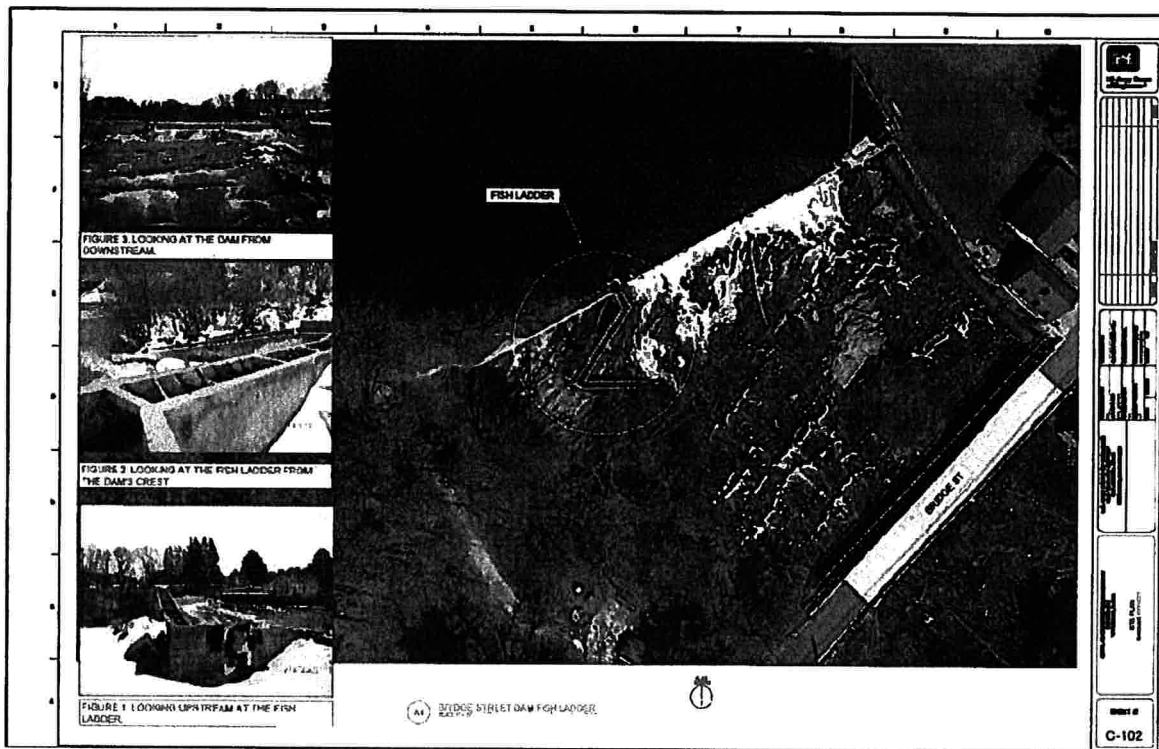


Figure 2: East Elm Street Dam & Fish Passage, Royal River, Yarmouth, Maine



**Figure 3: Bridge Street Dam & Fish Passage, Royal River, Yarmouth, Maine**

The project has the potential to restore access to about 71 miles of river habitat for federally listed fish species and non-listed anadromous fish species, providing the fish with upstream access to historic reproductive habitat for adults and nursery habitat for the development of eggs and juvenile life stages. With Yarmouth's fish passage barriers addressed in the watershed, up to 135 miles of reproductive and nursery habitat may also be made accessible to migratory fish species, including blueback herring (*Alosa aestivalis*), alewives (*Alosa pseudoharengus*), American shad (*Alosa sapidissima*), American eel (*Anguilla rostrata*), sea run brook trout (*Salvelinus fontinalis*), brown trout (*Salmo trutta*), sea lamprey (*Petromyzon marinus*), Atlantic salmon (*Salmo salar*) and rainbow smelt (*Osmerus mordax*). Restoring fish passage on the Royal River will also benefit mammals and avian predators that prey upon fish species that include bears, foxes, eagles, ospreys and loons. Likewise, water quality conditions may be expected to improve due the resumption of historic flushing patterns.

The proposed feasibility study will develop an array of alternatives to support the restoration goal of the Royal River. USACE will determine the merit of each alternative with respect to functionality, constructability, impacts to environmental and cultural resources, real estate requirements, and cost. The findings of the study and any recommendations for implementation will be documented in a Detailed Project Report/Environmental Assessment (DPR/EA).



## 2.5. Measures and Alternatives

The East Elm Street Dam was originally constructed in 1857 and the current non-functioning fish passage was built in 1979. The Bridge Street Dam was originally constructed in 1894 and the current non-functioning fish passage structure was built in 1973.

Possible measures include the following:

**(1) Complete removal of both dams:** Dam removal must address natural downstream transport of associated sediments or removal and onsite reuse of materials that have accumulated on the upriver side of both dams. Sediment sampling will be necessary to understand the level of risk and spatial extent of contaminants of concern that may persist in sediments on the upriver side of the dams. Characterizing contaminants that may exist at both dams will allow the New England District to determine appropriate options for disposal, reuse, or release of sediments associated with the existing dam structure. These data will also allow the New England District to effectively evaluate the potential risks and exposure pathways to ecological receptors and humans. Concern with impounded sediments extends to any impacts on maintenance of the Federal Navigation Project which ends below East Main Street and I-295, as well as the marinas and town landing facilities. The study will consider a suite of measures that may restore healthy natural ecosystem functionality within Royal River, as described in the Study Purpose, above.

**(2) Reconstruction/Improvement of existing fish passage structures:** If dam removal is eliminated as an option, assessment of existing fish passage structures to determine if they can be modified and provide efficient fish passage for species identified.

The two existing dams with non-functioning fish passage structures, the Bridge Street Dam and East Elm Street Dam, restrict the historical movement of migratory fish. The ladders do not efficiently pass key species in this waterway such as American shad, alewife, blueback herring, Atlantic salmon and rainbow smelt (*Osmerus mordax*). The Denil fish ladders were originally installed in the 1970s to support the commercial alewife and blueback herring fisheries but restoring fish passage in this river would benefit a host of other species. Other diadromous fishes that may benefit from improved fish passage in this area are American eel (*Anguilla rostrata*), sea run brook trout (*Salvelinus fontinalis*), brown trout (*Salmo trutta*), and sea lamprey (*Petromyzon marinus*).

**(3) Removal of one dam with improvement of fish passage at the other would also be considered.**

The study team will consider the dam removal measure first, for practicality, function, and consequences, and then either drop the measure from further consideration or consider it further combined with other feasible measures to develop a small range of feasible alternatives. Resource costs and schedules will be based on a total of four alternatives to be evaluated in detail, including the no-action alternative.

## **2.6. Expectations of the Study Sponsor:**

The sponsor for this project is the Town of Yarmouth (the Sponsor). The Town expects an evaluation of the removal of the two dams. If this alternative is eliminated from consideration, the sponsor expects that alternative plans would be developed to restore fish passage. The sponsor is expecting an accurate assessment of existing and potential future conditions, cost estimate for project implementation, feasibility level designs and timely, cost-effective completion of the feasibility study.

## **2.7. Study Conditions:**

The feasibility study initially will be based on the following conditions:

- The study will briefly and broadly identify numerous possible measures (as summarized above) and then narrow the scope to evaluate one or two ecosystem restoration alternatives along with the no-action plan. The team should expect that most of the measures will be eliminated from further consideration after an initial screening.
- The study starts with the premise that the team will assess sediments settled behind the dams and hydrologically model the potential affects to the surrounding environment for full removal of both dams and fish passages.
- The study is conditioned on the Town of Yarmouth's willingness and ability to support the study effort financially.
- The iterative nature of a planning process may result in the need to incorporate revisions and/or additional measures to the evaluation process. The study budget includes a contingency line item that is intended to account, in part, for the evaluation of iterations not yet considered.
- Based on initial evaluation, the premise is that an Environmental Assessment, not an Environmental Impact Statement, will be sufficient for this study.

## **3.0 PROJECT STUDY DESCRIPTION**

The Project Study involves the following outputs, team involvement, and project-specific tasks, team members, cost estimate, and schedule.

### **3.1 Required Project Study Output:**

The required outputs of the feasibility study are an approved Integrated Detailed Project Report and Environmental Assessment (DPR/EA), including signed Finding of No Significant Impact (FONSI). The report will document the assessment of a narrow range of feasible alternatives and selection of a recommended proposal that meets the Section 206 authority criteria, is feasible, cost-effective, and is within funding constraints, and where real estate interests can be readily obtained by the sponsor. Cost-effectiveness is measured by a quantified output of environmental benefits that an alternative may generate compared to the project cost to design and construct that alternative. The DPR/EA will document compliance with environmental requirements and will include coordination with Federal and state agencies. Feasibility analysis in the report will include assessment of real estate acquisition and access, feasibility-level cost estimate of a small range of alternatives (assume two plus the no-action), quantified ecosystem restoration benefits, environmental impacts, and ability to be permitted. The DPR/EA will refer to (without replicating effort) previous studies along with their associated documents.

### **3.2 Team Involvement**

The principal members of the Project Delivery Team (PDT) will be the Project Manager and specialists from the USACE New England District along with input from Sponsor representatives. The USACE PDT team members will include:

- Planning Division, Plan Formulation Branch – project manager/planner, economist, and geographic information system (GIS) specialist
- Planning Division, Environmental Branch – environmental resources specialists and cultural resources specialist
- Engineering Division, Geotechnical/Water Resources Branch – geotechnical engineering and water management specialists
- Engineering Division, Design Branch – specialists in civil engineering, structural engineering, and mechanical engineering
- Engineering Division, Technical Support Branch – cost engineering specialist and management support
- Real Estate Division – realty specialist and real estate appraiser
- Additional assistance from Office of Counsel, Contract Division, and Construction Division

The PDT will be responsible for preparing the decision document that will be used for evaluation of ecosystem restoration alternatives. In preparation of this PMP, each team member submitted a scope, cost, and schedule for the project. Team members are responsible for the technical adequacy of their work and to ensure that the work is accomplished consistent with USACE and other applicable regulations and guidelines. Team members are accountable to ensure that all work is completed within established schedules and budgets. Team members are also responsible for responding to review comments on the project reports and analyses they prepare.

The Feasibility Study is cost-shared with the Non-Federal Sponsor (Town of Yarmouth) on a 50/50 basis and is pursuant to execution of a feasibility cost share agreement (FCSA) between the Sponsor and the USACE. A portion of the study cost-share may be contribution of in-kind work by the sponsor that is necessary for the study and identified and agreed to by the USACE and Sponsor and identified in the PMP and the FCSA.

The PDT will undergo planning steps including problem identification and project purpose, inventory and forecasting conditions, alternative formulation and evaluation, benefit and cost analyses, and alternative comparison. Then the PDT will select a proposed alternative that meets the project purpose and is cost effective in providing ecosystem restoration benefits. This proposed alternative, known as the tentatively selected plan (TSP), will then be reviewed in a joint USACE New England District and North Atlantic Division (NAD) meeting for NAD approval to proceed to completion of the draft DPR/EA for technical review and public review.

Once the draft DPR/EA is completed, the report will undergo a District Quality Control (DQC) review at the USACE New England District, and the PDT will edit the draft report based on the review. All functional elements from which staff is assigned to the project are responsible to assign staff for the DQC review and will certify that the work is accomplished consistent with the District's Quality Control Plan (QCP). Then the DPR/EA will undergo an Agency Technical Review (ATR), USACE NAD review, and public review through public release of the draft report.

An ATR is undertaken to "ensure the quality and credibility of the government's scientific information" in accordance with this policy and regulations. This level of review will also cover any necessary National Environmental Policy Act (NEPA) documents and other environmental compliance products. An ATR is mandatory for all decision and implementation documents.

The PDT will address the various review comments and revise and complete the final DPR/EA along with a FONSI. The USACE New England District will then submit this package to the USACE NAD, followed by signature by the New England District Engineer, for approval to proceed to the next project phase – design and construction (DI) phase.

The success of the project is highly dependent on the PDTs communication and cooperation. Each member of the PDT (both team members and sponsor representatives) provides information and support that is essential for the project. Each project has a unique set of goals, challenges, and constraints that determine the importance of each team member's role. General descriptions of team member responsibilities are also available in the CAP Programmatic PMP.

### **3.3 Project-Specific Task Descriptions:**

The following specific tasks are based on input from specialists with coordination of the entire PDT and review by section and/or branch chiefs.

Comments: Non-Federal work to be contributed needs will be documented through a MOA and then supported by periodic expenditure documentation submittals by the Sponsor before it can be considered as non-Federal cost-shared contribution toward the total project cost. The PM will work with the sponsor to line out tasks to be credited and documentation requirements.

## 4.0 Project Budget

Cost-shared estimated budget to complete the feasibility study phase and preparation of the Detailed Project Report and Environmental assessment for the Royal River, Yarmouth ME Section 206 Ecosystem Restoration Project is as follows in Table 1.

**Table 1: Estimated Study Budget**

Major Study Tasks	Task Cost	Federal Cost	Non-Federal Cost
Project Management, Team Leader, and Planning	\$100,000		
Geographic Information System Services & Mapping	\$6,000		
Economics	\$24,000		
Environmental Section	\$85,000		
Environmental Conditions (Sediment Analysis)	\$34,000		
Cultural Resources	\$27,000		
Water Management (Hydrology & Hydraulics)	\$175,000		
Geotechnical Engineering*	\$47,000		
Civil Engineering	\$40,000		
Structural Engineering	\$40,000		
Cost Engineering	\$45,000		
Real Estate	\$30,000		
Management Support	\$2,000		
Travel Support	\$2,000		
District Quality Control Review	\$20,000		
Agency Technical Review	\$30,000		
<b>Subtotal</b>	<b>\$667,000</b>		
Planning Contingency (10%)	\$66,700		
<b>Total</b>	<b>\$733,700</b>		

## 5.0 Project Schedule

**Table 2: Study Schedule for the Royal River, Yarmouth, ME Section 206 Ecosystem Restoration Study**

Project Task	Milestone Code	Start Date	Complete Date
Development of the PMP		Apr 2023	Aug 2023 (A)
Prepare and execute Feasibility Cost Share Agreement (completed)	CW130	Oct 2022	Mar 2023 (A)
Secure FY2023 funding (non-fed and fed)		Dec 2022	Jul 2023 (A)
Hydrologic and Hydraulic modeling (Interim/draft)		Nov 2022	Nov 2023
Identifying Problems and Opportunities, and inventorying and forecasting conditions		Jun 2023	Sep 2023
Sediment Sampling		Aug 2023	Sep 2023
Secure FY 2024 funding (non-fed and fed)		Aug 2023	Sep 2023
Alternative formulation and evaluation, proposed alternative		Aug 2023	Jan 2024
Prepare draft DPR and EA		Jan 2024	Mar 2024
Tentatively Selected Plan Briefing with NAD	CW190	Apr 2024	Apr 2024
District Quality Control of draft DPR/EA		May 2024	Jun 2024
Agency Technical Review (ATR) of draft DPR/EA		Jun 2024	Aug 2024
NAD (MSC) review of draft DPR/EA		Jun 2024	Aug 2024
Public Notice and review period of draft DPR/EA	CW250	Jun 2024	Aug 2024
Finalize DPR/EA as needed with all reviews		Aug 2024	Nov 2024
Submit draft Final DPR package to NAD for final review and approval	CW150	Nov 2024	Mar 2025
PDT addresses NAD comments to finalize DPR/EA and resubmits Final DPR/EA to NAD		Mar 2025	Apr 2025
NAD approves Final DPR/EA	CW170	Apr 2025	May 2025



## 6.0 Project Delivery Team Members

Currently assigned Project Delivery Team members, as of the date of this PMP, are shown in **Table 3**.

**Table 3: Project Delivery Team Members for the Royal River, Yarmouth ME Section 206 Ecosystem Restoration Project.**

Team Position	Name
Plan Formulation Branch, Project Manager, PDT Leader, and Planning PDT Member	Janet Cote
Plan Formulation Branch, GIS Resources PDT Member	Paul Morelli
Plan Formulation Branch, Economics PDT Member	Parker Murray
Environmental Branch, Environmental Resources PDT Member	Donald Faughnan
Environmental Branch, Environmental Conditions (Sediment) Analysis PDT Member	Ben Loyd
Environmental Branch, Cultural Resources PDT Member	Marc Paiva
Geotechnical/Water Resources Branch, Water Management (H&H) PDT Member	Thomas Mhlbachler
Geotechnical/Water Resources Branch, Geotechnical Engineering PDT Member	Matt Fleming
Design Branch, Civil Engineering PDT Member	Kevin Hebard
Design Branch, Structural Engineering PDT Member	Mike Andryuk
Technical Support Branch, Cost Engineering PDT Member	Dan Palmer (TBD)
Real Estate Division PDT Member	William Mehr

**Road Improvements Reserve**

**Project Scheduling and Estimate Plan  
(Subject to Change)**

**Includes: Solid Waste/Recycling, Town Garage and  
Mechanical Maintenance**

**FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**



<b>DRAFT</b>						
	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>	<b>FY29</b>
<b>2025-2029 CIP Highway Garage</b>	<b>Current Year</b>					
Office / Breakroom Air Conditioning Unit		\$20,000				
DEF Fluid Station - <b>Completed</b>	\$22,000					
Storage Bay off Salt Shed			\$40,000			
Bathroom / Locker room rehab				\$25,000		
Facility paving						
Truck Roof Overhang						
<i>R = Regulations, A = Age, C = Condition, E = Efficiency</i>						
<i>S = Safety</i>						
<b>2025-2029 CIP Highway Garage - Totals</b>	<b>\$22,000</b>	<b>\$20,000</b>	<b>\$40,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>
	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>	<b>FY29</b>
<b>2025-2029 CIP - Landfill</b>	<b>Current Year</b>					
Demolition Landfill Closure- up 5% from last year						
Office Building relocation - <b>Pending</b>	\$5,000					
Retaining Wall Rehab - Roll-off container area		\$20,000				
Old Garage Heating System						
Recycling Garage Roof						
Facility Paving - Part of new building - <b>Pending</b>	\$40,000					
Facility Paving - access rd - Surface		\$100,000				
New Cold Storage Building for all Depts.						
Office / Compactor Roof						
Bin Roof System			\$50,000			
<i>R = Regulations, A = Age, C = Condition, E = Efficiency</i>						
<i>S = Safety</i>						
<b>2025-2029 CIP Landfill Reserves- Totals</b>	<b>\$45,000</b>	<b>\$120,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>	<b>FY29</b>
<b>2025-2029 DOT Road Projects</b>	<b>Current Year</b>					
Cousins St - (1)						
Cousins St - (2)						
Cousins River Bridge - Pathway			\$71,000			
Gilman Rd (1) - RT 88 to Prince's Point						
Gilman Rd (2) - Prince's Point to the Bridge						
Main Street - Elm to Bridge - Mill Overlay						
Main Street - Bridge to RT 88						
Main Street - Street Scape Project - Center to Tracks - PDR	\$50,000					
Main Street - Street Scape Project - Center to Tracks - Construction		\$141,000	\$295,000			
Main Street - Street Scape Project - Tracks to Marina Rd - Const						
Marina Rd - All		\$25,000				
North Rd - (1) East Main to Melissa						
North Rd - (2) Melissa to Leighton Rd						
North Rd - (3) Leighton to E. Elm						
North Rd - (4) E. Elm to NYTL						
Rt 1 Sidewalk - Patriot to Willow & Maples to Bayview - Construction		\$445,000				
RT 1 Pathway -VIP to Exit 17 & Info Center - Const.		\$365,009				
RT 1 Pathway - Exit 17 to Freeport - Study	\$150,000					

DRAFT						
RT 1 Pathway - School St to Forest Falls						
RT 1 Pathway - Tyler Tech to Exit 15 Park & Ride - All DOT						
RT 1 - Cumberland TL to Portland Street - Overlay						
RT 1 - Portland St to Forest Falls - Overlay - Est \$2M		\$500,000				
RT 1 - Forest Falls to Exit 17 N and S Lanes - Overlay						
RT 1 - Exit 17 to Freeport TL - Overlay						
RT 88 - Sidewalk - Royal R Bridge to Lower Falls - Construction			\$200,000			
Rt 88 - Royal R Bridge to Prince's Point Rd -Mill & Fill		\$122,500				
RT88 - Royal R Bridge to RT 1						
West Main St - (1) Main St to Bridge						
West Main Street - Bridge to Town Line						
R = Regulations, A = Age, C = Condition, E = Efficiency						
S = Safety						
2025-2029 CIP - DOT Projects - Total						
Total DOT Projects - By year - PM Funds	\$0	\$647,500	\$200,000	\$0	\$0	\$0
Total DOT Projects - By year - Main St TIF Funds	\$50,000	\$141,000	\$295,000	\$0	\$0	\$0
Total DOT Projects - By year - RT 1 TIF Funds	\$150,000	\$810,009	\$71,000	\$0	\$0	\$0
Total DOT Projects -By year - Road Reserves	\$0	\$0	\$0	\$0	\$0	\$0
Sidewalk Reserves	\$0	\$0	\$0	\$0	\$0	\$0
2025-2029 CIP Traffic Signals	FY24	FY25	FY26	FY27	FY28	FY29
Main St @ Cleaves	Current Year					
Main St @ Elm						
RT 1 @ Portland St						
RT 1 @ Rite Aid						
RT 1 @Forest Falls			\$250,000			
RT 1 @ Hannaford						
RT 1 @ East Main						
RT 1 @ Exit 17						
R = Regulations, A = Age, C = Condition, E = Efficiency						
S = Safety						
2025-2029 CIP - Traffic Signal Projects - Total						
Total Traffic Signal Projects - By year - PM Funds	\$0	\$0	\$0	\$0	\$0	\$0
Total Traffic Signal Projects - By year - Main St TIF Funds	\$0	\$0	\$0	\$0	\$0	\$0
Total Traffic Signal Projects - By year - RT 1 TIF Funds	\$0	\$0	\$250,000	\$0	\$0	\$0
Total Traffic Signal Projects -By year - Rd Reserves	\$0	\$0	\$0	\$0	\$0	\$0
Total Traffic Signal Projects - By year - Road Bond	\$0	\$0	\$0	\$0	\$0	\$0
A 2025-2029 CIP - Special Projects	FY24	FY25	FY26	FY27	FY28	FY29
Cousin's Island Safety Way & SW						
Forest Falls X-Country Drainage project						
Marina Road Drainage Outfall						
Sidwlaks - General Maint	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
PW Projects	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
Engineering	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000	\$18,000

<b>DRAFT</b>						
<i>R = Regulations, A = Age, C = Condition, E = Efficiency</i>						
<i>S = Safety</i>						
<b>A 2025-2029 CIP - Special Projects- Total</b>						
Total Special Projects - By year - PM Funds	\$0	\$0	\$0	\$0	\$0	\$0
Total Special Projects - By year - TIF Funds - Main St	\$0	\$0	\$0	\$0	\$0	\$0
Total Special Projects - By Year - TIF Funds - Rt 1	\$0	\$0	\$0	\$0	\$0	\$0
Total Special Projects - By year - Rd Imp Funds	\$53,000	\$53,000	\$53,000	\$53,000	\$53,000	\$53,000
Total Special Projects - By year - Sidewalk Reserves	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Total Special Projects - By year - Road Bond	\$0	\$0	\$0	\$0	\$0	\$0
	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>	<b>FY29</b>
<b>B 2025-2029 Reconstruction Work</b>						
<b>Requires: Major Drainage, Major Base, Reclaim, Paving</b>						
Bayview St -E. Main to Spring						
East Elm - Melissa to Leighton						
Prince's Point Rd - Short Loop Section						
West Elm St - McCartney to Portland						
<i>R = Regulations, A = Age, C = Condition, E = Efficiency</i>						
<i>S = Safety</i>						
<b>B 2025-2029 Reconstruction Work - Total</b>						
Total Rd Reconstruction Wk - By year - PM Funds	\$0	\$0	\$0	\$0	\$0	\$0
Total Reconstruction Wk - By year- TIF Funds - Main St	\$0	\$0	\$0	\$0	\$0	\$0
Total Reconstruction Wk - By year - TIF Funds - RT 1	\$0	\$0	\$0	\$0	\$0	\$0
Total Road Reconstruction - By year - Rd Imp Funds.	\$0	\$0	\$0	\$0	\$0	\$0
Total Reconstruction Wk - By year - Sidewalk Reserves	\$0	\$0	\$0	\$0	\$0	\$0
Total Road Reconstruction Wk - By year- Bond Funds	\$0	\$0	\$0	\$0	\$0	\$0
	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>	<b>FY29</b>
<b>C -2025-2029 Rehab Projects</b>						
<b>Requires; Reclaiming, Minor Base Wk, Minor Drainage, Paving</b>						
Forest Falls						
Harborview Dr						
Pleasant Street - Rt 88 to Smith	\$300,000					
Pleasant Street - Smith to Rt 88 - Westcustago End.						
Pleasant Street & Rt 88 Intersection -crosswalk	\$100,000					
Portland Street - Rt 1 to Winding Way -Mill, Shim, OL, reset structures	\$110,000					
Smith St - All	\$65,000					
Smith Street - All - Surface only		\$20,000				
Starboard Reach						
Sunset Point	\$90,000					
Sunset Point - Surface		\$30,000				
Tanglewood - Street	\$140,000					
Tanglewood - Street - Surface Only		\$15,000				
Winding Way		\$200,000				
Witcomb's Way - Treatment Plant Rd						
Wood Circle		\$35,000				
<i>R = Regulations, A = Age, C = Condition, E = Efficiency</i>						
<i>S = Safety, F=Finish</i>						
<b>C 2025-2029 CIP - Rehab Projects</b>						
Total Rehab Projects - By year - PM Funds	\$0	\$0	\$0	\$0	\$0	\$0
Total Rehab Projects - By year - TIF Funds - Main St	\$0	\$0	\$0	\$0	\$0	\$0
Total Rehab Projects - By year - TIF Funds - RT 1	\$0	\$0	\$0	\$0	\$0	\$0
Total Rehab Projects - By Year - Rd Imp	\$805,000	\$300,000	\$0	\$0	\$0	\$0
Total Rehab Projects - By year -Sidewalk Reserves	\$0	\$0	\$0	\$0	\$0	\$0

<b>DRAFT</b>						
Total Rehab Projects - By year - Bond	\$0	\$0	\$0	\$0	\$0	\$0
	FY24	FY25	FY26	FY27	FY28	FY29
D 2025-2029 CIP - Shim, Overlay, Finish Projects						
Abby Ln			\$20,000			
Acorn Cir			\$12,000			
Almonte Ave						
Anderson Ave					\$45,000	
Applecrest Dr			\$75,000			
Ashland Ave						
Astilbe Ln			\$30,000			
Autumn Ln						
Baker St						\$15,000
Balsam Ln		\$35,000				
Bates St					\$30,000	
Bartlett Circle						
Bayview St - Spring to Woodland		\$100,000				
Bayview St - Woodland to End				\$40,000		
Baywood Ln						
Beech Tree						
Bennett Rd						
Berryfield Rd			\$55,000			
Birchwood Ave				\$20,000		
Bittersweet Cir		\$25,000				
Blueberry Cove			\$45,000			
Bluff Rd						\$85,000
Bowdoin St					\$35,000	
Boxwood						
Bridge St			\$60,000			
Broad Arrow Trail						
Burbank Ln				\$35,000		
Burnell Dr					\$45,000	
Cedar Rdg			\$30,000			
Center St			\$20,000			
Channel Point Rd			\$15,000			
Church St						
Cleaves St			\$25,000			
Clipper Circle					\$20,000	
Collins Rd						
Concord Cir						
Cumberland St - West Elm to South			\$15,000			
Cumberland St - West Elm to Hillside						
Curtis Rd						\$30,000
Dartmouth St				\$9,000		
Deacon Rd				\$25,000		
Deering Street						
Depot Rd						
Drinkwater Point Rd						
E. Elm - Main to Bridge						
E. Elm - Leighton to North						\$75,000
East Main - Spring to Bluff's Road				\$110,000		
East Main - Bluff's road to Granite St						
Eben Hill Rd			\$30,000			

DRAFT						
Eider Point Dr			\$10,000			
Ellen Circle						
Elmwood Ave.						
Essex Dr				\$25,000		
Evergreen Dr			\$35,000			
Fairwind Ln			\$50,000			
Fiddlers Ln					\$35,000	
Fieldstone Dr			\$40,000			
Gables Dr				\$25,000		
Gail Ln			\$35,000			
Glen Rd						
Goodings End						\$15,000
Granite St - Old County to End					\$75,000	
Granite St - Old County to Ledge					\$130,000	
Greenleaf St		\$10,000				
Gristmill Lane						
Groves Rd			\$55,000			
Hawthorne Cir		\$15,000				
Hay Field Rd						
Hemlock Terrace					\$15,000	
Hickory Ln		\$45,000				
High School Access Rd				\$40,000		
High St			\$30,000			
Hillcrest Ave						
Hillside - West Main to Cumberland						
Hillside - Cumberland St to Town Cumb Town Line						
Hilltop Cir				\$6,000		
Holbrook Rd						\$35,000
Indian Ridge						
John Howland Dr						
Kelly Dr			\$20,000			
Lady Slipper Ln		\$25,000				
Landing Woods						
Larrabee's Landing Rd					\$20,000	
Ledge Rd						
Ledgewood Rd						
Leighton Rd					\$50,000	
Littlejohn Rd				\$60,000		
Lone Pine - Phase I					\$25,000	
Lone Pine - Phase II						
Madeleine Point Rd						\$10,000
Madison Dr			\$12,500			
Maplewood Ave				\$15,000		
Marshview Cir						
Mast Lane						
Mayberry Ln				\$20,000		
McCartney Street - W. Elm to Circle						
McCartney Street - Circle to Middle School						\$35,000
Melissa						\$120,000
Mill St		\$20,000				
Morton Rd				\$60,000		
Mountfort Rd						
Newell Rd						
Northwood Rd					\$25,000	

DRAFT						
Nubbin Reach			\$15,000			
Oakland Ave						
Oakwood Dr						\$150,000
Odell Way						
Old County Rd						
Old Field Rd						
Old Ship Yard Rd						\$75,000
Patty Ln			\$15,000			
Pinewood Dr						
Plimoth Way						
Portland St - Main to RT 1						
Portland St - Winding Way to Cumb. TL				\$110,000		
Prince's Point - Gilman to Morton						
Prince's Point - Morton to Circle						
Rainbow Farm Rd						
Rand Rd						
Rebecca Ln				\$45,000		
Riverbend Dr				\$35,000		
River Front						
Rocky Hill Rd						
Rogers Rd - Melissa to North		\$150,000				
Rogers Rd - Melissa to Burnell				\$20,000		
Royall Meadow Rd					\$45,000	
Royall Point Rd					\$90,000	
Ryan Dr - Review		\$12,000				
Sandpiper Cove Rd						\$25,000
Sandy Brook Lane						
Sarah Goud Rd			\$15,000			
Sea Meadows Ln	\$95,000					
Sea Spray Reach						\$45,000
Seabury Ln					\$25,000	
Sisquisic Trail						
Shoreview Dr						\$25,000
Sligo Rd	\$70,000			\$70,000		
Smith St - Rt 88 to Cemetery						
South St						
Spar Cir						
Stockbridge Dr						
Summer St						
Sunset Point Rd						
Sweetser Rd		\$15,000				
Sycamore Dr		\$18,000				
Talbot Rd						
Tannery Lane						
Tenney St						
Upland Ln			\$20,000			
Waters Edge						
Watson Circle					\$10,000	
Wharf Rd					\$65,000	
Willow St						
Woodbury St						
Woodland Dr						
Yankee Dr						\$40,000
Yarmouth Woods						\$45,000

<b>DRAFT</b>						
<i>R = Regulations, A = Age, C = Condition, E = Efficiency</i>						
<i>S = Safety</i>						
<b>D 2025-2029 CIP -Shim &amp; Overlay Projects - Total</b>						
<b>Total Shim &amp; Overlay Projects - By Year</b>	<b>\$165,000</b>	<b>\$470,000</b>	<b>\$784,500</b>	<b>\$770,000</b>	<b>\$785,000</b>	<b>\$825,000</b>
	<b>FY 24</b>	<b>FY 25</b>	<b>FY 26</b>	<b>FY 27</b>	<b>FY 28</b>	<b>FY 29</b>
<b>Total Rehab Projects by Year - PM Funds</b>	<b>\$0</b>	<b>\$647,500</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total TIF Funds - Main Street</b>	<b>\$50,000</b>	<b>\$141,000</b>	<b>\$295,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Tif - RT 1</b>	<b>\$150,000</b>	<b>\$810,009</b>	<b>\$321,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total RD IMP Funds</b>	<b>\$1,023,000</b>	<b>\$823,000</b>	<b>\$837,500</b>	<b>\$823,000</b>	<b>\$838,000</b>	<b>\$878,000</b>
<b>Sidewalk Reserves</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$30,000</b>

**Old Meetinghouse  
Historic Buildings Reserve**

**FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**



**GREATER PORTLAND LANDMARKS  
SAFFORD CYCLICAL MAINTENANCE SCHEDULE**

<b>System/Item</b>	<b>Elements to be Examined/Repair Tasks</b>	<b>Frequency</b>
<b>Roofing</b>	Condition of roofing materials, seams & joints	Quarterly or after high winds
	Note sagging or damaged areas	
	Remove overhanging tree limbs that touch the roof	
	Repair open seams or tears	
<b>Flashing</b>	Condition of flashing materials and ridge caps, tightness of fit, condition of seams and joints	Quarterly or after high winds
	Re-adhere loose joints and replace any missing sections	
<b>Steeple</b>	Inspect for leaks, wildlife intrusion, broken windows, non-secure access hatches, loose trim or early signs of decay	Quarterly and after storms
	Inspect balustrade and spire for defects	
<b>Exterior Walls</b>	Inspect for loose clapboards, impact damage, biological growth, peeling paint, loose	Quarterly
		Spring/Fall
<b>Foundation and crawl space</b>	Inspect for shifting foundation stones, new or worsening cracks in mortar joints, wildlife intrusion, moisture, and biological growth	Annual
	Inspect wooden framing timbers for movement, decay, insect damage, moisture, and biological growth	Annual
<b>Windows &amp; Doors</b>	Condition of paint and sealants, wood (especially sills), glass and caulking, operation and fit of moving parts, condition of storm windows, evidence of water seepage	Spring/Fall
	Remove and replace cracked glazing putty and cracked glass	
	Scrape and paint all elements with peeling paint. Treat any cracks larger than 1/16" wide with wood epoxy consolidant and filler.	
<b>Grounds and Site</b>	Check for cracks, growth in joints, lifting or undulating surfaces	Spring/Fall
	Site drainage	Spring/Fall
	Walks and steps	Spring/Fall

**GREATER PORTLAND LANDMARKS  
SAFFORD CYCLICAL MAINTENANCE SCHEDULE**

	Curbing	Spring/Fall
	Plantings	Spring/Fall
	Fences & walls	Spring/Fall
<b>Interior Faces of Exterior Walls</b>	Condition of plaster & paint: leaks, cracking, or alignment of floor and ceiling that indicates movement	Spring/Fall
<b>Interior</b>	Stairs: railings and treads	Spring/Fall
	Floors/Carpets	
	Door Trim	
	Ceiling Plaster	
	Wall Plaster	
	Lighting fixtures	
<b>Building Systems</b>	HVAC System	N/A
	Water	Quarterly
	Sanitary	
	Ventilation	
	Interior Basement drainage	
	Exterior Perimeter drainage	
<b>Electronic Systems</b>	Cable	Quarterly
	WiFi	
	Telephone	
<b>Safety Systems</b>	Sprinkler System	N/A
	Lightning Protection system	Annual
	Fire extinguishers	Annual
	Fire Alarms	Quarterly
	Inspect all plumbing fixtures and exposed piping	Annual
	Smoke detectors	Annual
	Security System / Alarm	Annual
	Elevator	N/A
	Lift (Stair)	N/A
	Railings	Annual
<b>Exterior Grounds</b>	Property Maintenance	Monthly
	Driveway surface & drainage	N/A
	Snow removal/steps and walkway	As needed
	Signage	As needed

**Yarmouth Fire-Rescue  
Equipment Replacement Schedule**

**FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**

# YARMOUTH FIRE RESCUE



## Capital Improvement Plan FY 25 - FY 29

## Overview

Yarmouth Fire Rescue is a combination department that responds to emergency medical requests and fire calls. The staff conducts fire inspections and performs public education programs while not on emergency calls for service.

The department has established plans and reviews the replacement schedule of apparatus based on call volume, road mileage, yearly operational hours, and the mission we provide. The call volume for the last two years decreased due to Covid, however, this year the numbers are predicted to be the highest ever recorded. As of July 1, 2022, we are 300 calls over last years call volume.

Yarmouth Fire Rescue currently employs five (11) career staff, fourteen (14) Per Diem staff, twenty (20) on call paid volunteers, and four (5) college live-in students. Emergency Responses are exceeding 1650 calls annually.

	Total Calls	Day Staffing	Night Staffing	Volunteers	College Students
Yarmouth	1706	5	3	20	5
Freeport	1923	6	4	10	0
Cumberland	965	3 / 4	2	25	5
Falmouth	1889	13	7	15	6
Topsham	1728	6	3	8	4

### **Emergency Calls for Service – Yarmouth Fire Rescue**

	1996	2006	2016	2021	Projected
Fire	240	243	424	455	629
EMS	580	800	1282	906	1100
Total Calls	820	1043	1706	1361	1729

Car Crashes with Injuries are listed as fire calls –

Fire Alarm Activations will have an ambulance response but are listed as a fire call response.

In studying the department and conducting a risk assessment of the agency and community the department has determined the following Capital Improvement (CIP) needs in the next ten (10) years. These needs may require the department to seek alternate funding models or request bonds.

Replacement of Engine 83 and Tower 84

### **Previous Success**

The Capital Improvement plan has successfully funded purchases that included:

- Administrative Vehicles (2),
- Utility Truck, Off Road Utility Vehicle (partial funding),
- Ambulances (2),
- Upgrade funding for the Fire Training tower.
- Annual Protective Clothing Purchases
- Annual Replacement of Breathing Apparatus Bottles

These purchases were made without funding that normally would have increased the tax commitment for the resident of Yarmouth

### **Capital Improvement Needs**

Yarmouth Fire Rescue has developed this plan with the understanding that fire apparatus and equipment that lasts greater than five (5) years is considered as Capital. The department has worked diligently to develop plans that will reduce the major expenditures on a routine basis. The plan is based on National Standards and Labor laws that include the National Fire Protection Association (NFPA), Insurance Service Office (ISO) and the Maine Department of Labor (DOL).

I am pleased to report that in just a few short years we have developed plans to replace protective clothing, breathing air bottles, radio communication equipment, thermal imaging cameras, cardiac monitors, and vehicles. Through an aggressive Capital Improvement Plan (CIP) the department maintains in-service equipment that rarely needs expensive repairs.

As of the last two years the demand of materials has increased the purchase prices of both fire apparatus and ambulances. This cost of an ambulance has increased almost \$150,000 since last year. The design and build time of both an ambulance and fire truck have gone from one year to now be up too twenty-seven months.

The plan to purchase apparatus will now need to be approved two years in advance so we can develop the plans and get on the assembly line.

## Fiscal Year 2024-2025

### Replacement of Engine 81

Estimated Cost: \$800,000

Purchased in April 1994 this unit was most recently assigned to the Wyman Station. In March of 2020, this unit was reassigned to the North Road station as the towns Rescue Pumper was placed out of service due to a catastrophic frame rail failure.

**This unit was placed out of service in December of 2022 when it lost its transmission.**

Fire apparatus according to the National Fire Protection Association standards should be replaced after twenty (20) years of service.

We have written two unsuccessful grants to replace this truck. According to the Assistance to Fire Grants staff the truck is unlikely to be awarded as it is an enclosed cab.

This purchase will need to be approved by July 1, 2023, for a delivery date of 2025.





## Fiscal Year 2025-2026

### Replacement of Ambulance 86

Estimated Cost: \$450,000

The ambulances in Yarmouth are currently on an eight (8) year cycle for replacement. The current units are averaging 15,000 miles a year. We have seen an increase in usage and mileage from years ago and are monitoring this. The year cycle of replacement may need to change based on calls, hours, miles, and usage. The primary mission of Yarmouth Fire Rescue is medical emergencies, and these units are called daily to transport the sick and injured.

We are in hopes that we may be able to keep this unit as a spare or third due response unit. This will depend on the trade in value that is offered to us at the time of purchase.

Previously it was mentioned that a remount may be considered for this unit. At this time based on build time and current mileage this will not be possible.





## Fiscal Year 2027-2028

### Replacement of Tower Ladder 84

Estimated Cost: \$1,400,000.00

Yarmouth Fire Rescue purchased its current ladder truck in 2000. According to NFPA a Ladder Truck has a life expectancy of 20 years for front line and that all should be retired after 25 years of service. This unit will be 28 years and it is expected that design and construction will take at least a year.



## Annual Requests 2024-2029

### Personal Protective Equipment (PPE):

A full set of Firefighting Gear that includes Helmet, Nomex Hood, Bunker Coat, Bunker Pants, and gloves cost approximately \$2,700 per person. This cost will increase approximately five (5) percent annually. All Protective Equipment is to be replaced every ten (10) years based on National Fire Protection (NFPA) standards. The equipment safety components break down and do not offer the protection from thermal insult that the members are affected by during firefighting operation. The prices below are based on purchases in July 2022

- Protective Coat \$1,209.00 each
- Protective Pants \$1,132.00 each
- Nomex Hood (2) \$125.00 each
- Gloves (2) \$125.00 each
- Boots \$575.00 each

Year	Number of Sets	Projected Costs
2024-2025	7 @ \$3500.00 each	\$24,500.00
2025-2026	6 @ \$3650.00 each	\$21,900.00
2026-2027	6 @ \$3905.00 each	\$23,430.00
2027-2028	6 @ \$4180.00 each	\$25,080.00
2028-2029	6 @ \$4180.00 each	\$25,080.00

## Annual Requests 2025-2029

### Radio Communications Equipment:

This year the department has taken inventory of communications equipment to include apparatus radios, portable radios, and pagers. Much of the department's equipment was purchased in 2004 when the department received a federal grant. The time has come where a fiscally prudent plan needs to be implemented to start updating this equipment.

Each Firefighter is issued a portable radio and pager to alert them of a call.

Each apparatus has a mobile radio and a portable radio for each seated position. It is the NFPA recommendation that each member on an emergency call have a portable radio for communications.

I will not be making any changes at this time with this line item until a decision is made on the communications upgrade for the towns public safety departments.

Year	Apparatus	Number of Vehicle Radios	Pagers Radios	Total Cost
2024-2025	Engine 81	6 Portables	1 Mobile Radio	\$9,000
2025-2026		6 Portables		\$7,500
2026-2027	Tower Ladder 83	6 Portables	1 Mobile Radio	\$12,250
2027-2028		5 Portables		\$7,500

## Capital Improvement Plan Schedule

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029
Engine 82					
Engine 81	\$124,000	\$125,000	\$125,000	\$125,000	\$125,000
Tanker 83	\$58,109	\$58,109			
Tower 84				\$1,400,000	\$1,400,000
Ambulance 85	\$120,000				
Ambulance 86		\$120,000	\$120,000	\$120,000	\$120,000
Thermal Imaging Camera				\$8,000	\$8,000
SCBA Bottles	\$7,500.00		\$8,000	\$8,200	\$8,200
Radio Comm. Equipment	\$9,000.00	\$7,500.00	\$12,250	\$7,500	
Protective Clothing	\$24,500.00	\$21,900.00	\$23,430	\$25,000.00	\$25,000.00
	\$344,109	\$274,400	\$295,500		

### Projected Future Costs:

Ambulance 86 – The cost of this unit generally is paid out over a four-year period of time. I would assume that this would be the continued plan.

Ambulance 86 Currently has 96,000 miles.

Ambulance 85 was ordered in November 2022 with a delivery date of October 2024.

## PRIORITY RECOMMENDATIONS

Order Ambulance 86 replacement before October 2023

Prevents an increase in cost.

Expected Delivery dates are now 24 months – Late 2025 or 2026

Cost: \$450,000 with first payment in FYE 2026

Order a stock Engine in the next 30-60 days from the fire apparatus dealer.

Stock trucks will be \$100,000 - \$150,000 cheaper than custom build.

A Custom-built truck is now almost a three (3) year build time.

Truck can be built and delivered in January 2024

Currently down one Engine since December 2022

The truck was originally scheduled to be replaced.

Our newest truck, 2012 E-One, has 40,000 miles on it. This is more than the two previous trucks, combined, that we replaced due to catastrophic failures.

Cost: \$775,000 with first payment due in FYE 2025

## **Wastewater Capital Reserve**

### **FY 25 – FY 29 CAPITAL IMPROVEMENT PLAN**



**TOWN OF YARMOUTH**  
**INTERNAL MEMORANDUM**

**TO: Nathaniel Tupper, Town Manager**  
**FROM: Steven Johnson, P.E., Town Engineer**  
**DATE: August 21, 2023**  
**RE: Yarmouth Sewer Department CIP Needs**

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As you know, the Town of Yarmouth owns and operates a 1.3 MGD wastewater plant as well as 30 pump stations, 40 miles of gravity sewer, 20 miles of sewer force mains and a rapid sand filter system. As with most systems, Yarmouth's plant and sewer collection system has grown over the decades to its current configuration and includes a myriad of components of different age, condition, capacity and remaining useful life. Correspondingly, regulatory requirements have evolved over time, becoming increasingly stricter and requiring greater levels of investment and infrastructure improvement to meet standards.

Fortunately, Yarmouth several years ago implemented a fee-based revenue structure that will help the Department fund deferred capital projects needed to meet our regulatory obligations and provide needed improvement to our systems. While the need is great, Department staff has prioritized several CIP projects that are recommended for implementation in the next fiscal year. The proposed projects are in no particular ranking or order.

**Inflow and Infiltration (I&I) Removal and Main Replacement Project:** I&I is the industry term for the intrusion of (relatively) clean surface water and groundwater into the sewer collection system; robbing capacity of the plant by treating additional volumes of water needlessly. Yarmouth's collection system consists of over 40 miles of gravity pipe that varies substantially in age, quality, condition and certainly water tightness. There are areas of the system that allow significant volumes of I&I in during both wet weather and times of high groundwater elevations. Several years ago, the Department embarked on an effort to identify these areas and develop a multi-year Action Plan to prioritize and mitigate the I&I. Last year, the Department targeted funding to clean, televise and rehabilitate a critical cross-country segment of large main between Main Street and the Royal River Pump Station. Additionally, the Department has completed the process of televising several suspect areas of sewer main, particularly in the Main Street/Portland Street area to ascertain capital needs.

That said, the Main Street area I&I work as well as other needed I&I work will be postponed to later years to address more critical needs outlined below. However, the Department will be required to perform sewer manhole cover work as part of projected road work and respectfully requests that \$50,000 be budgeted for these important projects, including Lafayette Street and Pleasant Street.

- FY '25: Frame and cover raising work for PW projects (\$50,000).

**Vehicle Replacement Reserve Transfer:** The Sewer Department works collaboratively with the Public Works Department to manage the replacement of our vehicle and equipment fleet. Public Works provides the tracking, replacement scheduling, planning and procurement services to the Department for its fleet program. Annually, the Sewer Department contributes capital reserve funds for this effort.

- FY '25: Sewer Department Vehicle Replacement Reserve Transfer (\$50,000)

**Sludge Dewatering System:** The original two (2) meter wide belt filter press used to dewater sludge was replaced with two (2) inclined screw presses in FY '20. The project lease-purchase financing was arranged (\$1,000,000 financed for 10 years and \$357,000 cash contribution from the capital reserve). The sixth lease-purchase payment will be due in FY '25.

- FY '25: Year 6 lease-purchase payment (\$122,103)

**Miscellaneous Upgrades:** The Department is proposing several small maintenance projects for the upcoming year. Please note that most of these projects were deferred from the FY '24 year due to the greater need for the Whitcomb's Way culvert project. They are as follows:

1. Pave the gravel driveway and parking area for the North Road Pump Station and Brookside Pump Station (\$25,000);
2. Install a new backup generator at the Sand Filter facility on Cousin's Island (\$15,000);
3. Replace the Yarmouth Woods Pump Station valve vault (\$20,000);
4. Replace the flooring in the main plant building (\$15,000)

- FY '25: Miscellaneous Upgrades (\$75,000)

**Chlorine Mixing Unit:** The wastewater process requires that chlorine be injected into the plant effluent to kill harmful bacteria and pathogens prior to discharge to the receiving water. The existing system has been in service since 1992 and is at the end of its service life. The Department is proposing that the system be replaced in kind at a cost of \$40,000.

- FY '25: Chlorine Mixing Unit (\$40,000)

**Heated Storage Project:** The Department has a significant need for heated storage for important plant equipment, including the new sewer jetting unit. This critical piece of equipment must be kept in heated storage during the winter months when not in use. Additionally, there is much need for heated storage for Town equipment. The Department is proposing to convert one of the existing composting barns that is not fully utilized into shared



heated storage. The first phase of the project is to develop plans and cost estimates for the project. The engineering work is projected to be \$25,000 with construction estimated at \$100,000. The department recommends that the project be phased with a total estimated project cost of \$125,000.

- FY '25: Phase I Engineering (\$25,000)
- **FY '26**: Phase II Construction (\$100,000)

**Headworks Upgrade Project:** The first and a very important step in the wastewater treatment process is the removal of large objects from the flow, including sticks, rags, rocks, wipes, alligators, large debris, and other inert items. This is accomplished by passing the flow through a sluice fitted with automated bar screen equipment. This critical equipment is located in the headworks building and has been in service for 31 years. The concrete sluice and support structure has experienced significant degradation of the concrete due to hydrogen sulfide attack. The Department has investigated concrete restoration alternatives and has evaluated replacement screens for the plant. As such the Department recommends that the bar rack be replaced with a new screening system and the failing concrete be rehabbed as part of the work. The cost of the work, including bypass pumping during construction has been estimated at \$230,000. The Department recommends that this important work be undertaken in FY '26.

- **FY '26**: Headworks Upgrades (\$230,000)

**MDOT Bridge Replacement Upgrades:** As noted in prior years, the Maine Department of Transportation (MDOT) will be performing significant work to the East Main Street bridge (Route 88) crossing the Royal River in the next few years. The Sewer Department maintains a sewer main suspended from the bridge and by law, the utility is responsible for the cost of relocation when the State performs work to their infrastructure. I have maintained an estimated cost and projected date of required replacement expenditure associated with the East Main Street Bridge crossing.

- **FY '27**: Main Replacement on East Main Street Bridge (\$150,000)

**Parallel Aeration Tank Project:** Due to the recent failure of the aerator unit, the Department took another look at our strategic plan and has decided to shift our planning approach a bit. After review, it is more desirable and cost effective to have a parallel aeration tank to provide both additional usable tankage for high flow management, but also redundancy to our critical aeration process. The Department retained a consultant to develop both a conceptual design and opinion of probable cost to construct a new redundant tank system. The Department proposes that a parallel aeration tank, similar to the existing tank, and the associated upgrades be installed on the site of the existing and defunct aeration ditches at a projected cost of \$7,900,000.

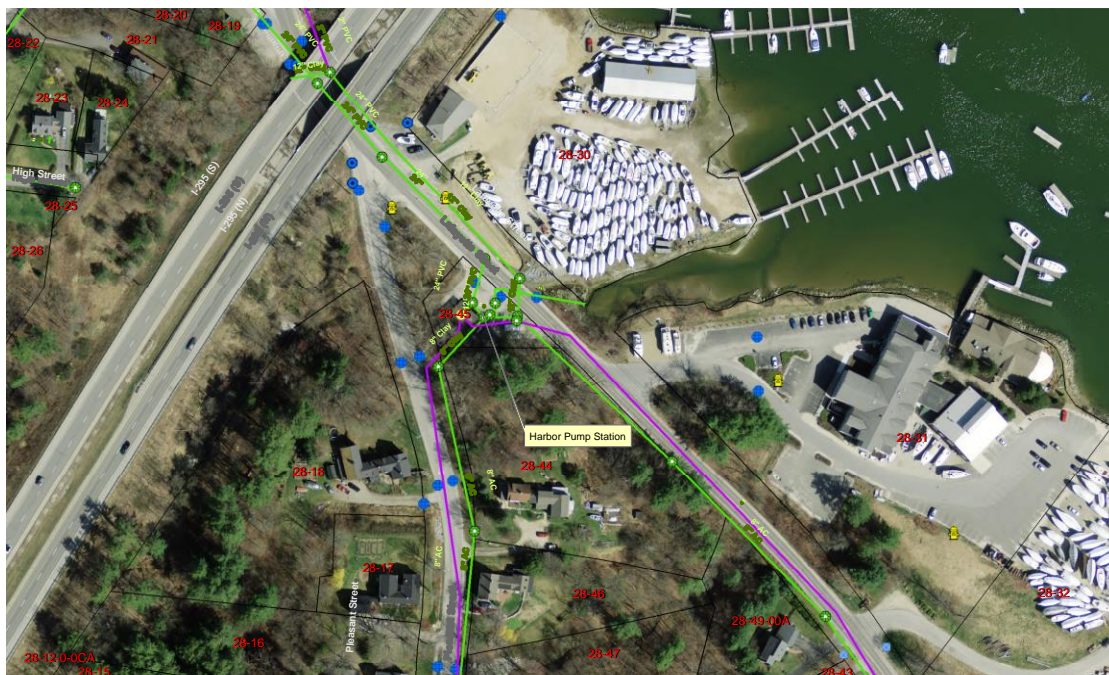
- **FY '29**: Design Engineering (\$500,000)
- **FY '31**: Year 1 Lease/Purchase Payment (\$498,000)

**Royal River Pump Station and Force Main Project:** The existing pump station was constructed in 1967 and is a dry well/wet well arrangement. Flow is conveyed from the pump station via a 12-inch diameter asbestos/cement force main, also circa 1967, and



mechanical/HVAC equipment. Odor control and grease buildup are recurring issues for the station and monthly grease removal is required. The Department recommends that the pump station be replaced with a new facility adjacent to the existing structure. I have previously included a technical memorandum from Hoyle, Tanner & Associates, Inc. that detail the proposed work scope and estimated cost. It is recommended that the Town move forward with replacement in the next two to three years. The project is estimated to cost approximately \$7,400,000 (\$6,000,000 in 2018 dollars) and may potentially be funded via a lease purchase arrangement. Assuming a twenty-year term and an interest rate of 3% it is anticipated the annual lease; payment would be about \$498,000 per year. The Department recommends funding design engineering in FY '26 and commence construction in 'FY 28. The first payment would come due in FY '26.

- **FY '26:** Harbor Pump Station replacement project (Engineering only \$350,000);
- **FY '28:** Harbor Pump Station replacement project (Year 1 Construction Lease Purchase \$498,000).





generally, it is recommended a two-phase capital improvement project for this system is undertaken. Phase I work would consist of rehabilitation of the existing tankage estimated to cost about \$180,000 and is projected to be performed in FY '29. Phase II work includes replacing the aerobic sand filter system with a small, packaged treatment plant and land disposal drip infiltration system, which would eliminate the ocean outfall. This project is anticipated to cost \$1,300,000 with design engineering scheduled for FY '32 and construction scheduled for FY '33.



If you have any questions, please do not hesitate to call me.



**TOWN OF YARMOUTH**  
**INTERNAL MEMORANDUM**

**TO: Steve Johnson, P.E., Town Engineer**  
**FROM: Chris Cline, Yarmouth Wastewater Superintendent**  
**DATE: 7/26/2023**  
**RE: Upcoming needs CIP FY 24' – FY 29'**

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Steve:

The following are the needs for the Wastewater Department through FY 29'.

**Chlorine lighting mixer:**

The lighting mixer is located where sodium hypochlorite is injected into our effluent and is the beginning of the disinfection process. It is a critical piece of equipment at the Treatment Plant and has been in operation since 1992, putting in 31 years of service. This unit runs 24 hours a day 365 days a year. The only time it is turned off is due to regular maintenance.

I have received a budgetary quote from F R Mahony and Associates for a direct replacement for \$38,224. Currently we have the staff and equipment as well as an electrician that could handle the installation. However, that could change in the coming years, which would drive the cost up due to having to hire out for the installation.

**Heated Storage at the Treatment Plant:**

As you know we need a new shed/garage/barn so that we can store our sewer jetter in the cold weather months. During the winter we currently store the unit in our dewatering bay, but when we dewater (every 2-3 weeks) we must truck it up to the public works garage or the public safety building. This makes it difficult to access if needed during a sewer back-up.

We have had discussions on possible locations and options to build a storage facility here at the plant but there isn't really a good landing spot for such a structure here at the plant. The best option is to retrofit one of our compost barns into a heated storage area. This would solve our winter storage problem and allow easier maintenance of equipment in the winter.

You and I met with Ryan Senatore from RSA for a proposal for architectural design services to provide us with code review, developmental drawings, and construction documents.

RSA has provided us with a quote of \$20,000 to start the process of the architectural design and drawings.

### **Treatment Plant Headworks Bar Screen and Concrete Rehab**

The headworks building was installed in 1992 along with an I.D.I Automatic Bar Screen that removes rags and debris from the incoming wastewater stream before it enters the plant. This is a critical piece of equipment that allows the rest of the plant to continue operating properly. Without it rags, wipes, and debris will clog pumps, attach to impellers, and cause dewatering problems as this equipment is not designed to handle this material.

Over the course of 32 years the bar rack has been properly maintained but has reached the end of its service life. Parts are hard to find for the specific model and some are no longer available.

I have reached out to 4 different manufacturers of bar screens with similar technologies in regard to influent screenings. CLARO *right now* seems to be the best fit for our facility because it may provide some grit removal which the headworks is also lacking.

I have received a budgetary price of \$175,000 to purchase a 3mm screening system for the headworks. This does not include any installation, as right now we have the staff and manpower to install in house, however that will likely change down the road driving the cost higher.

### **Additionally...**

Before any new unit can be installed the concrete that is below the decking will need to be rehabilitated. Over the course of time hydrogen sulfide has eaten away at the walls and is heavily deteriorated.

To complete this task the headworks must be bypassed for 4-5 days to allow a concrete crew to enter below to make the repairs.

Rehab costs from Knowles Industries: \$33,000

Bypass pumping costs from Xylem: \$7,000 per week

### **Treatment Plant Digester:**

The treatment plant houses a 250,000-gallon aerobic digester that holds our waste activated sludge prior to dewatering. This tank was constructed in the 1960's and was recently rehabbed with an epoxy coating by Copia in 2015 at a cost of \$150,000. 8 years have passed, and the coating is already starting to show flaking and cracking in the walls.

I have reached out to multiple vendors and am waiting for pricing and options. I am exploring different technologies that may provide a more permanent solution as well a full tank replacement.

### **Clarifiers #1 and #2:**

The treatment plant houses (2) 50' diameter secondary treatment clarifiers. These tanks and equipment are critical to the treatment process and were installed in 1992 during the previous upgrade. Again, this equipment is now 31 years old, though operating as they should they are approaching the end of their service life.

I have reached out to Tech Sales Associates, and they are working on providing a budgetary cost for a turn-key installation through Ovivo. This would provide the clarifiers with a new motor and gearbox. I am currently waiting to hear back about the proposal.

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**\*Below were the requests I had made earlier this year for the upcoming CIP before the culvert project took priority. \***

### **Main Office/Laboratory Flooring**

In 2021, \$6,000.00 was approved to replace/rehabilitate the flooring in the process control building, main office area, and stock room. In April of 2022 I received a budgetary quote of \$9,845.00 from Bezzek LLC to perform this work using. The plan was to perform some in-house remodeling in the breakroom and laboratory before floor work was to start. Unfortunately, we were unable to complete the remodeling within the timeframe and we to had push back the project.

I recently reached out to Bezzek LLC again for a budgetary quote and due to inflation and material costs the price to complete the project has increased to \$12,845.00.

I am asking for an additional \$9,000 to be released for this project for a total of \$15,000.

### **SANDFILTER STAND-BY GENERATOR**

In 2014 we received an older emergency stand-by generator and transfer switch for free from the Yarmouth Water District. In early 2023 the transfer switch to the emergency stand-by generator malfunctioned. We attempted to repair it several times, but the switch is beyond repair at this point. The unit is operational but only by manual operation.

I am requesting \$11,000 to purchase a new Kohler 20KW stand-by generator with a transfer switch from True North Generator. This unit is slightly oversized for this pump station but may be needed in the future with a possible upgrade of the Sandfilter Treatment Facility or it could be repurposed at another location.

### **YARMOUTH WOODS PUMP STATION VALVE PIT**

The valve pit at Yarmouth Woods PS contains (2) shut off valves for the force main and (2) check valves that prevent the wastewater from reentering the wet well after the pumps run.

This infrastructure is housed in a very shallow and small manhole structure. If there was ever an issue where the check valves would need to be opened and inspected, it would be very difficult. Also, the manhole has heavy infiltration and the shut off valves are nearly impossible to turn.

I am requesting \$19,000 to completely replace the valve pit with an appropriate structure so that operators can safely enter and work on the check valves if needed. This cost includes all materials (new check valves/shut off valves) and excavation for the structure. Yarmouth Wastewater will perform all the labor.

### **PAVING AT BROOKSIDE AND NORTH RD PUMP STATIONS**

I am requesting \$22,500 so that we can install pavement at our Brookside Pump Station and re-install pavement at our North Road Pump Station. (\$12,500 for Brookside and \$9,000 for North Road)

North Road had pavement at one point in its life span but was never kept up and finally deteriorated over time. Only small parts of pavement and gravel remain.

Brookside Pump Station has never been paved.

Both locations would benefit from paving for plowing operations, and it would be an added safety feature in the winter and spring months when both locations turn to mud.



**Parks and Playgrounds  
Capital Reserve**

**FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**



200 Main Street  
Yarmouth, ME 04096

[www.yarmouthcommunityservices.org](http://www.yarmouthcommunityservices.org)

## MEMO

**TO:** Nat Tupper, Town Manager  
**FROM:** Karyn MacNeill, Director Yarmouth Community Services  
**DATE:** August 15, 2023  
**RE:** Parks & Playgrounds CIP Budget 2025-2029

I am writing to provide an overview of Yarmouth Community Services (YCS) proposed Capital Improvement Plan budget for the “Parks & Playgrounds” and to emphasize the importance of incorporating considerations for equity and inclusion in the allocation of funds.

The YCS portion of the CIP plays a crucial role in enhancing our community’s quality of life by supporting the development and maintenance of recreational facilities, parks, and other infrastructure. As we plan for future investments, it is essential to ensure our initiatives promote fairness, accessibility, and equal opportunities for all residents and guests.

The numerous facilities maintained by YCS staff and volunteers mainly focus on items like fields, parks, playgrounds, courts, and trails. In recent years, projects were also discussed including 20 Mill Street Community Center, Town Hall’s Memorial Green, West Side Trail facility, and the Historical Society’s public launch easement. These facilities were not included in previous CIPs but need to be discussed and incorporated.

In addition to the playing areas and the general use areas, facilities need improvements to their other amenities. These slated for upgrades include: stairs, seating areas, parking lots, and access points have aged, eroded, or are not meeting current safety and accessibility standards. All our projects take a holistic view of how we can better provide access to the use areas and improve the “supportive segments” of the facility, too.

The total proposed budget for the CIP 2025 is \$356,000 and highlights the following improvements:

- Royal River Park Improvements, second year of funding;
- Camp SOCI trail and steps to water;
- Accessibility and safety at our Playgrounds;
- General trail and path maintenance;
- Equipment Fund to support vehicles and heavy equipment replacements.

Upcoming, proposed Parks & Playgrounds CIP projects include:

- Repairs to YHS courts;
- Additional trail improvements;
- Wetland improvements;
- Sligo Road property and Sweetsir Farm Preserve improvements;
- Sandy Point Beach ramp/pathway improvements;
- Parks signage program, as part of the branding;
- Playground standards and maintenance at Applewoods and North Road playgrounds;
- Parks division storage demolition, design, and rebuild (e.g.-River Barn, Spear Farm Barn);

*Creating community through people, parks and programs.*

- Future considerations for funding to support:
  - Additional athletic fields,
  - West Side Trail,
  - Skate Park/Pump Track,
  - Memorial Green, and
  - 20 Mill Street.

To integrate these needs into our department's processes, we will continue to impress upon staff and volunteer groups the importance of stewardship of our open spaces, trails, and parks to make smaller repairs before they grow to large-scaled projects.

By incorporating these considerations, we utilize the CIP budget to serve as a catalyst for positive change and foster a community where we work together so residents and guests feel valued, supported, and included.

Sincerely,

*Karyn A. MacNeill*

Karyn MacNeill  
Parks, Recreation, & Community Services  
Director

- **Equipment Fund, \$60,000 annually**

- Annually the Parks, Recreation, & Community Services equipment fund is calculated to reflect the amount necessary for maintenance and replacement of our vehicles. This includes trucks, plows, large mowers, etc.

- **Stream Crossings, Wetland Improvements, and Stairs**

- FY2024: \$30,000 - Camp SOCI has a set of 72 wooden stairs to the ocean. The entire structure will need to be replaced within 2023-2024.
- FY2026 and FY2027: \$15,000 – trails in wet areas need additional upgrades that include culverts, gravel, riprap, and other replacements depending on their structural integrity. Many of our open spaces' wetland areas are only accessible with these amenities and facility design features.

- **Open Spaces' Improvements and Maintenance**

- FY2025: \$15,000 – Permitting through DEP and wetland delineation surveys are required before creating trails in Sweetsir Farm Preserve and Sligo Road.
- FY2027: \$10,000 – Sligo Road trails creation
- FY2026: \$8,000 – the addition of a canoe landing at Sligo Road and Sweetsir Farm Preserve continues to access and water access desires reported in the 2019 Open Space Plan.
- FY2025: \$10,000 – the age of the current firepit, picnic shelter and building at Camp SOCI will soon need maintenance. Staff and volunteers will contribute to the project as volunteer labor. This cost is for materials (lumber, paint, railings, and equipment rental) to make appropriate maintenance repairs.
- FY 2024 and FY2025: \$16,000 each, increasing costs anticipated for FY 2026, FY2027 and FY2028: \$20,000 each
  - Annual contributions to trail maintenance and improvements include the following:
    - The commitment to provide Open Spaces includes upgrades to the well-used facilities throughout Yarmouth. Maintenance costs are supplemented by many of these projects being completed by in-house staff and volunteers. This line item includes surfacing, culverts, lumber for signage and kiosk replacements, contracted services, etc.
    - With over 28 miles of hardened trails, this line item is important to maintain with staff time, volunteer efforts and ample supplies and materials.
    - Volunteer and staff-built kiosk: \$900
    - Trail repair: varies depending on the surfacing and if culverts need repair or replacement.
    - Many of our open spaces need similar improvements at each location. We will purchase bulk materials to maximize the price (gravel, piping, cedar planks, etc).
    - Important improvements at parcels include replacing aging boardwalks, creating new boardwalks, signage, and improving footpaths. Open space properties see variable amounts of use but have important features that require improvement and enhancement for safety and usability.

- **Accessibility in our Parks, \$20,000 in FY 2024 then \$5,000 annually to contribute to improving facility access**
  - After hearing from numerous grandparents and adults who would like to join their families at our playgrounds and parks, simple improvements would enable better accessibility, especially for those residents and visitors using wheelchairs, walkers, or other mobility devices. A pathway leading from the parking lot to a structure (picnic shelter, picnic table, ballfield bleachers, or playground piece) ranges in length from 25' to 225' at our facilities. A recent estimate for 100' of hardened/graveled pathways is \$11,250.
  - Our playgrounds must be improved to provide opportunities for accessibility.
- **Tennis Courts / Pickleball Courts**
  - FY2025: \$150,000 – Rowe School Court replacement includes pricing for fencing, drainage, and full replacement and painting of the surfacing of the courts. This project has a possibility of being partially funded by the LWCF program grant.
    - There are maintenance and replacement schedules analyzed each year to ensure these courts are safe and usable. CIP provides replacement and large renovations, while the operational budgets cover smaller projects to extend the life of the courts. We need to ensure safety for all users (teams, YCS programs, and our adults/seniors).
- **Tennis Courts / Pickleball Courts**
  - FY2026: \$15,000 - YHS Courts, renovated in 2018-2019 will require improvements
    - As these courts age and with the spring thaws, unknown failures (frost heaves, sink holes, cracks, etc) appear. Cracks need to be cut and filled, paint needs to be updated, net posts reset or replaced, and in some cases, overlays may be required for surface safety. While pricing is still quite unsteady, estimated paint and crack repairs include quotes from \$8-9,000. In many cases, with these surface repairs, replacement of net posts or fencing are required.
- **Playgrounds**
  - FY2024: \$25,000:
    - North Road Playground – a survey was conducted to measure topography, layout and current conditions. This project would be to add safety surfacing that is ADA/UA friendly for wheelchairs and mobility devices to participate and play closer to the playground pieces than is currently available. This addition will not impede future placement of playground equipment, but act as a solution to current challenges.
    - Warn pieces need to be replaced at Rowe Playground (bridge), North Road (rock walls), and Applewoods (swings).
  - FY2025: \$50,000:
    - North Road Playground – Equipment needed to increase accessibility for playground users and overall accessibility standards includes a new playground piece that allows all abilities to engage in play.
    - Applewoods Playground – Playground upgrades will include new amenities, surfacing, and features to improve safety and conditions.
  - FY2026: \$30,000 – It is necessary to budget for updates and expired warranties on playground pieces installed back in 2004. More frequently we are unable to replace parts or segments to maintain usability and safety, due to manufacturer changes to playground designs.
    - North Road Playground replace climber parts
    - Yarmouth Elementary School tire swings

- Applewoods Playground new amenity
- FY2029: \$50,000 – Continuing to budget for maintenance and expired warranties on playground pieces installed back in 1999-2005.
  - North Road Playground swings structure
  - Yarmouth Elementary School sliding zip line
  - Applewoods. (new amenity)

• **Irrigation at Winslow Fields**

- FY2027: \$65,000 – Winslow Fields
- FY2028 and FY2029: \$25,000 – Bennett Field
- Current irrigation at Winslow Fields will require replacement of the pump(s) and sprinkler heads to keep up with the current strain on the system.
  - In addition to the current irrigation on the “football field,” the addition of irrigation to the “game field” is much needed to keep that field at full playing and safety potential. It is important to add irrigation in order to maintain safety standards. The addition of irrigation at the YHS Field Hockey and Softball fields has helped to keep up with the impact ratings, regrowth of grass, and decreased maintenance costs while providing extended use of the fields into the spring and getting the fields opened sooner in the fall.
- Bennett Field faces incredible strain in the summer, high use in the fall, and can barely recover come spring. Dry conditions on the fields and the inability to water the field repairs consistently in the summer and fall seasons – the school use for PE and other activities prevents Parks staff from watering during the work day or immediately before school hours. Irrigation at Bennett field will increase safety from over-compaction, allow for retention of grass (not turning to hardened dirt patches,
- Increased participation in youth sports (grades 2-12) have increased demand on the uses of the fields. Water to help fields recover and grow is imperative to keeping the fields usable and safe.

• **Signs for Open Spaces and Parks**

- FY2024: \$10,000
- FY2026: \$20,000
- FY2027: \$10,000
- Many of the signs are rotting, tipping over, and fading.
- The Parks and Lands Committee finalized a design for new signage representative of the Town’s efforts to providing quality parks and open spaces.
- Three different sizes will be used throughout town with the similarly designed templates to represent areas that are significant parks, Village parks, and smaller preserves.
- Prices range and are based on one supplier’s estimates of: installation needs (rocky or clay soils), height of post, number of posts (1 or 2), and size of sign (small, medium, large). Prices are estimated at \$1550-\$3600 each installed (based on 2021 pricing estimates). An RFP process will be followed once a final Town brand standard is determined.
- \$60K is an estimate for signs to be completed throughout town; funds from the TIF will support this effort in the respective TIF districts.

• **Sandy Point Beach improvements**

- FY2026: \$10,000

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- Assuming an in house design, fees are needed to acquire permits for work on the pathway and ramp to the water.
- FY2028: \$35,000
  - Surfacing, redesign, and rerouting of the path.
  - Purchase and installation of a weather-proof (aluminum) ramp to the water.
  - Drainage as needed.
- **Water Access Launch at Yarmouth Historical Society**
  - FY2029: \$50,000
    - Permitting, site preparation, purchase and installation of hand-carry canoe/kayak launch with ADA-compliant options.

## **Equipment Replacement Schedule**

**Highways, Solid waste, Wastewater, Parks  
Police, Harbor**

**FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**



EQUIPMENT REPLACEMENT SCHEDULE	5 Year Schedule				
DESCRIPTION OF EQUIPMENT	FY 25	FY 26	FY 27	FY 28	FY 29
Highway					
HW 118 GMC 1/2TON EXTRA CAB 4X4				\$40,000	
HW 206 INTERNATIONAL DUMP / PLOW GEAR					
HW 314 INTERNATIONAL DUMP / PLOW GEAR				\$205,000	
HW 04A-STETCO CB CLEANER UNIT		\$40,000			
HW 416 WESTERN STAR DUMP / PLOW GEAR					
HW 513 INTERNATIONAL DUMP / PLOW GEAR	\$205,000				
HW 617 WESTERN STAR DUMP / PLOW GEAR					
HW 702 VOLVO DUMP / STEDCO		\$205,000			
HW 814 F550 DUMP / PLOW GEAR					
HW 906 GMC 1-TON TOOL TRK - Rehab in 2020					
HW 1020 CAT 930 M LOADER					
HW 1114 F-350 / PLOW	\$65,000				
HW 1218 GMC 1/2 TON CREW CAB					\$40,000
HW 1321 CAT 420 BACKHOE					
HW 1418 ELGIN-PELICAN SWEEPER					
HW1516 TRACKLESS / ATTACHMENTS					\$165,000
HW 1617 FORD F-350 CREW CAB				\$55,000	
HW 1709 INTERNATIONAL DUMP / PLOW GEAR -SPARE					\$205,000
HTC 1800 CROSS CONVEYOR					
NEW SIDEWALK TRACTOR MACLEAN					
HW 1808 TRACKLESS / ATTACHMENTS			\$165,000		
HW 1914 FORD F-150 CLUB-CAB 4X4, CAP				\$40,000	
HW 1918 CROWN LIFT-C5 CUSHING					
HW 2005 CHEVY 1 TON / BUCKET				\$55,000	
HW 2210 Ford F-250, Plow, Flat Bed					
HW 2322 WESTERN STAR DUMP/PLOW GEAR					
HW T1 P185-AIR COMP INGERSOL RAND					
HW T2 - 20 TON INTERSTATE TRAILER					
HW T3 394-HAY MULCHER-EROSION					
HW T5 - INTERNATIONAL TRAILER			\$10,000		
HW T6 CAM SUPERLINE CEMENT TRAILER					
HW T7- TRAILER FOR DIXIE CHOPPER		\$3,500			
HW E 4-CULVERT STEAMER					
	\$270,000	\$248,500	\$175,000	\$395,000	\$410,000

DESCRIPTION OF EQUIPMENT	FY 25	FY 26	FY 27	FY 28	FY 29
Parks					
PR 118 GMC 1/2 TON CREW CAB 4x4		\$40,000			
PR 221 DODGE 5500, PLOW & SANDER					
PR 389 MOWER-TORO SAND PRO					
HW E1- Turff Teq WALK BEHIND SWEEPER-Adjust					
PR 420 JD 1600					
PR 501 TORO 325 D MOWER - Rebuilt in 2020					
PR 514 JD 1600 MOWER			\$45,000		
PR620 COMPACT TRACTOR/LOADER /CAB					
PR JD 1570 Terrain Cut					
WALKER ZERO TURN MOWER					
PR 820 JD 1580 ALL TERRAIN					
PR 917 JD TERRAIN CUT /W CAB 1558					
PR 1007 KUBOTA UTV 900					
PR 1104 JD GT235 GARDEN TRACTOR					
PRE 1308 BANDIT WOOD CHIPPER					\$18,000
PR 1507 GMC 1500 4X4	\$40,000				
PR 1619 2019 RAM CLUBCAB 4x4 - Used			\$40,000		
PR 1721 2021 FORD 350 TRANSIT HIGH TOP 4x4					\$60,000

PRE 1607 JD 5' BUSH HOG					
PR-T 01-UTILITY TRAILER			\$1,500		
PR T3 DOWNEASTER TRAILER	\$5,000				
PR-E 01 LEAF VACUUM- TGV 11	\$5,000				
PR-T 02-UTILITY TRAILER			\$1,500		
PR-E SKIDOO SCANDICK - ??	\$15,000				
PRT6 IDEAL TAG ALONG Leaf Vac				\$15,000	
PR-T 03 - FLAT DECK EQUIPMENT TRAILER					
		\$15,000			
	\$65,000	\$55,000	\$88,000	\$15,000	\$78,000
DESCRIPTION OF EQUIPMENT	FY 25	FY 26	FY 27	FY 28	FY 29
Landfill & Recycling					
R E1- PHILADELPHIA BALER					
R E2- PHILADELPHIA BALER					
R E3- 6 YD COMPACTOR					
RT120 F-350 Platform Dump					
R 221 FORD F-350 / Flatbed & Plow					
R 1011 JD 624 LOADER - Rehab in 2019			\$200,000		
R 391-JD BULLDOZER 450 - Rehab in 2023	\$10,000				
R 402 Bob Cat Attachments					
RT403 Enclosed 14' Recycling Trailer					
R 515 DIXIE CHOPPER		\$15,000			
RO1 - 48 YD ROLL-OFF	\$14,500				
RO220 - 50 YD ROLL-OFF	\$14,500				
RO3 - 48 YD ROLL-OFF	\$14,500				
R04 - 48 YD ROLL-OFF	\$14,500				
RO5 - 48 YD ROLL-OFF		\$12,500			
RO620T - 30 CY TUB		\$12,500			
RO-8 40 CY ROLL-OFF					
R0-9 10 CY ROLL-OFF					
R0-10 20 CY ROLL-OFF - Out of service					
R0- 50 YD ROLL-OFF					
ROC- 115 COMPACTOR 40 YD BOX					
R0C-217 COMPACTOR 40 YD BOX		\$14,500			
R0C- 422 COMPACTOR 45YD BOX					
	\$68,000	\$54,500	\$200,000	\$0	\$0
DESCRIPTION OF EQUIPMENT	FY 25	FY 26	FY 27	FY 28	FY 29
Waste Water					
PC 116 KOMATSU LOADER					
PC 213 FORD F-250 / PLOW	\$55,000				
PC 321-Dodge 5500 /3cy dump and plow					
PC 422 Ram 2500 W/Plow					
PC 595-GMC SLUDGE TRUCK - Free from PW	\$5,000				
PC 618 KENWORTH UTILTIY TRUCK					
PC 705 INTERNATIONAL PUMP TRUCK					
PC 807 JD 757 MOWER	\$18,000				
JD MOWER TRAILER	\$3,000				
PC T1??-SEWER FLUSHING MACHINE					
PC T209 MAGNUM 073957 TRAILER UNIT #1				\$60,000	
PC T309 MAGNUM 078257 TRAILER UNIT #3					\$60,000
PC T3-ONAN PORT GENSET TRAILER UNIT #2					
	\$81,000	\$0	\$0	\$60,000	\$60,000
DESCRIPTION OF EQUIPMENT	FY 25	FY 26	FY 27	FY 28	FY 29
Police					
1-2017 Ford SUV Interceptor AWD K9 Unit - New			\$45,000		
2-2018 Ford SUV Interceptor AWD	\$45,000				
3-2022 Ford SUV Interceptor AWD - Hybrid			\$45,000		

4-2020 Ford SUV Interceptor AWD -HYBRID	\$45,000				
5-2017Ford SUV Interceptor AWD - HYBRID		\$45,000			
6-2023 Ford SUV Interceptor AWD -HYBRID					\$45,000
7-2015 Ford Taurus (DETECTIVE)					
8-2018 GMC SIERRA (HARBOR MASTER)				\$38,000	
9-2020 Ford SUV Interceptor AWD-Hybrid Chief				\$45,000	
	\$90,000	\$45,000	\$90,000	\$83,000	\$45,000
	\$574,000	\$403,000	\$553,000	\$553,000	\$593,000

## **Town Buildings Reserve**

### **FY 25 – FY 29 CAPITAL IMPROVEMENT PLAN**



**TOWN OF YARMOUTH**  
**INTERNAL MEMORANDUM**

**TO: Nathaniel Tupper, Town Manager**  
**FROM: Steven Johnson, P.E., Town Engineer**  
**DATE: July 20, 2023**  
**RE: Town Building CIP Needs**

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Nat:

As you know, I remain in the process of developing a formal Capital Improvement Program (CIP) for Town buildings. This effort is a labor-intensive undertaking, which includes visiting each building and documenting the existing building infrastructure, such as building envelope, electrical, plumbing and HVAC systems, controls, interior and exterior finishes as well as the condition of each. Once this data gathering exercise is complete, a repair/replacement cost and schedule can be assigned to each discrete item. This database is then used to program funding on a prioritized basis such that the Town can develop a fiscally responsible plan to maintain our buildings.

Currently, only Town Hall and the West Main Street school complex have been evaluated, but I hope time will allow Joe Coulombe and me to visit the rest of the Town Buildings in the next few years. With that said, the CIP document will show place holders for each building, but no projects planned. These place holders will be populated as the evaluations are completed.

This past year, Joe and I reviewed several different software tools to help us manage the process. The software is a significant expense and must be coupled with the tailoring and population labor, which will add to the cost. I have carried a sum in an out year to move toward obtaining this crucial tool.

As noted in prior years, it is important to note that the Town has done a fairly respectable job in maintaining the critical aspects of our buildings over the past several years on an informal basis. Given recent capital work and upgrades, I continue to feel generally comfortable that our buildings will easily weather the status quo for a few years while we develop a formal CIP plan, although we seem to be entering a period of somewhat

increased unplanned maintenance and capital work. Things are beginning to need attention and we will have to add resources to this important capital reserve very soon.

With that said, I recommend that the following CIP projects be considered for the FY '25 budget cycle:

**Town Hall:** The existing shingled roof is original to the 2003 building expansion and is at the end of its life. As part of our gutter replacement work, we were unable to replace the existing copper drip edge and a few courses of shingles since the existing shingles are so thin and brittle with the concern being winter leaks if we proceeded. That said, we must replace the building roof which will include a quality architectural shingle to match, ice and water shield and new drip edge and underlayment. Also, to avoid dissimilar metal corrosion between the existing copper drip edge and the new aluminum gutters we must complete the work in the summer of 2024. I recommend that the roof be replaced in FY '25.

- FY '25 Town Hall Roof Replacement (\$70,000)

**Town Hall:** The rear (southwesterly) parking area at Town Hall is experiencing significant degradation of the parking lot infrastructure, most prevalent in the travel lane. It is surmised that when originally constructed in 2003 the existing gravel lot was not reconstructed to standards and was instead just overlayed with pavement. Currently, the pavement is raveling and experiencing significant cracking and loss of section. I have included in FY '26 a funding request for a substantial reconstruction project that will provide the needed long-term solution. This work will include drainage, grading, reclaiming, ditching and patch and overlay of the pavement. I recommend that the interim work be complete in FY '26.

- FY '26 Town Hall Rear Parking Lot Repair (\$50,000)

**Cousin's Island Community House:** The Town also owns a small single-story building at 422 Cousin's Street on Cousin's Island that sees tremendous seasonal use. The building is managed and maintained in collaboration with the Cousin's and Littlejohn Islands Association. The building is in very good shape structurally and has received several recent upgrades funded by both the Town and the Association. However, the building is founded on wooden posts several of which have been replaced or need replacement and due to this the building is subject to frost movement. There is also a significant sag in the floor that makes the use of the main room less than ideal. The Association has requested that the structure be lifted, and a true foundation be installed, including a new concrete footer and frost wall along with appropriate drainage and frost protection. As you know, this work has been deferred for several years and we are getting to the point that work will need to be done on the existing post foundations. That said, I recommend that this work be commissioned in FY '26 at an estimated cost of \$125,000. I have adjusted this amount for inflation.

- FY '26 Install new building foundation (\$125,000)

**West Main Street School Complex:** The Town owns the school complex and leases it as commercial office space. The complex consists of three structures including the westerly building and annex, a central boiler house and an easterly building. The brick buildings are quite old and significant envelope maintenance has been deferred for a long time. All three

structures require paint, brick repointing and new windows. The roof structures, while likely sound, will require replacement in the next five to ten years.

In FY '21 the buildings were painted. The next highest priority is tuck pointing the brick masonry to limit decay and water intrusion. After that I would recommend that the wooden windows be replaced but since they were just painted, replacement of the windows have been pushed to FY '27. I recommend that in FY '25 both buildings be repointed.

- **FY '25:** Tuck point masonry on both buildings. (\$44,000)

**Community Center:** The existing Masonic Lodge was acquired by the Town several years ago for a Community Center and many maintenance items have been deferred for decades. While much interior work has been performed recently, the building envelope is original construction. As part of a recent project, it was discovered that the existing roof is in poor condition and has lost several shingles to wind. Before the building begins to experience leaks the roof should be replaced with new architectural shingles, underlayment, ice and water shield and new drip edge. I recommend that in FY '25 the building roof be replaced.

- **FY '25:** Replace building roof. (\$30,000)

If you have any questions, please do not hesitate to call me.

**Town Bridges Capital Reserve  
Highway and Pedestrian Bridges**

**FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**

See also MDOT/PACTS/TIF Projects List





**TOWN OF YARMOUTH**  
**INTERNAL MEMORANDUM**

**TO: Nat Tupper, Town Manager**  
**FROM: Steven Johnson, P.E., Town Engineer**  
**DATE: August 25, 2023**  
**RE: Town Owned Bridge CIP**

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The Town of Yarmouth owns and maintains twelve (12) pedestrian bridges and two (2) vehicular bridges and a large structural plate arch culvert. The pedestrian bridges are located in Pratt's Brook Park, on the Beth Condon Pathway and along the Royal River Parkway. The vehicular bridges are located on East Elm Street, Ledge Road, and East Main Street. I have included a bridge list as an attachment to this memorandum.

The pedestrian bridges range in type from a prefabricated steel truss structure (crossing the Royal River) to a volunteer constructed wood beam structure such as the Morski Bridge in Pratt's Brook Park with many different types in between. Bridge age and condition vary and there are few if any design drawings for the structures. It appears that all of our pedestrian bridges are at least ten years old or older, with the exception of recent replacements on Ledge Road and the Elm Street Pedestrian Bridge. The vehicular bridges are cast in place concrete slab spans with masonry and/or concrete abutments that were constructed in the late 1920's and early 1930's.

By law, MDOT owns all vehicular bridges with spans 20 feet or longer. Bridges with spans less than 20 feet are typically locally owned with the responsibility for operation, maintenance and capital work falling to the municipality. MDOT is responsible for performing vehicular bridge inspections once every two (2) years for locally owned significant spans and forwards a report to the municipality with the inspection results and recommended maintenance that should be performed. Both the East Main Street and East Elm Street structures have been regularly inspected by MDOT.

As part of the FY '24 CIP, the Council authorized funding to perform the biennial inspection of both the Town owned bridges as well as the Town owned piers. This

work included performing site visits at each bridge, ascertaining the structure condition, and providing recommendations for required maintenance and repairs as well as opinions of probable cost for the recommended work. I anticipate receiving the report for the latest round of inspections in October.

It is critical that the Town perform both periodic scheduled maintenance and capital programming for our bridges. I do appreciate that the Council created and funded a dedicated capital reserve fund to ensure the funding is available when periodic and capital work is required. With that said, the following projects are proposed for FY '25:

**RRP-1 Un-named span near Route 1:** RRP-1 Bridge is a 14-foot-long timber structure constructed in 1993 that carries the Royal River Parkway over a drainage way adjacent to the US Route 1 vehicular bridge. The latest inspection discovered significant deterioration of the pressure treated curbs on the bridge requiring replacement. Additionally, debris should be removed from the abutments. The repair work is estimated to be \$2,000 and it is recommended that this amount be programmed in the FY '25 budget.

- FY '25: Superstructure repair work (\$2,000).

**RRP-2 Un-named bridge at rips:** Bridge RRP-2 is a 33-foot-long wood frame structure that was constructed in the early 90's. In FY '22 an engineering design and construction documents were developed for replacement and the selected alternative is to reroute the Royal River path a bit westerly along an alternative alignment which will eliminate the need for a bridge. It is anticipated that the construction cost of this project is \$60,000 and is eligible for TIF funds. This work will be completed in conjunction with the Royal River Park Master Plan project and has been delayed from FY '24 due to grant issues.

- FY'25: Construction and construction engineering funding (\$60,000 TIF)

**PB-4 Bear South Bridge:** The Bear South Bridge is located in Pratt's Brook Park and spans an unnamed tributary in the park. The bridge is a 23'-6" long single span timber bridge constructed in the 1990's and the deck is in good shape, although the transverse members and one main support beam require replacement. Additionally, BDC recommends that pedestrian handrails be installed to prevent falls. It is recommended that \$10,000 be programmed in FY '25 to perform the capital upgrade work to superstructure and handrails

- FY '25: Construction services to address structural and handrail deficiencies (\$10,000).

**Minor Maintenance and Inspection Program:** The key to long term life of any infrastructure is periodic maintenance which comes at a cost. It is recommended that \$3,000 be programmed to provide materials and supplies to perform critical maintenance activity for our bridges. It is anticipated that both Public Works and Parks

staff will provide the labor to address minor maintenance items as recommended by BDC.

- FY'25: Minor maintenance program (\$3,000).

**Piers:** It should be noted that the Town owns several piers including Madeleine Point on Cousin's Island, Littlejohn Island pier, Wharf Road pier and the commercial pier at the Town Landing. Essentially piers are a one-sided bridge and require the same maintenance and capital planning as bridges. As part of the last round of inspections, the piers were added to the program. Generally, they are in good condition with a few minor items that are being addressed by the Harbormaster. I recommend that the pier capital work be included in the Harbor and Waterfront capital improvement program.

**Davis Landing Bridge (#3416):** Davis Landing Bridge is a fifteen (15) foot cast in place concrete span that carries East Main Street over Pratt's Brook. The bridge was constructed in 1936 and has received periodic maintenance work over its long life. Maine Department of Transportation (MDOT) last inspected the bridge October 4, 2022, and at that time the bridge continues to exhibited significant issues including missing abutment stones, heavy concrete spalling, exposed reinforcing steel on the underside of the deck and significant rotation of one of the wingwalls. While the bridge is not currently posted for a decreased allowable vehicle load, posting or closure is a distinct possibility. MDOT is scheduled to inspect this bridge again in 2023.

In 2018 the Town retained Baker Design Consultants (BDC), now GEI, to evaluate the existing bridge and develop a conceptual design and opinion of probable cost (OPC) for replacement of the structure. After coordination with MDOT, USCG, MDEP and ACOE, BDC developed a proposed design and OPC for replacement in September of 2021 that estimated the replacement cost at \$672,000. July 27<sup>th</sup>, GEI forwarded a 60% design set of plans and an updated OPC for the project that includes updated utility design and a more detailed bridge rail design. The current projected cost estimate is \$1,167,000 including final engineering costs, a 10% contingency and an escalation factor of 5% for a FY 25 build.

I have updated this cost estimate using a CPI-U index of 5% to program the replacement cost in **FY '26** which is now estimated to be \$1,225,000. I strongly recommend to you and the Council that replacement of this critical structure be given a high priority since the cost will only escalate and the bridge will certainly continue to decline.

I recommend that the Town budget \$15,000 in FY '25 for Yarmouth's bridge maintenance program. This request does not include the TIF fund request.

If you have any questions, please do not hesitate to contact me.



## Town of Yarmouth Town Owned Bridge Inventory

Date: July 27, 2016  
By: S. Johnson  
Revised Date: 9/26/19

Number	Bridge Name	Location	Span	Width	Type	Age
<b>Pedestrian Bridges</b>						
BC-1	Dahlgren Bridge	412 US Route 1	67'	9' 4"	Timber	1997
BC-2	Royal River Bridge	Upstream of Route 1 span	116'	8'	Steel	1999
RRP-1	Un-named span near Route 1 Bridge	Adjacent to Route 1 span	13' 6"	6'	Timber	1993
RRP-2	Un-named span near pulp cisterns/rips	Adjacent to cisterns	33'	5' 6"	Timber	1984
EE-1	East Elm Street pedestrian span at sluiceway	Adjacent to Royal River Park	34' 0"	7'0"	Steel	2019
PB-1	Morski Bridge	Moose Trail	73' 10"	8'	Timber	1996
PB-2	Kangaroo Bridge	Moose Trail	46'	8'	Timber	1996
PB-3	Skunk Trail Bridge	Skunk Trail	16' 6"	6'	Steel/timber	Late 1990's
PB-4	Bear South Bridge	Bear Trail	23' 6"	8' 3"	Timber	Late 1990's
PB-5	Bear/Chipmunk Bridge	Bear Trail	23' 8"	10' 1"	Timber	Late 1990's
PB-6	Bear/CMP ROW Bridge	Bear Trail	25' 3"	12'	Timber	Late 1990's
PB-7	Bear North Bridge	Bear Trail Near Ledge Road	14' 4"	5' 11"	Timber	Late 1990's
<b>Vehicle Bridges</b>						
3416**	East Main Street	E. Main Street/Pratt's Brook	18'	22' 1"	Concrete	1936
338**	East Elm Street vehicle span at sluiceway	Adjacent to Royal River Park	16'	23'	Concrete	1930
L-1	Ledge Road	Ledge Road at Pratt's Brook	20'	40'	Aluminum Plate Arch	2018
** denotes MDOT Bridge Number						



PB-4 Bear South Bridge: View of transverse member decay.



PB-4 Bear South Bridge Picture of downstream utility pole main structural member showing signs of significant deterioration and full probe insertion.



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	Client	Town of Yarmouth, ME			Page	1 of 1
	Project	Davis Landing Bridge Replacement			Pg. Rev.	---
	By	DJB	Chk.	TJP	App.	BJB
	Date	7/27/2023	Date	7/27/2023	Date	7/27/2023
Project No.	2104779	Document No.	---			
Subject	60% Design Opinion of Probable Construction Cost					
<b>60% Design - OPCC</b>						
ITEM	Total QTY	Unit	Unit Cost	Total Cost	NOTES	
<b>Superstructure</b>						
CONTECH CONSPAN O SERIES						
Fab and Delivered	1	LS	\$ 275,000	\$ 275,000	March 2023 Quote from Conspan	
<b>R.C. Abutment/Footings</b>						
MDOT Class A Concrete	90	CY	\$ 1,200	\$ 108,000	North & South Footings 24-inches thick. Unit Pricing reflects recent MaineDOT bridge project bids.	
Pin thru Granite Blocks to Ledge, Allowance	100	EA	\$ 500	\$ 50,000	50 each Abutment	
<b>Roadway</b>						
Compacted Fill	1500	CY	\$ 75	\$ 112,500	Structural Backfill	
12.5 mm Hot Mix Asphalt	80	TON	\$ 200	\$ 16,000	Check Pavement Design with MDOT	
Rip Rap	320	CY	\$ 150	\$ 48,000	3' of rip rap	
Aggregate Cushion	30	CY	\$ 75	\$ 2,250	6" of aggregate cushion	
Geotextile Fabric	320	SY	\$ 5.00	\$ 1,600		
Guardrail		LS	\$ 5,000	\$ 5,000	Reuse existing rail, allowance for minor modification to connect to new integral concrete barriers	
<b>SITE WORK</b>						
Watermain Allowance		LS	\$ 15,000	\$ 15,000	Construction by YWD, allowance for contractor coordination, temporary works and accommodations	
Overhead Service Protection		LS	\$ 15,000	\$ 10,000		
Erosion Control - Allowance		LS	\$ 10,000	\$ 5,000		
<b>Total Materials Cost</b>				<b>\$ 648,350</b>		
<b>Construction Costs</b>						
Mobilization & Demobilization	1	LS	\$ 64,840	\$ 64,840	Estimated as 10% of construction items	
Existing Bridge Demolition & Disposal	1	LS	\$ 25,000	\$ 25,000	Town Dump	
Bridge Crew Labor & Equipment Cost	40	Days	\$ 3,400	\$ 136,000		
Crane Crew Labor & Equipment Cost	5	Days	\$ 8,000	\$ 40,000	With contech onsite	
Maintenanace of Traffic	1	LS	\$ 10,000	\$ 10,000	Assume road closure/detour/barriers	
Material Testing	1	LS	\$ 5,000	\$ 5,000	Compaction/ Concrete footing	
Bonding & Insurance (5% of Construction Cost)		5.0%		\$ 46,000		
<b>Construction SubTotal</b>				<b>\$ 975,190</b>		
<b>Consulting Services</b>		<b>Construction Administration Support</b>		<b>\$ 40,000</b>		
<b>PROJECT SUBTOTAL</b>				<b>\$ 1,015,190</b>		
<b>Contingency</b>		10.0%		\$ 101,520	Based on 60% Design Completion	
<b>Escalation (Assume 5%/yr for 1 year to 2024)</b>		5.0%		\$ 50,760	2024 Construction	
<b>Project Budget</b>				<b>\$ 1,167,000</b>		

# DAVIS LANDING BRIDGE

Bond Interest Rate Ave (Guess):

\$1,200,000 guesstimate for Fall 2024

3.25%

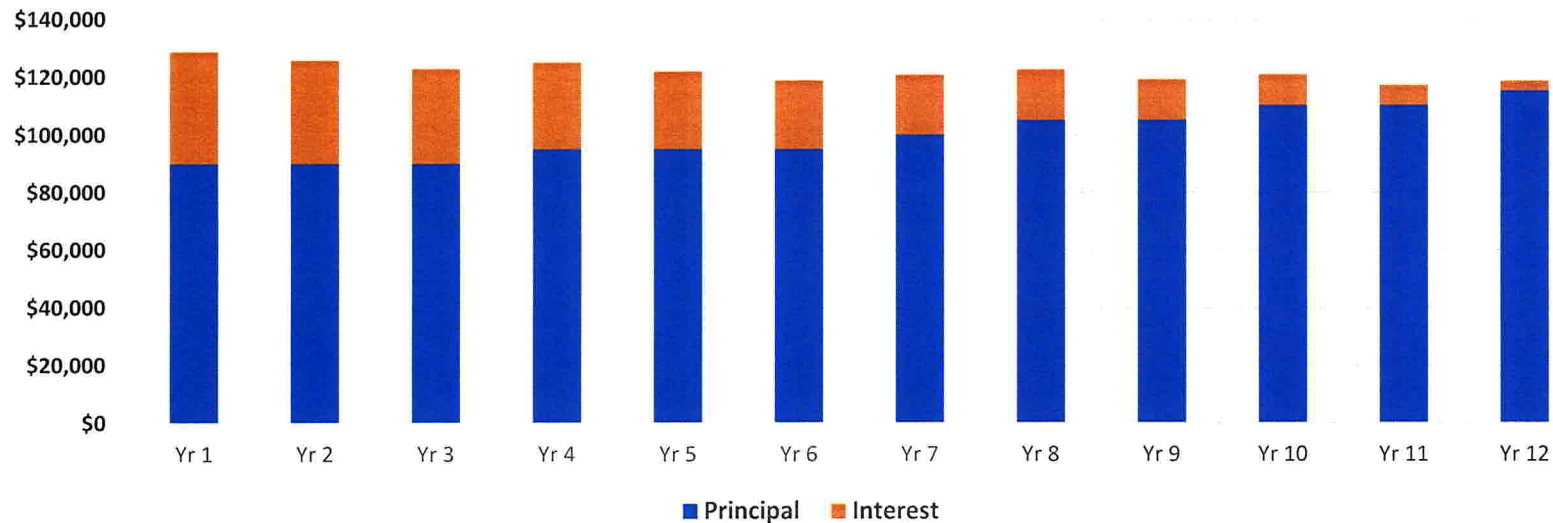
Balance

\$1,200,000

	Principal	Interest	Budget	
Yr 1	\$90,000	\$39,000	\$129,000	\$1,110,000
Yr 2	\$90,000	\$36,075	\$126,075	\$1,020,000
Yr 3	\$90,000	\$33,150	\$123,150	\$930,000
Yr 4	\$95,000	\$30,225	\$125,225	\$835,000
Yr 5	\$95,000	\$27,138	\$122,138	\$740,000
Yr 6	\$95,000	\$24,050	\$119,050	\$645,000
Yr 7	\$100,000	\$20,963	\$120,963	\$545,000
Yr 8	\$105,000	\$17,713	\$122,713	\$440,000
Yr 9	\$105,000	\$14,300	\$119,300	\$335,000
Yr 10	\$110,000	\$10,888	\$120,888	\$225,000
Yr 11	\$110,000	\$7,313	\$117,313	\$115,000
Yr 12	<u>\$115,000</u>	<u>\$3,738</u>	<u>\$118,738</u>	\$0
	\$1,200,000	\$264,550	\$1,464,550	

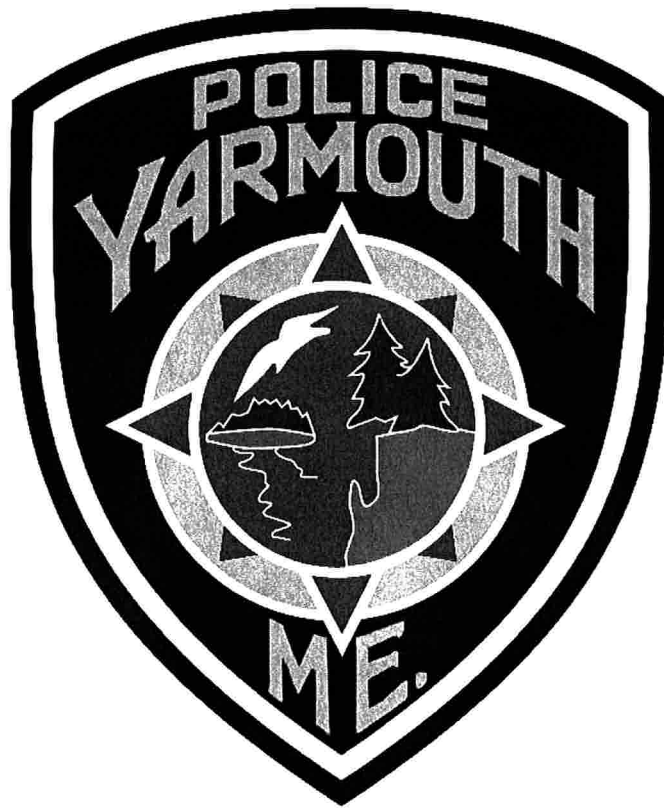
This would add an average of \$122,000/yr to taxes: Which is about \$0.07/\$1000 or 0.3% increase.

## Illustrative Only: Debt Amortization 12 Year Bond: \$1,200,000 at 3.25%



**Yarmouth Police Department  
Equipment Funding Reserve  
FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**

# **Yarmouth Police Department**



## **Capital Improvement Plan 2025-2029**

The Yarmouth Police Department's Capital Improvement Plan for the upcoming five-year span (FY 2025-2029) is presented below, in both outline and fiscal year budget request.

### **Vehicles:**

Although the average cost (before trade) of a police vehicle is approximately \$45,000, we will be allocating \$60,000 (ESTIMATE) to the Town vehicle fund in order to account for years where more than one vehicle is purchased. Our fleet primarily consists of hybrid vehicles, with each replacement continuing the trend.

Vehicle equipment upfitting (emergency lights and siren, safety partition, secure storage, technology, etc) is part of every new vehicle purchase. Much of the time, most equipment is transferred from the vehicle to vehicle. Depending on the year of vehicle, some upfitting may be more costly due to changes in body-styles or age of existing equipment.

Due to the size of the existing fleet, when a vehicle has mechanical or emergency equipment issues, it must be taken out of service. There have been multiple occasions where this has occurred and left the department with limited resources. This is generally due to a significant increase in parts availability, or in the case of accidents, labor and parts. In FY 25, we plan to replace two vehicles with model years 2018 and 2020. Both of these vehicles are gas combustion engines, and will be replaced with hybrid models.

### **Safety:**

Bullet Resistant Vests are issued to all personnel and require replacement every 4-5 years. At this time, vests cost approximately \$900 each. Normally there is federal funding that could offset the cost by up to 50%, however it may not be available in perpetuity. Additionally, the external carriers that hold the ballistic panels also need replacement, at a cost of approximately \$450 each.

### **Technology:**

#### **Mobile Data Terminals:**

MDTs are the computer units that are in our patrol vehicles. Our goal is to complete the replacement of remaining older MDTs with a finish date of FY24. For FY 25 through 28, we recommend a yearly allocation to offset the next replacement cycle.

#### **Radios:**

We have engaged the services of a consultant to examine our current public safety radio system and suggest recommendations based on the approval of ARPA funding by the Town Council. There are many areas and structures in town that negatively impact radio communications. The goal is to increase the coverage and reliability of our radio system, and potentially allow other town departments to utilize the new framework in the future.

We began the replacement process for our mobile radios which were not digital capable and did not allow us to listen to area departments operating on digital frequencies. With our own potential radio system upgrades, we would need this capability for all vehicles. We only have two remaining radios that need to be replaced, with an estimated cost of \$2500 each.

Our portable radios (worn by staff) were put into service in 2018 and will be due for replacement in 2027. The cost of new portable radios is currently estimated to be approximately \$20,000. We recommend an allocation of \$6700 yearly, FY6-28 to cover the costs.

#### Electronic Control Weapons (Tasers)

These are valuable less-lethal tools for our officers. Currently we only have three devices that were purchased in 2019. Our goal is to provide each member with their own device, so all officers can have access to this option. The devices have a five-year suggested lifespan, and can be purchased outright, or through a five-year program which allows for a known yearly budget impact, as well as covering warranty and maintenance.

#### Body-Worn Cameras:

Although not an all-encompassing solution, body worn cameras can provide an additional level of transparency for the police department. Should the Town determine that this equipment is warranted, beginning a program for this system is rather costly (equipment, storage, activation options, redaction software, etc). Any selection of body worn cameras selection must integrate with the video systems in the cruisers to allow greater function, ease of use and reliability.

Our in-car camera units are in significant need of replacement, and we are stretching the lifespan to allow for hopeful implementation of a body-worn system if approved. If a body-worn solution is not approved, the in-car camera system and software will still need to be replaced as soon as possible.

Our recommendation is to purchase body and cruiser cameras, as well as Tasers from Axon. These products are available in a combined purchase involving a five-year contract.

#### Traffic Calming / Speed Detection:

We currently utilize several electronic speed signs that capture data on vehicle count and speed. These devices are in high-demand and utilized as long as weather permits. Although these devices can collect data with the screens turned off, their visual presence may impact the data collection. Our plan is to purchase a covert device that would allow for data collection to occur without the presence of a large sign or trailer. We would like this new device to integrate with our existing cloud-based setup. The approximately cost is \$5100, with a yearly software fee of \$900 (beginning year 2).

It is also recommended that we consider the replacement cost of a medium format radar sign board trailer (our current trailer was obtained through a grant).

Our current in-car radar units should begin a replacement cycle in FY25, with a per unit approximate cost of \$4000. This coupled with providing funding for maintenance and eventual replacement of existing speed detection signboards, will result in an annual allocation of \$5500.

#### **Equipment:**

##### **Firearms (Rifles):**

We have a 12-year replacement schedule for our firearms, and our current patrol rifles were purchased between 15-22 years ago. The replacement of these firearms includes optical sights and lights to aid in deployment. We have begun the process of replacement and are able to re-issue the optical sights. The cost per rifle (without sight) is approximately \$1,800.

##### **Infrastructure:**

During the initial design of the public safety building project, a secure, 27x25 non-heated storage building was planned to allow the police department to store any large items of evidentiary value (vehicles, etc) as well as storage for our electronic speed signs and other large police storage needs. Unfortunately, due to budget constraints, the construction of the storage building was not possible, however, some site improvements were made to allow the build at a future date. Having this building in the future would be a great asset to the department and allow for much needed storage for large items. The estimated cost for this is \$70,000. DOES THIS NEED TO BE INCLUDED?

##### **Future Planning:**

CAD/Records Software: As fees increase annually, the future may require that other avenues of dispatching and communications be evaluated. Even if we remain with the Town of Falmouth, our current software will likely need to be upgraded or replaced in the next years. We recommend a minimum allocation of \$10,000 per year, beginning FY24, to help offset future costs.

#### **Fiscal 2025**

Mobile Data Terminal:		3,000	
Cruiser:		60,000	
Cruiser Equipment:		30,000	
Body/Cruiser Cameras & Tasers		56,500	
Traffic Equipment:		5,500	
Mobile Radio Replacement:	2@2500	5,000	
Bullet Resistant Vests:	3@900	2,700	Grant Possible (50%)



Rifle Replacement:	2@1800	3,600	
Future Software		10,000	
		<u>176,300</u>	

#### Fiscal 2026

Mobile Data Terminal:		3,000	
Cruiser:		60,000	
Cruiser Equipment:		15,000	
Body/Cruiser Cameras & Tasers		55,000	
Traffic Equipment:		5,500	
Portable Radio Replacement:	Payment 1	6,700	
Bullet Resistant Vests:	6@900	5,400	Grant Possible (50%)
Rifle Replacement:	2@1800	3,600	
Future Software		10,000	
		<u>154,200</u>	

#### Fiscal 2027

Mobile Data Terminal:		3,500	
Cruiser:		60,000	
Cruiser Equipment:		35,000 (New Equipment needed & Potential K9)	
Body/Cruiser Cameras & Tasers		53,000	
Traffic Equipment:		5,500	
Portable Radio Replacement:	Payment 2	6,700	
Bullet Resistant Vests:	5@900	4,500	Grant Possible (50%)
Future Software		10,000	
		<u>179,700</u>	

Fiscal 2028

Mobile Data Terminal:		4,000	
Cruiser:		60,000	
Cruiser Equipment:		12,000	
Body/Cruiser Cameras & Tasers		51,000	
Traffic Equipment:		5,500	
Portable Radio Replacement:	Payment 3	6,700	
Bullet Resistant Vests:	2@900	1,800	Grant Possible (50%)
Future Software		10,000	
		<u>151,000</u>	

Fiscal 2029

Mobile Data Terminal:		4,000	
Cruiser:		60,000	
Cruiser Equipment:		12,000	
Body/Cruiser Cameras & Tasers		51,000	
Traffic Equipment:		5,500	
Bullet Resistant Vests:	2@900	1,800	Grant Possible (50%)
Virtual APN		3,000	
Laptop CJIS Compliance		15,000	
Future Software		10,000	
		<u>162,300</u>	

**MDOT/PACTS/TIF Projects Match  
Pending Projects List**

**FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**

### **Bridges and Pedestrian Ways:**

- Davis Landing Bridge- East Main Street
- MDOT- Cousins River Bridge
- MDOT- Rte 88 at Royal River
- MDOT- East Main St overpass at Rte 1
- MDOT- I-295 Overpasses at Exit 17
- MDOT Rte 1 Overpass at I-295 Exit 15
- MDOT- I-295 Overpass at Rte 88 (near boatyards)
  
- Beth Condon Pathway- VIP to Garmin
- Beth Condon Pathway- Garmin to Muddy Rudder
- Beth Condon Pathway- Exit 15 Park and Ride to Tyler
- Beth Condon Pathway (future) Portland St to Park and Ride
  
- Cousins Island Safety Way (3 phases?)
- Main Street Master Plan Phase II- III- IV
- Sea Meadows Lane
- North Road Sidewalk Extension (Leighton to Old Farm Lane)

### **Public Safety:**

- Radio Communications system (Mostly ARPA Funded)
- Tanker Fire Truck
- Ambulance
- Tower Truck
- Police Camera Equipment

### **Town Buildings and Grounds:**

- Town Hall Roof
- Royal River Park and Pathway (50% Grant funded)
- Yarmouth Community Center- Phase I and II
- Public Works Garage Phase II

### **Harbor and Waterfront Facilities:**

- Madeleine Point in water facilities
- Madeleine Point parking area
- Madeleine Point- near shore amenities
- Town Landing ramp and parking
- Town Landing pony docks
- Town Landing float replacements
- Town landing boom lift(s) /transfers
- Wharf Road- float enlargement/ pilings
- Sunset Point Ramp
- Town Landing Road- access improvements

### **Royal River- Habitat Restoration:** tbd

### **Affordable Housing:** tbd

### **Wastewater:**

- Royal River and Harbor Pump Stations
- Redundant/Parallel Oxygenation Tank
- 28 other pump stations
- Sand Filter Discharge
- Grit removal/Management

**Sidewalk Capital Projects**  
**FY 25 - FY 29 CAPITAL IMPROVEMENT PLAN**

See also MDOT/PACTS/TIF Projects List



**TOWN OF YARMOUTH**  
**INTERNAL MEMORANDUM**

**TO: Nathaniel J. Tupper, Town Manager**  
**FROM: Steven S. Johnson, P.E., Town Engineer**  
**DATE: August 24, 2023**  
**RE: FY 25 Town Sidewalk Capital Improvement Program**

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As you know, the Complete Streets Advisory Committee (CSAC) and Bicycle and Pedestrian Committee (Bike/Ped) worked diligently to develop a list of important sidewalk, pedestrian trail and active transportation improvement projects that are critical to the connectivity and expansion of safe and efficient bicycle and pedestrian travel in Yarmouth. Last year, the CSAC and Bike/Ped respectfully requested that this inventory of walkway work and this memorandum be included as an addendum to the FY '24 Capital Improvement Plan (CIP) and be forwarded to the Yarmouth Town Council for consideration in future budget deliberations. This year, I have developed a formal Sidewalk CIP submission using last year's data and some new information. Attached is the updated work for FY '25.

Yarmouth is fortunate to have a substantial inventory of bicycle and pedestrian infrastructure that is generally in good condition. Good investment and planning as well as progressive development requirements have provided the Town with a solid network of sidewalks and pathways constructed as part of our road network and specific visionary programs. However, there are several key segments of infrastructure that are desired that have yet to be funded and constructed. The goal of a Capital Improvement Program (CIP) is to provide a long-range plan to ensure the existing infrastructure is maintained in good condition, missing portions of the infrastructure are planned/budgeted for, aspirational projects are included and there is a clear timeline associated with the work.

As you know, the CSAC and Bike/Ped promote active transportation and champion for the creation of transportation infrastructure that accounts for all users, including bicycles and pedestrians as well as individuals with disabilities. This paradigm strives to achieve a balance between competing transportation modes, including cars, trucks, bicycles, and pedestrians to ensure all have safe and efficient travel through the transportation

corridors. Over the past several decades, priority to the road infrastructure was generally assigned to motor vehicles, with other modes of transportation having less resources provided for its use. To improve the experience of bike and pedestrian travel, the Town must invest in capital work to provide safer and more efficient use for all users.

It is important to note that no Capital Improvement Program is complete without the understanding and commitment to provide funding for ongoing operational maintenance of the existing infrastructure once constructed. Building a new path or sidewalk really is not serving the traveling public if it cannot be plowed, swept, or maintained for the long term. Contributions to the Town's operating budget for infrastructure maintenance should go hand in hand with contributions to the Capital Reserve programs.

A key piece of any capital planning is identifying funding sources to promote the capital plan implementation. Funding sources include, but are not limited to, local tax contributions, Tax Increment Financing (TIF), state and local cost sharing, grants, revolving loans, private gifts, and interest contributions as well as leveraging private development contributions. Thoughtful planning and coordination of different funding sources can provide financial support to the CIP for the long term.

Currently, the CSAC and Bike/Ped have developed an improvement plan that prioritizes existing corridors and trails within Yarmouth as well as provides for expansion of Complete Street infrastructure within the community. Please see the 5-Year Sidewalk Capital Improvement Project Forecast 2025-2029 table (attached). I have provided more description and narrative for selected projects below as prioritized by the Bike and Ped Committee. As funding is identified for any of the projects listed in this forecast, the Town, in consultation with relevant committees, will develop detailed scopes of work.





**Cousins River Bridge: Beth Condon Path Connection (\$71,000):** This MDOT project will provide a ten (10) foot wide Multi-Use Path (MUP) across the new Cousins River Bridge in preparation for connection from Delorme Drive. While currently funded through the Route 1 TIF district, this project was the highest priority of the Bike/Ped Committee. It is anticipated that this TIF expenditure will occur in the FY '26 budget year.

**Beth Condon Path: Delorme Drive to Cousins River Bridge (\$300,000):** MDOT, in collaboration with the Town, is currently developing a preliminary design report for the last northerly phase of the BCP. This project is funded for the PDR work and will be eligible for PACTS funding. It is anticipated that the Town's share of the construction funding will be due in FY '29, although this is not confirmed. This project is TIF eligible.

**Main Street Master Plan Phase II (\$300,000):** Yarmouth is leading this PACTS funded project to complete the second phase of the Main Street Master plan that will provide street scape and pedestrian improvements from Center Street to the rail corridor. It is anticipated that construction will occur in FY '27 and the project is TIF eligible.

**Route 1 Sidewalks (Bayview and Willow - \$445,000):** This project will complete discontinuous segments of sidewalk on the easterly side of Route 1 from Patriot Insurance to Willow Street, including pedestrian crossings and signal work as well as provide a sidewalk connection from Bayview Street to the East Main Street Ramp. This also includes signal work for the pedestrian crossings. This project is ready to bid with construction scheduled for FY' 25. This project is TIF eligible. Additionally, this project provides significant elements of the NoPo Complete Streets plan for this Route 1 segment.

**Rail Trail: Main Street to Cleaves Street (\$280,000):** This demonstration project will provide an off road Multi Use Path via the rail corridor to connect Main Street and Cleaves Street as well as existing pedestrian routes to Route 1 and the high school campus. The project is scheduled for FY '26 to take advantage of private match funds provided by a local developer.

**Exit 15 MUP: Park and Ride to Tyler Drive (\$140,000):** This project will provide a MUP connection from the existing Breez bus stop and West Side Trailhead to the terminus of the Exit 15 MUP that will be constructed as part of the bridge replacement. It is anticipated that funding for this connection will not be needed until FY '28 at the earliest and this project is TIF eligible.

**North Road Sidewalk Leighton Road to Old Farm Lane (\$263,000 Phase I):** Currently there is no sidewalk on North Road. Bicycle and pedestrian accommodations have been championed by several engaged students at the elementary school and is supported by the Bike and Ped Committee as well as CSAC. The project will provide a six-foot-wide sidewalk along the corridor and is proposed to be constructed in three phases, with Phase I connecting East Elm Street to Old Farm Lane on the westerly side of North Road. Phase II will provide a sidewalk from East Elm Street to the Town pump station near the rail crossing and Phase III, the most technically challenging segment, will complete the connection. Phase I is scheduled for FY '28 and would be eligible for PACTS and MDOT grant funding.

**Cousins Island Safety Way (\$860,000):** As proposed this project will reconstruct the existing 5-foot-wide sidewalk adjacent to Cousins Street from Sandy Point Beach to

Wharf Road. The work will include expanding the existing sidewalk to six feet wide, the new standard, and will also include ADA pedestrian crossings at each road intersection. It is anticipated that the project will be constructed in three phases that range from \$200,000 to \$350,000 per segment. The first phase of \$356,000 is scheduled for FY'29.

**Pleasant Street/Lafayette Street Crossing (\$184,000):** The CSAC and Bike/Ped Committee strongly support the installation of a pedestrian crossing at this intersection to provide safe pedestrian crossing from Gilman Road to Pleasant Street on this busy and important bike and ped route. The work will include intersection realignment, small sections of sidewalk and ADA access ramps as well as Rapid Flash Beacons (RFBs) for the crossing. The project is nearly ready for bid and is scheduled for FY '25 construction prior to important Route 88 overlay work.

**NoPo Complete Streets Plan Implementation:** In 2018, PACTS sponsored a regional planning effort to develop a plan for the Route 1 corridor from Falmouth to Freeport to provide road and intersection upgrades for all users including bicycles, pedestrians, and transit in addition to vehicles. The proposed improvements of the Yarmouth segment range in cost from \$29,000 to \$2,500,000 (2023 dollars). While some small pieces of the larger plan are being implemented, including the BCP projects and Route 1 Sidewalk projects, the overall plan has been somewhat simmering. While aspirational, it is important that this critical plan be formulated into the Town's CIP such that it is on the long-term funding radar. All proposed segments have been included in the CIP in out years.

You will note that there are several other projects noted on the CIP spreadsheet that I did not cover here. These important projects are still in the formative stage or waiting for costing. As you know, the Town's CIP is a living document and as these project scopes and costs develop, they will be added to the program for consideration.

If you have any questions, please see me.



**TOWN OF YARMOUTH**  
**INTERNAL MEMORANDUM**

**TO: Nathaniel J. Tupper, Town Manager**  
**FROM: Steven S. Johnson, P.E., Town Engineer**  
**DATE: October 6, 2021**  
**RE: Opinion of Probable Cost (OPC) for Restoration of Cousin's Island Safety Way Project**

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Per your request, I have developed an OPC for the rehabilitation of the existing pedestrian walkway along Cousin's Street from the Ellis C. Snodgrass bridge to Wharf Road on Cousin's Island. The OPC is phased into three segments with a total project cost estimated to be approximately \$812,000. Please see the attached detailed OPC.

The three segments or phases and their associated individual costs are as follows:

1. Bridge to Seameadows Lane	\$355,924
2. Seameadows Lane to Talbot Road	\$214,578
3. Talbot Road to Wharf Road	\$241,196

In developing this OPC I have assumed that the walkway will be maintained in the existing alignment and will be constructed to ADA standards. The walkway width will meet the Town's width standard of six (6) feet of Hot Mixed Asphalt (HMA) pavement. Where the required width buffer between the road shoulder and the walkway cannot be maintained, I have included slipform concrete curb.

Additionally, I have included ADA compliant pedestrian crossings at all roadways on both sides of Cousin's Street. The crossings include ADA truncated dome fields and the required access ramps and sign package. I did not include the cost of Rapid Flash Beacons (RFB's) at any crossing since the posted speed limit and sightlines will likely not require them.

The OPC includes both a 20% contingency and a 10% allowance for survey and engineering. The OPC is in 2021 dollars. If you have any questions, please do not hesitate to see me.



## Cousin's Island Safety Walk Way Opinion of Probable Cost

Town of Yarmouth

Date: October 5, 2021

By: S. Johnson

Reviewed By:

Segment 1 Bridge to Seameadows

Item	Description	Quantity	Unit	Unit Price	Cost
1	Hot Bituminous Pavement (Sidewalk)	275	TON	\$150.00	\$41,250.00
2	New Sidewalk Base 7' Wide	2,700	SY	\$50.00	\$135,000.00
3	Slipform Curb	675	LF	\$20.00	\$13,500.00
4	ADA Truncated Dome Field	10	Each	\$1,000.00	\$10,000.00
5	Sign, Post, Breakaway Package	5	Each	\$1,000.00	\$5,000.00
6	Loam, Seed and Mulch	2,000	SY	\$20.00	\$40,000.00
7	Crosswalk Striping	5	Each	\$200.00	\$1,000.00
9	Traffic Control	1	LS	\$10,000.00	\$10,000.00
10	Erosion Control	1	LS	\$5,000.00	\$5,000.00
11	Mobilization	1	LS	\$13,037.50	\$13,037.50

Project Total: \$273,787.50

20% Contingency: \$54,757.50

Engineering/survey 10%: \$27,378.75

**Grand Total: \$355,923.75**



## Cousin's Island Safety Walk Way Opinion of Probable Cost

Town of Yarmouth

Date: October 5, 2021

By: S. Johnson

Reviewed By:

Segment 2 Seameadows to Talbot Road

Item	Description	Quantity	Unit	Unit Price	Cost
1	Hot Bituminous Pavement (Sidewalk)	130	TON	\$150.00	\$19,500.00
2	New Sidewalk Base 7' Wide	1,400	SY	\$50.00	\$70,000.00
3	Slipform Curb	615	LF	\$20.00	\$12,300.00
4	ADA Truncated Dome Field	14	Each	\$1,000.00	\$14,000.00
5	Sign, Post, Breakaway Package	7	Each	\$1,000.00	\$7,000.00
6	Loam, Seed and Mulch	1,000	SY	\$20.00	\$20,000.00
7	Crosswalk Striping	7	Each	\$200.00	\$1,400.00
9	Traffic Control	1	LS	\$10,000.00	\$10,000.00
10	Erosion Control	1	LS	\$3,000.00	\$3,000.00
11	Mobilization	1	LS	\$7,860.00	\$7,860.00

Project Total: \$165,060.00

20% Contingency: \$33,012.00

Engineering/survey 10%: \$16,506.00

**Grand Total: \$214,578.00**



## Cousin's Island Safety Walk Way Opinion of Probable Cost

Town of Yarmouth

Date: October 5, 2021

By: S. Johnson

Reviewed By:

Segment 3 Talbot Road to Wharf Road

Item	Description	Quantity	Unit	Unit Price	Cost
1	Hot Bituminous Pavement (Sidewalk)	130	TON	\$150.00	\$19,500.00
2	New Sidewalk Base 7' Wide	1,400	SY	\$50.00	\$70,000.00
3	Slipform Curb	1,590	LF	\$20.00	\$31,800.00
4	ADA Truncated Dome Field	14	Each	\$1,000.00	\$14,000.00
5	Sign, Post, Breakaway Package	7	Each	\$1,000.00	\$7,000.00
6	Loam, Seed and Mulch	1,000	SY	\$20.00	\$20,000.00
7	Crosswalk Striping	7	Each	\$200.00	\$1,400.00
9	Traffic Control	1	LS	\$10,000.00	\$10,000.00
10	Erosion Control	1	LS	\$3,000.00	\$3,000.00
11	Mobilization	1	LS	\$8,835.00	\$8,835.00

Project Total: \$185,535.00

20% Contingency: \$37,107.00

Engineering/survey 10%: \$18,553.50

**Grand Total: \$241,195.50**



## Cousin's Island Safety Walk Way Opinion of Probable Cost

Town of Yarmouth

Date: October 5, 2021

By: S. Johnson

Reviewed By:

Summary

Six foot wide paved walkway meeting ADA Standards

Includes crossings at all roadways both sides of  
Cousin's Road

Segment 1: Bridge to Seameadows	\$355,923.75
Segment 2: Seameadows to Talbot Road	\$214,578.00
Segment 3: Talbot Road to Wharf Road	\$241,195.50
<b>Total all three segments:</b>	<b>\$811,697.25</b>
Includes:	
Contingency at \$20%	
Engineering and Survey at 10%	
2021 dollars	

**Planning Department Initiatives and Work**  
**No Capital Reserve but Informs Other and Future Capital**  
**Improvement Plan Updates**

**FY 25 – FY 29 CAPITAL IMPROVEMENT PLAN**





To: Nat Tupper, Town Manager  
From: Erin Zwirko, Director of Planning & Development  
Re: CIP – Planning Related Activities  
Date: August 29, 2023

Below are some planning-related activities that may want to be noted in the CIP, but do not fit cleanly into the CIP categories.

**Comprehensive Plan Implementation** – Following the adoption of the comprehensive plan in mid-2024, it is anticipated that a Comprehensive Plan Implementation Committee would be established to act on the goals of the comprehensive plan. While it is unlikely that the Implementation Committee would need a budget, there may be funding requests in order to work with subject matter experts and other consultants to achieve implementation.

**Climate Action Plan Implementation** – In parallel to the preparation of a new comprehensive plan, a Climate Action Plan is under development following the adoption of a Climate Emergency Declaration in 2022. The Climate Action Plan will identify goals, strategies, and actions for both municipal operations and the community-at-large. The changing climate and resulting impacts to storms, floods, and sea level rise can be identified and planned for in order to reduce the damage to public and private property. Creating a mechanism for funding in order to implement the recommendations of the Climate Action Plan will require additional funding beyond the usual budget.

**Significant Transportation Planning Processes** – Over the course of the next several years, the Department of Planning & Development sees a number of significant transportation planning processes taking place, perhaps in conjunction with a Comprehensive Plan Implementation Committee or other Committees that the Department supports. These include updating the Complete Streets Policy, developing a network plan, and developing a Vision Zero Plan. It is likely that these three items could be wrapped into one planning process but will require assistance from a consulting firm to help guide Yarmouth through the development of a Yarmouth Bicycle and Pedestrian Plan.

**ADA Self Evaluation and Transition Plan** – Preparing an ADA Self Evaluation and Transition Plan for the public buildings and right of way within the Town of Yarmouth is a significant undertaking and will require funds to implement across many jurisdictions. While the Town does make strides to ensure that all public buildings and right of ways are accessible with new projects, the Town should be aware of where existing facilities do not meet the requirements in order to prioritize those improvements and plan to make improvements moving forward. It is critically important that all of our facilities are accessible to the entire community.

**Ordinance Improvements** – Currently, we reference four different ordinances: Chapter 601, Subdivision, Chapter 701, Zoning, Chapter 702, Site Plan, and Chapter 703, Character Based Development Code. While the Subdivision Ordinance

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should remain separate, navigating between Chapters 701, 702, and 703 can be difficult for even the most knowledgeable zoning expert. There may be some benefit in looking at the ordinances and considering a recodification to merge these three ordinances into a more cohesive and ideally more user-friendly document.

In addition, we may want to complete a zoning audit of our ordinances following the completion of the comprehensive plan to determine where improvements could be made that are consistent with the goals of the comprehensive plan and state regulations.

It may make sense to recodify the ordinances first so that there are not substantial changes to digest by the Planning Board, Town Council, and community. Once a recodification occurs, specific amendments arising from the comprehensive plan or state requirements could be addressed. A zoning audit and recodification services could be at least \$25,000.

**Affordable Housing Activities** – The Affordable Housing Committee is excited to work with the newly formed Local Development Corporation (LDC) on development and management of affordable housing. Although there is a modest amount of funding dedicated to affordable housing activities in the Affordable Housing Reserve Account, the Committee would like to support the Town Council in developing an action plan that drills down into these broad categories thereby providing guidance on an approach to utilizing the Reserve Account for the future. Ultimately, the Committee would like to see the Council regularly fund this reserve account each year through the budget process and acknowledges that having a plan in place with actionable items is the first step toward yearly funding.

In order to develop an action plan, the Committee recommends learning from the community where financial support should be directed, learning from other Town Boards and Committees that are considering how to reduce housing costs, coordinating with Yarmouth Community Services' General Assistance Administrator, and coordinating with other organizations in the community such as Yarmouth Cares About Neighbors, Yarmouth Senior Housing, and the Yarmouth Housing Collaborative. The Committee sees itself as the organization that can bring these stakeholders together in order to produce a well-coordinated approach to using and spending funds from the Affordable Housing Reserve Account.

**Improvements to Historic Structures** – In August 2021, the Council adopted amendments to the Zoning Ordinance that established a Historic Preservation Advisory Ordinance and associated committee. During the Council's deliberations there was some concern about property owners being able to improve their structures consistent with the advice of the Committee. As discussed at length with the Council, the result of the Historic Preservation Committee review is advisory only. However, there may be some interest in the future in setting up a small grant program to help support property owners in making context sensitive improvements to their historic structures in consultation with the Historic Preservation Committee. Now that the Historic Preservation Commission is actively reviewing projects and making recommendations, albeit advisory, there is a stronger focus on supporting homeowners and property owners in stewardship goals.

**Sidewalk Funds** – The sidewalk fund is woefully underfunded for the amount of sidewalk improvements that have been recommended by the Bicycle and Pedestrian Committee. In 2020, it was noted that there are \$2.9 million in sidewalk improvements (2017 dollars) identified. If the current budget of \$30,000 remains, it could take upwards of 100 years to complete all of the improvements. Clearly the need is substantial and continues to grow with the focus on connectivity and access in the community. The budget should reflect that desire and need. The Department of Planning & Development supports the inclusion of bicycle and pedestrian infrastructure into the CIP as a new attachment this year, which should be expanded to reflect the development of an ADA Self Evaluation and Transition Plan.

**Reconnecting the Waterfront Implementation** – Over the past few years, the Planning & Development Department has worked on implementing elements of the 2012 plan *Reconnecting Yarmouth Village to the Working Waterfront*. The plan was completed in December 2012 but was endorsed and adopted by the Town Council on June 16, 2015, in

recognition of the creation of the Tax Increment Finance program under development at that time. The resolution concludes that the plan is “...adopted as part of Yarmouth’s overall plans for community and economic development and investment in Yarmouth’s cherished Village and Downtown areas and plans, which are to include the working waterfront areas.”

Four phases were identified:

- Phase 1: Lafayette Street Sidewalk Improvements from Main Street intersection to 28 Lafayette Street.
- Phase 2: Lafayette Street Sidewalk Improvements from Marina Road intersection to the Lower Falls Landing Access Drive.
- Phase 3: Lafayette Street and Marina Road intersection.
- Phase 4: Interstate 295 Pedestrian Underpass between Lafayette Street and Old Shipyard Road.

During the current fiscal year, elements of Phase 1 and Phase 3 will be constructed. Concept plans were developed for Phase 4 but construction would require acquiring land from a private property owner who is not interested at this time. In the future, in conjunction with bridge work anticipated by Maine Department of Transportation to the I-295 spans over Lafayette Street, there may be opportunity to advance Phase 2.

**Online Permitting & File Digitization** –The Planning & Development Department encourages the Town to consider consolidating online services to one provider in order to provide a consistent platform for the Town to accept and process permits and payments online. The Department of Planning & Development also sees a future step would be to digitize all of the property files that we have in our office so that customers (and staff) are more easily able to access information on properties. In more recent years, we have asked for electronic copies of all of the permit and review applications, so a digitization project would really focus on material that is more than 10 years old.