TOWN OF YARMOUTH, MAINE
5-Year Capital Improvement Plan
For the Period of
July 1, 2023 – June 30, 2028

Draft 7-25-22
Updated 8-29-22

Town Council Members
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Introduction and Overview

FY 24-FY 28 Capital Improvement Plan
Town of Yarmouth

Ideas offered but not yet developed or advanced:

- Expansion of parking/access and separate recreational facilities at Madeleine Point
- Phase II Town Garage Improvements
- Yarmouth Community Center, Phase II
- Affordable and Senior Housing
- Tax Revaluation
- Main Street Masterplan implementation
- Public Arts Installation
- Climate Action Plan/Sea Level
- **Davis Landing Bridge**
- Spear Farm Barn Replacement
- Off leash dog park
- More Deep Water Access points
- Maintenance Dredge -Royal River
- **River Restoration projects**
- Public Meeting Spaces
- Memorial Green
- **Sewer Pump Stations**
- Rails to Trails
- Landfill Closure
- Open Space Acquisitions
- Athletic Fields

The Draft 5-Year Capital Improvement Plan
July 1, 2023 – June 30, 2028

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, 2023.

> **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 organized into three major sections:

PART 1: Part 1 is a tabular summary of the funding amounts and strategies derived from planning and prioritization, which is presented in the form of a multi-year budget of planned appropriations and transfers (Revenues) and projects or outlays (Expenditures) during the next 5- year planning period. This tabular presentation shows the current (FY 23) year, the pending FY 24 requirements that are then considered as part of the FY 24 General Fund budget draft for the Town. Finally, an estimate of the resources and expenditure needs for the next following 4 years is presented. This summary includes a tabulation of "routine" on-going (re)investment in Yarmouth's infrastructure and capital assets (i.e. roads, sewer, sidewalks, parks and playgrounds, buildings and grounds, trucks, vehicles and equipment, etc.) as well as the assumed debt schedules and any one-time planned capital expenses. It also lists contributions to non-lapsing reserve funds that are important obligations but not investments in "capital" assets (e.g. unemployment payments reserves, tax revaluation reserve, Housing Assistance Fund.) This tabular summary is attached as **Exhibit I-A.**

It is important to understand, however, that the Capital Improvement Plan (CIP) is a planning document and not a budget or funding authorization. It helps the Town Council and community in ordering, planning, and strategizing its capital

needs in addition to the annual operating and debt service requirements- but the CIP itself does not confer any spending or revenue collection authority.

Most, but not all, capital projects are funded through various Reserve Funds established by the Town, and for which the Town annually contributes substantial funding through the Annual General Fund Budget or from dedicate revenue sources such as sewer and ambulance fees. Capital Reserves and Capital Investment Plans for the Yarmouth Education Department are not included in this Capital Improvement Plan but are developed and funded separately through the annual budget for the Schools. Debt service for schools is reported here for reference purposes only.

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
    - Subset: Town Bridges and Boardwalks
- Matching Fund for MDOT and PACTS road projects
- Solid Waste Facility (future landfill closeout and groundwater monitoring)
- 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)
- Future Landfill Closure Liability (Funded with Punch Cards for Bulky Waste)
- Technology Reserve- (Funded with Cable TV Franchise Fees and the Annual Budget)
- Housing Assistance Fund (Funded from dedicated sources when available.)
- Economic Development Activities and projects- (TIF Funded Program)
- PAYT Trash Disposal Fees- Construction in progress (July, 2022)

A brief narrative explanation of each Reserve Fund, its mission and planned expenditures, and an indication its fiscal constraints, if any, is included as **Exhibit I-B. (attached)**

Reserve Fund deficits are possible in the next few years in some reserve fund accounts absent corrective strategies to be determined:

a. **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.
b. **Wastewater-** Under the current sewer fee revenue allocation formula, a portion of the expected revenues to be collected in FY 24 ($595,000) will be credited for property tax offsets and a portion ($500,000) will be dedicated to the Wastewater Capital Reserve. 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 process equipment, pump stations and sewer lines will need constant capital reinvestment. The Town Council's stated intent is to gradually increase the share of revenue dedicated to the

capital reserve each year so that all sewer fees are used for capital reinvestment in the sewer system and not bled off for tax rate softening. A significant portion of ARPA funds were appropriated to address some treatment equipment needs in 2021.

c. **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.

d. In the **Town Buildings Maintenance Reserve,** 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 should be 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. A preliminary estimated cost of replacement is $750,000 is pegged but the funding challenge needs to be taken on. 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.

Note on the Town Buildings and Bridges Reserve for FY 24 and following years

The Town Manager proposes for the June 2023 Annual Town Meeting that a Town vote be included in the Town Meeting Warrants to establish a "Town Bridges" Capital Reserve separate from the current Town Buildings and Bridges Maintenance Reserve", and that a sum of [$80,000- $120,000 tbd] be transferred from the existing Town Buildings and Bridges Maintenance Reserve balance to the newly and separately established Town Bridges Fund. In future years, fiscal and capital

planning should be tracked separately for buildings and small bridges.
At the same time, the Town should examine and likely increase the annual contributions to both reserves to recognize the costs and burdens more fully, and to include schedules for the new Public Safety Building, and Community Center.

e. **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 over $200,000 is expected and some ARPA funds were identified to help pay the cost of a major upgrade to a digital platform. .

f. **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.

Note on the Technology Reserve for FY 24 and following years:
The Town Manager proposes two structural changes in the Operating (General) Fund that will both focus and stretch the Technology Fund further. (1) The operating costs for Yarmouth Municipal TV and remote access participation and recording of public meetings should be funded as part of General Government and not part of the Technology Capital Reserve. This would include wages/salary, travel expenses, software license fees, supplies, related to such operations: (Estimated Annual Cost- $85,000). (2) Departments of the Town should budget for and cover office hardware, special software licensing, and office equipment costs rather than have those costs carried by the Technology Reserve. However, the benefits of centralized

management of such equipment and software (warranties, replacement schedules, malware protection, off-site back-up and license fees, etc.) suggest a hybrid approach in which Operating Departments will be asked to budget a lump sum amount in each year's operating budget to be transferred to the Technology Reserve to cover such costs. As awareness and understanding of the technology costs we hope to refine the calculation of budget transfer amounts- but we propose to start with a formula of 0.5% of full-time wages and salaries in each current year budget: (rounded to the nearest $100 increment)

Admin:	*$2,900*	*Wastewater:*	*$2,000*
Municipal TV:	*$300*	*Mechanics:*	*$500*
Police:	*$5,100*	*General Assist:*	*$100*
Fire-Rescue:	*$1,900*	*Library*	*$1,900*
Harbor:	*$200*	*Parks:*	*$1,500*
Highways	*$3,000*	*Recreation:*	*$1,300*
Solid Waste:	*$900*	*Planning/Eng.*	*$1,600*

TOTAL TRANSFER: $23,200

g. **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. As the Town Council has voted to implement a PAYT trash management system effective in January 2023, pricing for the official trash bags might consider including a strategy to cover future capital needs once (including landfill closure and cover) once the initial capital investment for the PAYT system improvements (financed with a lease-purchase agreement) is retired.

h. **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.

i. **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. This plan repeats a prior year suggestion to establish 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).

j. **Harbor and Channel Dredge-** Maintenance dredging of the Royal River is a federal responsibility but may not be a federal priority. A partial shift to annual appropriations was re-started in FY 20 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 into FY 21, FY 22, or in FY 23 (in part due to budget pressures arising out of COVID-19). 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.

k. **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 started and continues to be a private fundraising intention. However, by prior agreement, the Yarmouth School Committee does annual fund a contribution to the Turf Field repair/replacement reserve. This project now should be considered a part of the Education Department's capital planning efforts rather than on the "town side".

l. **Community Center-** The Town leased (99-years) 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. 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.

m. **Other potential community and capital projects** noted but not fully or adequately "funded" or planned in Part II of this CIP may include:
   i. Senior or affordable housing efforts- Funded with a one-time sale of the cell tower lease proceeds.
   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- A project was "seeded" in FY 22 with a $10,000 appropriation to the Harbor and Waterfront Reserve.
   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. Cousins River Bridge replacement (local ped/bike enhancements)
   xii. Beth Condon Pathway Extensions- Funded with various TIF, PACTS, MDOT, and private funds/trusts.
   xiii. Main Street Master Plan Implementation- Phase 1 (Elm to Center St) is under construction and will be completed in 2021, but the vision is for the entire length of Main St., including special attention at the rail crossing area.
   xiv. Royal River Pump Station
   xv. Harbor Pump Station
   xvi. Spear Farm Barn Replacement
   xvii. West Side Trail Improvements/Extensions
   xviii. Tax Revaluation- every 7-10 years (last done 2016)

PART II is simply a compilation of the plans, reports, and summary requests submitted by Department Heads, Committees, the Council members, or citizens providing either some clarity of the goals and strategies attached to each fund or account, or of the details of strategies---or both. They are self-explanatory and are the basis for the PART 1 Tables. Part II is presented as a compilation of **Exhibit II A-AA** attached to this document.

PART III is an environmental scan and report of identified issues, concerns, or trends in the community that influence and inform the prioritization of projects, investments, and efforts over the long term. Such identified issues or concerns may or may not be included in the Part II submittals or the Part I funding recommendations.

This **Part III** is also intended to capture additional ideas and concerns that have been identified by various committees, the Town Council, Planning Board, staff, State, federal and regional entities and the general public that ought to be acknowledged and, if deemed appropriate and timely, factored into the capital 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 response, and not listed in any priority order):

- Drainage and landscaping improvements at Memorial Green (Town Hall)
- Sea Level rise planning and response
- Significant Waterfront Access and Boating Improvements
- Climate Action Plan
- Future Dredging
- Fish Passage/Natural Flow Restoration- Royal River
- Senior Housing
- Parks, Open Space, Water Access, Conservation land acquisitions

- Affordable/Workforce Housing
- Periodic Tax Revaluation
- Riverside Cemetery Vault
- Homelessness/Refugees
- Rural Character Preservation
- Public Arts
- Comprehensive Plan Update
- Traffic Management/By-Pass for the Village and Main St
- Public Meeting spaces (post Log Cabin)
- Wyman Station Succession Planning/ CMP Transmission Corridor planning
- Cyber Security- Technology Management
- Regionalization Opportunities
- Complete Streets including Bike/Ped and ADA accessibility
- Main Street Master Plan Implementation
- Athletic Fields (sufficiency of number and condition)
- Public Works Facility (Phase II)
- 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-

Various projects have been identified in Parts I, II, and III of this Capital Improvement Plan that may 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 make preparations for known challenges. Among those likely to require debt strategies could include:

- Davis Landing Bridge replacement (East Main Street over Pratt's Brook)- preliminary construction cost estimate of $915,000*.

- Harbor Pump Station Replacement (and line capacity upgrade)- preliminary construction cost estimate of $7,121,000*.
- Royal River Pump Station Replacement (and line capacity upgrade)- preliminary construction cost estimate of $4,600,000*.
- Harbor and Channel Dredging (if not federally funded)- Cost not yet determined, $2,000,000*. used for discussion placeholder.
- 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)*.
- Future Replacements of Fire Department Tower (Ladder) Truck and Engine 82- $2.5M guesstimated total*.
- Parks and Playgrounds maintenance and repair, and trails/bridges
- Spear Farm Barn demolition and replacement
- Land Acquisitions and Waterfront Recreational Access

*preliminary and now somewhat dated cost estimates for early planning purposes only.

Supplemental Information is provided **in Appendix III** may also be provided such as graphs showing demographic trends or other data sets that inform good planning, existing and planned debt amortization schedules, and similar information.

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 in the same time period. Investments of the 1950's thru the1980'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. 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 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

PART I

Exhibit I-A: Tabular Summary of Funding Recommendations

Exhibit I- B: Brief Narrative Descriptions of the various Capital Reserve Funds

EXHIBIT I-A

Annual Budget Support Funds Only- to Capital Reserves (excludes dedicated sources)

		FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	5 yr total
4001	Dam Maintenance	$70,000	$70,000	$70,000	$70,000	$70,000	$70,000	$350,000
4002	Road Improvements	$675,000	$725,000	$730,000	$740,000	$750,000	$750,000	$3,695,000
4003	Technology	$82,000	$82,000	$82,000	$82,000	$82,000	$82,000	$410,000
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	$210,000	$220,000	$230,000	$230,000	$230,000	$1,120,000
4008	Revaluation	$25,000	$72,000	$72,000	$70,000	$35,000	$35,000	$284,000
4009	Wastewater	fees	fees	fees	fees	fees	fees	$0
4010	Cousins Island Dock	$5,745	$5,974	$6,213	$6,462	$6,720	$6,989	$32,358
4011	Parks and Playgrounds	$165,000	$185,000	$185,000	$195,000	$195,000	$195,000	$955,000
4012	Property Acquisitions	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$125,000
4013	Harbor and Waterfront	$27,500	$31,500	$31,500	$31,500	$31,500	$31,500	$157,500
4014	Unemployment Reserve	$6,000	$6,000	$6,000	$6,000	$6,000	$6,000	$30,000
4015	Merrill Memorial Library	$25,000	$25,000	$25,000	$30,000	$30,000	$30,000	$140,000
4016	Solid Waste	$51,000	$51,000	$51,000	$51,000	$51,000	$52,000	$256,000
4017	Municipal Bldgs and Bridges	$80,000	$80,000	$100,000	$100,000	$100,000	$100,000	$480,000
4018	MDOT/PACTS project matches	$120,000	$100,000	$110,000	$110,000	$120,000	$120,000	$560,000
4019	Dredging	$0	$0	$0	$0	$0	$0	$0
4023	Police Equipment	$90,000	$110,000	$120,000	$120,000	$120,000	$120,000	$590,000
4024	Housing Support	$0	$0	$0	$0	$0	$0	$0
4027	Sidewalk Improvements	$0	$30,000	$30,000	$30,000	$30,000	$30,000	$150,000
4029	STAY Program	$125,000	$125,000	$128,000	$128,000	$130,000	$135,000	$646,000
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
		$1,792,245	$1,943,474	$2,001,713	$2,034,962	$2,022,220	$2,028,489	$10,030,858

4001 Dam Maintenance	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$134,913	$112,913	$90,913	$113,913	$136,913	$159,913
Budget Appropriation/Transfer	$70,000	$70,000	$70,000	$70,000	$70,000	$70,000
Other Sources	$0	$0	$0	$0	$0	$0
TOTAL	$204,913	$182,913	$160,913	$183,913	$206,913	$229,913
LESS:						
Phase 1 206 (local share)	$0	$0	$0	$0	$0	$0
Subsequent phases -Hypothetical	$90,000	$90,000	$45,000	$45,000	$45,000	$45,000
Maintenance/Repair	$2,000	$2,000	$2,000	$2,000	$2,000	$2,000
Total	$92,000	$92,000	$47,000	$47,000	$47,000	$47,000
Balance at 6/30	$112,913	$90,913	$113,913	$136,913	$159,913	$182,913

4002 Road Improvements	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$537,817	$593,317	$388,817	$206,817	$162,817	$238,817
Budget Appropriation /Transfer	$675,000	$725,000	$730,000	$740,000	$750,000	$750,000
Transfer from Sidewalk Reserve	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000
Other Sources (MDOT)	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000
TOTAL	$1,322,817	$1,428,317	$1,228,817	$1,056,817	$1,022,817	$1,098,817
LESS: (Road Reserve Funded Share Only)						
Public Works Facility Projects	$22,000	$4,000	$4,000	$4,000	$4,000	$4,000
MDOT Project Matches (Reserve)	$0	$0	$0	$0	$0	$0
Traffic Signals	$0	$0	$0	$0	$0	$0
Special Projects/Engineering Allowance	$53,000	$53,000	$53,000	$53,000	$53,000	$53,000
Reconstruction	$25,000	$0	$0	$0	$0	$0
Rehabilitation Projects	$349,500	$245,500	$100,000	$100,000	$100,000	$100,000
Shim, Overlay, Finish (Incl TS)	$280,000	$737,000	$865,000	$737,000	$627,000	$487,000
Total	$729,500	$1,039,500	$1,022,000	$894,000	$784,000	$644,000
Balance at 6/30	$593,317	$388,817	$206,817	$162,817	$238,817	$454,817

4003 Technology	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$237,505	$226,730	$265,272	$291,126	$312,183	$299,227
Budget Appropriation/Transfer	$82,000	$82,000	$82,000	$82,000	$82,000	$82,000
Transfers from Operating Departments	$0	$23,200	$23,200	$23,200	$23,200	$23,200
Other Sources (Spectrum Franchise)	$120,000	$120,000	$120,000	$120,000	$110,000	$110,000
TOTAL	$439,505	$451,930	$490,472	$516,326	$527,383	$514,427
LESS:						
Cable TV Operations	$30,000	$30,000	$30,000	$35,000	$35,000	$35,000
Internet and Web Fees	$9,000	$9,000	$10,000	$10,000	$10,500	$10,500
PCs, Printers, Other Equip Replace.	$26,200	$21,000	$12,900	$20,000	$13,000	$15,000
Servers and Equip Replacement	$5,100	$5,100	$20,100	$7,100	$25,100	$9,000
MUNIS ASP	$44,175	$46,258	$48,446	$50,743	$53,156	$56,000
Computer Software and Licenses	$58,600	$60,100	$62,100	$64,500	$67,500	$70,000
Other Office Equipment	$38,700	$14,200	$14,800	$15,800	$22,900	$18,000
Phone Systems	$1,000	$1,000	$1,000	$1,000	$1,000	$1,000
IT Support Tech	$0	$0	$0	$0	$0	$0
TOTAL	$212,775	$186,658	$199,346	$204,143	$228,156	$214,500
Balance at 6/30	$226,730	$265,272	$291,126	$312,183	$299,227	$299,927

4005 Historic Buildings	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$51,483	$136,483	$138,483	$140,483	$143,483	$146,483
Budget Appropriation /Transfer	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000
Building Trust from VIS (3%)	$130,000	$3,000	$3,000	$4,000	$4,000	$3,000
TOTAL	$186,483	$144,483	$146,483	$149,483	$152,483	$154,483
LESS:						
Painting	$50,000	$6,000	$6,000	$6,000	$6,000	$6,000
Total	$50,000	$6,000	$6,000	$6,000	$6,000	$6,000
Balance at 6/30	$136,483	$138,483	$140,483	$143,483	$146,483	$148,483

4006 Fire-Rescue Equipment	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$267,348	$205,765	$268,765	$253,765	$14,515	($143,860)
Budget Appropriation/Transfer	fees	fees	fees	fees	fees	fees
ARPA Funds allocated	$280,000					
DEBT ISSUE	$0	$0	**$800,000**	$0	$1,300,000	$0
Other Sources (EMS Fees)	$100,000	$110,000	$130,000	$150,000	$150,000	$150,000
TOTAL	$647,348	$315,765	$1,198,765	$403,765	$1,464,515	$6,140
LESS:						
Debt or Lease obligation (est.) Eng 83	$0	$0	**$104,000**	**$109,850**	**$111,875**	**$108,725**
Debt or Lease obligation (est.) Tower 84	$0	$0	**$0**	**$0**	$146,000	$147,200
Property Maint Equip/ mower/plow	$0	$0	$0	$0	$0	$0
Replace Amb. #85 $120K net of ARPA)	$400,000	$0	$0	$0	$0	$0
Thermal Imaging	$0	$7,500	$0	$0	$0	$8,000
SCBA Bottles	$7,000	$7,500	$7,500	$0	$8,000	$8,200
PPE (turnout gear)	$23,583	$24,500	$24,500	$21,900	$31,000	$25,000
Radio Equipment	$11,000	$7,500	$9,000	$7,500	$11,500	$7,500
Replace Engine 83	$0	$0	**$800,000**	$0	$0	$0
Replace Ambulance REMOUNT(#86)	$0	$0	$0	$250,000	$0	$0
Replace Tower Truck #84	$0	$0	$0	$0	$1,300,000	$0
TOTAL	$441,583	$47,000	$945,000	$389,250	$1,608,375	$304,625
Balance at 6/30	$205,765	$268,765	$253,765	$14,515	($143,860)	($298,485)

4007 Equipment Fund	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$101,453	$25,453	$65,953	$23,953	$10,953	$96,453
Budget Appropriation/Transfer	$210,000	$210,000	$220,000	$230,000	$230,000	$230,000
Transfer from Other Cap Reserves						
Parks	$50,000	$60,000	$60,000	$60,000	$60,000	$60,000
Solid Waste	$20,000	$50,000	$50,000	$50,000	$50,000	$50,000
Police	$55,000	$40,000	$45,000	$45,000	$45,000	$45,000
Wastewater	$45,000	$50,000	$50,000	$50,000	$55,000	$55,000
Harbor	$5,000	$4,000	$4,000	$4,000	$4,000	$4,000
Animal Control	$0	$0	$3,000	$3,000	$3,000	$3,000
Other Sources	$0	$0	$0	$0	$0	$0
TOTAL	$486,453	$439,453	$497,953	$465,953	$457,953	$543,453
LESS:						
Highways	$195,000	$250,000	$265,000	$58,500	$115,000	$400,000
Parks	$50,000	$20,000	$67,000	$160,000	$43,000	$18,000
Solid Waste	$60,000	$8,500	$44,000	$40,500	$200,000	$0
Waste Water	$80,000	$55,000	$60,000	$120,000	$3,500	$0
Police	$76,000	$40,000	$38,000	$76,000	$0	$38,000
Harbor Master	$0	$0	$0	$0	$0	$0
TOTAL	$461,000	$373,500	$474,000	$455,000	$361,500	$456,000
Balance at 6/30	$25,453	$65,953	$23,953	$10,953	$96,453	$87,453

4008 Property Revaluation	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$41,024	$66,024	$121,524	$3,524	$23,524	$33,524
Budget Appropriation/Transfer	$25,000	$72,000	$72,000	$70,000	$35,000	$35,000
Other Sources (TIF)	$0	$13,500	$0	$0	$0	$0
TOTAL	$66,024	$151,524	$193,524	$73,524	$58,524	$68,524
LESS:						
Revaluation Contract	$0	$30,000	$190,000	$50,000	$25,000	$25,000
Total	$0	$30,000	$190,000	$50,000	$25,000	$25,000
Balance at 6/30	$66,024	$121,524	$3,524	$23,524	$33,524	$43,524

4009 Wastewater	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$549,884	$719,781	$574,678	$864,575	$1,204,472	$770,369
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
Other Sources (fees)	$450,000	$500,000	$550,000	$600,000	$650,000	$650,000
TOTAL	$1,011,884	$1,231,781	$1,136,678	$1,476,575	$1,866,472	$1,432,369
LESS:						
Transfer To Equipment Fund	$45,000	$50,000	$50,000	$50,000	$55,000	$55,000
I/I Roadwork Coordination	$50,000	$50,000	$50,000	$50,000	$55,000	$55,000
Dewatering Lease (thru FY 29)	$122,103	$122,103	$122,103	$122,103	$122,103	$122,103
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
Royal River Pump Station debt engineering	$0	$350,000	$0	$0	$370,000	$370,000
Harbor Pump Station=debt	$0	$0	$0	$0	$480,000	$480,000
Cousins Island Sand Filter	$0	$0	$0	$0	$0	$180,000
Misc/Other projects	$75,000	$75,000	$40,000	$40,000	$4,000	$40,000
TOTAL	$292,103	$657,103	$272,103	$272,103	$1,096,103	$1,312,103
Balance at 6/30	$719,781	$574,678	$864,575	$1,204,472	$770,369	$120,266

4010 Cousins Island Wharf	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$423,334	$447,057	$471,928	$497,994	$525,303	$553,904
Budget Appropriation/ Transfer	$5,745	$5,974	$6,213	$6,462	$6,720	$6,989
Town of Chebeague Island	$22,978	$23,897	$24,853	$25,847	$26,881	$27,956
Other Sources	$0	$0	$0	$0	$0	$0
Total	$452,057	$476,928	$502,994	$530,303	$558,904	$588,849
LESS:						
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	$447,057	$471,928	$497,994	$525,303	$553,904	$583,849

4011 Parks and Playgrounds	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Km 8-22-22
Balance at 7/1	$311,992	$306,992	$163,992	($208,008)	($228,008)	($148,008)	
Budget Approp/Transfers	$165,000	$185,000	$185,000	$195,000	$195,000	$195,000	
Other Sources (RRP GRANT)	$0	$279,000	$35,000	$0	$0	$0	
Total Revenues/Transfers/Balances	$476,992	$770,992	$383,992	($13,008)	($33,008)	$46,992	
LESS:							
Tennis - YHS	$0	$0	$0	$0	$15,000	$0	
Tennis-Rowe	$0	$0	$175,000	$0	$0	$0	
Tennis- YES/HMS	$0	$175,000	$0	$0	$0	$0	
RRP Improvements	*$0*	*$279,000*	$210,000	$0	$0	$0	
wetland improvem.	$0	$0	$0	$5,000	$10,000	$0	
Trail maintenance	$15,000	$18,000	$18,000	$20,000	$20,000	$20,000	
Spear Farm Boardwalks	$0	$0	$11,000	$0	$0	$0	
Canoe Landing- Sligo and Sweetsir(Constr)	$0	$0	$0	$0	$0	$0	
Canoe Landing- Sligo and Sweetsir (permit)	$0	$15,000	$8,000	$0	$0	$0	
Camp SOCI - Gounds/Amenties	$0	$0	$0	$10,000	$0	$0	
Camp SOCI- Steps	$0	$30,000	$0	$0	$0	$0	
Camp SOCI- Trails	$0	$0	$10,000	$0	$0	$0	
History Center- launch area	$0	$0	$0	$50,000	$0	$0	
Accessibility- North Road playground	$0	$10,000	$0	$0	$0	$0	
Accessibility- other	$0	$0	$0	$10,000	$10,000	$0	
RWP	$10,000	$0	$0	$0	$0	$0	
Park Signage	$10,000	$20,000	$10,000	$20,000	$0	$0	
Irrigation Winslow and Bennett	$0	$0	$45,000	$40,000	$0	$0	
Playground Applewoods and North Road	*$85,000*	*$0*	$45,000	$0	$0	$100,000	
Equipment Fund Transfer	$50,000	$60,000	$60,000	$60,000	$60,000	$60,000	
	$170,000	$607,000	$592,000	$215,000	$115,000	$180,000	
Balance at 6/30	$306,992	$163,992	($208,008)	($228,008)	($148,008)	($133,008)	

4012 Property Acquisitions	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$171,969	$261,469	$350,969	$375,969	$400,969	$425,969
Budget Appropriation	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
Transfer- Sale of History Center	$64,500	$64,500	$0	$0	$0	$0
Impact Fees	$0	$0	$0	$0	$0	$0
TOTAL	$261,469	$350,969	$375,969	$400,969	$425,969	$450,969
LESS:						
Cousins River Field and Marsh	$0	$0	$0	$0	$0	$0
TOTAL	$0	$0	$0	$0	$0	$0
Balance at 6/30	$261,469	$350,969	$375,969	$400,969	$425,969	$450,969

4013 Harbor and Waterfront	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$8,473	($212,427)	($314,437)	($323,955)	($296,475)	($268,995)
Budget Appropriation/Transfer	$27,500	$31,500	$31,500	$31,500	$31,500	$31,500
Other Sources	$0	$0	$0	$0	$0	$0
TOTAL	$35,973	($180,927)	($282,937)	($292,455)	($264,975)	($237,495)
LESS:						
Town Landing- Royal River						
Commercial Gear Float- Harbor	$15,000	$1	$1	$1	$1	$1
Town Landing Paving	$55,000	$1	$1	$1	$1	$1
Replace Concrete ramp blocking	$75,000	$1	$1	$1	$1	$1
Pony docks in Harbor	$15,000	$1	$1	$1	$1	$1
Extend Recreational Docks 40'	$24,000	$1	$1	$1	$1	$1
Enlarge Parking Area at Town Landing	$0	$13,000	$1	$1	$1	$1
Floating dinghy rack	$0	$3,500	$1	$1	$1	$1
Commerical Dock Replacement	$0	$1	$7,000	$1	$1	$1
Littlejohn and Wharf Rd			$1	$1	$1	$1
Add one float each	$30,000	$1	$1	$1	$1	$1
Pilings and Wharf Road (Dolphins)	$12,000	$1	$1	$1	$1	$1
Extend Wharf at LJI	$0	$1	$30,000	$1	$1	$1
Madeleine Point						
5 Additional Floats	$0	$90,000	$1	$1	$1	$1
30 Additional Parking Spots	$0	$10,000	$1	$1	$1	$1
Additional Public Share Dinghys	$0	$3,000	$1	$1	$1	$1
Power/Lighting	$6,000	$0	$1	$1	$1	$1
Harbor Master						
Flagpole	$5,800	$0	$1	$1	$1	$1
Center Steps	$0	$10,000	$1	$1	$1	$1
TOTAL	$248,400	$133,510	$41,018	$4,020	$4,020	$4,020
Balance at 6/30	($212,427)	($314,437)	($323,955)	($296,475)	($268,995)	($241,515)

4014 Unemployment Reserve	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$18,843	$17,843	$16,843	$16,343	$15,843	$15,343
Budget Appropriation/Transfer	$6,000	$6,000	$6,000	$6,000	$6,000	$6,000
Other Sources	$0	$0	$0	$0	$0	$0
TOTAL	$24,843	$23,843	$22,843	$22,343	$21,843	$21,343
LESS:						
Benefit Payments	$7,000	$7,000	$6,500	$6,500	$6,500	$6,500
TOTAL	$7,000	$7,000	$6,500	$6,500	$6,500	$6,500
Balance at 6/30	$17,843	$16,843	$16,343	$15,843	$15,343	$14,843

4015 Merrill Memorial Library	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 6/30	$62,151	$75,251	$75,501	$77,501	$107,501	$137,501
Budget Appropriation / Transfer	$25,000	$25,000	$25,000	$30,000	$30,000	$30,000
Other Sources	$0	$0	$0	$0	$0	$0
Total	$87,151	$100,251	$100,501	$107,501	$137,501	$167,501
LESS:						
Sprinkler Service 5 year inspection & service	$2,400	$0	$0	TBD	TBD	TBD
security system upgrade, add cameras	$3,500	$0	$0	TBD	TBD	TBD
Exterior masonry maintenance	$6,000	$0	$0	TBD	TBD	TBD
Exterion Wood trim rot/replace @ 3floor	$0	$3,000	$0	TBD	TBD	TBD
Network cage in mechanical room	$0	$1,500	$0	TBD	TBD	TBD
first floor bath and hall paint	$0	$4,000	$0	TBD	TBD	TBD
Box window interior, millwork and grilles	$0	$4,500	$0	TBD	TBD	TBD
replace telephone system	$0	$11,750	$0	TBD	TBD	TBD
concrete walks resurface	$0	$0	$6,000	TBD	TBD	TBD
brick walks reset	$0	$0	$3,000	TBD	TBD	TBD
2nd floor windows repair and paint	$0	$0	$3,000	TBD	TBD	TBD
shades and main entry solarium	$0	$0	$7,000	TBD	TBD	TBD
Main St entrance (wood) repair and paint	$0	$0	$4,000	TBD	TBD	TBD
TOTAL	$11,900	$24,750	$23,000	$0	$0	$0
Balance at 6/30	$75,251	$75,501	$77,501	$107,501	$137,501	$167,501

4016 Solid Waste and Recycling	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$103,400	$34,400	$55,399	$51,398	$47,397	$43,396
Budget Appropriation/Transfer	$51,000	$51,000	$51,000	$51,000	$51,000	$52,000
Large Items Punch Cards	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
Pay Per Bag Revenues	$120,000	$240,000	$240,000	$240,000	$240,000	$240,000
TOTAL	$299,400	$350,400	$371,399	$367,398	$363,397	$360,396
LESS:						
Equipment Fund Transfer	$20,000	$50,000	$50,000	$50,000	$50,000	$50,000
Transfer to Closure Fund	$0	$25,000	$50,000	$50,000	$50,000	$60,000
Paving	$25,000	$1	$1	$1	$1	$25,000
PAYT Lease Payment (Est)	$220,000	$220,000	$220,000	$220,000	$220,000	$220,000
TOTAL	$265,000	$295,001	$320,001	$320,001	$320,001	$355,000
Balance at 6/30	$34,400	$55,399	$51,398	$47,397	$43,396	$5,396

4017 Municipal Buildings and Bridges	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	
Balance at 6/30	$345,815	$407,115	$276,115	$337,115	$211,115	$190,115	
Budget Approp./ Transfer=BLDGS	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	
Budget Approp./ Transfer=BRIDGES	$40,000	$40,000	$60,000	$60,000	$60,000	$60,000	
Bond Proceeds- Davis Landing $915K/8 yrs	$0	$0	$915,000	$0	$0	$0	
Other Sources	$35,000	$35,000	$35,000	$35,000	$35,000	$0	
Total	$460,815	$522,115	$1,326,115	$472,115	$346,115	$290,115	
LESS: Building Projects							
Town Hall							
Interior Painting	$12,000	$10,000	$0	$0	$0	$0	
Rear Parking Lot	$0	$8,000	$0	$80,000	$0	$0	
Front Parking Lot	$0	$0	$0	$0	$0	$100,000	
Carpeting	$0	$0	$0	$20,000	$0	$0	
Exterior Paint	$0	$15,000	$0	$0	$0	$0	
East Main Community House			$0	$0	$0	$0	
Parking lot paving overlay	$6,700	$0	$0	$0	$0	$0	
Cousins Island Community House							
Install Building Foundation	$0	$110,000	$0	$0	$0	$0	
West Main Street Schools			$0	$0	$0	$0	
West Wing Brick Tuckpointing	$0	$0	$27,000	$0	$0	$0	
West Wing Window Replacements	$0	$0	$0	$0	$17,000	$0	
East Wing Brick Tuckpointing	$0	$0	$17,000	$0	$0	$0	
East Wing Window Replacements	$0	$0	$0	$15,000	$17,000	$0	
Boiler House Window Replacement	$0	$0	$0	$0	$6,000	$0	
Municipal Buildings and Bridges (Con't)	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	
MML	$0	$0	$0	$0	$0	$0	
Log Cabin	$0	$0	$0	$0	$0	$0	
52 North Road	$0	$0	$0	$0	$0	$0	
Old Meeting House- Hillside	$0	$0	$0	$0	$0	$0	
Public Safety Building	$0	$0	$0	$0	$0	$12,000	
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	
Transfer Station Office/Recycling	$0	$0	$0	$0	$0	$0	
Transfer Station Compactor	$0	$0	$0	$0	$0	$0	
Transfer Station- attendant shelter	$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	
SUBTOTAL Buildings	$18,700	$143,000	$44,000	$115,000	$40,000	$112,000	
LESS: Bridge Projects							
Dahlgren Bridge	$0	$10,000	$0	$0	$0	$0	
BCMP Royal River Span	$0	$0	$0	$5,000	$0	$0	
RRP at Rte 1	$0	$0	$2,000	$0	$0	$0	
RRP at rips	$0	$60,000	$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	$0	$25,000	$0	$0	$0	
Skunk Trail	$0	$0	$0	$0	$0	$0	
Bear- South	$0	$8,000	$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	
Davis Landing (BOND)		$0	$915,000	$113,000	$113,000	$113,000	$915K/8years
East Elm at Sluiceway	$35,000	$0	$0	$0	$0	$0	
Minor Maintenance/Engineering/ADA	$0	$25,000	$3,000	$28,000	$3,000	$30,000	
SUBTOTAL Bridges	$35,000	$103,000	$945,000	$146,000	$116,000	$143,000	
TOTAL Expenses	$53,700	$246,000	$989,000	$261,000	$156,000	$255,000	
BALANCE at 6/30	$407,115	$276,115	$337,115	$211,115	$190,115	$35,115	

4018	MDOT/PACTS Match Fund	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
	Balance at 7/1	$400,914	$383,664	$483,664	$593,664	($46,336)	$73,664
	Budget Appropriation/Transfer	$120,000	$100,000	$110,000	$110,000	$120,000	$120,000
	Other Sources	$0	$0	$0	$0	$0	$0
	TOTAL	$520,914	$483,664	$593,664	$703,664	$73,664	$193,664
	LESS:						
	Main St Paving match (Elm to Center)	$0	$0	$0	$0	$0	$0
	Route 88 Paving	$117,875	$0	$0	$0	$0	$0
	Main St Paving PDR (Center to Village Green)	$19,375	$0	$0	$0	$0	$0
	Davis Landing Bridge	$0	$0	$0	$750,000	$0	$0
	Total	$137,250	$0	$0	$750,000	$0	$0
	Balance at 6/30	$383,664	$483,664	$593,664	($46,336)	$73,664	$193,664

4019	Dredging	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
	Balance at 7/1	$122,159	$122,159	$122,159	$122,159	$122,159	$122,159
	Budget Appropriation/Transfer	$0	$0	$0	$0	$0	$0
	Other Sources	$0	$0	$0	$0	$0	$0
	TOTAL	$122,159	$122,159	$122,159	$122,159	$122,159	$122,159
	LESS:						
	TBD	$0	$0	$0	$0	$0	$0
	TOTAL	$0	$0	$0	$0	$0	$0
	Balance 6/30	$122,159	$122,159	$122,159	$122,159	$122,159	$122,159

4023	Police Equipment	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
	Balance at 7/1	$64,581	$61,081	$35,781	$27,181	$16,981	$6,781
	Budget Appropriation/Transfer	$90,000	$110,000	$120,000	$120,000	$120,000	$120,000
	Other Sources	$0	$0	$0	$0	$0	$0
	TOTAL	$154,581	$171,081	$155,781	$147,181	$136,981	$126,781
	LESS:						
	Laptops CJIS Compliance	$6,000	$0	$0	$0	$0	$0
	Mobile Data Terminal	$11,200	$5,600	$3,000	$3,000	$3,500	$4,000
	Transfer to Equipment Fund	$55,000	$40,000	$45,000	$45,000	$45,000	$45,000
	Cruiser Equipment	$21,000	$13,000	$15,000	$12,500	$9,000	$9,000
	Body Cam/Cruiser Cam/Tasers (L-P)	$0	$52,000	$52,000	$52,000	$52,000	$52,000
	Speed Detection	$0	$5,200	$5,500	$0	$5,500	$0
	Mobile/Portable Radios	$3,600	$4,000	$4,000	$6,700	$6,700	$6,700
	Virtual APN	$0	$0	$5,000	$0	$0	$0
	All Other	$2,700	$5,800	$5,800	$9,400	$8,500	$5,800
	Cold Storage Building	$0	$0	$0	$0	$0	$0
	TOTAL	$93,500	$135,300	$128,600	$130,200	$130,200	$122,500
	Balance at 6/30	$61,081	$35,781	$27,181	$16,981	$6,781	$4,281

4024 Housing Support/Affordable	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$441,349	$441,348	$441,347	$441,346	$441,345	$441,344
Budget Appropriation/Transfer	$0	$0	$0	$0	$0	$0
Other Sources	$0	$0	$0	$0	$0	$0
TOTAL	$441,349	$441,348	$441,347	$441,346	$441,345	$441,344
LESS:						
TBD	$1	$1	$1	$1	$1	$1
Total	$1	$1	$1	$1	$1	$1
Balance at 6/30	$441,348	$441,347	$441,346	$441,345	$441,344	$441,343

4027 Sidewalk/Pedestrian Improvements	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$70,749	$35,749	$30,749	$25,749	$20,749	$15,749
Budget Appropriation/Transfer	$0	$30,000	$30,000	$30,000	$30,000	$30,000
Other Sources	$0	$0	$0	$0	$0	$0
TOTAL	$70,749	$65,749	$60,749	$55,749	$50,749	$45,749
LESS:						
Transfer to Roads Reserve for Ped projects) TBD	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000
TOTAL	$35,000	$35,000	$35,000	$35,000	$35,000	$35,000
Balance at 6/30	$35,749	$30,749	$25,749	$20,749	$15,749	$10,749

4029 STAY Prgram	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$221	$221	$221	$221	$221	$2,221
Budget Appropriation/Transfer	$125,000	$125,000	$128,000	$128,000	$130,000	$135,000
Other Sources	$0	$0	$0	$0	$0	$0
TOTAL	$125,221	$125,221	$128,221	$128,221	$130,221	$137,221
LESS:						
Est for May 2022	$125,000	$125,000	$128,000	$128,000	$128,000	$135,000
Total	$125,000	$125,000	$128,000	$128,000	$128,000	$135,000
Balance at 6/30	$221	$221	$221	$221	$2,221	$2,221

4030 Environmental Health/Hazards	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$130,668	$130,667	$130,666	$130,665	$130,664	$130,663
Budget Appropriation/Transfer	$0	$0	$0	$0	$0	$0
Other Sources	$0	$0	$0	$0	$0	$0
TOTAL	$130,668	$130,667	$130,666	$130,665	$130,664	$130,663
LESS:						
TBD	$1	$1	$1	$1	$1	$1
	$1	$1	$1	$1	$1	$1
Balance at 6/30	$130,667	$130,666	$130,665	$130,664	$130,663	$130,662

Streetlight Maintenance Reserve	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Balance at 7/1	$0	$5,000	$10,000	$15,000	$20,000	$25,000
Budget Appropriation/Transfer	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000
Other Sources	$0	$0	$0	$0	$0	$0
TOTAL	$5,000	$10,000	$15,000	$20,000	$25,000	$30,000
LESS:						
TBD	$0	$0	$0	$0	$0	$0
Total	$0	$0	$0	$0	$0	$0
Balance at 6/30	$5,000	$10,000	$15,000	$20,000	$25,000	$30,000

Climate Action Response	FY 23	FY 24	$0	$0	$0	FY 28
Balance at 7/1	$0	$9,999	$39,998	$69,997	$99,996	$129,995
Budget Appropriation/Transfer	$0	$0	$0	$0	$0	$0
Other Sources (Sligo land/solar lease)	$10,000	$30,000	$30,000	$30,000	$30,000	$30,000
TOTAL	$10,000	$39,999	$69,998	$99,997	$129,996	$159,995
LESS:						
TBD	$1	$1	$1	$1	$1	$1
TOTAL	$1	$1	$1	$1	$1	$1
Balance at 6/30	$9,999	$39,998	$69,997	$99,996	$129,995	$159,994

Exhibit I-B (A-AA)

Brief 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

Appendix I-B (A)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 23	FY 24	FY25	FY 26	FY 27	FY 28
Manager Proposal:	$70,000	$70,000	$70,000	$70,000	$70,000	$70,000

Appendix I-B (B) 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 in 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 23	FY 24	FY25	FY 26	FY 27	FY 28
Manager Proposal:	$675,000	$725,000	$730,000	$740,000	$750,000	$750,000
MDOT Grants	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000

Appendix I-B (C)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 with 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 are outstripping 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 23	FY 24	FY25	FY 26	FY 27	FY 28
Manager Proposal:	$82,000	$82,000	$82,000	$82,000	$82,000	$82,000
Transfer from Dept's	$23,200	$23,200	$23,200	$23,200	$23,200	$23,200
Cable Franchise	$120,000	$120,000	$120,000	$120,000	$110,000	$110,000

Appendix I-B (D) 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).

Annual General Fund (Budget) Support

	FY 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000
VIS Fund Transfer (if/as needed)	$1,500	$3,000	$3,000	$4,000	$4,000	$4,000

Appendix I-B (E) 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 by $12,000 each year) to the Fire-Rescue Reserve with the balance going to help the General Fund.

Annual General Fund (Budget) Support

	FY 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$0	$0	$0	$0	$0	$0
EMS Fees	$100,000	$110,000	$130,000	$150,000	$150,000	$150,000

Appendix I-B (F) 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 $45,000
- Animal Control $0
- Highway Maintenance (direct appropriation) $230,000

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 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$210,000	$210,000	$220,000	$230,000	$230,000	$230,000

Appendix I-B (G) 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. In equities 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 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$25,000	$72,000	$72,000	$70,000	$35,000	$35,000

Appendix I-B (H) 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.

	Annual General Fund (Budget) Support					
	FY 23	FY 24	FY 25	FY 26	FY27	FY 28
Manager Proposal:	$0	$0	$0	$0	$0	$0

Capital Funding comes from dedicated sewer user fees at $400,000 in FY 22 rising to $650,000 by FY 27.

Appendix I-B (I) 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 23	FY 24	FY25	FY 26	FY 27	FY 28
Manager Proposal:	$5744	$5974	$6213	$6462	$6720	$6989

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.

PROPOSED CAPITAL REPAIR REPLACEMENT RESERVE FUND WHARF ROAD TURNAROUND AREA AND PIER

Original Cost- $900,0000
Planned Depreciation period- 35 years
Planned Depreciation amount- 50%
Assume construction cost inflation allowance- 3.5%/year
Assume Reserve Fund Investment Return at 4.2%

Exhibit A to the Wharf Use Agreement of the Town of Yarmouth and the Town of Chebeague Island dated October 23, 2008

Constr. Cost Inflator 3.50%	November	Annual Contribution from Chebeague (add 4% per year) 80%	Annual Match from Yarmouth 20%	Total Cont. 100%	Cumulative balance	Interest Earned on Invested Funds 4.20%	Cumulative Balance Total	
$450,000	2009	$15,000	$104,000	$119,000	$119,000	$4,998	$123,998	FY 10
$465,750	2010	$14,352	$3,588	$17,940	$136,940	$5,751	$142,691	FY 11
$482,051	2011	$14,926	$3,732	$18,658	$155,598	$6,535	$162,133	FY 12
$498,923	2012	$15,523	$3,881	$19,404	$175,002	$7,350	$182,352	FY 13
$516,385	2013	$16,144	$4,036	$20,180	$195,182	$8,198	$203,379	FY 14
$534,459	2014	$16,790	$4,197	$20,987	$216,169	$9,079	$225,248	FY 15
$553,165	2015	$17,461	$4,365	$21,827	$237,996	$9,996	$247,991	FY 16
$572,526	2016	$18,160	$4,540	$22,700	$260,695	$10,949	$271,645	FY 17
$592,564	2017	$18,886	$4,722	$23,608	$284,303	$11,941	$296,244	FY 18
$613,304	2018	$19,642	$4,910	$24,552	$308,855	$12,972	$321,827	FY 19
$634,769	2019	$20,427	$5,107	$25,534	$334,390	$14,044	$348,434	FY 20
$656,986	2020	$21,244	$5,311	$26,556	$360,945	$15,160	$376,105	FY 21
$679,981	2021	$22,094	$5,524	$27,618	$388,563	$16,320	$404,883	FY 22
$703,780	2022	$22,978	**$5,745**	$28,723	$417,285	$17,526	$434,811	FY 23
$728,413	2023	$23,897	**$5,974**	$29,871	$447,157	$18,781	$465,937	FY 24
$753,907	2024	$24,853	**$6,213**	$31,066	$478,223	$20,085	$498,309	FY 25
$780,294	2025	$25,847	**$6,462**	$32,309	$510,532	$21,442	$531,974	FY 26
$807,604	2026	$26,881	**$6,720**	$33,601	$544,133	$22,854	$566,987	FY 27
$835,870	2027	$27,956	**$6,989**	$34,945	$579,079	$24,321	$603,400	FY 28
$865,126	2028	$29,075	$7,269	$36,343	$615,422	$25,848	$641,270	FY 29
$895,405	2029	$30,237	$7,559	$37,797	$653,219	$27,435	$680,654	FY 30
$926,744	2030	$31,447	$7,862	$39,309	$692,527	$29,086	$721,614	FY 31
$959,180	2031	$32,705	$8,176	$40,881	$733,409	$30,803	$764,212	FY 32
$992,752	2032	$34,013	$8,503	$42,516	$775,925	$32,589	$808,514	FY 33
$1,027,498	2033	$35,374	$8,843	$44,217	$820,142	$34,446	$854,588	FY 34
$1,063,460	2034	$36,789	$9,197	$45,986	$866,128	$36,377	$902,505	FY 35
$1,100,681	2035	$38,260	$9,565	$47,825	$913,953	$38,386	$952,339	FY 36
$1,139,205	2036	$39,790	$9,948	$49,738	$963,691	$40,475	$1,004,166	FY 37
$1,179,077	2037	$41,382	$10,346	$51,728	$1,015,418	$42,648	$1,058,066	FY 38
$1,220,345	2038	$43,037	$10,759	$53,797	$1,069,215	$44,907	$1,114,122	FY 39
$1,263,057	2039	$44,759	$11,190	$55,949	$1,125,164	$47,257	$1,172,421	FY 40
$1,307,264	2040	$46,549	$11,637	$58,187	$1,183,350	$49,701	$1,233,051	FY 41
$1,353,018	2041	$48,411	$12,103	$60,514	$1,243,864	$52,242	$1,296,107	FY 42
$1,400,374	2042	$50,348	$12,587	$62,935	$1,306,799	$54,886	$1,361,684	FY 43
$1,449,387	2043	$52,362	$13,090	$65,452	$1,372,251	$57,635	$1,429,885	FY 44
$1,500,116	2044	$54,456	$13,614	$68,070	$1,440,321	$60,493	$1,500,814	FY 45

$104,000 *Bal Fwd from Cumberland/Yarmouth reserve assumed*

Appendix I-B (J) 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 a 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 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, parks and trails (and sidewalks) have spiked in Yarmouth and throughout Maine during the pandemic period where travel and social interaction is 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.

Annual General Fund (Budget) Support

	FY 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$165,000	$185,000	$185,000	$195,000	$195,000	$195,000

Appendix I-B (K) 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 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000

Appendix I-B (L) 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 23	FY 24	FY25	FY 26	FY 27	FY 28
Harbormaster's request	$27,500	$258,000	$129,000	$37,000	$10,000	$10,000
Manager Proposal:	$27,500	$31,500	$31,500	$31,500	$31,500	$31,500

Appendix I-B (M) 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 23	FY 24	FY 25	FY 26	FY 27	FY 28
Manager Proposal:	$6,000	$6,000	$6,000	$6,000	$6,000	$6,000

Appendix I-B (N) 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 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$25,000	$25,000	$25,000	$30,000	$30,000	$30,000

Appendix I-B (O) 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 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$51,000	$51,000	$51,000	$51,000	$51,000	$52,000

Appendix I-B (P) Town Buildings and Bridges

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 (under construction), 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 (new), 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 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000

Annual General Fund (Budget) Support- Bridges

	FY 23	FY 24	FY 25	FY 26	FY27	FY 28
Manager Proposal:	$40,000	$40,000	$60,000	$60,000	$60,000	$60,000

Annual General Fund (Budget) Support- Total

	FY 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$80,000	$80,000	$100,000	$100,000	$100,000	$100,000

Appendix I-B (Q) 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:

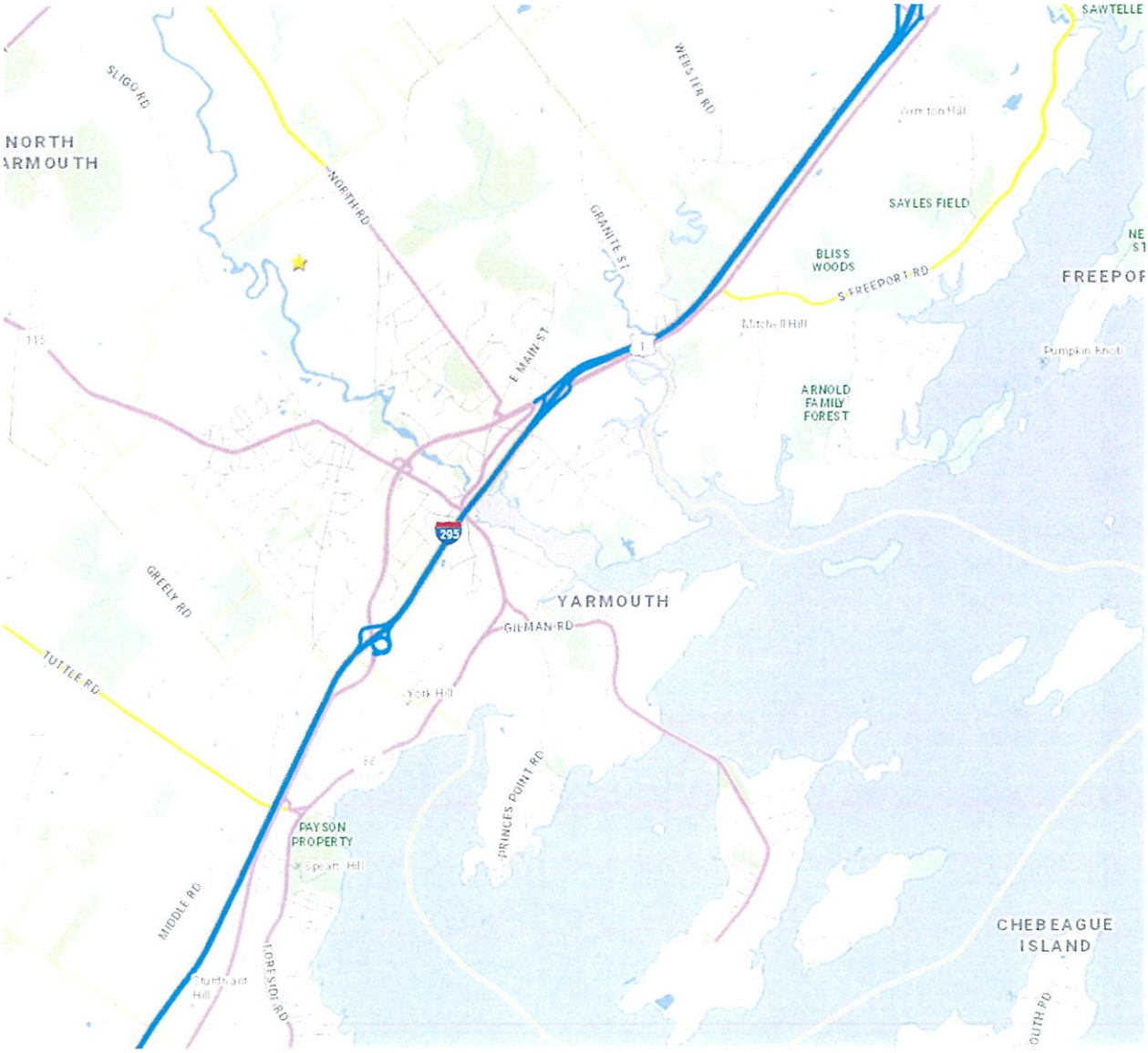
a) Being clear, proactive and adamant in articulating and advocating for its roadway design objectives.
b) Being present, responsible, and thoughtful in the regional planning and priority processes. The major decision made a PACTS are through representative of the 15 member towns and cities. We have 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 23	FY 24	FY 25	FY26	FY 27	FY 28
Manager Proposal:	$120,000	$100,000	$110,000	$110,000	$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

Appendix I-B (R) 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 is 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).

	Annual General Fund (Budget) Support					
	FY 23	FY 24	FY 25	FY 26	FY27	FY 28
Manager Proposal:	$0	$0	$0	$0	$0	$0

Appendix I-B (S) 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 23	FY 24	FY 25	FY 26	FY27	FY 28
Manager Proposal:	$90,000	$110,000	$120,000	$120,000	$120,000	$120,000

Appendix I-B (T) 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 3rd 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 23	FY 24	FY 25	FY 26	FY 27	FY 28
Manager Proposal:	$0	$0	$0	$0	$0	$0

Appendix I-B (U) 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 23	FY 24	FY 25	FY 26	FY 27	FY 28
Manager Proposal:	$0	$30,000	$30,000	$30,000	$30,000	$30,000

Appendix I-B (V) 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 FOR 2021: 142 applications were approved and received a distribution of $108,449 in 2022. 84% of the applicants were in the lowest income tier and received 86% of the total award.

	2022	2021	2020	2019	2018
AWARDS	142	152	129	124	111
TOTAL REFUNDS	$108,449	$122,670	$96,272	$78,686	$74,199

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

	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Manager Proposal:	$125,000	$125,000	$128,000	$128,000	$130,000	$135,000

Appendix I-B (W) 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 and 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 $100,000 remains in the fund which the Town Council could:

a) Allow to remain to be available to address Brown Tail Moth or other environmental health concerns in the future.
b) Reduce (transfer out) by some amount (up to $100,000) for a budget strategy as was done in FY 21.
c) Appropriate additional funds to hold for a future crisis.

Annual General Fund (Budget) Support

	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Manager Proposal:	$0	$0	$0	$0	$0	$0

Appendix I-B (X) 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.

Appendix I-B (Y)- 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

Appendix I-B (Z):

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.

Appendix I-B (AA)
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

PART II

NARRATIVE SUBMITTALS FROM DEPARTMENT HEADS AND COMMITTEES

EXHIBITS II A-AA

A	DAMS
B	ROAD IMPROVEMENTS AND PAVING
C	TECHNOLOGY
D	HISTORIC BUILDINGS
E	FIRE-RESUCE
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 AND RECYCLING
P (1)	TOWN BUILDINGS
P(2)	TOWN BRIDGES
Q	MDOT/PACTS MATCH FUND
R	HARBOR DREDGING
S	POLICE EQUIPMENT
T	AFFORDABLE HOUSING
U	SIDEWALKS
V	STAY
W	ENVIRONMENTAL HEALTH AND HAZARDS (BTM)
X	ECONOMIC DEVELOPMENT (TIF)
Y	CEMETERIES
Z	CLIMATE ACTION FUND
AA	STREET LIGHTING RESERVE

EXHIBIT II

A DAMS

Reserved for Supplemental Information from the Army Corps of Engineers

8-29-22

Christine Force
Royal River Alliance
Budget Planning

early 2022

Hi Christine-

I'm trying to plan ahead for future obligations to advance the Royal River Restoration project. Here is a quick recap of the financial picture at the moment:

Section 206 Study Budget	$660,000	
Federal Share	$380,000	First $100,000 plus 50% of Balance
Local Share	$280,000	50% of cost after first $100,000
Total Cost	$660,000	

Resources Available or Applied:

Town Dam Reserve Bal 1/1/21	$62,413	
Surplus Appropriation	$55,000	(approved by Council 1/21/21)
Added to Dam Reserve 7/1/21	$70,000	(part of the FY 22 Budget approval)
Army Corps	$380,000	
TOTAL	$567,413	
Unmet obligation	($92,587)	

Since $92,578 is less than the Town Council's budget supplementing authority of $100,000, we were able to execute the contract with the Corps and proceed with the first phase of the study as we could certify that we had access or authority for the full $280,000 for the local share.

Options for meeting the yet unmet contractual obligation of $92,857:

Additional Surplus Appropriation	$92,587	or
Private fundraising/donation (RRA?)	$92,587	or
FY 23 Budget Addition*	$92,587	or
Any combination of amounts	$92,587	

*FY 23 Budget option is available only if the next payment obligation to the ACOE falls after 6/30/22. At the current pace of progress, it seems unlikely it would fall come before 6/30/22, but we do have to be prepared to meet the next payment obligation when it comes. The authority of the Town Council to appropriate a supplemental $100,000 is the backstop authority available if needed.

Suggested Strategy and Request: I would like to hold next June's FY 23 budget appropriation to the Dam Reserve to $70,000 so that it represents no increase over FY 22's budget (bearing in mind that FY 22's budget request was an increase over FY 21.). This will allow a new "normal" or baseline budget contribution of $70,000 per year to be somewhat more well-established and will be easier to maintain (or increase if necessary) in FY 24 or beyond if/when we move toward construction costs. I will ask the Royal River Alliance if they are willing and able to raise and contribute $30,000 toward the study project.

With the $70,000 in new money from the Town (FY 23 budget) and $30,000 from the RRA we will have the local share of the 206 study fully covered* and the Council can feel confident that the community supports the efforts.

It will also help establish a baseline budget appropriation of at least $70,000 per year toward river/habitat restoration which of course we will need when/if we move from the 206 study phases to the actual implementation or construction phases. The local share of construction costs will be 35%. While do not and cannot know the construction costs yet, the study should help inform us on that. Hypothetically, if the construction cost estimate turns out to be $1,000,000, then the local share is $350,000. If our baseline level of effort is defined at $70,000 the Town could raise its share in 5 years ($70,000 x5). Five years is a long time, but I am confident that if together we can get to a plan and community decision to construct (or deconstruct as may be the case) to improve river habitat and connectivity, then the Alliance and others will be ready to step up with capital contributions to help the Town meet its local share much more quickly.

*The $660,0000 is the Corps' estimate of the total project cost, and Dr. Reed suggests that it may not be necessary to use it all. But that does not preclude the possibility that the project cost could exceed $660,000 and the Town would be on the hook for 50% of all costs above $660,000. I'm hopeful that the Corps' budget estimating is more accurate than their calendar estimating has been so far.

EXHIBIT II

B ROAD IMPROVEMENTS AND PAVING

	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Road Reserves						
Engineering/Special	$53,000	$53,000	$53,000	$53,000	$53,000	$53,000
Traffic Signals	$0	$0	$0	$0	$0	$0
Reconstruction	$25,000	$0	$0	$0	$0	$0
Rehab	$349,500	$245,500	$100,000	$100,000	$100,000	$100,000
Paving/Overlay	$150,000	$737,000	$865,000	$737,000	$627,000	$487,000
Transfer Station	$130,000	$0	$0	$0	$0	$0
TOTAL	$707,500	$1,035,500	$1,018,000	$890,000	$780,000	$640,000
Traffic Signals	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
Reconstruction Work						
Princes Point short loop	*$25,000*	*$0*	*$0*	*$0*	*$0*	*$0*
Rehab Planned Work						
Bayview Emergency Shim	*$20,000*	*$0*	*$0*	*$0*	*$0*	*$0*
Beech Tree	*$116,500*	*$20,500*	*$0*	*$0*	*$0*	*$0*
Boxwood	*$197,000*	*$40,000*	*$0*	*$0*	*$0*	*$0*
Pleasant Smith to Princes	*$10,000*	*$0*	*$0*	*$0*	*$0*	*$0*
Portland St Rt 1 to Winding	*$6,000*	*$0*	*$0*	*$0*	*$0*	*$0*
Tanglewood	*$0*	*$150,000*	*$0*	*$0*	*$0*	*$0*
Witcombs Way	*$0*	*$35,000*	*$0*	*$0*	*$0*	*$0*
Allowance for outer years	*$0*	*$0*	*$100,000*	*$100,000*	*$100,000*	*$100,000*
	$349,500	*$245,500*	*$100,000*	*$100,000*	*$100,000*	*$100,000*
Shim/Overlay (various)	*$150,000*	*$737,000*	*$865,500*	*$737,000*	*$627,000*	*$487,000*
MDOT/PACTS Match						
Portland St to Forest Falls	$0	$0	$0	$500,000	$0	$0
Rte 88 Sidewalk Lower vill	$0	$0	$100,000	$0	$0	$0
Rte 88 Pave River to Prince	$0	$0	$100,000	$0	$0	$0
	$0	$0	$200,000	$500,000	$0	$0
TIF Funded						
BCP- Exit 17 to Info Center	$365,009	$0	$0	$0	$0	$0
BCP- PDR to Cousins River	$100,000	$0	$0	$0	$0	$0
Main St PDR	$0	$19,375	$0	$0	$0	$0
Marina Road	$0	$0	$0	$25,000	$0	$0
	$465,009	$19,375	$0	$25,000	$0	$0
Sidewalks Reserve	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000
	$1,202,509	$1,084,875	$1,248,000	$1,445,000	$810,000	$670,000

	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28
2024-2028 CIP Highway Garage	**Current Year**					
Stand By Generator - In Process	$15,000					
Storage Bay off Salt Shed		$25,000				
2024-2028 CIP - Landfill	**Current Year**					
Retaining Wall Rehab - Roll-off container area		$20,000				
Bin Roof System		$35,000				
2024-2028 DOT Road Projects -	**Current Year**					
Main Street - Street Scape Project - Center to Tracks - PDR		$19,375				
Marina Rd - All				$25,000		
RT 1 Pathway -VIP to Exit 17 & Info Center - Const.	$365,009					
RT 1 Pathway - Exit 17 to Freeport - Study	$100,000					
RT 1 - Portland St to Forest Falls - Overlay				$500,000		
RT 88 - Sidewalk - Royal R Bridge to Lower Falls - Construction			$100,000			
Rt 88 - Royal R Bridge to Prince's Point Rd -Mill & Fill				$117,875		
A 2024-2028 CIP - Special Projects	**2022-23**	**2023-24**	**2024-25**	**2025-26**	**2026-27**	**2027-28**
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 2024-2028 Reconstruction Work						
Prince's Point Rd - Short Loop Section	$25,000					
B 2022-2028 Reconstruction Work - Total						
C -2024-2028 Rehab Projects						
Requires; Reclaiming, Minor Base Wk, Minor Drainage, Paving						
Ba St.-E. Main to Spring - Emergency Shim	$20,000					
Be ree Ln	$116,500	$20,500				
Boxwood Dr	$197,000	$40,000				
Pleasant Street - Rt 88 to Smith -Emergency Shim	$10,000					
Portland Street - Rt 1 to Winding Way - Emergency repairs	$6,000					
Tanglewood - Street		$150,000				
Wood Circle		$35,000				
	2022-23	**2023-24**	**2024-25**	**2025-26**	**2026-27**	**2027-28**
D 2024-2028 CIP - Shim, Overlay, Finish Projects						
Abby Ln			$10,000			
Acorn Cir			$9,000			
Anderson Ave				$30,000		
Applecrest Dr		$65,000				
Astilbe Ln			$25,000			
Baker St						$15,000
Balsam Ln		$35,000				
Bates St					$28,000	
Bayview St - Spring to Woodland		$90,000				
Bayview St - Woodland to End				$40,000		
Berryfield Rd			$45,000			
Birchwood Ave				$15,000		
Bittersweet Cir		$20,000				
Blueberry Cove			$40,000			
Bluff Rd			$75,000			
Bowdoin St				$32,000		
Bridge St		$50,000				
Burbank Ln				$25,000		
Bu Dr				$38,000		
Ce dg		$30,000				
Center St			$18,000			
Channel Point Rd			$10,000			
	2022-23	**2023-24**	**2024-25**	**2025-26**	**2026-27**	**2027-28**

D [illegible]4-2028 CIP - Shim, Overlay, Finish Projects						
Cleaves St			$25,000			
Clipper Circle					$10,000	
Cumberland St - West Elm to South			$10,000			
Curtis Rd						$30,000
Dartmouth St				$4,000		
Deacon Rd				$20,000		
E. Elm - Leighton to North						$75,000
East Main - Spring to Bluff's Road				$110,000		
Eben Hill Rd			$30,000			
Eider Point Dr			$10,000			
Essex Dr				$20,000		
Evergreen Dr			$30,000			
Fairwind Ln			$45,000			
Fiddlers Ln				$20,000		
Fieldstone Dr			$35,000			
Gables Dr				$20,000		
Gail Ln			$35,000			
Goodings End						$8,000
Granite St - Old County to End				$60,000		
Granite St - Old County to Ledge					$110,000	
Greenleaf St		$6,000				
Groves Rd		$55,000				
Hawthorne Cir		$10,000				
Hemlock Terrace					$10,000	
Hickory Ln		$35,000				
High School Access Rd				$30,000		
Hi[illegible]			$30,000			
Hill[illegible]Cir				$6,000		
Holbrook Rd					$20,000	
Kelly Dr			$20,000			
Lady Slipper Ln		$15,000				
Larrabee's Landing Rd					$20,000	
Leighton Rd					$50,000	
Littlejohn Rd				$60,000		
Lone Pine - Phase I				$20,000		
Madeleine Point Rd						$10,000
Madison Dr			$12,500			
Maplewood Ave				$12,000		
Mayberry Ln				$20,000		
McCartney Street - Circle to Middle School						$35,000
Melissa						$120,000
Mill St				$10,000		
Morton Rd			$56,000			
Newell Rd					$60,000	
Northwood Rd					$22,000	
Nubbin Reach			$10,000			
Oakwood Dr					$135,000	
Old Ship Yard Rd					$65,000	
Patty Ln						$6,000
Portland St - Rt 1 to Winding Way		$150,000				
Portland St - Winding Way to Cumb. TL			$90,000			
Prince's Point - Gilman to Morton						$75,000
Rainbow Farm Rd			$50,000			
Reb[illegible]a Ln				$30,000		
Ri[illegible]d Dr				$20,000		

	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28
D 2024-2028 CIP - Shim, Overlay, Finish Projects						
Rogers Rd - Melissa to North		$100,000				
Rogers Rd - Melissa to Burnell				$15,000		
Royall Meadow Rd					$30,000	
Royall Point Rd			$70,000			
Ryan Dr - Review		$8,000				
Sandpiper Cove Rd						$18,000
Sarah Goud Rd			$10,000			
Sea Meadows Ln -	$80,000					
Sea Spray Reach						$30,000
Seabury Ln					$22,000	
Shoreview Dr						$25,000
Sligo Rd	$70,000			$70,000		
Sweetser Rd		$8,000				
Sycamore Dr		$15,000				
Tannery Lane		$45,000				
Upland Ln			$15,000			
Watson Circle				$10,000		
Wharf Rd			$50,000			
Yankee Dr						$40,000
Yarmouth Woods					$45,000	
D 2024-2028 CIP -Shim & Overlay Projects - Total						
Total Shim & Overlay Projects - By Year	**$150,000**	**$737,000**	**$865,500**	**$737,000**	**$627,000**	**$487,000**

EXHIBIT II

C TECHNOLOGY

RESERVED FOR SUBMITTAL

EXHIBIT II

D HISTORIC BUILDINGS (OLD MEETING HOUSE)

VIS- new Agreement 1/23/22

YARMOUTH VILLAGE IMPROVEMENT SOCIETY

Distribution plan for funds on the dissolution of the organization

The following distribution of funds was is a revision of the initial distribution set up in 2021. This plan has been approved by the VIS Board of Trustees on January 21, 2022

$130,000 set up as trust fund for the preservation of the Old Meeting House, Hillside Street, Yarmouth, Maine. The fund will be used for annual maintenance and preservation projects and be held by the Town of Yarmouth. Fund use will be determined between the Town and the Advisory Board of the Old Meeting House set up by the Yarmouth Historical Society

$250,000 set up as a trust fund for village parks and beautification projects, including cultural events which were established by the VIS in cooperation with the Town of Yarmouth. The fund will be held by the Town of Yarmouth and administered thru the Community Services Department.

$100,000 for the Latchstring Park project. This money will be placed directly in the fund established by the Town of Yarmouth for this project.

$100,000 to the Yarmouth Historical Society. This will be given to the YHS as a gift to be used toward the VIS projects that the YHS will assume as part of their organization when the VIS dissolution is finalized.

Any monies left in the VIS funds after all costs of dissolution and other commitments will be either swept in to the fund established for the Old Meeting House or the one for to be overseen by Community Services Dept.

Yarmouth Meetinghouse

Physical Conditions Report

25 Hillside St Yarmouth ME, 04096

February 18, 2022



Prepared by

Jonathan Hall

Field Services Manager

Maine Preservation

Yarmouth ME

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Introduction:

This assessment was requested by Linda Grant of Yarmouth's Village Improvement Society to establish existing conditions of the meetinghouse prior to passing stewardship to Yarmouth Historical Society. Village Improvement Society has maintained the building in cooperation with the Town of Yarmouth since 1946. Yarmouth Historical Society will assume responsibility for the maintenance, upkeep, and preservation of the meetinghouse in 2022.

Methodology:

An initial site visit was made December 10, 2021, by Jonathan Hall, Field Services Manager for Maine Preservation. Maine Preservation is a statewide no-profit organization based in Yarmouth whose

mission is the preservation of Maine's architectural heritage. Also present was Linda Grant, President of the Village Improvement Society. The following report is based on observations made during that visit where full access to the exterior and to interior spaces was allowed. All surfaces and spaces were photographed and recorded including the attic and steeple. The crawlspace beneath the building was accessed later and similarly recorded. Recommendations for treatments are based on those observations.

Summary:

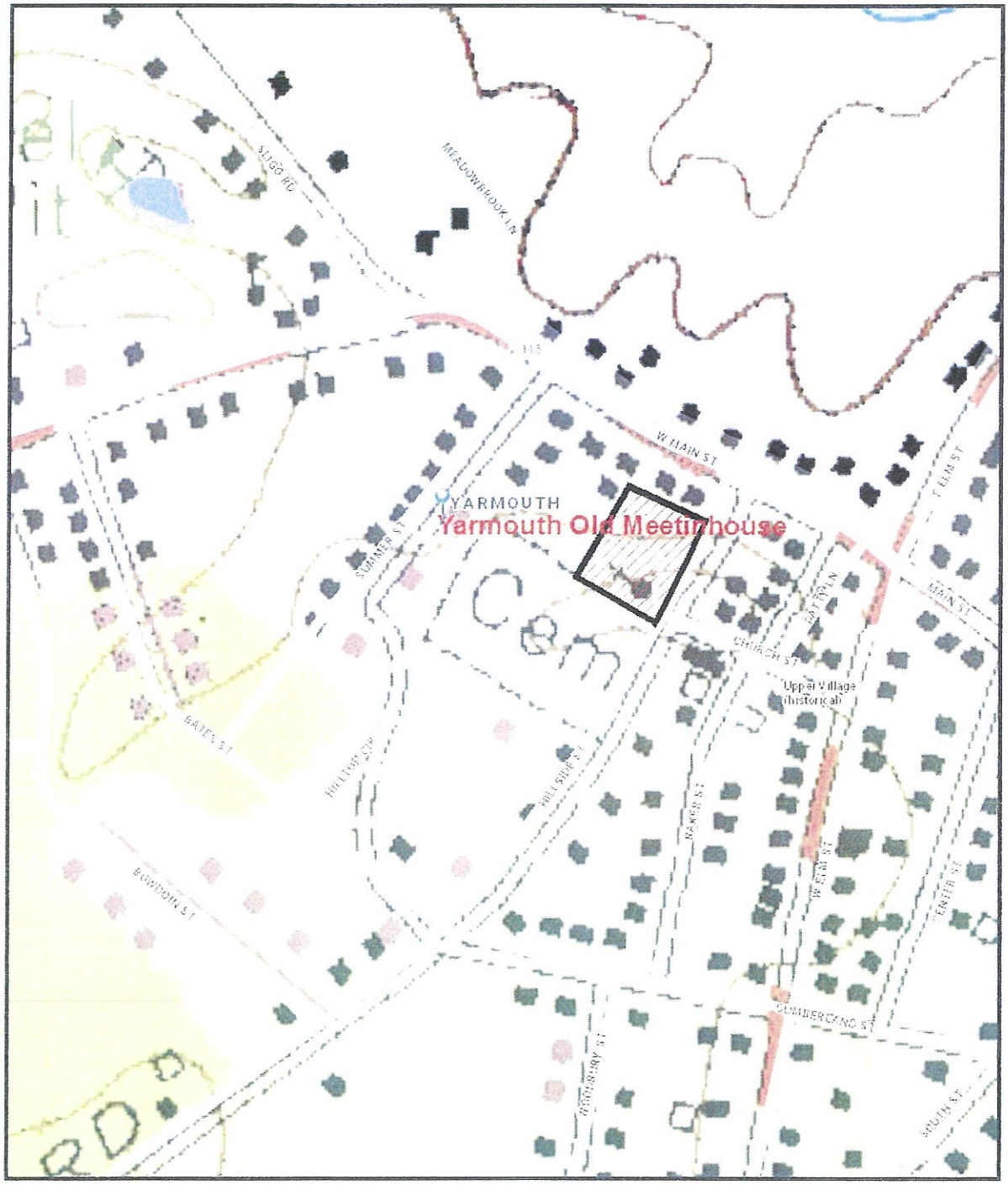
Yarmouth Meetinghouse structurally very sound for a building its age. Historic integrity is well preserved due to conscientious maintenance by Village Improvement Society. Improvements made in the early 2000's are holding up well. Modernization efforts have been made selectively and with sensitivity to the historic importance of the building. Future systems upgrades and structural improvements should be undertaken with the same level of caution as those in the past. Details of concerns requiring intervention are listed in detail below.

Site Conditions:

Owing to its location on the hilltop site is well drained and dry. Vegetation has been appropriately maintained and not allowed to encroach on the structure.

Site Map:

YARMOUTH OLD MEETINGHOUSE TOPO



Exterior Conditions:

Foundation:

Foundation stones are in good condition with no areas of compromise or collapse noted. Stone foundations can be repaired in the event of damage or movement should it occur. Quarterly inspections should be performed as part of the cyclical maintenance and preservation plan and any areas of weakness repaired.



Figure 1 OMH foundation

Clapboards and siding:

Heavy paint build-up will require extensive removal of previous paint layers prior to re-painting. Exterior re-painting is the single most expensive consideration facing maintenance of the meetinghouse in the near future. Wood siding is in good condition and need not be replaced. Old growth wooden clapboards have an indefinite service life if well maintained. Replacement of damaged clapboards should be done as needed using compatible, in-kind materials. Radially or quarter sawn pine clapboards, milled from local raw materials and locally available, should be used to repair any deteriorated or damaged clapboards.

Once paint build up is removed to a stable substrate bare wood should be primed thoroughly with a high-quality linseed oil-based primer before top coating with finish paint.



Figure 2 OMH Clapboards

Trim:

Wood trim is in good condition. Localized decay or rot found during painting or maintenance should be repaired from similar, in-kind materials sourced locally when possible.



Figure 3 OMH entry door with crown detail showing damage

Windows and doors:

Sanctuary windows should be removed for thorough reglazing, repainting and repair. Any areas of rot or decay discovered during removal to be repaired prior to reinstallation.

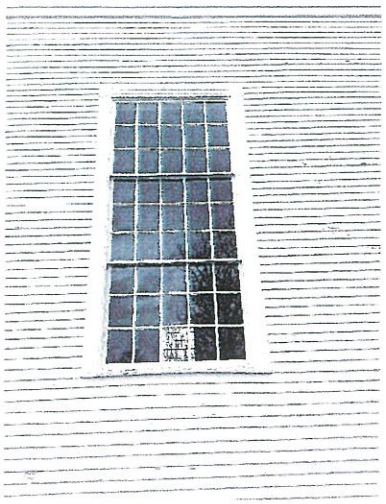


Figure 4 Sanctuary window from exterior

Louvered panels at blind windows on N and S elevations should be removed for repair. Underlying materials to be inspected for wear damage or evidence of water or wildlife intrusion and repaired as needed prior to re-installation of repaired louvered panels



Figure 5 Louvered panel showing damage

Some doors do not swing or close properly. The cause of poor operation is beyond the scope of this report but will need to be ascertained. A sagging door could be as simple as a loose hinge or wear to the door itself but could also be caused by building movement or settling.

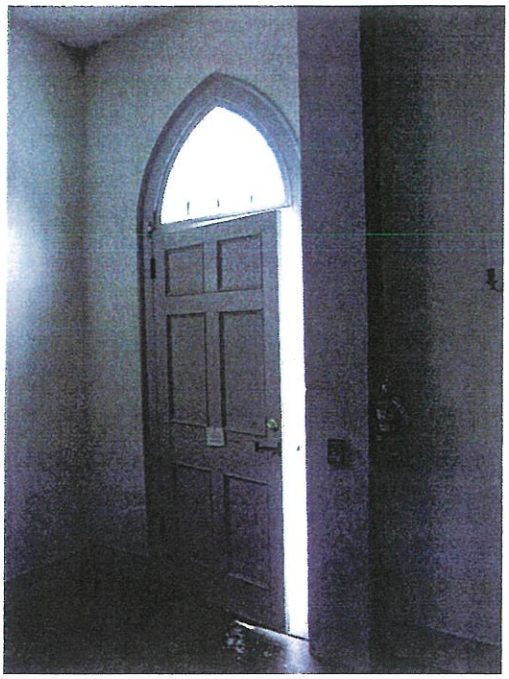


Figure 6 Main entrance showing position when stuck

Accessibility:

Removable aluminum ramps stored in the shed addition at the rear of the meetinghouse should last indefinitely and are put in place as needed for functions. There is no ADA compliant parking on site. Feasibility of adding an ADA compliant parking space has not been ascertained.

Roof:

Architectural asphalt shingles were installed when the meetinghouse was last re-roofed in 2002. At 20 years old the roof materials should be sound with another decade or more service life. Given the expense of roofing, plans should be put in place in anticipation of the next required re-roof. Yearly inspections should be conducted to identify any emerging wear or deficiencies in the existing roof so repairs can be made quickly and inexpensively to extend the service life of materials. Close attention to all flashings at the base of the steeple is critical.

Steeple and spire:

Small areas of wood decay are evident on visual inspection. Further examination will need to be conducted as repairs are made. Repairs should be made soon to avoid continued deterioration of material. All EPDM materials used at the time of previous repair efforts should be assessed for wear. EPDM typically functions well for +/- 20 years before requiring replacement.

It was not possible to carefully inspect spire assembly at the time of this report. All spire materials should be inspected for weathering and wear. Rental of a lift will be required for thorough inspection of the spire to specify exact preservation needs. No damage or decay was noted on visual inspection from accessible areas.

Steeple balustrade needs repair soon. The nature of balustrade design makes it susceptible to deterioration and it should be inspected yearly for evidence of decay or damage.

Steeple roofing materials are in good condition but should also be inspected yearly for early signs of wear or damage.

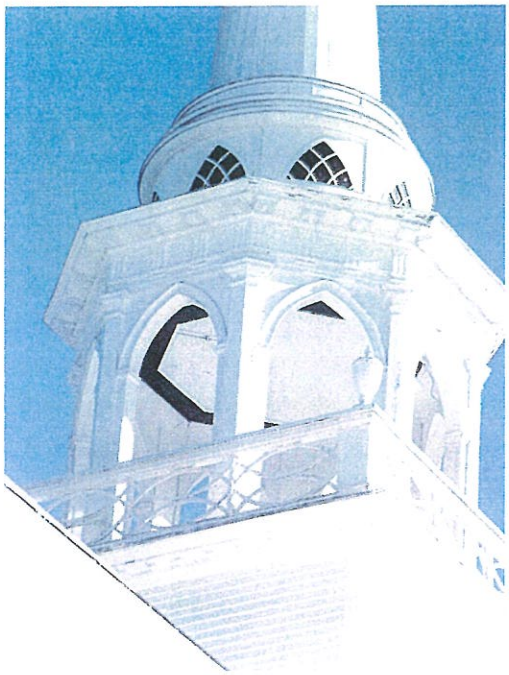


Figure 7Steeple lantern

Structural

Joists and floor systems:

Inspection of floor system, joists and wooden structural timbers is inhibited by space limitations beneath the meetinghouse. Where visual inspection was possible, all timbers are sound with no visible indications of rot or failure. Soil conditions under the OMH are dry and well drained.



Figure 8 Crawlspace showing support piers and joists

Piers and foundation:

The stone foundation is stable and secure. There are no indications of significant shifting or failure. Foundations of this type are repairable as problems arise, but regular monitoring and maintenance are required.

Roof and attic structure:

Previous repairs and strengthening of the timber-framed roof is in good condition with no defects noted.



Figure 9 Attic framing is secure and free of defects

Steeple and spire:

Steeple structure is in good condition. No evidence of water infiltration was noted during this visit. Quarterly inspections, winter, spring, summer, and fall should be conducted to monitor conditions of the steeple structure and building envelope. and to assess for leaks, broken windows, faulty access

hatches, wildlife intrusion or other damage. Inspections should be carried out following any severe weather event to check for damage or leaks.

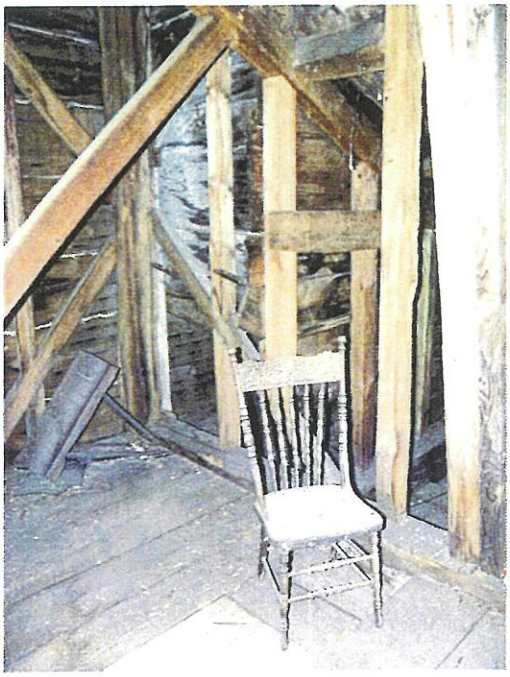


Figure 10 steeple interior showing location of previous leak now inactive

Interior Conditions

Windows and doors:

Sanctuary windows require removal, repair and repainting. Weight ropes have either broken or been cut. Replacing window ropes is required for full operation of triple hung window sashes.



Figure 11 Broken rope on sanctuary triple hung window

Plaster:

Some cracks in plaster finishes are evident and should be repaired as needed. Cracks noted are aesthetic only and are due to normal movement of the building, not evidence of underlying structural problems.

Cracked plaster can be repaired as needed to avoid extensive and costly repairs later.

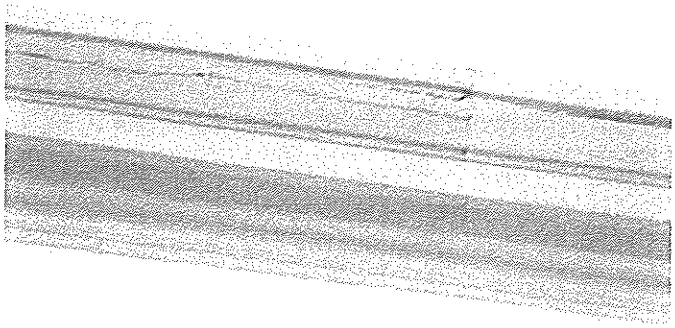


Figure 12 Cracked plaster moulding

Wood trim:

Some paint finishes have been worn due to normal use. Paint films protect underlying material from wear and should be repaired as needed.

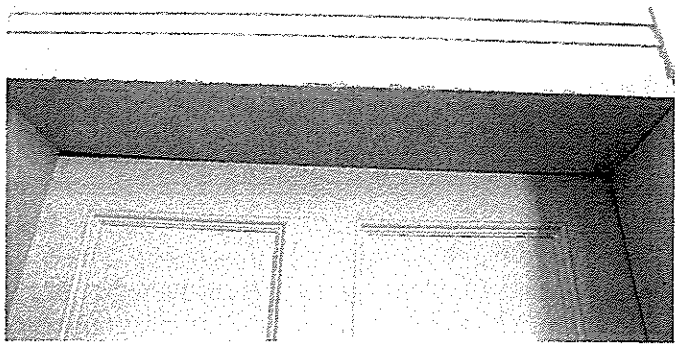


Figure 13wooden trim detail showing chipping and wear of paint finishes

Floors:

Floors are worn through the finish in many areas. As with paint finishes, floor finishes protect underlying material from direct wear and damage. Traditional floor finishes like those suspected at OMH do not require extensive sanding for repair or refinishing and repaired as needed in high wear locations.

Refreshing those finishes periodically is important to protect the underlying wood from direct wear. Tests to determine the exact type of floor finish used previously should be carried out to specify an exact formula matching existing finishes as closely as possible.

Peter Lord's proposal of 2006 specifies aniline dyed shellac finish applied in 4 coats followed by paste wax. This traditional finish may be appropriate but needs confirmation. Shellac and wax finishes can be removed with denatured alcohol. A test can be done in an inconspicuous area to verify the existing coating is shellac based. Denatured alcohol will have no effect on fully cured varnish or polyurethane coatings.

Aggressive sanding of historic floors is not recommended.

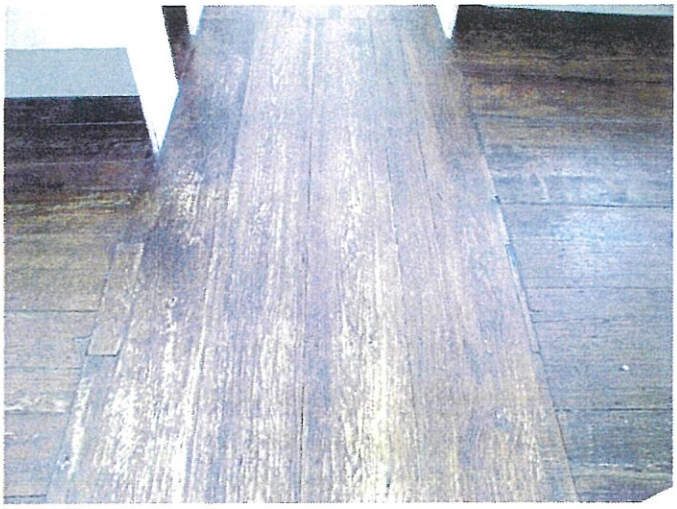


Figure 14 Floor finishes worn through

Accessibility:

Narthex steps leading to the sanctuary are made accessible by a temporary aluminum ramp put in place as needed. This is a low impact way to address interior accessibility and if it continues to meet the needs of OMH uses need not be replaced.

Infrastructure

HVAC:

No HVAC systems have been installed in OMH. Installation of HVAC systems and insulation would allow for more intensive, year-round use of OMH to generate additional revenue but can be prohibitively expensive and irreversibly destructive to historic materials. The high level of integrity found at OHM makes any decision to install HVAC problematic and not recommended.

Electrical:

Electrical systems were upgraded in the 2000-02 restoration campaign and remain in good condition. Given the 20 years since that campaign, funds should be allocated in this 10-year plan for minor upgrades as necessary. Installation of arc fault circuit interrupters (AFCI's), for example,

introduced in the 1990's and intended to prevent electrical fires are easy to install, relatively inexpensive, and could prevent an electrical fire should a fault occur.

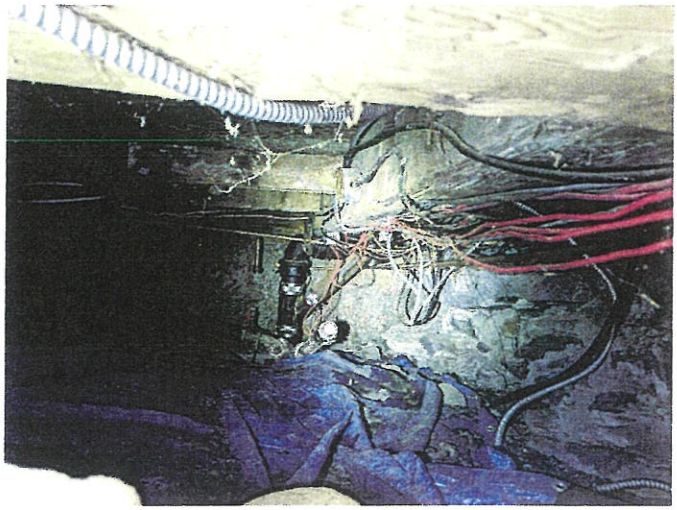


Figure 15Electrical and plumbing connections in crawlspace

Plumbing:

Interior plumbing is contained in the ADA accessible bathroom located off the narthex at the SE corner of the building. Improvements were last made in 1997 and will likely require upgrades and improvements in the next 10 years

Security:

A full assessment of installed security systems should be conducted. The 2020 break in and vandalism highlights the need for robust security systems. Sensors observed during this visit are outdated and last upgraded in 1998. Advances in security technology over the last 24 years allow for more effective monitoring with less obtrusive sensors than previous generations of equipment



Figure 16 Sensors for security and fire

Life Safety:

Fire extinguisher inspection tags indicate equipment was due for re-inspection as of Aug 2021

A disconnected ground wire was noted during this visit and needs to be reconnected to assure proper ground contact of plumbing systems

Fire suppression:

No fire suppression system installed. Installation of fire suppression system deemed not necessary in previous 10 Year Restoration Plan (2001). Given the limited use of the meetinghouse, its cultural significance to the town, the 2020 break in and vandalism, and recent losses due to fire at prominent international cultural institutions, a re-examination of a central fire suppression system or systems is appropriate. A thoughtfully designed fire suppression system is consistent with NPS standards for treatment of historic structures. Plans for implementation of designed systems should be submitted to Maine Historic Preservation Commission for review and comment before final approval and installation.

Sustainability:

Concerns regarding sustainability at OMH will focus primarily on storm resiliency given the absence of conditioned space within the building. More frequent inspections and maintenance of the steeple and building envelope will be needed due to predicted changes in weather patterns. With more intense storms and heavier rainfall predicted, expected service life of materials will be shortened due to added wear and tear. Careful building inspections should be carried out prior to and following any severe weather events. The open steeple lantern will be particularly vulnerable to high winds and heavy rainfall.

Preservation Strategies

Cyclical Maintenance:

Maintenance personnel have not been identified. As part of the cyclical maintenance plan, staff or contract personnel must be identified or retained to conduct regular inspections for emerging preservation needs. A maintenance log should be maintained detailing dates of inspection, required maintenance, dates of maintenance performed, person, or persons involved, and contractors hired, if any.

A general maintenance budget and emergency fund must be allocated each year to conduct inspections and routine repairs.

Preservation Planning:

Priorities

1. Steeple inspection and repairs:
    - Procure boom lift to thoroughly inspect spire
    - Inspect weathervane and repair if needed
    - Repair areas of decayed wood. Balustrade, Trim materials and siding below lantern if needed
    - Inspect roofing materials and flashings. Repair if needed
2. Sanctuary window restoration
    - Remove sashes and secure openings temporarily. Sashes can be removed one opening at a time if desired.
    - Repair damaged wooden muntins, rails, stiles as needed. Remove loose putty and re-putty as needed. Prime and paint.
    - Inspect window jambs and openings for decay or damage and repair as needed
    - If full window operation is desired attach counterweights and ropes
    - Paint interior and exterior
3. Proper operation of all doors
    - Proper egress requires full function of exterior doors
    - Stuck or improperly swinging doors can cause damage to historic materials.
    - Ascertain cause of stuck or improperly operating doors and repair as needed
4. Security and fire suppression
    - Assess and upgrade security systems as needed
    - Assure security systems are monitored and active
    - Design and installation of a fire suppression system is recommended

Additional photos:

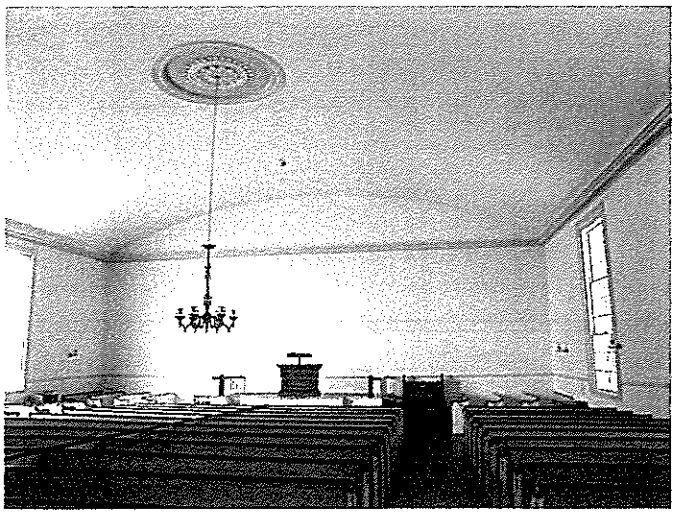


Figure 17 Sanctuary

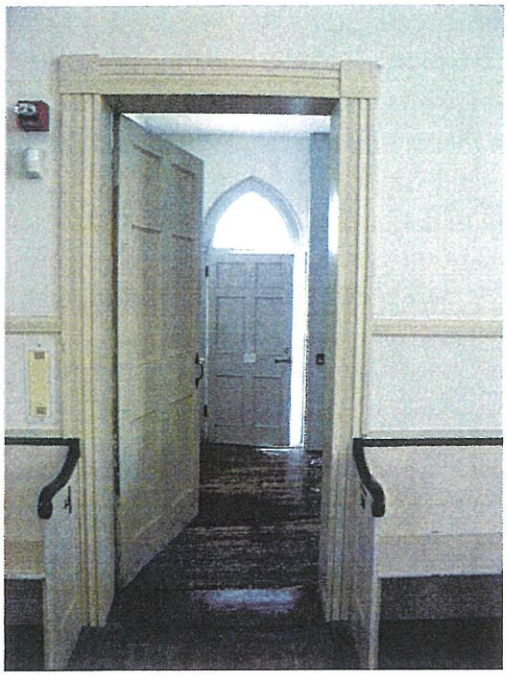


Figure 18 Sanctuary entry

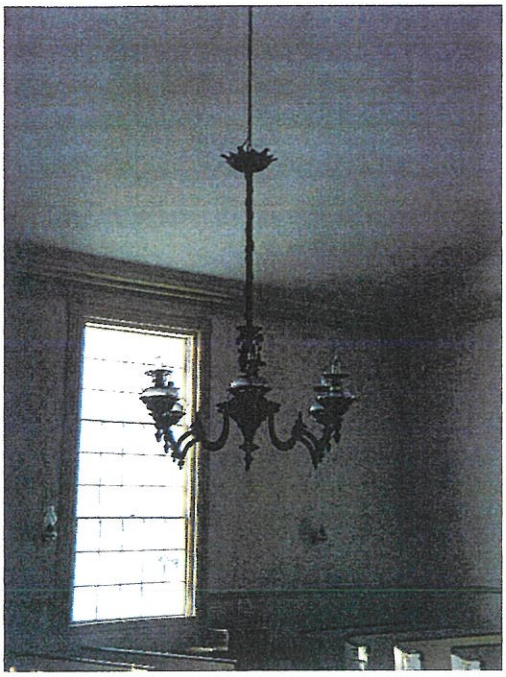


Figure 19 Sanctuary chandelier



Figure 20 Sanctuary window interior showing paint wear from condensation

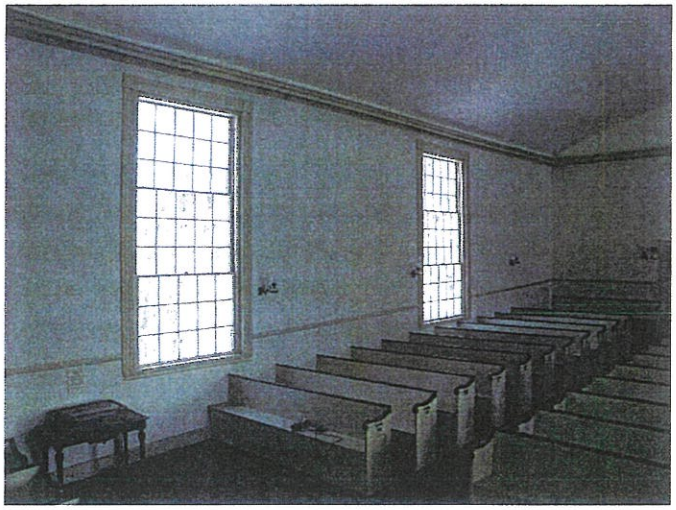


Figure 21 Sanctuary showing windows and pews

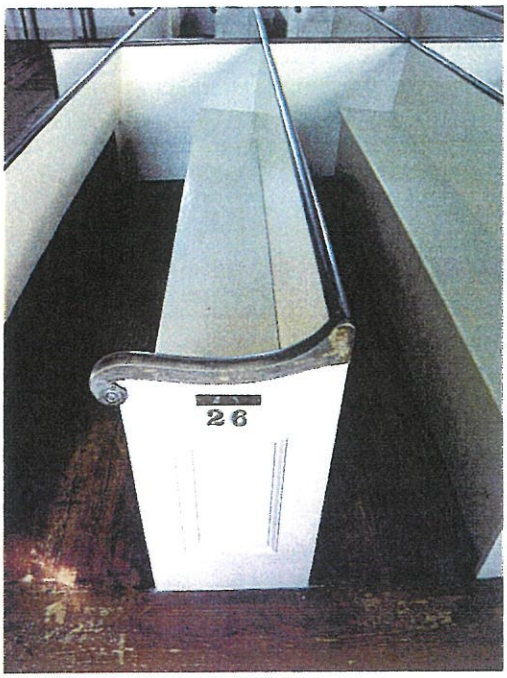


Figure 22 Pew typ. minor wear on finishes



Figure 23 Narthex



Figure 24 Narthex security console and sensor



Figure 25 Unused entry door.

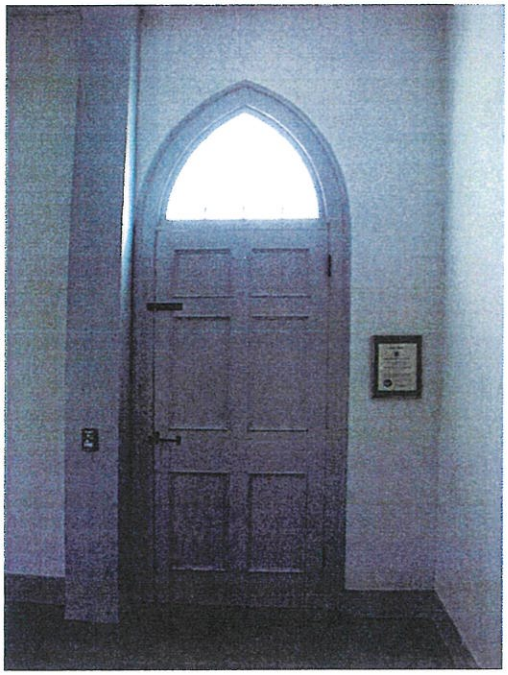


Figure 26 Unused entry door

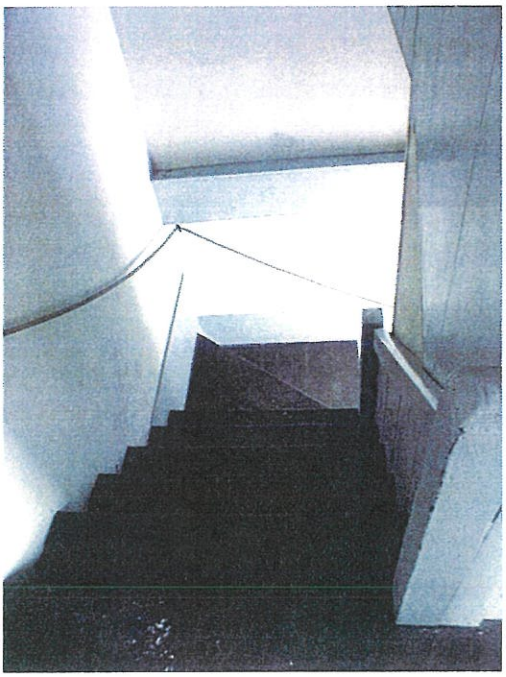


Figure 27 Stairs to office above narthex

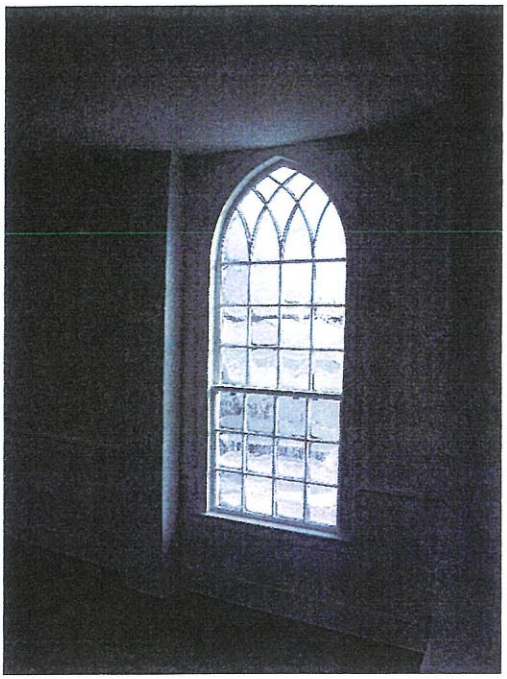


Figure 28 second story window



Figure 29 Broken pane second floor



Figure 30 Water stain on second floor. Inactive leak

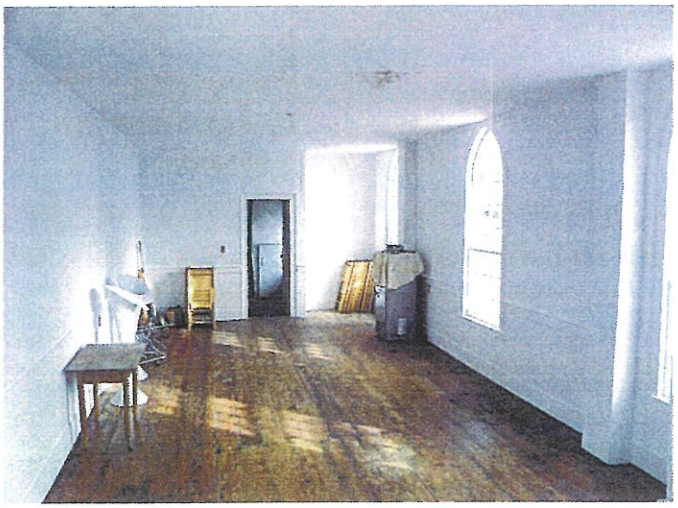


Figure 31 Second floor office

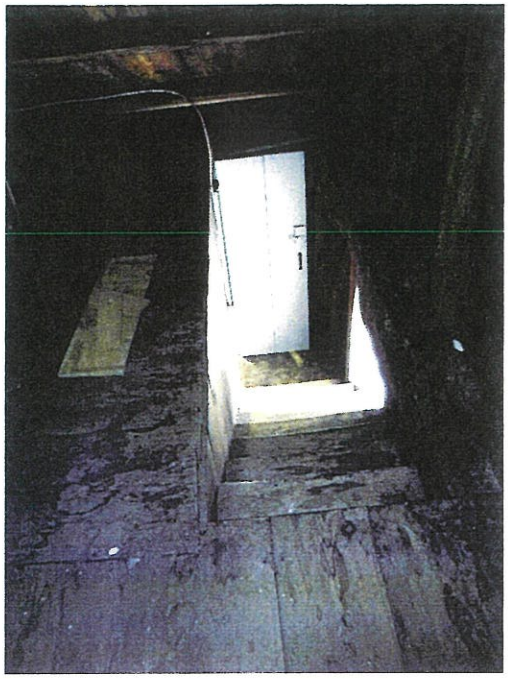


Figure 32 Stair to steeple



Figure 33 Attic electrical and fire sensors



Figure 34 Steeple support penetration



Figure 35 Steeple graffiti



Figure 36 Fire extinguisher in need of inspection

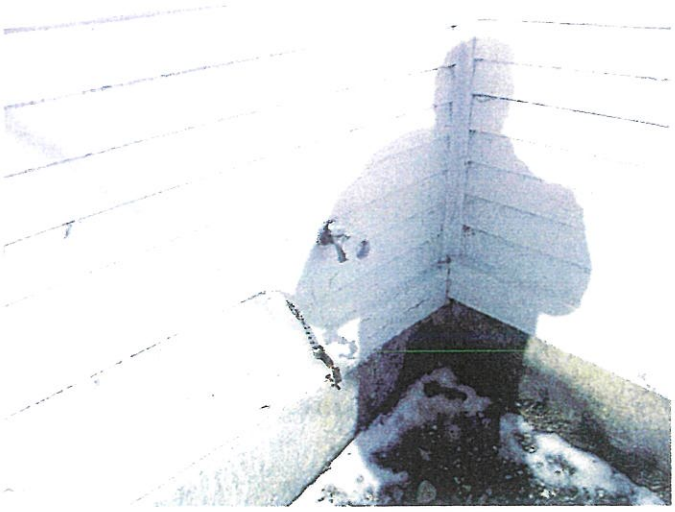


Figure 37 Disconnected ground wire at water spigot



Figure 38 Weathervane at apex of spire

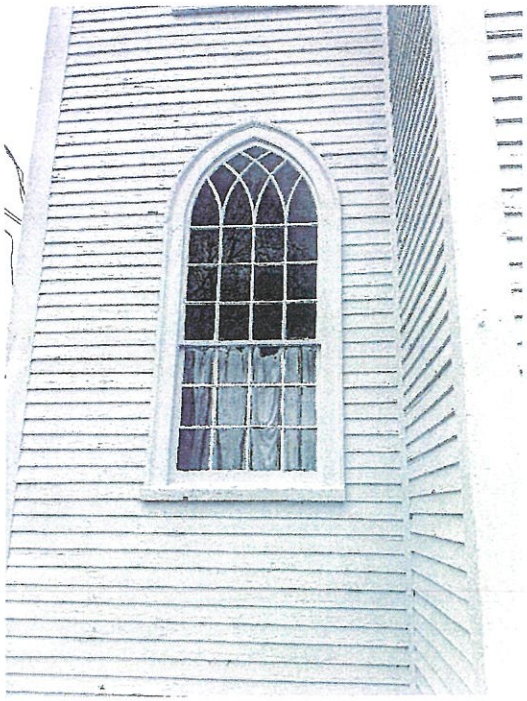


Figure 39 Archtop window

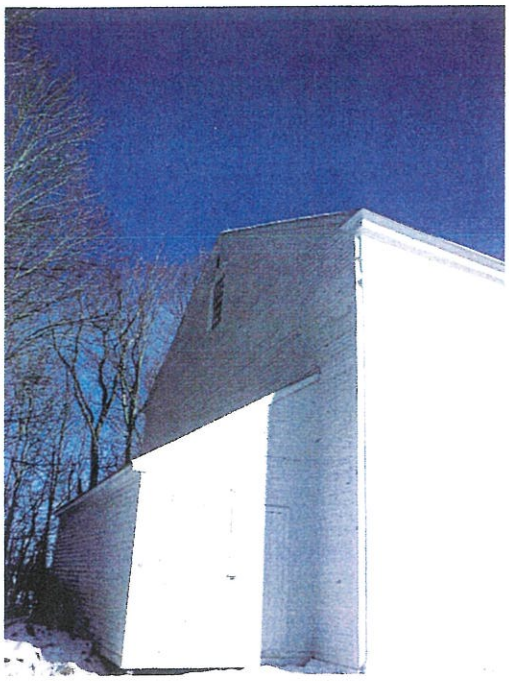


Figure 40 Addition for storage of aluminum access ramps

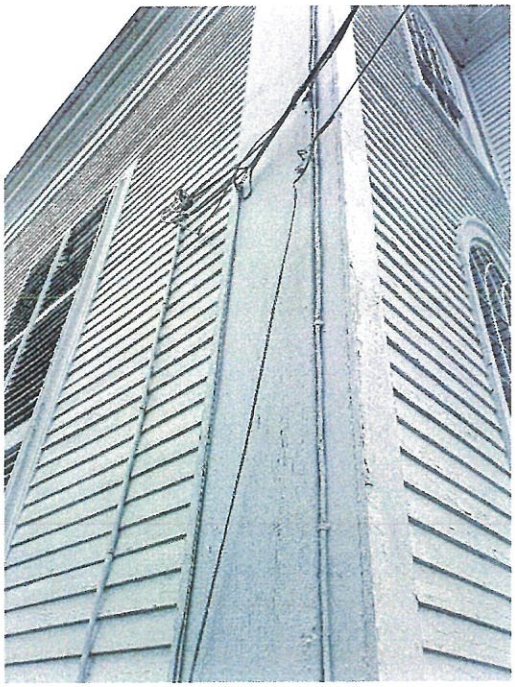


Figure 41 Corner detail with clapboards, louvers, and electrical service



Figure 42 OMH from NE

EXHIBIT II

E FIRE-RESCUE

YARMOUTH FIRE RESCUE



Capital Improvement Plan

2023-2028

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 (5) career staff, fourteen (14) Per Diem staff, twenty (20) on call paid volunteers, and four (4) college live-in students. Emergency responses have exceeded 1361 calls in the last calendar year. In 2006, the department responded to 1043 calls and in 1996 the two departments responded to 820 calls combined.

	Total Calls	Day Staffing	Night Staffing	Volunteers	College Students
Yarmouth	1706	4	1	20	4
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.

Priority Needs

Although not a Capital Improvement Plan item, staffing is the priority, for Yarmouth Fire Rescue. We have seen a quick decline in volunteers and per diem staff in the last two years. There are several reasons for this which include compensation, lack of qualified candidates, and the increase in demands for current members.

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 2022-2023

Replacement of Ambulance 85 **Estimated Cost: $400,000**

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.



ARPA Funding: $280,000 - CIP $120,000

Fiscal Year 2023-2024

This year is a year of annual maintenance equipment to include:

- Protective Equipment
- Radios
- SCBA Breathing Air Bottles

Thermal Imaging Camera **Estimated Cost: $7,500**

This purchase is to replace one of three Thermal Imaging Cameras. The camera will be nine (9) years of age. Technology in the cameras becomes outdated and we have a program that replaces cameras so that this critical piece of equipment is reliable and in service.



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.

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.

We may look at a stock-built truck if we can find one to keep the cost of replacement down a little. Unfortunately, many departments have started doing this and they have become scarce.

I have increased the replacement cost on this by $100,000 due to the inflation and current economic times.

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

Remount Cost: $250,000

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.

We will determine, based on call volume, if this unit can be remounted with a new cab and chassis. This will decrease the cost by using the box on a new cab and chassis.



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 2022-2026

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
2023-2024	7 @ $3500.00 each	$24,500.00
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

Self-Contained Breathing Apparatus Bottles:

In 2018 the department received a grant for new breathing apparatus that also included a new SCBA air bottle per unit. This means that there will be a time period where we will not be purchasing seven bottles annually. I anticipate that this will start to occur in two years.

Annual Requests 2022-2027

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.

Year	Apparatus	Number of Vehicle Radios	Pagers Radios	Total Cost
2023-2024		6 Portables		$7,500
2024-2025	Engine 83	6 Portables	1 Mobile Radio	$9,000
2025-2026		6 Portables		$7,500
2026-2027				
2027-2028	Tower Ladder 83	6 Portables	1 Mobile Radio	$12,250

Capital Improvement Plan Schedule

	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028
Pumper Tanker 83	Scheduled	2045-2046			
Engine 82	Scheduled	2032-2033			
Engine 81		$800,000.00			
Tower 84					$1,400,000
Ambulance 85					
Ambulance 86			$450,000.00		
Thermal Imaging Camera	$7,500.00				
SCBA Bottles	$7,500.00	$7,500.00			
Radio Comm. Equipment	$7,500.00	$9,000.00	$7,500.00		$12,250.00
Protective Clothing	$24,500.00	$24,500.00	$21,900.00	$23,430.00	$25,080.00
	47,000.00	841,000.00	$479,000.00	23,430.00	1,437,330.00

Projected Future Costs:

Tower 84: $1,400,000
Engine 82: Unknown

EXHIBIT II

F TOWN TRUCKS AND EQUIPMENT

EQUIPMENT REPLACEMENT SCHEDULE				5 Year Schedule		
DESCRIPTION OF EQUIPMENT	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28
Highway						
HW 118 GMC 1/2TON EXTRA CAB 4X4					$40,000	
HW 206 INTERNATIONAL DUMP / PLOW GEAR		$195,000				
HW 314 INTERNATIONAL DUMP / PLOW GEAR						$200,000
HW 04A-STETCO CB CLEANER UNIT				$40,000		
HW 416 WESTERN STAR DUMP / PLOW GEAR						
HW 513 INTERNATIONAL DUMP / PLOW GEAR			$200,000			
HW 617 WESTERN STAR DUMP / PLOW GEAR						
HW 702 VOLVO DUMP / STEDCO						
HW 814 F550 DUMP / PLOW GEAR	$125,000					
HW 906 GMC 1-TON TOOL TRK - Rehab in 2020			$65,000			
HW 1020 CAT 930 M LOADER						
HW 1114 F-350 / PLOW		$55,000				
HW 1218 GMC 1/2 TON CREW CAB						
HW 1321 CAT 420 BACKHOE						
HW 1418 ELGIN-PELICAN SWEEPER						
HW1516 TRACKLESS / ATTACHMENTS						
HW 1617 FORD F-350 CREW CAB						
HW 1709 INTERNATIONAL DUMP / PLOW GEAR -SPARE						$200,000
HTC 1800 CROSS CONVEYOR						
HW 1808 TRACKLESS / ATTACHMENTS	$80,000					
HW 1914 FORD F-150 CLUB-CAB 4X4, CAP						
HW 1918 CROWN LIFT-C5 CUSHING						
HW 2005 CHEVY 1 TON / BUCKET					$65,000	
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						
H INTERNATIONAL TRAILER					$10,000	
HW CAM SUPERLINE CEMENT TRAILER				$15,000		
HW T7- TRAILER FOR DIXIE CHOPPER				$3,500		
HW E 4-CULVERT STEAMER						
	$205,000	*$250,000*	*$265,000*	*$58,500*	*$115,000*	*$400,000*
						$217,700

DESCRIPTION OF EQUIPMENT	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28
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				$35,000		
PR 514 JD 1600 MOWER				$60,000		
PR620 COMPACT TRACTOR/LOADER /CAB						
PR 706 JD 1545 SERIES	$45,000					
New Small Zero Turn - addition to fleet	$15,000					
PR 820 JD 1580 ALL TERRAIN						
PR 917 JD TERRAIN CUT /W CAB 1558						
PR 1007 KUBOTA UTV 900		$20,000				
PR 1104 JD GT235 GARDEN TRACTOR						
PRE 1308 BANDIT WOOD CHIPPER						$18,000
PR 1507 GMC 1500 4X4 -Used			$40,000			
PR 1619 2019 RAM CLUBCAB 4x4 - Used					$40,000	
PR 1721 2021 FORD 350 TRANSIT HIGH TOP 4x4						
PR 607 JD 5' BUSH HOG						
P -UTILITY TRAILER					$1,500	
PR 13 DOWNEASTER TRAILER			$5,000			
PR-E 01 LEAF VACUUM- TGV 11			$7,000			
PR-T 02-UTILITY TRAILER					$1,500	

PR-E SKIDOO SCANDICK - ??			$15,000			
PRT6 IDEAL TAG ALONG				$10,000		
4- ce Snowmobile trailer						
P 3 - FLAT DECK EQUIPMENT TRAILER				$15,000		
	$60,000	*$20,000*	*$67,000*	*$160,000*	*$43,000*	*$18,000*
						$61,600

DESCRIPTION OF EQUIPMENT	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28
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 2002	$80,000					
R 403 Enclosed 14' Recycling Trailer						
R 515 DIXIE CHOPPER				$15,000		
R- 1 - 48 YD ROLL-OFF			$8,500			
R- 220 - 50 YD ROLL-OFF			$8,500			
R- 3 - 48 YD ROLL-OFF			$8,500			
R- 4 - 48 YD ROLL-OFF			$8,500			
R- 5 - 48 YD ROLL-OFF				$8,500		
R- 620T - 30 CY TUB				$8,500		
R-10 20 CY ROLL-OFF - Out of service						
R- 115 COMPACTOR 40 YD BOX		$8,500				
R-217 COMPACTOR 40 YD BOX				$8,500		
R- 422 COMPACTOR 45YD BOX						
	$80,000	*$8,500*	*$44,000*	*$40,500*	*$200,000*	*$0*
						$58,600

DESCRIPTION OF EQUIPMENT-sewer	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28
PC 116 KOMATSU LOADER						
PC 213 FORD F-250 / PLOW		$45,000				
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		$10,000				
JD MOWER TRAILER					$3,500	
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				$60,000		
	$5,000	$55,000	$60,000	$120,000	$3,500	$0
						$47,700

DESCRIPTION OF EQUIPMENT	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28
Police						
1-2017 Ford SUV Interceptor AWD K9 Unit - New		$40,000				
2-2018 Ford SUV Interceptor AWD - NO TRADE	$38,000					
3-2017 Ford SUV Interceptor AWD - Pending				$38,000		

4-2020 Ford SUV Interceptor AWD -HYBRID			$38,000			
5-2017Ford SUV Interceptor AWD - HYBRID				$38,000		
6-[illegible]Ford SUV Interceptor AWD -HYBRID - CHIEF						$38,000
7-[illegible]Ford Taurus (DETECTIVE)	$38,000					
8-2018 GMC SIERRA (HARBOR MASTER)						
	$76,000	$40,000	$38,000	$76,000	$0	$38,000
						$38,400

EXHIBIT II

G REVALUATION

RESERVED FOR FUTURE SUBMITTAL

EXHIBIT II

H WASTEWATER

RESERVED FOR FUTURE SUBMITTAL FROM LAZY STEVE AND CHRIS

EXHIBIT II

I COUSINS ISLAND DOCK (WHARF ROAD)

RESERVED FOR FUTURE SUBMITTALS

EXHIBIT II

J PARKS AND PLAYGROUNDS

YARMOUTH COMMUNITY SERVICES

200 Main Street
Yarmouth, ME 04096

www.yarmouthcommunityservices.org

MEMO

TO: Nat Tupper, Town Manager
FROM: Karyn MacNeill, Director Yarmouth Community Services
DATE: September 1, 2022
RE: Parks & Playgrounds CIP Budget 2024-2028

The Town of Yarmouth provides essential and vital services and facilities to all of Yarmouth's residents and guests through its Parks and Playgrounds CIP. Just this past March, Yarmouth was recognized for Riverfront Woods Preserve and its commitment to building Universally Accessible (ADA-like specifications for trails and parks) pathways, boardwalks, bridges, and resting spots.

In this document, facility needs and wants are identified. We pull this document together by acknowledging the lifespan of current facilities as well as assessing opportunities to improve accessibility, continue proper maintenance, and implement safety standards throughout our parks, facilities, and open spaces. To design and implement this plan, **we consider projects on a facility's usage, age, injury and liability prevention, and internal analyzes.**

In addition to the safety and maintenance needs, the community's desires are considered. Impacts and remnants of COVID-19 show our residents want safe, social opportunities, spaces to improve mental and physical health, and destinations to be outdoors. Yarmouth's parks and open spaces provide a place to reconnect – with our neighbors, with our own families, and with our sanity. Increases in the users at our Town's open spaces, whether it be at community events, playing at fields, hiking in trails, relaxing at parks, going to the beach, boating, swimming, and more, create additional maintenance needs at each of the facilities.

To help support our community's growth, Yarmouth's parks and open spaces are also great destinations to enhance economic development:

- Visitors walk dogs in our parks and purchase coffee, breakfasts, and lunches in our restaurants with outdoor seating and to-go options.
- Residents take their guests to our parks to enjoy their family picnics and stop for ice cream or the desirable Main Street milkshake. (Sidenote: if you haven't had one, don't miss out!)
- The river is proving attractive with YCS canoe rentals, the reopened fishways, dam removal conversations, and an opportunity to swim or fish in various spots.
- Pickleball is drawing in regional players who then stay to enjoy a post-game dinner and beverage at the local restaurants and establishments.
- Outdoor enthusiasts buy gas, plug in, and grab a water before discovering the numerous, easy-to-walk and bike trails scattered all throughout the town.
- Financial contributions and volunteer partnerships are formed with in-town and regional groups because they see the benefits and high use of our paved pathways, convenient bike-able spaces, and lovely vistas.
- Throughout four seasons, children and their loved ones (adults) come from neighboring towns to spend hours at our playgrounds because they are well-kept, provide shade, picnic tables, and restrooms, and hopefully will soon enable wheelchairs and mobility devices to move within the play areas.

- By hosting regional and inter-county youth cross-country meets in Royal River Park, local and visiting families are grabbing a pizza, sandwich, or pasta dish on their way home or even staying for an easier, no-hassle dinner.

The Town of Yarmouth, through its Town Council, can effectively support Yarmouth's 2019 Open Space Plan (OSP) through the Parks & Playgrounds CIP. Within the OSP's Summary of Recommendations, the following related strategies include: *increasing attention on maintenance and amenities and increasing public access to the Royal River.* These strategies are applied in this CIP planning process.

Like our Town Council, the Yarmouth Parks, Recreation & Community Services team truly cares about the future and sustainability of parks and recreation within Yarmouth and will continue to strive for not only providing excellence now, but to create and leave lasting legacies for our community and guests alike for many years to come.

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.
  - FY2025: $11,000 – Spear Farm Estuary Preserve has a future need for updated/maintained boardwalks.
  - 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**
  - FY2024: $15,000 – Permitting through DEP and wetland delineation surveys are required before creating trails in Sweetsir Farm Preserve and Sligo Road.
  - FY2025: $10,000 – Sligo Road trails creation
  - FY2025: $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.
  - FY2026: $10,000 – the age of the current firepit, picnic shelter and building at Camp SOCI will be soon needing 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: $18,000 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 25 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.
      - Approximately half of this amount is spent in contracted services each year before our full-time Parks Specialist was added. This position now oversees the work on our trails. By leading volunteers to help with maintenance this appropriation can go further to rebuild and repair trails instead of contracting as much of the work.
      - Many of our open spaces need similar improvements at each location. With purchase price of materials decreasing when combining related projects, we

will be able to maximize the impact by purchasing materials (gravel, piping, cedar planks, etc) in bulk and working at these sites.

- Important improvements at parcels include replacing aging boardwalks, creating new boardwalks, additional signage, and improving footpaths. Open space properties see variable amounts of use, but have important features that require improvement and enhancement for safety and maintenance.

- **Accessibility in our Parks, $5,000 annually in FY2026 and beyond to contribute to creating 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 as we provide in our Town buildings.

- **Tennis Courts / Pickleball Courts**
  - FY2024: $175,000 - YES/HMS Court replacement includes pricing for fencing, tree cutting, and full replacement and painting of the surfacing of the courts.
  - FY2025: $175,000 – Rowe School Court replacement includes pricing for fencing, tree cutting, 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).
    - Both locations should be renovated, and if the LWCF grant comes through, the courts at Rowe School will be completed. If the grant does not come through, we will need to consider how to fund both sets of courts in the upcoming years.

- **Tennis Courts / Pickleball Courts**
  - FY2027: $15,000 - YHS Courts, renovated in 2018-2019 will require
    - 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 and does not include the pricing in case overlays or amenity replacements (like net posts or fencing) are required.

- **North Road Playground**
  - FY2024: $10,000 – 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.

- FY2025: $45,000 - 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.
- FY2028: $100,000 – It is necessary to budget for updates and expired warranties on playground pieces installed back in 2004 (24 years later). More frequently we are unable to replace parts or segments to maintain usability and safety, due to manufacturer changes to playground designs.

- **Irrigation at Winslow Fields**
  - FY2025: $45,000 – Winslow Fields
  - FY2026: $40,000 – 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 fall and can barely recover come spring due to dry conditions on the fields and the inability to water the field consistently in the fall season – 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: $20,000
  - FY2025 and FY2026: $10,000 each
  - The Parks and Lands Committee is working to finalize 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. An RFP process will be followed.
  - $60K allows for a schedule of signs to be completed throughout town.
  - At this time, the sign project is paused due to the rebranding and marketing efforts for Yarmouth, but we are ready to go once fonts, colors, and any additional logos are finalized.
  - Many of the signs are rotting and tipping over and fading. Replacing them in current standards would be wasteful, but the PLC is ready to jump back on a final design once other standards are set.

EXHIBIT II

K PROPERTY ACQUISTIONS

RESERVED FOR FUTURE SUBMITTALS

EXHIBIT II

L HARBOR AND WATERFRONT

RESERVED FOR FUTURE SUBMITTALS

2021 SUBMITTAL INCLUDED FOR REFERENCE

2022-2027 Harbor & Waterfront CIP

TOWN LANDING – OLD SHIPYARD ROAD:

Commercial dock gear float replacement

Gear float is rotted from bottom to top. It is used to hold traps and supplies for commercial users. Individuals have fallen through the dock in two places within the last year. During removal of the float at the end of last season, it broke apart in several places, further contributing to its structural instability.

- Estimated cost $15,000
- Required immediately

Paving of Town Landing

The road and parking area at the Town Landing are showing significant wear between the users and the wintertime snow dump/dump truck traffic. The parking area is well used during summer months and often requires parking overflow vehicles along Old Shipyard Rd. Paving would allow for parking space striping to better organize the current area and provide more parking for users with the current space.

- Parking lot: overlay current pavement
  - Estimated cost: $17,000
- Pave gravel area along waterfront/picnic area
  - Estimated cost: $30,000
- Pave hill leaving parking area
  - Estimated cost: $8,000
- Recommend completing by 2022

Replacement of concrete boat ramp blocking

The current ramp needs replacement. The concrete blocks are held together by metal clips which have let go. The blocks are starting to separate, significant chipping and structural rebar are showing. This could damage users trailers and will continue to get worse with the heavy use and winter ice. The ramp is 25-30 years old and has had temporary repairs down for the last 6 years to get us by until replacement.

- Estimated cost private contractor: $75,000
- Recommend completing by 2022

Striping parking lot

To keep an organized and smooth operation, striping is need. Additionally, custom stencils will direct users on the facility's operations.

- Estimated cost: $600 for stencil
- Labor covered under Highway Dept.
- Recommend for 2022 season

Town Owned Pony Dock

The town has approved and applied for a new permit for floating stationary docks (Pony Docks) in the Royal River mooring field. We would like to assign one of the new dock locations to the town. This would help with overflow boats that need to be tight up for an extended period. Currently any boats that have been broken down or need to be at the dock overnight take up space on the main float which creates space issues.

- Estimated Cost: $15,000
- Recommended: 2022

Main Recreational Dock

We would like to add two docks to the mid-section of the recreational dock that extends down the side of the boat ramp. With the current silting in of mud around the docks we are losing space which has made it tough or unpassable to get around the back side of the dock at low tide. Adding to docks in the middle would push the end floats out 40ft allowing us to get into deeper water around the dock at low tide. This would also give more dock space for users on busy days. This is the most used dock we have, and space is an issue. The extension has already been added to our permit so no additional planning costs would be needed.

- Estimated cost: $12,000 per float $24,000 total
- Recommended as soon as possible

Storage Container

With the additional dinghies, skiff and supplies needed to operate we need more storage space. Currently we have been sharing with the police department at the transfer station, but space is becoming maxed out with the additional speed trailers and need for winter storage. To properly house the town equipment for the winter months and keep everything secure we would like a storage container for the back lot at the town landing to keep everything on site.

- Estimated cost: $8,000
- Recommended: 2022

Extend parking area at the Town Landing

This additional area will provide single vehicle parking. This will open other parts of the current lot for trailer-only parking to meet the current need. With the completion on the new Harbor Master building, we have identified space behind the building on the hill for additional parking that is needed.

- Sections of culvert, gravel and reclaim: $13,000
- Recommend completing by 2023

Floating Dinghy Racks

In an effort to save space on the dock, we would like to add a dinghy rack on the dock. We have the float space but would need to build the racks. To save on weight and seeing what has worked in the Town of Freeport, an aluminum rack would be best. Dinghies would be stored on their sides, so they do not fill up with water. This would also solve the problems of swamped dinghies on the dock.

- Estimated cost: $3,500
- Recommended: 2023

Commercial docks decking replacement

Planks are weathered and old and need replacement due to age and commercial use.

- Estimated materials cost: $7,000
- Recommend completing by 2024

Kayak Launch

We are seeing an increase in paddle craft users. To safely and more efficiently allow users to gain access, we would like to put in a kayak launch. This is a platform that is installed at the end of a dock that allows users to put their kayak into to hold the kayak stable while they get into it. With the height of the docks and the steep ramp, we have had issues with kayakers safely loading and unloading from the town landing.

- Estimated cost: $2,000

- Discretionary

Additional picnic tables and benches
The Town Landing has become a frequent spot for people to gather and have lunch during the day. The facility green space allows for more use but could use more seating.

- Estimated cost: $1,500
- Discretionary

LITTLE JOHN/ WHARF RD DOCKS

Additional one float to Little John and Wharf Road
Currently we have a single dock/float at each location. The docks have more dinghies tied to them than space available. The access ramp also takes up a quarter of the dock's usable space leaving a small area for the commercial and recreational use it receives.

- Estimated cost: $15,000 per float. Total: $30,000
- Recommended by 2023

Pilings to hold dock at Wharf Rd.
The current dock experiences significant shifting with the tide and weather, while the ramp is in a fixed position. This causes consistent damage to the ramp and dock, as well as creates an unsafe access point for users. This location gets the worst weather during tropical storms and has been close to breaking loose a few times in the past several years. The CTC dock has pilings and operates properly in the same the location. The upfront cost of pilings will be mitigated by long-term savings on chain and mooring replacements.

- Estimated cost: $12,000
- Recommend completing by 2023 (prior to replacing chains)

Extending Wharf at Little John Pier
When the wharf was refurbished many years ago, it was on rebuilt on half of the existing cribbing. Extending the wharf would help the commercial use that has maxed out the current space and would allow for more recreational use in the summer, which has become a destination for residents. The work would include extending the stairway from the stone cribbing which currently has a stone set of stairs leading from the water's edge and would lead to the top of the new extended wharf.

- Estimated cost: $30,000
- Recommended completing by 2025

MADELEINE POINT

Madeleine Point usage has grown immensely. Current use has far surpassed what the facility was built to accommodate and has become unsafe at times. It has developed into one of the most popular recreational locations for residents who use the beach, launch kayaks and swim from the docks. This is in addition to Madeleine Point serving as Yarmouth's largest residential mooring access. Parking is now a major issue, generating a significant number of complaints from residents and over 100 parking tickets this year.

Additional 5 floats at Madeleine Point

- Estimated cost installed with hardware, chain, and moorings: $90,000

Additional 30 parking spaces at Madeleine Point on FPL property
Parking would allow for an additional sixty moorings. Revenue from additional mooring fees would be $10,000 per year.

- Remove trees, bring in gravel and grade lot
  - Estimated cost: $40,000

Additional Walker Bay dinghies
With increased usage, there are complaints of no available dinghies and additional wear and tear on current dinghies.

- Estimated cost: $1,500 each. Total: $3,000
- Upgrades should be made as soon as possible

Power and Lighting
Currently we have no power or lighting at the Madeleine Point Location. With the increased use after hours, lighting is something that needs to be installed. We would look to install a meter and low-profile lighting on the walkway down the pier and a light to shine down on the dock.

- Estimated Cost $6,000
- Recommended: 2023

HARBOR MASTER OFFICE BUILDING

Flagpole
In addition to the new building, we would like to add a flagpole to the waterfront area in front of the new building.

- Estimated Costs
  - Flagpole $4,600
  - Shipping $500
  - Install $700
  - Total: $5,800
- Recommended: 2022

Center Steps at Entrance
The new building came in right on budget and did not allow for any variances. Center steps to the main entrance would improve function. On rainy days and in the winter with snow and ice the side entrances can make access tough or impossible to get to the front entrance.

- Estimated Cost: $10,000
- Recommended: 2024

EQUIPMENT

Marine Patrol Skiff
The Marine Patrol Skiff is currently a Boston Whaler which we would like to replace with a 12ft Rubber Inflatable boat. The new boat would be lighter and better to get into shallow tight areas on our rocky muddle flat coastline in Yarmouth. It would be more stable and able to take more weight safely. The motor we have would not need to be replaced and can be transferred to the new boat.

- Estimated Cost: 5,000
- Recommended Replacement: 2023

Marine Patrol Boat replacement options

The boat is now six years old and has nearly 800 hours. The service history shows some significant failures and concern for longevity. Currently, we do not have a replacement plan in place. I would recommend setting aside funds annually to prepare for this expenditure. In considering options, it should be noted that the boat is expected to operate in emergency conditions and is used throughout 2/3rds of the year, including inclement weather. A vessel with an enclosed console would mitigate exposure issues.

- Currently a 2014 Pacific 21ft aluminum boat with a Honda outboard 225hp
- Recommend $10,000 a year be set aside for new boat
- New Maritime Skiff 25ft enclosed console with dual 150hp outboard motors and updated electronics
    - Estimated cost: $150,000
    - Estimated trade-in value of current boat: $45,000
- Replace current motor with dual 115hp motors, updated electronic and cabin enclosure
    - Estimated cost: $50,000
- Welded hard sliding doors for current MPO boat
    - Estimated cost $7,000
- Replacement of boat or motor recommended by 2024

Marine Patrol Truck

The anticipated replacement year for the MPO truck is 2025. Keeping the current MPO truck versus trading it in at the time of replacement would allow the Assistant Harbor Master to patrol all waterfront parking areas versus limiting the position to the Town Landing. Keeping the current electronics including computer, emergency lights, and radio would provide necessary safety and access to information including registrations and mooring information.

- Currently 2018 GMC 1500 Extended Cab Pickup
    - Estimated replacement year: 2025
    - Estimated cost: $40,000 plus $12,000 in electronics – emergency lights, siren, radio, and computer mount. (Option would be to keep the 2018 GMC for Assistant HM/ Park Ranger position.)
- Truck replacement by 2025

ADDITIONAL MAINTENANCE EXPENSES

Gravel, paving patch work and replacement pavers

To maintain parking lot access at the Town Landing, Madeleine Point, Little John ramp to wharf and Old Town Landing boat ramp.

- Estimated yearly cost of upkeep: $5,000

HARBOR & WATERFRONT REVENUE 2020-2021

Source	Revenue
Moorings	$60,147
Launch Fees	$18,485
Season Launch Passes	$17,515
Parking Tickets	$1,475
Total	**$97,622**

EXHIBIT II

M UNEMPLOYMENT COMPENSATION

RESERVED FOR FUTURE SUBMITTALS

EXHIBIT II

N MERRILL MEMORIAL LIBRARY

OVERDUE 5¢

RESERVED FOR FUTURE SUBMITTALS

EXHIBIT II

O SOLID WASTE AND RECYCLING

RESERVED FOR FUTURE SUBMITTALS WITH PAYT UPDATED

CONSIDER SEGREGATED FUND FOR LANDFILL CLOSURE

EXHIBIT II

P(1) TOWN BUILDINGS

P(2) TOWN BRIDGES

Steven S. Johnson, P.E., LEED AP, Town Engineer
E-Mail: sjohnson@yarmouth.me.us
Tel: 207-846-2401
Fax: 207-846-2438

TOWN OF YARMOUTH

INTERNAL MEMORANDUM

TO: **Nat Tupper, Town Manager**

FROM: **Steven Johnson, P.E., Town Engineer**

DATE: **August 17, 2022**

RE: **Town Building CIP Needs**

Unfortunately, as you know, I still 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 I 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.

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 comfortable that our buildings will easily weather the status quo for a few years while we develop a formal CIP plan.

With that said, I recommend that the following CIP projects be considered for the FY '24 budget cycle:

Town Hall: The exterior of the Town Hall expansion is showing its age and needs painting. The building exterior has not been painted since the last renovation in 2003. I anticipate that in FY '23 the original or 'old" section of the building will received exterior paint and I recommend that the new section be completed in FY '24.

- FY '24 Town Hall Expansion Exterior Paint ($15,000)

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 '28 a funding request for a substantial reconstruction project that will provide the needed long-term solution. However, in the short term the area does need some immediate work to ensure an adequate level of service until the final repair is funded. This work will likely include limited milling, patching and a thin overlay to restore ride quality and drainage for the interim I recommend that the interim work be complete in FY '24.

- FY '24 Town Hall Rear Parking Lot Interim Repair ($8,000)

Cousin's Island Community House: The Town also owns a small single-story building at 422 Cousin's Street on Cousin's Island that see 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. I recommend that this work be commissioned in FY '24 at an estimated cost of $110,000.

- FY '24 Install new building foundation ($110,000)

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)

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

Steven S. Johnson, P.E., LEED AP, Town Engineer
E-Mail: sjohnson@yarmouth.me.us
Tel: 207-846-2401
Fax: 207-846-2438

TOWN OF YARMOUTH

INTERNAL MEMORANDUM

TO: **Nat Tupper, Town Manager**

FROM: **Steven Johnson, P.E., Town Engineer**

DATE: **August 18, 2022**

RE: **Town Owned Bridge CIP**

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 Morsky 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 '22 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.

It is critical that the Town perform both periodic scheduled maintenance and capital programming for our bridges. I continue to strongly recommend that the Council create and fund 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 '24:

BC-1 Dahlgren Bridge: The Dahlgren Bridge is a 67-foot timber structure constructed in 1997 that carries the Beth Condon Path over a drainage way adjacent to Maine Paint on Route 1. The latest inspection discovered severe erosion adjacent to the southerly abutment that requires timely repair. The repair work is estimated to be $10,000 and it is recommended that this amount be programmed in the FY '24 budget.

- FY '24: Erosion repair work ($10,000).

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.

- FY'24: Construction and construction engineering funding ($60,000 TIF)

#338 Hodson Bridge (at East Elm Street sluice): The Hodson Bridge is located on East Elm Street, (just south of the MDOT Bridge), and spans the sluiceway for vehicular traffic. The bridge is a 16-foot-long concrete span constructed in 1930 and in fairly good shape, although the curb and guardrail require significant capital work. Additionally, BDC recommends that the bridge's load capacity be determined given the fact that as-built drawings are unavailable. It is recommended that $35,000 be programmed in FY '24 to perform the capital upgrade work to the curbs and guardrail

- FY '24: Construction services to address curb and guardrail deficiencies ($35,000).

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'24: 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.

Bridge Inspection Program: Bridge maintenance requires ongoing inspection to ensure the condition of each bridge is properly tracked and that no drastic changes or damage has occurred that will jeopardize the safety of the bridge and public. The last inspection occurred in 2021 and it is recommended all bridges be inspected every two (2) years. It is recommended that $22,000 be programmed for FY 24 for this critical work.

- FY'24: Bridge Inspection services $22,000

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 12, 2021, and at that time the bridge 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 2022.

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.

I have updated this cost estimate using a CPI-U index of 8% to program the replacement cost in **FY '25** which is now estimated to be $915,000. 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 $78,000 in FY '24 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 see 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
	Pedestrian Bridges					
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
	Vehicle Bridges					
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



Dahlgren Bridge: View of erosion adjacent to the southerly abutment.



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



#338 Hodson Bridge: Note spalling at guardrail connections

Highway Bridge Inspection Report

BR# 3416

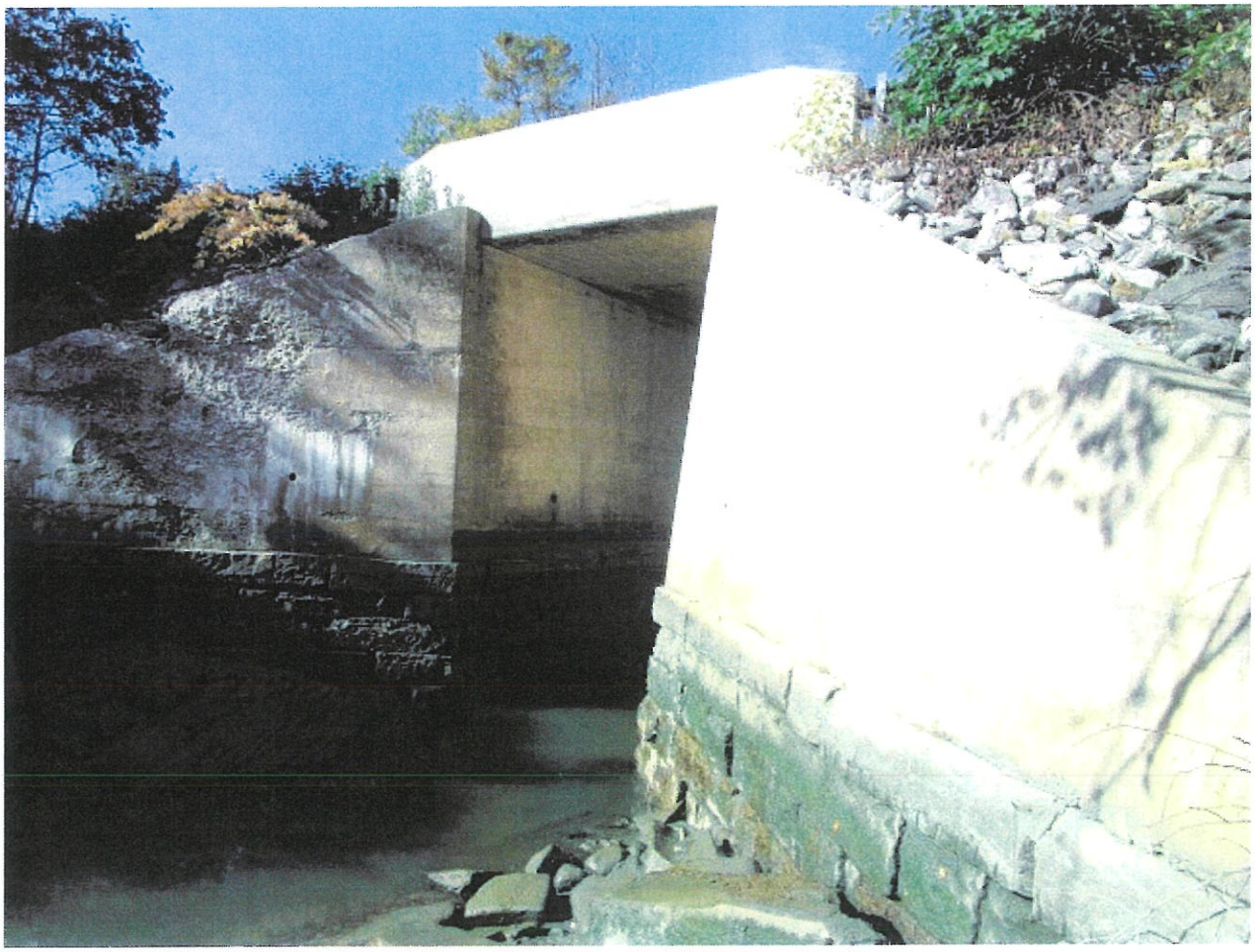
DAVIS LANDING

E MAIN ST

Over

PRATT BRK

Town:
Yarmouth



Inspection Date: 10/12/2021

Inspected By: Stevens,John

Inspection Type(s): Routine

National Bridge Inventory

Status: 1 - SD Bridge Name: **DAVIS LANDING** Sufficiency Rating: 22.3

Inspections

(90) INSPECTION DATE & (91) DESIGNATED INSPECTION FREQUENCY		12	10/12/2021
(92) CRITICAL FEATURE INSPECTION & (93) CFI DATE			
(92A) FRACTURE CRITICAL DETAIL	N		
(92B) UNDERWATER INSPECTION	Y	60	07/31/2018
(92C) OTHER SPECIAL INSPECTION	N		

Identification

(1) STATE CODE	231 - Maine
(8) STRUCTURE NUMBER	3416
(5) INVENTORY ROUTE	
(5A) RECORD TYPE	1: Route carried "on" the structure
(5B) ROUTE SIGNING PREFIX	5 - CITY STREET
(5C) DESIGNATED LEVEL OF SERVICE	0 - None
(5) INVENTORY ROUTE	0
(5) INVENTORY ROUTE	0 - NOT APPLICABLE
(2) HIGHWAY AGENCY DISTRICT	01 - Southern
(3) COUNTY CODE	005 Cumberland
(4) PLACE CODE	87845
(6) FEATURES INTERSECTED	PRATT BRK
(7) FACILITY CARRIED	E MAIN ST
(9) LOCATION	MI NE JCT US 1
(11) MILEPOINT	0.310
(12) BASE HIGHWAY NETWORK	Inventory Route is not on the Base Network
(13) LRS INVENTORY ROUTE, SUBROUTE	
(13A) LRS INVENTORY ROUTE	0000500390
(13B) SUBROUTE NUMBER	00
(16) LATITUDE	43.82121
(17) LONGITUDE	-70.16129
(98A) BORDER BRIDGE CODE	
(98B) PERCENT RESPONSIBILITY	0
(99) BORDER BRIDGE STRUCT NO.	n/a

Structure Type and Material

(43) STRUCTURE TYPE, MAIN	
(43A) KIND OF MATERIAL/DESIGN	1 - Concrete
(43B) TYPE OF DESIGN/CONSTR	01 - Slab
(44) STRUCTURE TYPE, APPROACH SPANS	
(44A) KIND OF MATERIAL/DESIGN	0 - Other
(44B) TYPE OF DESIGN/CONSTRUCTION	00 - Other
(45) NUMBER OF SPANS IN MAIN UNIT	1
(46) NUMBER OF APPROACH SPANS	0
(107) DECK STRUCTURE TYPE	1 - Concrete Cast-in-Place
(108) WEARING SURFACE/PROTECTIVE SYSTEMS	
(108A) WEARING SURFACE	6 - Bituminous
(108B) DECK MEMBRANE	0 - None
(108C) DECK PROTECTION	0 - None

Age of Service

(27) YEAR BUILT	1936
(106) YEAR RECONSTRUCTED	
(42) TYPE OF SERVICE	
(42A) TYPE OF SERVICE ON BRIDGE	1 - Highway
(42B) TYPE OF SERVICE UNDER BRIDGE	5 - Waterway
(28) LANES	
(28A) LANES ON THE STRUCTURE	02
(28B) LANES UNDER THE STRUCTURE	00
(29) AVERAGE DAILY TRAFFIC	1635
(30) YEAR OF AVERAGE DAILY TRAFFIC	2016
(109) AVERAGE DAILY TRUCK TRAFFIC	5
(19) BYPASS DETOUR LENGTH	3

Geometric Data

(48) LENGTH OF MAXIMUM SPAN (ft.)	

	15.0
(49) STRUCTURE LENGTH (ft.)	18.8
(50) CURB/SIDEWALK WIDTHS	
(50A) LEFT CURB SIDEWALK (ft.)	0.3
(50B) RIGHT CURB SIDEWALK (ft.)	0.3
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)	22.1
(52) DECK WIDTH, OUT-TO-OUT (ft.)	25.1
(32) APPROACH ROADWAY WIDTH (ft.)	22.0
(33) BRIDGE MEDIAN	0 - No median
(34) SKEW (deg.)	0
(35) STRUCTURE FLARED	0 - No flare
(10) INV RTE, MIN VERT CLEARANCE (ft.)	328.05
(47) TOTAL HORIZONTAL CLEARANCE (ft.)	22.0
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)	327.76
(54) MIN VERTICAL UNDERCLEARANCE	
(54A) REFERENCE FEATURE	N - Feature not a highway or railroad
(54B) MIN VERTICAL UNDERCLEARENCE (ft.)	0
(55) MIN LATERAL UNDER CLEARANCE RIGHT	
(55A) REFERENCE FEATURE	N - Feature not a highway or railroad
(55B) MIN LATERAL UNDER CLEARANCE RIGHT (ft.)	327.76
(56) MIN LATERAL UNDER CLEARANCE (ft.)	99.9

Classification

(112) NBIS BRIDGE LENGTH	No
(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0 - Structure/Route is NOT on NHS
(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	19 - Urban - Local
(100) STRAHNET HIGHWAY DESIGNATION	Not a STRAHNET route
(101) PARALLEL STRUCTURE DESIGNATION	N - No parallel structure
(102) DIRECTION OF TRAFFIC	2-way traffic
(103) TEMP STRUCTURE	
(105) FEDERAL LANDS HIGHWAYS	Not Applicable
(110) DESIGNATED NATIONAL NETWORK	Inventory route not on network
(20) TOLL	3 - On Free Road
(21) MAINTENANCE RESPONSIBILITY	03 - Town or Township Highway Agency
(22) OWNER	03 - Town or Township Highway Agency
(37) HISTORICAL SIGNIFICANCE	5 - Not eligible

Condition

(58) DECK	5 - Fair Condition (minor section loss)
(59) SUPERSTRUCTURE	5 - Fair Condition (minor section loss)
(60) SUBSTRUCTURE	3 - Serious Condition (primary structure affected)
(61) CHANNEL & CHANNEL PROTECTION	6 - Bank slump, widespread minor damage
(62) CULVERT	N - Not Applicable

Load Rating and Posting

(31) DESIGN LOAD	2 - H 15
(63) METHOD USED TO DETERMINE OPERATING RATING	2 - Allowable Stress (AS)
(64) OPERATING RATING	39
(65) METHOD USED TO DETERMINE INVENTORY RATING	2 - Allowable Stress (AS)
(66) INVENTORY RATING	24.5
(70) BRIDGE POSTING	5 - Equal to or above legal loads
(41) STRUCTURE OPEN/POSTED/CLOSED	A - Open

Appraisal

(67) STRUCTURAL EVALUATION	3
(68) DECK GEOMETRY	3
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(71) WATERWAY ADEQUACY	8 - Bridge Above Approaches
(72) APPROACH ROADWAY ALIGNMENT	6 - Equal to present minimum criteria
(36) TRAFFIC SAFETY FEATURE	
36A) BRIDGE RAILINGS:	1 - Meets acceptable standards
36B) TRANSITIONS:	0 - Does not meet acceptable standards/safety feature is required
36C) APPROACH GUARDRAIL	0 - Does not meet acceptable standards/safety feature is required
36D) APPROACH GUARDRAIL ENDS	0 - Does not meet acceptable standards/safety feature is required
(113) SCOUR CRITICAL BRIDGES	8 - Stable for scour conditions

Proposed Improvements

(75) TYPE OF WORK	

(75A) TYPE OF WORK PROPOSED	
(75B) WORK DONE BY	
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)	
(94) BRIDGE IMPROVEMENT COST (SK)	
(95) ROADWAY IMPROVEMENT COST (SK)	
(96) TOTAL PROJECT COST	
(97) YEAR OF IMPROVEMENT COST ESTIMATE	
(114) FUTURE ADT	2453
(115) YEAR OF FUTURE ADT	2036

Navigation Data

(38) NAVIGATION CONTROL	0 - No navigation control on waterway (bridge permit not required)
(111) PIER OR ABUTMENT PROTECTION	
(39) NAV VERT CLEARANCE	0
(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE	0
(40) NAV HORIZONTAL CLEARANCE	0

Inspection Notes

Structure Number: 3416 Town: Yarmouth

Structure Name: DAVIS LANDING

Structure Notes

1936 Simple span structural concrete slab on concrete capped, dry laid, cut stone masonry abutments and wingwalls.

Wearing Surface

Bituminous wearing surface has a moderate longitudinal crack the length of the deck on the center line.
There are moderate full length transverse cracks at both deck ends in the bituminous wearing surface.
There is a 6ft. X 10ft. patch in the north bound approach that goes over the onto the south deck end.

Deck **NBI Item 58:** 5

There are scattered hairline cracks in the down stream concrete bridge rail.
Both concrete bridge rails have minor spalling from plow damage.

Superstructure **NBI Item 59:** 5

Underside of the deck has staining and map cracking throughout.
There is spalling on both the up and down stream soffits with exposed rebar.
There is one area on the down stream end at fascia w/2 spalls.
Both up and down stream facias have hairline map cracking and vertical hair line cracking.
Unable to wade due to high water please see dive report.

Substructure **NBI Item 60:** 3

Masonry portion has large voids throughout, up to 3' deep w/sporadic cracks in stones.
There is a full height vertical crack near the turn in up stream end of the south west abutment.
Crack could not be viewed in its entirety due to depth of water/access however, appears to be up to 1' wide.
The west wing wall up stream, has shifted and pushed forward approx. 2" at breast wall and 23" at the up stream end due to extra large rip rap pushing it, there are granite blocks missing from the end of this wing wall. Photo shows 13" over hang but from the top block to the bottom block there is a 23" overhang
All other wing walls have varying degrees of cracking, large deep spalling and efflo staining.
Section loss at the south east wing wall is 1/3rd to 2/3rds near center.
There are missing granite blocks in the south east wing wall in the up stream end of the south abutment.

Culvert **NBI Item 62:** N

Channel **NBI Item 61:** 6

Channel is guided by ledge and erodible soils.

Other

Special Inspection

Monitoring

Pontis Notes

Pictures



PHOTO 1

Description Looking south west

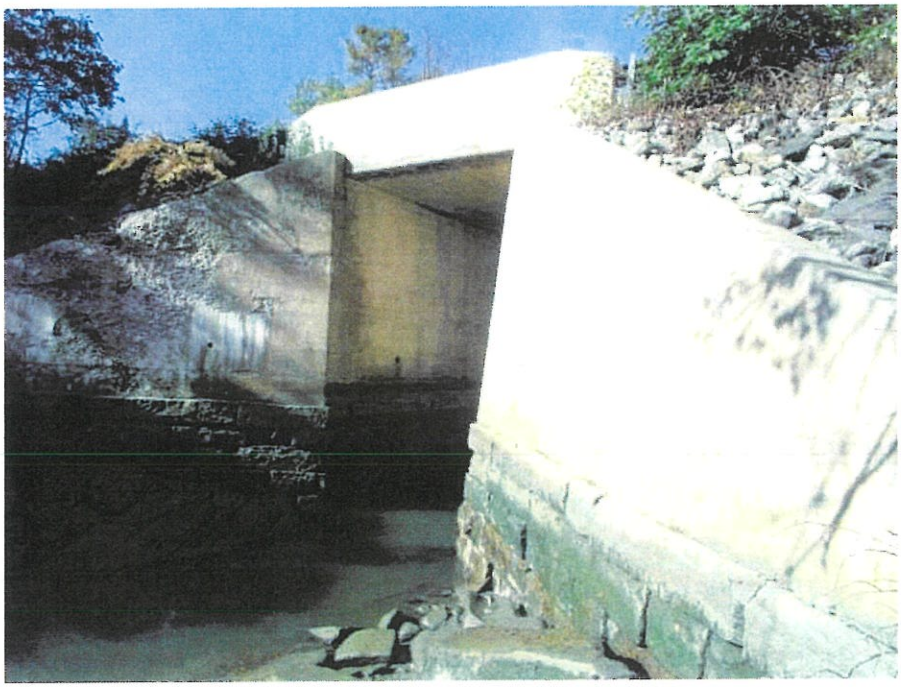


PHOTO 2

Description Looking up stream

Pictures



PHOTO 3

Description Bituminous road way with patch over the sputh deck end



PHOTO 4

Description Down stream soffit and fascia

Pictures

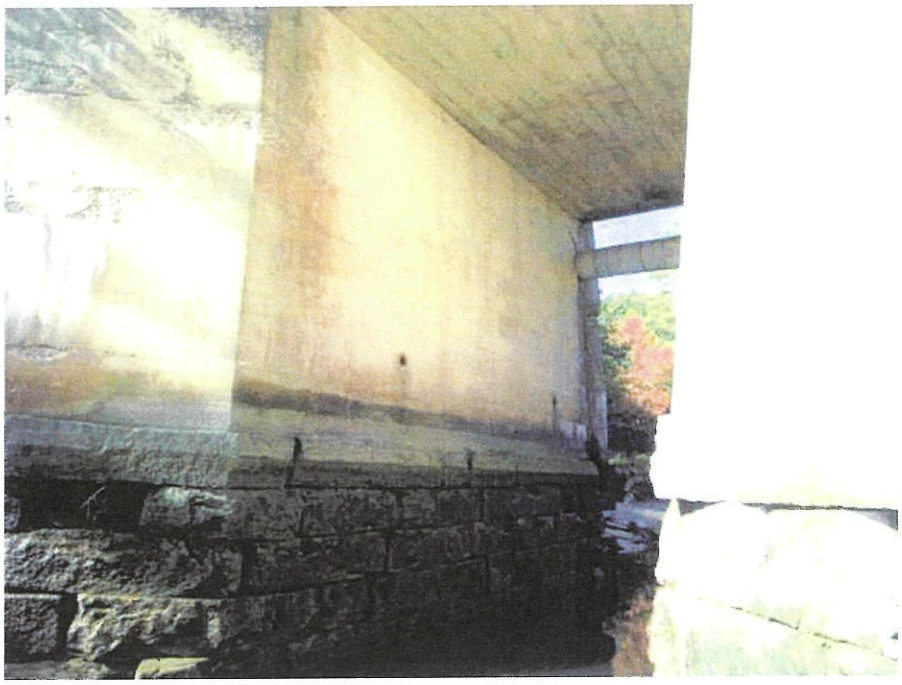


PHOTO 5

Description South abutment looking up stream



PHOTO 6

Description Looking down stream

Pictures

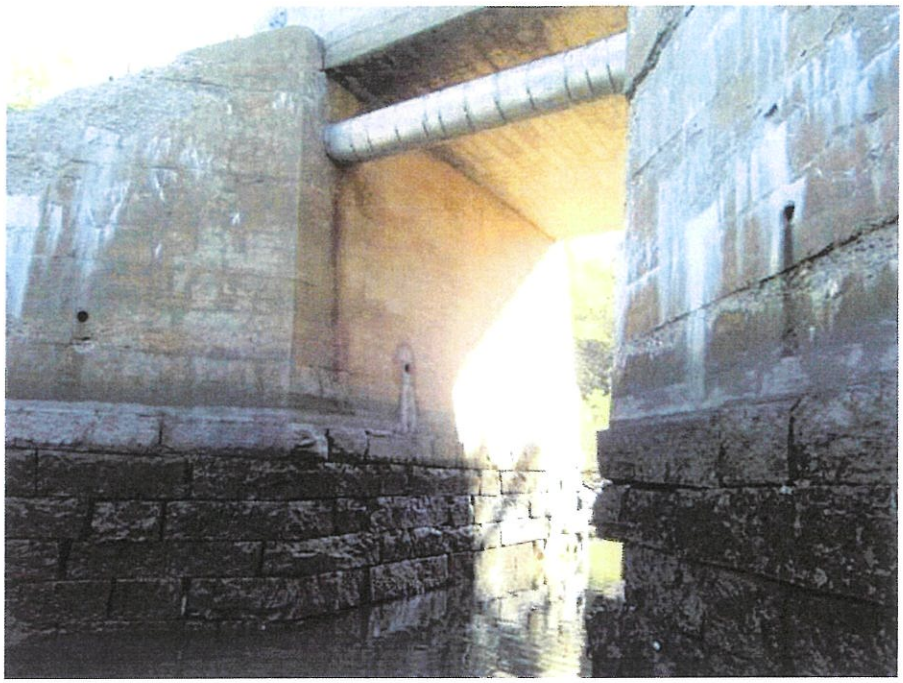


PHOTO 7

Description North abutment looking down stream

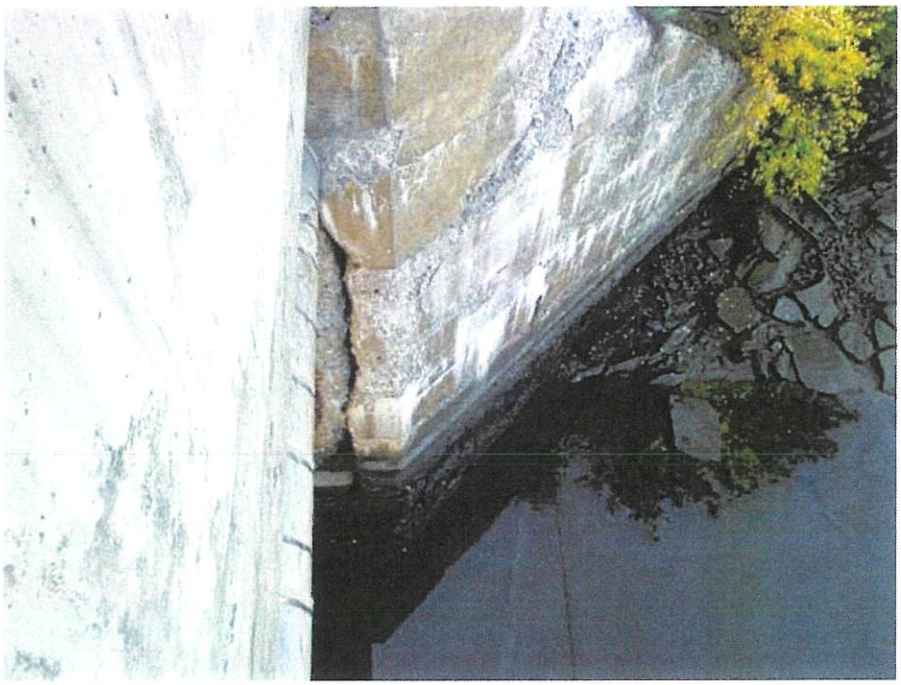


PHOTO 8

Description Looking down on west wing wall

Pictures

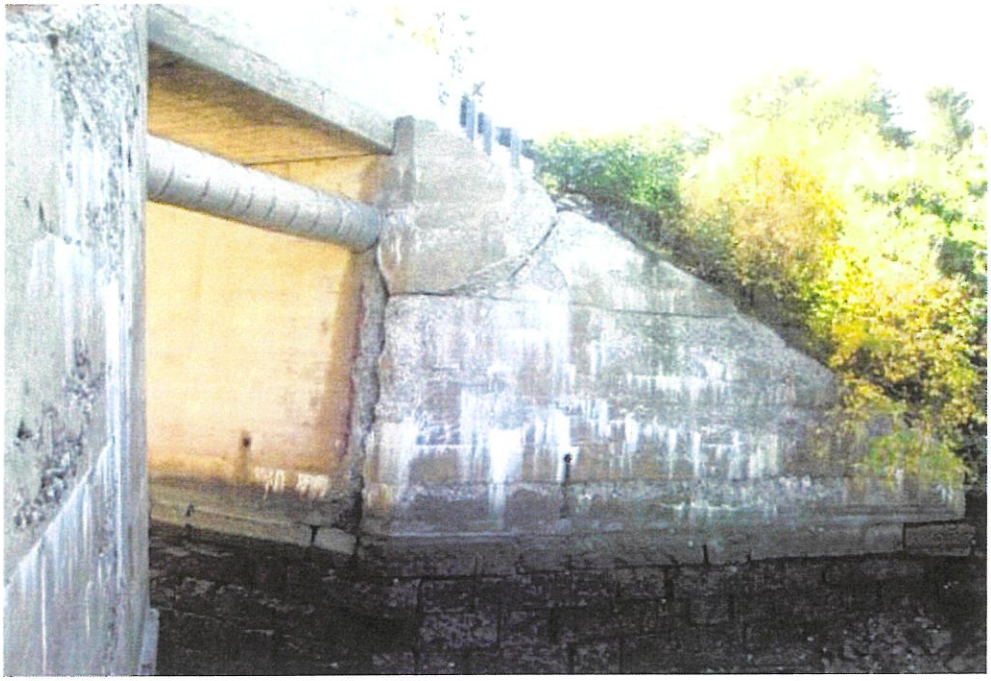


PHOTO 9

Description South abutment up stream and west masonry wing wall



PHOTO 10

Description Up stream soffit and fascia

Pictures



PHOTO 11

Description Top granite block west wing wall

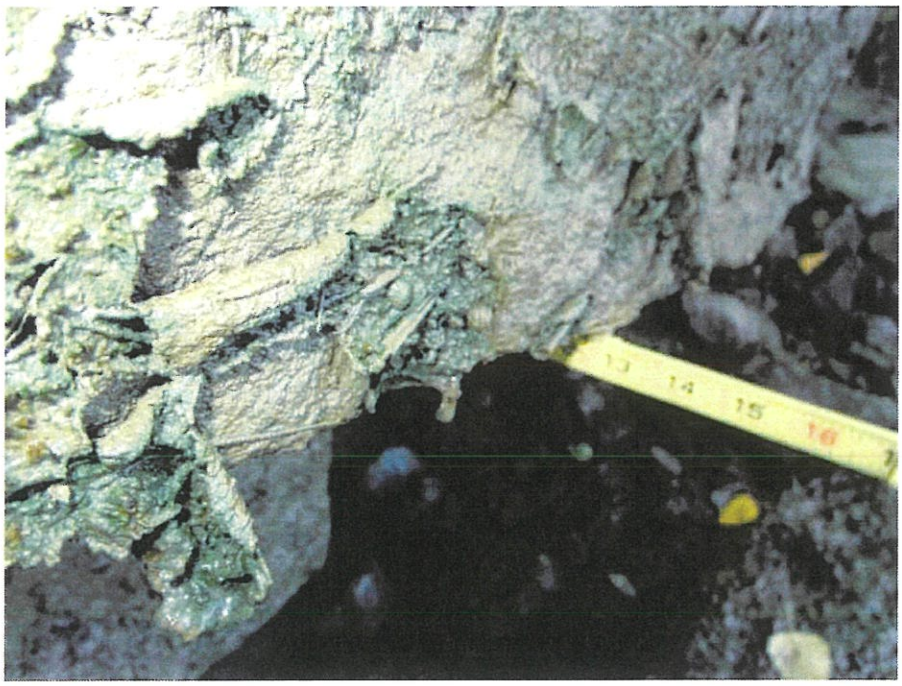


PHOTO 12

Description Top masonry granite block up stream west wing wall

EXHIBIT II

Q PACTS AND MDOT PROJECT MATCHES

PENDING UPDATE

Project (Phase)	Total Cost	Total Non-Local Shares	TIF	Project Match	Road Reserve	Other Local	Total Local Shares
Mercy to Bagel Sidewalk	$378,470	$133,333	$216,137	$0	$29,000	$0	$245,137
Condon to Exit 17 PDR	$160,000	$67,650	$45,000	$0	$0	$47,350	$92,350
Condon to Exit 17 Constr	$1,170,000	$877,500	$87,500	$0	$0	$205,000	$292,500
Main Elm to Center-Phase 1	$650,000	$299,667	$266,333	$0	$0	$84,000	$350,333
Cousins Bridge - Sidewalk	$140,000	$0	$140,000				$140,000
Condon Garmin to CR PDR	$69,000	$52,000	$0	$0	$0	$17,000	$17,000
**Cousins River FULL Bridge Project	$1,400,000	$1,050,000	$102,500	$0	$0	$247,500	$350,000
~~Masland/YCC connect~~	~~$50,000~~	~~$0~~	~~$50,000~~	~~$0~~	~~$0~~	~~$0~~	~~$50,000~~
Main Street Overlay	$498,899	$287,153	$0	$191,746	$20,000	$0	$211,746
Condon- Garmin to CR Plan	$60,000	$30,000	$30,000	$0	$0	$0	$30,000
Main Street Phase 2 PDR	$77,500	$58,125					$0
Main Street Phase 2 Const	$775,000	$581,250					$0
Route 88 Paving (2023)	$471,500	$353,625	$0	$117,875	$0	$0	$117,875
Center Street Island	$25,000	$0	$25,000	$0	$0	$0	$25,000
Bus Shelters	$40,000	$0	$40,000	$0	$0	$0	$40,000
Latchstring Park	$75,000	$0	$75,000	$0	$0	$0	$75,000
Westside Trail Final Segment	$163,000	$0	$40,000	$0	$0	$123,000	$163,000
Royal River Park Cistern Bypass	$90,000	$0	$90,000	$0	$0	$0	$90,000
Memorial Green Restoration	$30,000	$0	$30,000	$0	$0	$0	$30,000
Lafayette Street (PACTS)	$200,000	$100,000	$100,000	$0	$0	$0	$100,000
Town Landing Improvements	$145,000	$0	$145,000	$0	$0	$0	$145,000
District Wide Sidewalk Improvement	$30,000	$0	$30,000	$0	$0	$0	$30,000
	$6,698,369	**$3,790,303**	**$1,512,470**	**$309,621**	**$49,000**	**$723,850**	**$2,594,941**

**May be able to combine Bridge Project with new Beth Condon PDR / Garmin to Cousins River

Condon overspent

Other Projects under consideration_ Subject to funding							
Bayview to Maples	$32,000	$0	$32,000	$0	$0	$0	$32,000
Patriot to Willow	$16,000	$0	$16,000	$0	$0	$0	$16,000
Condon School to Forest	$310,000	$0	$310,000	$0	$0	$0	$310,000
Shepley Weld bump	$60,500	$0	$60,500	$0	$0	$0	$60,500
Rte 88/Gendall	$70,000	$0	$70,000	$0	$0	$0	$70,000
Rails to Trails Cleaves/Main	$85,000	$0	$85,000	$0	$0	$0	$85,000
Main St Street post Center	$3,314,496	$0	$3,314,496	$0	$0	$0	$3,314,496
Rte 1 Special tbd	$180,000	$0	$180,000	$0	$0	$0	$180,000
Royal River Park lighting	$72,000	$0	$72,000	$0	$0	$0	$72,000
Marina Road/Rte 88 Inter.	$0	$0	$0	$0	$0	$0	$0
Pleasant St Rte 88 Inter	$0	$0	$0	$0	$0	$0	$0
Memorial Green	$0	$0	$0	$0	$0	$0	$0
Blake Pond	$0	$0	$0	$0	$0	$0	$0
LDC Capitalization	$0	$0	$0	$0	$0	$0	$0
LED Conversions	$0	$0	$0	$0	$0	$0	$0
Copmmunity Center	$0	$0	$0	$0	$0	$0	$0
Latchstring Park	$0	$0	$0	$0	$0	$0	$0
Wyman Succession Planning	$0	$0	$0	$0	$0	$0	$0
Downtown WIFI	$0	$0	$0	$0	$0	$0	$0
TBD	$0	$0	$0	$0	$0	$0	$0
TBD	$0	$0	$0	$0	$0	$0	$0
TBD	$0	$0	$0	$0	$0	$0	$0
TBD	$0	$0	$0	$0	$0	$0	$0
TBD	$0	$0	$0	$0	$0	$0	$0
Subtotal	$4,139,996	$0	$4,139,996	$0	$0	$0	$4,139,996
	$10,838,365	$3,790,303	$5,652,466	$309,621	$49,000	$723,850	$6,734,937
				$299,396	PM Balance 9.8.2	Beth Condon Donation	
				($10,225)	Need		

EXHIBIT II

R HARBOR DREDGING

RESERVED FOR FUTURE SUBMITTALS

EXHIBIT II

S POLICE EQUIPMENT

Yarmouth Police Department
Capital Improvement Plan 2024-2028

The Yarmouth Police Department's Capital Improvement Plan for the upcoming five-year span (2024-2028) is presented below, in both outline and fiscal year budget request.

Vehicles:

Although the average cost (before trade) of a police vehicle is approximately $40,000, we will be allocating $60,000 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. In FY 23, we will replace a car without a trade, therefore allowing us to supplement our fleet. This existing vehicle would be used primarily by the Lieutenant, and be available for a spare patrol and training car when the need exists.

Additionally, we are looking to purchase an EV to be used by the Chief of Police and other administrative roles. Two Ford Mustang Mach-E models are currently in use at a neighboring department, with one in service for at least a year. They have had success in an administrative role, and rebates are available through state and federal programs.

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.

Most of our current mobile radios (in cars) are not digital capable, which does 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 have already begun to replace/upgrade mobile radios, with an estimated cost of $2000 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 estimated to be approximately $20,000. We recommend allocation of $6700 yearly, FY26-28 to cover the costs.

Electronic Control Weapons (Tasers)

These are valuable less-lethal tools for our officers. Currently we 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 due to be replaced, and we are stretching the lifespan to allow for implementation of a body-worn system if approved.

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. The approximate price of the contract for all three pieces of equipment is $230,000 or financed at $52,000 annually for five years.

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).

Our current 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.

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.

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 $7500 per year, beginning FY24, to help offset future costs.

FirstNet APN: Currently, our mobile data terminals in the cruisers do not have internet access, and can only connect to a secure state network for the purpose of checking licenses, registrations and other wanted files. Having the ability to also utilize internet for mapping, accident reports, and other valuable information is important. FirstNet (AT&T) is able to set up our own network to allow for all necessary security for internet access. This option is currently being examined, and a rough cost estimate (pre-Covid) is $5000 for FY25. Add $6,000 in current year (FY 23) for security compliance.

Fiscal 2024

Mobile Data Terminal:	1@5600	5,600	
Cruiser:		60,000	
Cruiser Equipment:		13,000	
Body/Cruiser Cameras & Tasers		52,000	
Traffic Equipment:		5,200	
Mobile Radio Replacement:	2@2000	4,000	
Bullet Resistant Vest Replacement:	2@900	1,800	Grant Possible (50%)
Rifle Replacement:	2@2000	4,000	
~~Future Software~~		~~7,500~~	(To be funded in Operations)

Fiscal 2025

Mobile Data Terminal:		3,000	
Cruiser:		60,000	
Cruiser Equipment:		15,000	
Body/Cruiser Cameras & Tasers		52,000	
Traffic Equipment:		5,500	
Mobile Radio Replacement:	2@2000	4,000	
Bullet Resistant Vests:	2@900	1,800	Grant Possible (50%)
Rifle Replacement:	2@2000	4,000	
Virtual APN		5,000	
~~Future Software~~		~~7,500~~	(To be funded in Operations)

Fiscal 2026

Mobile Data Terminal:		3,000	
Cruiser:		60,000	
Cruiser Equipment:		12,500	
Body/Cruiser Cameras & Tasers		52,000	
Traffic Equipment:		5,500	
Portable Radio Replacement:	Payment 1	6,700	
Bullet Resistant Vests:	6@900	5,400	Grant Possible (50%)
Rifle Replacement:	2@2000	4,000	
~~Future Software~~		~~7,500~~	(To be funded in Operations)

Fiscal 2027

Mobile Data Terminal:		3,500	
Cruiser:		60,000	
Cruiser Equipment:		9,000	
Body/Cruiser Cameras & Tasers		40,000	
Traffic Equipment:		5,500	
Portable Radio Replacement:	Payment 2	6,700	
Bullet Resistant Vests:	5@900	4,500	Grant Possible (50%)
Rifle Replacement:	2@2000	4,000	
~~Future Software~~		~~7,500~~	(To be funded in Operations)

Fiscal 2028

Mobile Data Terminal:		4,000	
Cruiser:		60,000	
Cruiser Equipment:		9,000	
Body/Cruiser Cameras & Tasers		40,000	
Traffic Equipment:		5,500	
Portable Radio Replacement:	Payment 3	6,700	
Bullet Resistant Vests:	2@900	1,800	Grant Possible (50%)
Rifle Replacement:	2@2000	4,000	
~~Future Software~~		~~7,500~~	(To be funded in Operations)
Cold Storage Building		70,000	

As submitted

Modified by Manager in Summary Table

EXHIBIT II

T AFFORDABLE HOUSING

RESERVED FOR FUTURE SUBMITTALS

EXHIBIT II

U SIDEWALKS

Steven S. Johnson, P.E., LEED AP, Town Engineer
E-Mail: sjohnson@yarmouth.me.us
Tel: 207-846-2401
Fax: 207-846-2438

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**

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 should 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:
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
Total all three segments:	**$811,697.25**
Includes:	
Contingency at $20%	
Engineering and Survey at 10%	
2021 dollars	

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**

EXHIBIT II

V STAY

2022 STAY Summary

Total Eligible Benefits to be dispersed $105,954.96 Fund Balance: $108,671.14

143 applicants

4 not eligible due to income over cap ($89,910)

84 LT 60%

25 60%-70%

18 70% - 80%

12 80% - 90%

Hud	$ 99,900.00	
90%	$ 89,910.00	$ 480.00
	$ 79,920.01	$ 480.00
80%	$ 79,920.00	$ 720.00
	$ 69,930.01	$ 720.00
70%	$ 69,930.00	$ 960.00
	$ 59,940.01	$ 960.00
LT 60%	$ 59,940.00	$ 1,200.00

SENIOR TAX ASSISTANCE YARMOUTH (STAY)

ARTICLE I

Purpose
The purpose of this ordinance is to establish a Program to provide property tax assistance to persons 67 years of age and over who reside in the Town of Yarmouth. Under this Program, the Town of Yarmouth will provide refund payments to those individuals who maintain a homestead in the Town of Yarmouth and meet the criteria established by this Chapter.

ARTICLE II

Definitions
As used in this article, the following terms shall have the meanings indicated:

Benefit base: property taxes assessed against a qualifying applicant during the tax year on the qualifying applicant's homestead or rent constituting property taxes paid by the resident individual during the tax year on a homestead not exceeding $3,800.

Homestead: For purposes of this Chapter, "homestead" shall have the same meaning as defined in 36 M.R.S.A. § 5219-KK(1)(C). Generally, a homestead is a dwelling owned or rented by the person seeking tax assistance under this Chapter or held in a revocable living trust for the benefit of that person. The dwelling must be occupied by that person and that person's dependents as a home.

Rent constituting property tax: 20% of the gross rent actually paid in cash or its equivalent during the twelve month period ending March 31 immediately preceding the application deadline established hereunder solely for the right of occupancy of a homestead. For the purposes of this Chapter, "gross rent" means rent paid at arm's length solely for the right of occupancy of a homestead, exclusive of charges for any utilities, services, furniture, furnishings or personal property appliances furnished by the landlord as part of the rental agreement, whether or not expressly set out in the rental agreement.

Qualifying applicant: A person who is determined by the Town Manager or his designee, after review of a complete application under Article IV of this Chapter, to be eligible for a refund payment under the terms of this Chapter.

ARTICLE III

Criteria for participation

In order to participate in the property tax assistance program, an applicant shall demonstrate all of the following:

a. The applicant shall be 67 years of age or more at the time of application.

b. The applicant shall have a homestead in the Town of Yarmouth at the time of the application and for the entire calendar year prior to the date of application.

c. The applicant has been a resident of the Town of Yarmouth for at least 10 consecutive years immediately preceding the date of application for participation in the Program.

d. The applicant shall meet the application and eligibility criteria set forth in Articles IV and V this Chapter.

ARTICLE IV

Application and payment procedures

a. Persons seeking to participate in the property tax assistance program shall submit an application to the Town Manager no later than the last business day of the month of April of the fiscal year in which the refund is requested. Applications are required for every year the applicant seeks to participate in this Program. The application form for the Program shall be made available upon request in the Town Manager's office and shall include, at a minimum, the applicant's name, homestead address and contact information. Attached to all applications shall be proof of household income.

b. Applicants shall also submit proof of property taxes assessed on the Yarmouth homestead in the current fiscal year or rent constituting property taxes paid on the Yarmouth homestead during the prior 12 month period (April-March) for which the refund is requested.

   Applications must include a completed IRS Form W-9 to be considered complete and eligible for Program participation.

c. The Town Manager shall review and determine if the application is complete and accurate and if the applicant is otherwise eligible to participate in the Program. The Town Manager shall notify an applicant if an application is determined to be incomplete. The Town Manager's decision on eligibility to participate in the Program shall be final.

Article V

Determination of eligibility and amount

A. If the Town Manager determines that the applicant is eligible to participate in the Program, he shall determine the total amount of such eligibility in accordance with the following formula. Eligibility under this article shall be proportional to the applicant's income in relation to the applicant's benefit base. For purposes of calculating eligibility under this Chapter, the applicant's income shall include total household income and the benefit base shall not exceed $3800 regardless of actual property taxes assessed or rent constituting property taxes payable. Applicants with household income greater than an amount equal to 90% of the current U.S. Department of Housing and Urban Development Metropolitan Area Median Family Income shall not be eligible for benefits under this Chapter. Notwithstanding the following formulas, the maximum benefit allowed under this Chapter shall be $1,200 or the maximums hereinafter set forth, whichever is less Eligibility shall be the lesser of the following amounts:

1) Fifty percent of the amount by which the benefit base (not to exceed $3,800) exceeds 4% of the applicant's household income (not to exceed 90% of the current HUD Median Family Income (MFI) for the Portland Metropolitan Area).
(Benefit base – 4% of Income) / 2 = Benefit Amount

2) Notwithstanding the formula, above, refund amounts shall be capped for households or individuals in accordance with the following:

   If household income is equal to or less than 60% of the Median Family Income (MFI) for the Greater Portland (Maine) Metropolitan Area as reported US Department of Housing Development (HUD)*, the refund shall be capped at $1,200.

   If household income is equal to or less than 70% of the Median Family Income for the Greater Portland (Maine) Metropolitan Area as reported US Department of Housing Development (HUD)*, the refund shall be capped at $960.

   If household income is equal to or less than 80% of the Median Family Income for the Greater Portland (Maine) Metropolitan Area as reported US Department of Housing Development (HUD)*, the refund shall be capped at $720.

   If household income is equal to or less than 90% of the Median Family Income for the Greater Portland (Maine) Metropolitan Area as reported US Department of Housing Development (HUD)*, the refund shall be capped at $480.

If household income is greater than 90% of the Median Family Income for the Greater Portland (Maine) Metropolitan Area as reported US Department of Housing Development (HUD)*, the application shall be denied.

* The most recently published HUD report as of January 15 of the application year shall control.

B. No renter or owner of a homestead property shall be eligible for refund if the property shall be exempt from property tax assessment for the tax year; and no renter or property owner shall of a homestead property shall be eligible for a refund if the property shall be benefited by a Credit Enhancement Agreement providing greater than a 50% reimbursement of taxes paid under any Tax Increment Financing plan offered by the Town of Yarmouth for the tax year.

C. In event the applicant's rented or leased premises shall include landlord provision of heat and/or electricity, the Town Manager shall deduct from the rental payment calculation in accordance with the applicable allowances in Appendices A-F of Chapter 504 of the Yarmouth Town Code (General Assistance Ordinance).

Article VI

Limitations on payments

Payments under this Chapter shall be conditioned upon the existence of sufficient monies in the program fund the year in which participation is sought. If there are not sufficient monies in the program fund to pay all qualifying applicants under this Chapter, payments shall be limited to the amounts available in the fund by an equal percentage reduction in all eligible refund payments. In the event that a lack of funding results in no payment or less than the full payment to a qualifying applicant, the request will not carry over to the next year.

Article VII

Creation of program fund

The program fund from which payments shall be made under the terms of this Chapter shall be created as follows:

A. As funds are available, the Town Council may annually appropriate monies from the general fund or other sources to support this Program.

B. Any surplus monies available after all payments have been made shall be carried forward within the Fund to the next fiscal year.

C. Any additional funds that may be received by dedication, gift, donation, or by supplemental appropriation as may be approved.

Article VIII

Timing of Payments

A person who qualifies for payment under this Program shall be mailed a check for the benefit amount for which they are eligible under Article V on or about May 15, with or without proration as provided hereinabove in Article VI.

Article IX

One applicant per household

Only one qualifying applicant per household shall be entitled to payment under this Program each year. Eligibility shall be determined based on total household income. The right to file an application under this article is personal to the applicant and does not survive the applicant's death, but the right may be exercised on behalf of an applicant by the applicant's legal guardian or attorney-in-fact. If an applicant dies after having filed a timely complete application that results in a determination of qualification, the amount determined by the Town Manager shall be disbursed to another member of the household as determined by the Town Manager. If the applicant was the only member of a household, then no payment shall be made under this Chapter.

TOWN OF YARMOUTH

200 Main Street, Yarmouth ~ 207.846.9036

SENIOR TAX ASSISTANCE YARMOUTH

Dear Yarmouth Resident,

To be eligible for the program, you must meet all the following qualifications:

- 67 years of age or older as of filing deadline of 4/30/22 (April 30, 1955)
- Homestead in the Town of Yarmouth
- Resident of the Town of Yarmouth for at least 10 years
- Combined household income does not exceed $89,910

How to apply:

Mail or drop off completed application at the Town Hall, 200 Main Street, Yarmouth, ME 04096 no later than May 2, 2022 (extended due to 4/30 being a Saturday) There is a secure drop box located in the back parking lot of Town Hall.

Only one application per household is allowed.

What to submit:

Proof of age required can be: Copy of driver's license, official ID, Birth Certificate, Vehicle Registration.

If you file taxes submit: Affidavit, Form A, copy of your 2021 tax filing and W9.

If you don't file taxes submit: Affidavit, Form B, 1099's or other forms to document income and W9.

If you rent: Form C, and either Form A (if you file taxes) or Form B (if you don't file taxes), copy of lease and W9.

If you have questions call the Town Clerk at 846-9036 x212.

V.01.2022

TOWN OF YARMOUTH

200 Main Street, Yarmouth ~ 207.846.9036

SENIOR TAX ASSISTANCE YARMOUTH (STAY) Application

Name:_____DOB:_____(4/30/55 or before)

Homestead Address: _____, APT#:___

Please provide mailing address: (if different than above)

_____

Map and Lot Number: ___ ___ ___ - ___ ___ ___ - ___ ___ ___-___ ___ ___

(on Property Tax Bill)

Best Contact Phone Number: (__ __ __) ___ ___ ___ - ___ ___ ___ ___

LIST of items to be **submitted:**

Submit by end of day Monday May 2, 2022, due to 4/30 falling on Saturday

☐ Proof of age ☐ Affidavit ☐ Worksheet A, B, C* ☐ Completed W9

*Renters must complete sheet C, and either sheet A or B and include a copy of rental agreement.

☐ 2022 Fiscal year assessed Property Taxes – Nov. 2021 & May 2022 $_____
Renters must complete Worksheet C

DATE RECEIVED: _____

SENIOR TAX ASSISTANCE YARMOUTH (STAY)

I believe the facts stated in this document are true:

1. My name is _____, and as of the application deadline I am/will be at least 67 years of age and have been a Town of Yarmouth resident for at least the past 10 years consecutively and my Homestead (residence street address) is _____, of the Town of Yarmouth, County of Cumberland, State of Maine. I make the statements herein based upon my personal knowledge.

2. I certify the Total Household (annual gross income)* is $ _____
   *[From worksheet A, Line D or Worksheet B, Line F]

3. I am the only individual applying for Senior Tax Assistance Yarmouth at the above stated residence.

_____
Signature of Applicant

_____
Print Name

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PRINT NAME:_____

WORKSHEET A

Complete this sheet **IF YOU FILE Federal** taxes

If you **DO NOT file** taxes complete **WORKSHEET B**

A. Federal **total income***: .....$
*From Federal Form: 1040 & 1040-SR – Line 9

B. Social Security Benefits or any Railroad Retirement benefits **not** included on line A above .....$

C. Interest **not** included on line A above .....$

D. Total Income (add A + B + C above).....$

Must submit copies of tax filing

The Town Office will make copies if needed.

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PRINT NAME:_____

WORKSHEET B

Complete this sheet if you **DO NOT** file **FEDERAL TAXES**

A. Social Security Benefits or any Railroad Retirement benefits $ [ ]

B. Interest Dividends **not** included on line A above .....$ [ ]

C. Pensions, annuities and IRA distributions .....$ [ ]

D. Wages, salaries, tips, etc.....$ [ ]

E. Other income .....$ [ ]

F. **Total Income (add A through E)** .....$ [ ]

Attach copies of 1099's or other forms to document income

The Town Office will make copies if needed

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PRINT NAME:_____

WORKSHEET C

Qualified Renter Worksheet

Complete this form if you are claiming a refund as a **Renter**

A. Total Rent Paid for Jan 1 - Dec 31 .....$ [ ]

B. If the landlord provides heating as part of the rental payment, deduct $2,600:.....$ [ ]

C. If the landlord provides electricity as part of the rental payment, deduct $810:.....$ [ ]

D. **Base rent:** Line A minus the total of (B plus C) .....$ [ ]

Must submit signed copy of lease or rental agreement

and

Submit completed sheet A or B

The Town Office will make copies if needed

EXHIBIT II

W ENVIRONMENTAL HEALTH AND HAZARDS (BTM)

RESERVED FOR FUTURE SUBMITTALS

EXHIBIT II

X ECONOMIC DEVELOPMENT (TIF)

RESERVED FOR FUTURE SUBMITTALS

2021 SUBMITTAL INCLUDED FOR REFERENCE

FY23 Development Fund Capital Budget Detail

Capital Projects FY 23		Downtown	Rt. 1 North	Rt. 1 South	Total
Latchstring Park	(Transfer Rt.1 N/S to DT)	$50,000	$12,500	$12,500	**$75,000**
West Side Trail Final Segment		$20,000	-	$20,000	**$40,000**
Royal River Park Cistern Bridge Bypass	(Transfer Rt.1 N/S to DT)	$30,000	$30,000	$30,000	**$90,000**
Memorial Green Restoration	(Transfer Rt. 1 N/S to DT)	$10,000	$10,000	$10,000	**$30,000**
LDC Capitalization		$10,000	$10,000	$10,000	**$30,000**
Lafayette Street Sidewalk Project (PACTS)		$100,000	-	-	**$100,000**
Town Landing: Parking Lot Pavement and Ramp Replacement	(Transfer Rt.1N/S to DT)	$72,500	$36,250	$36,250	**$145,000**
District Sidewalk Improvement	(Transfer Rt.1 N/S to DT)	$10,000	$10,000	$10,000	**$30,000**
	FY 23 Capital Total	**$302,500**	**$108,750**	**$128,750**	**$540,000**

Capital Projects FY 22		Downtown	Rt. 1 North	Rt. 1 South	Total
LDC Capitalization - Business Financing Seed Funding		-	$30,000	$30,000	$60,000
Metro BREEZ Bus Shelters		$10,000	$20,000	$10,000	$40,000
LED Ornamental Streetlight Conversion	(Transfer from Rt.1 South to DT)	-	-	$21,000	$21,000
Sidewalk From Maples/E. Main to Bayview Spur		-	$32,000	-	$32,000
Sidewalk From Patriot Insurance to Willow		-	$16,000	-	$16,000
Lower Falls Landing to Marina Drive Engineering		$11,000	-	-	$11,000
Main Street Streetscape Phase II Engineering	(Transfer from RT.1 N/S to DT)	-	$35,000	$35,000	$70,000
	FY 22 Capital Total	**$21,000**	**$133,000**	**$96,000**	**$250,000**

EXHIBIT II

Y CEMETERIES

RESERVED FOR FUTURE SUBMITTALS

EXHIBIT II

Z CLIMATE ACTION FUND

RESERVED FOR FUTURE SUBMITTALS

EXHIBIT II

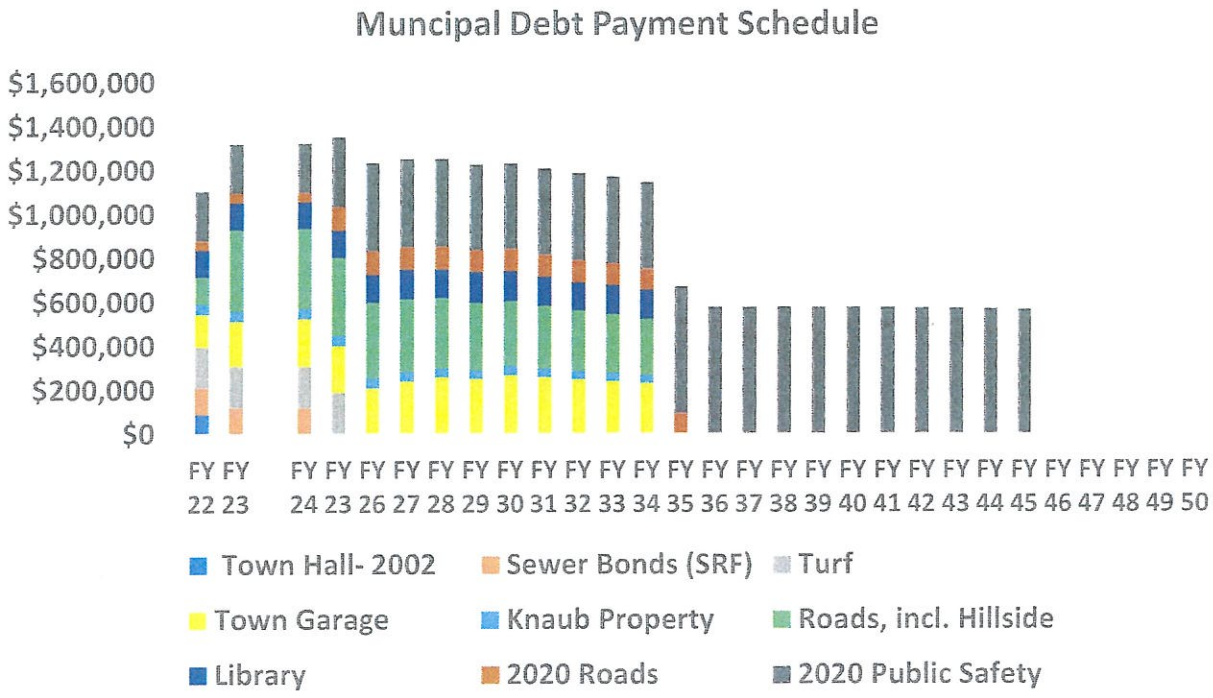
AA STREET LIGHTING RESERVE

RESERVED FOR FUTURE SUBMITTALS

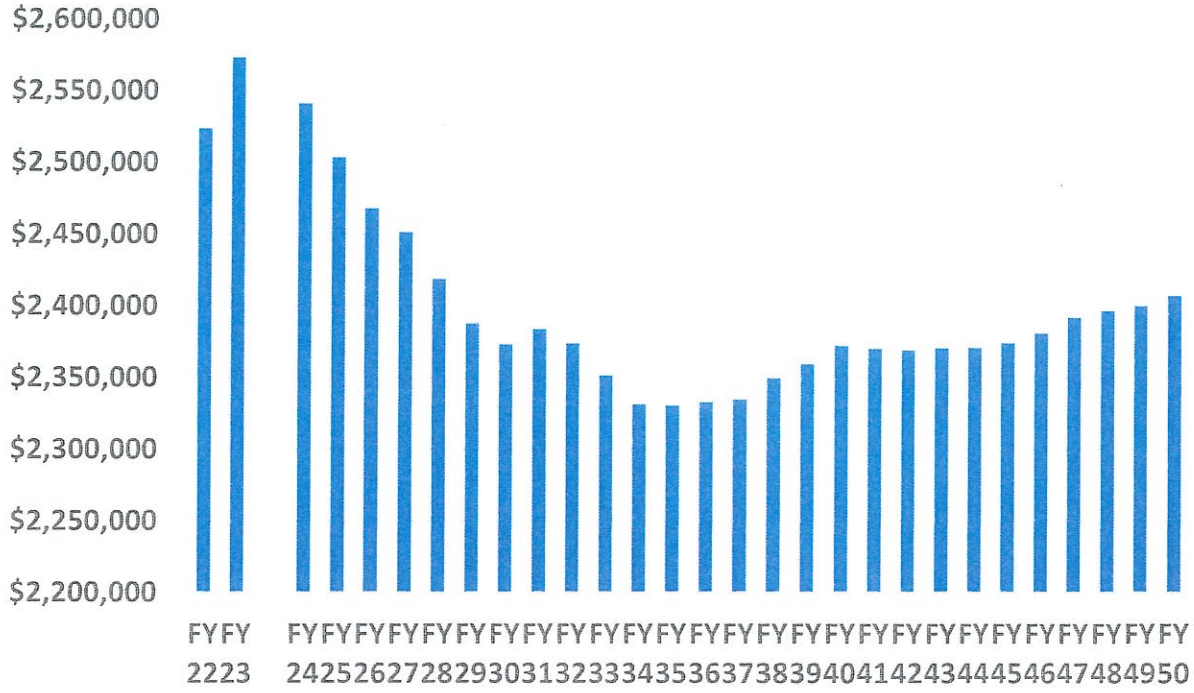
PART III

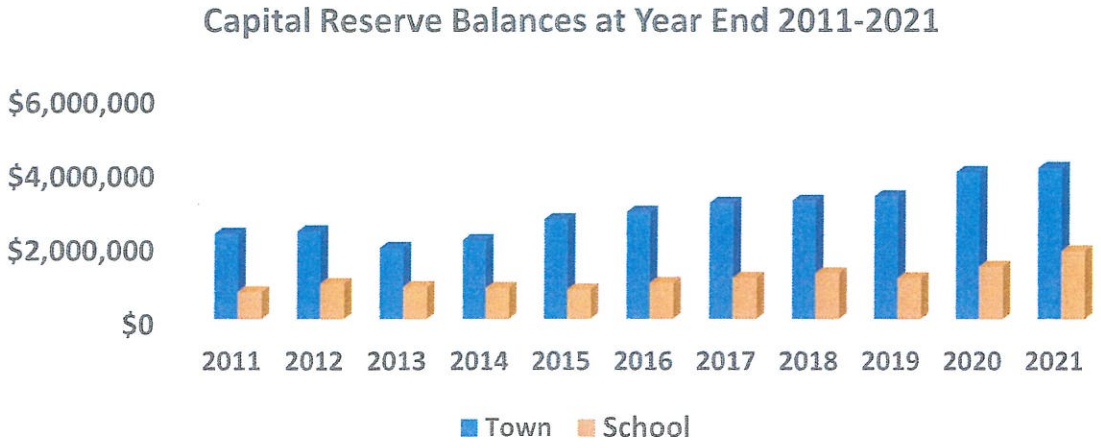
Supplemental Exhibits including debt and reserve balance graphics, any public or committee submittals, Planning Board Comments and Recommendations, specific requests not otherwise included, endorsements, comments etc.

Current Debt Schedules for the Town of Yarmouth Through FY 2050



Education Debt Payment Schedule


$2,600,000
$2,550,000
$2,500,000
$2,450,000
$2,400,000
$2,350,000
$2,300,000
$2,250,000
$2,200,000
FY FY 22 23
FY FY FY



Reserve for other graphics/tables as may be requested and for Supplemental Comments and Requests submitted by the public, boards and committees, State agencies after October 1, 2020 (if any), Record of Planning Board recommendation and vote(s), Record of Town Council actions. etc.