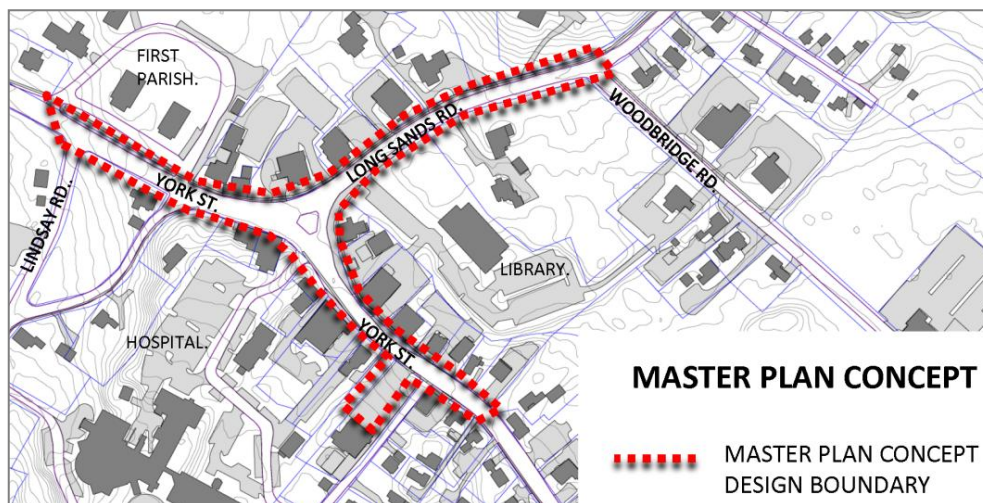


WHAT IS THE COST OF IMPLEMENTATION?

- **Master Plan Without Relocating Overhead Utilities Underground**
- The Conceptual Budget, including Hard Costs (construction with overhead utilities remaining), Soft Costs (design), and a Contingency, is approximately **\$3.6 million.**
- **Relocating Overhead Utilities Underground** – Placing overhead utilities underground and removing numerous poles within the master plan area, with Soft Costs and Contingency will cost approximately **\$7.9 million.**
- **Total Master Plan Including Relocating Overhead Utilities Underground** will cost approximately **\$11.5 million.**

WHAT IS INCLUDED IN THE CONCEPTUAL BUDGET?

The Conceptual Budget includes costs to improve the public right-of-way within the Master Plan Area, as illustrated below. Not included are improvements to private property, such as the Hodgin Lot.



WHAT IS THE CONCEPTUAL BUDGET BASED ON?

The Conceptual Budget was prepared with input from The Downtown Revitalization Collaborative (TDRC) team members. The budget includes:

- **Hard Costs (construction)** - Hard costs are organized into primary categories, and secondary scopes of work within each category. Associated costs are identified for each category and scope of work. Because this is a concept-stage budget, cost estimates are based on the ideas presented on the Concept Plans plus informed assumptions, rather than a detailed scope of work from design drawings.
- **Soft Costs (design)** - Soft Costs include fees for designers and consultants who prepare construction drawings, bid documents and contracts and monitor construction to ensure it meets the design.
- **Owner's Contingency** - The Contingency is purposefully left high at this point because of numerous assumptions and unknowns regarding scope. At a subsequent stage, design will be advanced, scope will be determined, and cost estimates will be refined. Estimate amounts then become the basis for budget discussions and potential funding.

York Village Master Plan

Conceptual Budget for Master Plan Improvements (Without Relocation of Utilities Underground)

Prepared by The Downtown Revitalization Collaborative April 2015

Estimated Hard Costs (Construction)					
Item	Material/Description	Quantity	Unit	Unit Cost	Subtotal
<i>Demolition & Site Work</i>					<i>\$164,990</i>
Temporary erosion control	Allowance	1	ls	\$5,000	\$5,000
Tree protection	Allowance	1	ls	\$1,000	\$1,000
Tree removal / selective clearing	(?) trees anticipated, lump sum	1	ls	\$5,000	\$5,000
Remove & reset signage	TBD, Allowance	1	ls	\$15,000	\$15,000
Saw cut pavement	Along pavement connections	650	lf	\$3	\$1,950
Pavement removal	3" depth	12780	sy	\$5	\$63,900
Excavation	18" removal for roadway, 6" for sidewalk (75%)	3870	cy	\$15	\$58,050
Excavation	Material removal for landscaping	93	cy	\$15	\$1,395
Demo existing raised landing	Ciampo building, allowance	1	ls	\$1,500	\$1,500
Miscellaneous demolition	Allowance, 10% excavation cost	1	ls	\$12,195	\$12,195
<i>Road Improvements</i>					<i>\$641,020</i>
Aggregate base course	18" base installation and compaction	4540	cy	\$30	\$136,200
Hot mix asphalt	1" surface course	500	ton	\$160	\$80,000
Hot mix asphalt	3" base course	1500	ton	\$150	\$225,000
Pavement markings	Striping, crosswalks, traffic arrows, handicap	1	ls	\$30,000	\$30,000
Vertical curb, straight	5" STD, granite	3360	lf	\$37	\$124,320
Vertical curb, radius	5" STD, granite	910	lf	\$50	\$45,500
<i>Stormwater Improvements</i>					<i>\$257,500</i>
Storm drain	12" HDPE Piping	2000	lf	\$40	\$80,000
Storm drain	18" HDPE Piping	300	lf	\$45	\$13,500
Storm drain	24" HDPE Piping	200	lf	\$50	\$10,000
Catch Basins	4' Diameter Catch Basin	18	ea	\$3,000	\$54,000
Stormwater Treatment	Allowance, TBD	1	ls	\$100,000	\$100,000
<i>Streetscape Improvements</i>					<i>\$1,375,595</i>
Reset steps & cheek walls	First Parish Church front yard at sidewalk	1	ls	\$2,000	\$2,000
Relocate monument	Allowance, TBD	1	ls	\$20,000	\$20,000
Brick sidewalk repairs	First Parish Church front yard at sidewalk	34	sy	\$120	\$4,080
Sidewalk aggregate base course	6" base installation and compaction	618	cy	\$30	\$18,540

Brick sidewalk	With asphalt base	3710	sy	\$150	\$556,500
Detectable warning	Both ends of sidewalks	32	ea	\$100	\$3,200
Granite edging, straight	4" STD, granite	300	lf	\$35	\$10,500
Seat wall	Stone faced	140	lf	\$85	\$11,900
Retaining wall	Stone faced	60	lf	\$100	\$6,000
Granite wall cap	3" thickness	145	sf	\$35	\$5,075
Ornamental guardrail - railing	Ciampa landing	60	lf	\$50	\$3,000
Granite steps	New, 6' wide - Ciampo building	15	ea	\$500	\$7,500
Signage, entrance & directional	Allowance	12	ea	\$1,500	\$18,000
Signage, interpretive	TBD	1	ls	\$15,000	\$15,000
Signage, Professional services	Planning & design (village signage)	1	ls	\$35,000	\$35,000
Granite bollards	6" square with chain assembly	10	ea	\$750	\$7,500
Ornamental bollards	Cast Iron or similar	10	ea	\$1,000	\$10,000
Benches	Ornamental, 6ft, allowance	25	ea	\$2,000	\$50,000
Bicycle racks	Dero hitch or similar, allowance	14	ea	\$1,200	\$16,800
Light pole assemblies	Allowance, TBD	48	ea	\$7,500	\$360,000
Utility Service	Elec service for lights, Allowance	1	ls	\$140,000	\$140,000
Utility Relocation	Aerial Utilities Pole Relocation & Coordination	5	ea	\$15,000	\$75,000

Landscape Improvements **\$56,260**

Loam	lawn areas, 4" minimum depth	40	cy	\$90	\$3,600
Loam, amended	Planting beds, 12" depth	123	cy	\$100	\$12,300
Shade trees	TBD, Allowance	35	ea	\$600	\$21,000
Shrubs	TBD, Allowance	160	ea	\$75	\$12,000
Herbaceous	TBD, Allowance	200	ea	\$20	\$4,000
Seeding	Park mix std.	3	msf	\$100	\$300
Mulch	3" minimum, pine bark	34	cy	\$90	\$3,060

Subtotal, hard costs **\$2,495,365**

Mobilization & General Conditions Fees **\$249,600**

Mobilization & General Conditions	Approximately 10% total construction cost	1	ls	\$249,600	\$249,600
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Hard Costs Subtotal (no utility relocation) \$2,744,965

Estimated Soft Costs & Contingency

Design & Engineering	10.00%	\$274,500
Contingency	20.00%	\$549,000

Soft Costs & Contingency Subtotal \$823,500

Total Hard + Soft Conceptual Budget \$3,568,465

York Village Master Plan

Conceptual Budget to Relocate Utilities Underground

Prepared by The Downtown Revitalization Collaborative April 2015

Estimated Hard Costs (Construction)					
Item	Material/Description	Quantity	Unit	Unit Cost	Subtotal
Utilities Relocation Underground					
Electrical Utility (CMP)	Relocate underground	1	ls	\$3,900,000	\$3,900,000
Cable Utility (TWC)	Relocate underground	1	ls	\$1,180,000	\$1,180,000
Telecom Utility (Fairpoint)	Relocate underground	1	ls	\$1,000,000	\$1,000,000
				Hard Costs Subtotal	\$6,080,000
Estimated Soft Costs & Contingency					
Design & Engineering		10.00%			\$608,000
Contingency		20.00%			\$1,216,000
				Soft Costs & Contingency Subtotal	\$1,824,000
Total Hard + Soft Conceptual Budget					\$7,904,000

Conceptual Budget for Hodgin Lot Improvements (Purchase cost not included)

Prepared by The Downtown Revitalization Collaborative April 2015

Item	Material	Quantity	Unit	Unit Cost	Subtotal
Estimated Hard Costs (Construction)					
<i>Demolition & Site Work</i>					<i>\$6,636.00</i>
Temporary erosion control	Silt socks, silt fence	1	l.s.	\$750.00	\$750.00
Tree protection	Allowance	1	l.s.	\$1,000.00	\$1,000.00
Saw cut pavement	Along pavement connections	186	lf	\$1.00	\$186.00
Pavement removal	3" depth	184	sy	\$5.00	\$920.00
Tree removal / selective clearing	(3) trees anticipated, lump sum	1	l.s.	\$1,500.00	\$1,500.00
Excavation	18" material removal for driveway base	190	cy	\$12.00	\$2,280.00
<i>Road & Parking Lot Improvements</i>					<i>\$36,700.00</i>
Aggregate base course	18" base installation and compaction	190	cy	\$30.00	\$5,700.00
Hot mix asphalt	1" overlay on existing lot	66	ton	\$200.00	\$13,200.00
Hot mix asphalt	3" on new access ways	63	ton	\$200.00	\$12,600.00
Hot mix asphalt	3" over stormwater trenches	21	ton	\$200.00	\$4,200.00
Pavement markings	Striping, crosswalks, traffic arrows, handicap	1	ls	\$1,000.00	\$1,000.00
<i>Stormwater Improvements</i>					<i>\$30,080.00</i>
Stormwater pump	Retrofit or replace	1	ls	\$3,000.00	\$3,000.00
Storm drain	12" HDPE Piping	277	lf	\$40.00	\$11,080.00
Catch Basins	4' Diameter Catch Basin	2	ea	\$3,000.00	\$6,000.00
Generator unit	Allowance, TBD	1	ls	\$10,000.00	\$10,000.00
<i>Site Improvements</i>					<i>\$123,955.00</i>
Brick sidewalk	With asphalt base	208	s.y.	\$150.00	\$31,200.00
Detectable warning	Both ends of sidewalks	2	ea.	\$100.00	\$200.00
Vertical curb, straight	5" STD, granite	475	l.f.	\$35.00	\$16,625.00
Vertical curb, radius	5" STD, granite	100	l.f.	\$50.00	\$5,000.00
Signage, entrance & directional	Allowance	4	ea.	\$1,500.00	\$6,000.00

Signage, parking stall	Allowance	2	ea.	\$400.00	\$800.00
Light pole assemblies	Post-top style, 12 foot	5	ea.	\$6,000.00	\$30,000.00
Utility Service	2" dia. Rigid Conduit (above ground)	40	lf	\$16.00	\$640.00
Utility Service	2" dia. PVC Conduit & Trenching/Backfill	180	lf	\$20.00	\$3,600.00
Utility Service	Wire, 600V Cu THHN, #2	880	lf	\$3.00	\$2,640.00
Utility Service	Panel and controls, Allowance	1	l.s.	\$5,000.00	\$5,000.00
Utility Service	1" diameter PVC Conduit & Trenching/Backfill	300	lf	\$20.00	\$6,000.00
Utility Service	Wire, 600V Cu THHN, #10	1500	lf	\$1.00	\$1,500.00
Utility Service	Concrete Pull Boxes (Installed)	2	ea.	\$1,000.00	\$2,000.00
Fence	Post and rail	30	l.f.	\$35.00	\$1,050.00
Fence	Privacy board, 6ft	180	l.f.	\$65.00	\$11,700.00
Landscape Improvements					\$7,575.00
Loam	6" minimum depth	10	c.y.	\$60.00	\$600.00
Shade trees	TBD, Allowance	6	ea.	\$700.00	\$4,200.00
Shrubs	TBD, Allowance	30	ea.	\$75.00	\$2,250.00
Seeding	Park mix std.	1	m.s.f.	\$100.00	\$100.00
Mulch	3" minimum, pine bark	5	c.y.	\$85.00	\$425.00
Subtotal, hard costs					\$204,946.00
Mobilization Fees					\$20,494.60
Mobilization	Approximately 10% total construction cost	1	l.s.	\$ 20,494.60	\$20,494.60
Hard Costs Subtotal					\$225,440.60
Estimated Soft Costs & Contingency					
Topo survey	Allowance				\$4,000.00
Design & Engineering	12.00%				\$27,052.87
Contingency	20.00%				\$45,088.12
Soft Costs & Contingency Subtotal					\$76,140.99
Total Hard + Soft Conceptual Budget					\$301,581.59

NON-MUNICIPAL FUNDING OPPORTUNITIES

All possible non-municipal funding opportunities should be explored then developed to the greatest extent possible in order to minimize dependency on property tax revenues for plan implementation. Listed below are all possible funding sources beyond the town's local tax base for this project. They are organized by category, created specifically for and tailored to York for the Master Plan. Some programs cover several categories. These descriptions accompany the York Village Master Plan Funding Opportunities Database by providing the funding opportunities listed in the Database in more detail.

Infrastructure

- Community Development Block Grant (CDBG) Economic Development
- MaineDOT Safe Routes to School and Transportation Enhancement
- Downtown Revitalization Grant (DR) Program (CDBG)
- CDBG Public Infrastructure (PI)
- York Village Tax Increment Financing (TIF) District
- The Three-Ring Binder (3RB) Project Broadband (High-Speed Internet Service Fiber Optic Cable)
- Department of Agriculture, Conservation and Forestry Maine Coastal Program's Communities Grant Program
- Maine Agriculture, Conservation, and Forestry Project Canopy

Transportation

- MaineDOT Municipal Partnership Initiative (MPI)
- MaineDOT Safe Routes to School and Transportation Enhancement

Buildings

- Federal Historic Rehabilitation Tax Credit Program administered by Maine Historic Preservation Commission
- Maine Historic Rehabilitation Tax Credit administered by the MHPC and the Maine Revenue Service

- Maine Small Project Rehabilitation Tax Credit administered by MHPC and Maine Revenue Service
- Micro-Enterprise Assistance: Business Façade Grants (CDBG)
- Belvedere Historic Preservation Grant

Trails, Open Space and Parks

- Maine Bureau of Parks and Public Lands (BP&L), Recreation Trail Program Development (RTP), Dept of Agriculture
- Bureau of Geology, Natural Areas and Coastal Resources Maine Coastal Program, Maine Dept of Agriculture
- National Park Service's (NPS) Rivers Trails and Conservation Assistance (RTCA)

Water Quality

- DEP 319 Watershed Program Matching
- MS4 Municipal Separate Storm Sewer System
- Department Conservation Maine Coastal Program
- Wild and Scenic River Designation

Downtown Revitalization

- Downtown Revitalization Grant (DR) Program (CDBG)
- Maine Downtown Center & Maine Downtown Network (MDN)
- Creative Communities = Economic Development (CCED) Grant

Infrastructure

The Community Development Block Grant (CDBG) Economic Program

The Economic Development program (EDP) provides communities with gap funding to assist identified businesses in the creation and retention of jobs for low-income and moderate-income persons. It is administered by the Maine Department of Economic and Community Development. It includes grants to Municipalities for up to \$1,000,000 for acquisition, relocation, demolition, clearance, construction, reconstruction, installation and rehabilitation associated with public infrastructure projects such as water and sewer improvements, flood and drainage improvements, publicly-owned commercial and industrial buildings, parking, streets, curbs, gutters, sidewalks, etc. All public infrastructure must be owned by the municipality or public or private utility and be in support of an identified business.

Maine Department of Transportation (MaineDOT) Quality Community Program Transportation Enhancement and Safe Routes to School

Federal Transportation Enhancement Program (TEP) and Safe Routes to School (SRTS) funding are offered through the MaineDOT Quality Community Program. Typical types of projects funded under this program include pedestrian sidewalks, crossing improvements, bicycle facilities, and downtown revitalization - all to enhance transportation systems. The goal of this program is to improve transportation, improve safety, and promote economic development.

The Transportation Enhancement Program (TEP) is a federally funded program to help communities improve safety for pedestrians and bicyclists, and to provide transportation improvements that relate to surface transportation under TEP eligible categories. Maine DOT's program principally supports locally initiated projects that improve economic vibrancy, safety for pedestrians and bicyclists, and downtown revitalization initiatives, such as the Union Block project. There is a required 20% local share under this program.

Safe Routes to School is a federally funded program to enable and encourage children, including those with disabilities, to safely walk and bicycle to/from school and after school activities. Major goals of the program are to increase bicycle, pedestrian and traffic safety, and to assist communities in improving conditions so that more students for walk or bicycle to school. MaineDOT seeks projects that substantially improve the ability of students to walk, and bicycle, within two miles of an elementary or middle school. Up to 100% federal funding is available for projects eligible under this program. Communities are encouraged to commit to a minimum 20% match so as to become eligible for the TEP program as well.

In summary, the department has essentially consolidated the TEP and SRTS application into a "common" Quality Community Application so that communities can apply for both at the same time, as long as they commit to the 20% local funding match. Typically, Letters of Intent for inclusion in the succeeding MaineDOT Biennial Capital Work Plan are due in May of an even calendar year, and the full applications are due in July or August of that same year.

The CDBG Downtown Revitalization Grant (DR) Program

Administered by the Maine Department of Economic and Community Development (DECD) Office of Community Development (OCD), this program provides funds to communities to implement comprehensive, integrated, and innovative solutions to problems facing their downtown districts. These community revitalization projects must be part of a strategy that targets downtown service and business districts and will lead to future public and private investment. Eligible activities include streetscapes and public infrastructure improvements. All communities applying for DR Program funds must certify that they will provide a cash match equivalent to 25 percent of the total grant award. Maximum DR Award is \$400,000. TIF funds and MeDOT Safe Route School grant funds can be used for the local match. Applicants must have completed a comprehensive downtown revitalization plan within the past five years of application. The proposed DR activities must be in the plan as recommended actions necessary for downtown revitalization. Applicants must also demonstrate that they have met the National Objective for preventing or eliminating slum or blighting conditions acceptable to the Maine Department of Economic and Community Development.

The CDBG Public Infrastructure Grant (PI) Program

This program provides gap funding for local infrastructure activities, which are part of a community development strategy leading to future public and private investments. Eligible activities in the PI Program are construction, acquisition, reconstruction, installation, relocation assistance associated with public infrastructure including water system installation/improvements, sewer system installation/improvements, water/sewer system hookups, storm drainage and utility infrastructure.

All communities applying for PI funds must certify that they will provide a cash match of at least 25 percent of the total grant award.

Municipal applicants must demonstrate that the project meets the National Objective of benefiting 51% or greater low to moderate income persons via Census information or a certified target area survey.

Tax Increment Financing (TIF) District

TIF is a state and local financing mechanism in which public and streetscapes improvements are funded through the dedication of increased local property tax revenues resulting from private investment within a designated TIF district. TIFs are further supported by sheltering new property valuation within the district from the community's state valuation so that the community avoids losses of revenues in state aid to education and state municipal revenue sharing, as well increases in its county tax and school district or school union tax or share. Increased revenue from the enactment of the TIF that is captured within the TIF district can be used to fund local costs for public infrastructure and streetscapes improvements which are included in the development program adopted by the municipal legislative body or a town meeting or a city council, and approved by the Maine Department of Economic and Community Development.

The Three-Ring Binder (3RB) Project

The purpose of this program is to provide high speed broadband internet service to more rural areas of the state. It involved stringing 1,100 miles of fiber optic cable on existing telephone poles so as to allow businesses, government and other entities to connect into the system by running their own fiber optic cable line to the 3RB fiber optic cable and connecting to it by physically splicing into it. The southern ring runs along Route 1 in York. Similar to the Town of Rockport, the village could install its own fiber optic cable and extend it along York Street to Route 1 where it could be spliced into the 3RB cable, thereby enabling the village to take advantage of a ultra-fast high speed internet network where large volumes of data can be quickly delivered anywhere in a fraction of the previous time. This is similar to road off-ramp connecting into the interstate highway.

**Maine Department of Agriculture, Conservation and Forestry,
Bureau of Geology, Natural Areas and Coastal Resources Maine
Coastal Program**

The Maine Coastal Program's Coastal Communities Grant Program (formerly part of the State Planning Office) provides grants up to \$50,000 for, water quality, stormwater management, habitat restoration and open space planning. The Program Statement and application information are expected to be available in the spring of each annual fiscal year grant round. There is a 25% cash or in-kind local match requirement.

Project Canopy Assistance Grants

Project Canopy Assistance Grants are available to municipal governments for developing and implementing community forestry projects and programs. Funding is for tree planting and maintenance and planning and education. Grants are allowed up to \$10,000 and require a local 50% match. Project canopy is funded by the United States Department of Agriculture (USDA) Forest Service Community Forestry Assistance Program. The Project Canopy Assistance program is part of the Maine Forest Service within the Maine Department of Agriculture, Conservation and Forestry.

Transportation

Maine Department of Transportation Municipal Partnership Initiative (MPI) Program

MPI was conceived and developed in early 2011. It is a creative method to develop, fund, and build projects of municipal interest on the state infrastructure system with DOT as a partner. It is Maine DOT's intention that this program remains simple, flexible, and fast moving. It will respond to municipal interests, leverage economic opportunities, and improve safety whenever possible while ensuring the public gets good value for their tax dollars.

When a municipality indicates interest in making an eligible improvement or adding to the scope of an existing Maine DOT Project, the request is forwarded to the DOT Regional Office for action. Shortly thereafter, the Region Engineer meets with a municipal official to scope out the project. The scoping, approval, agreement, and development processes will be as lean and simple as possible so that a Cooperative Agreement can be signed within 2 months if all goes well. These projects will not go through the normal planning process. Unless waived by the Commissioner, the state funding contribution for a project will be capped at \$500,000 and generally have a state share of 50% or less. (This means at least a 100% local match.)

**Maine Department of Transportation (MaineDOT) Quality
Community Program Transportation Enhancement and Safe
Routes to School** (See previous description in the Infrastructure
Section.)

Buildings

Federal Historic Rehabilitation Tax Credit Program is the nation's largest federal incentive program for downtown and village economic development involving private investment in the re-use of historic buildings and, the single most powerful financial incentive available to private property owners in Maine. Companion to the Federal Tax Credit is **Maine's State Historic Rehabilitation Tax Credit Program**, which consists of:

- The Substantial Rehabilitation Credit, a “piggyback” onto the 20% Federal Tax Credit.
- The Small Project Rehabilitation Credit for projects with qualified rehabilitation expenditures of between \$50,000 and \$250,000. The advantage of this it that it does not need to be eligible for the Federal credit. Please note that the Maine Program specifically allows non-profit organizations, under certain circumstances, to participate in the Rehabilitation Tax Credit Program.

The Maine program is available through 2023 and the rehabilitation must meet all of requirements of the Federal tax incentive program. The 25% and 20% State and Federal programs, respectively, provide tax credits for qualifying exterior and interior improvements to contributing income producing buildings in the York Historic District. This district includes York Village which was listed in the National Register Historic Places in 1973. Historic districts generally have two types of properties, “contributing” and “non- contributing.” Broadly defined, a contributing property is any property, structure, or object, which adds to the historical integrity or architectural qualities that make a historic district, listed locally or federally, significant. The programs are administered at the state level by the Maine Historic Preservation Commission (MHPC).

The Community Development Block Grant (CDBG) Micro-Enterprise Assistance Program: Business Façade Grants.

The purpose of this program is to make exterior or facade improvements on existing commercial or mixed-use buildings that take place in a designated slum and blight area or on existing structures that qualify under the spot blight category. A stand alone spot designation must be documented.

The Maine Community Foundation's (MCF) Belvedere Historic Preservation Fund

In partnership with Maine Historic Preservation Commission, this program offers grants to support the preservation or restoration of historic buildings statewide. The grant program focuses on preservation, reuse, and restoration of historic buildings that serve as civic, cultural, or economic hubs for communities. Grants will primarily be focused on capital or physical projects. The committee will consider the following criteria:

- The property's historical significance at the local, state, or national level.
- Extent to which the property is threatened.
- All proposed projects must be for historic buildings listed or in the process of being listed in the National Register of Historic Places.

Trails and Open Space

Maine Department of Agriculture, Conservation and Forestry Bureau of Parks and Public Lands (BP&L), Recreation Trail Program (RTP)

The Recreational Trail Program (RTP) is a federal assistance program to help States provide and maintain recreational trails for both motorized and non-motorized use. It provides funds for a variety of trails including single use and multi-purpose trails. Administered at the federal level by the Federal Highway Administration and at the state level by the Maine Department of Agriculture, Conservation and Forestry, Division of Parks and Public Lands, RTP grants can provide up to \$35,000 of allowable costs with a 20% local cash or in-kind match or matches from other state, local, and certain federal grants. Eligible Development and Acquisition Grant activities include: development or rehabilitation of any trailside or trailhead facility; construction of new recreational trails including new trail bridges and trail signage; acquisition of easements and fee simple title to property for trail purposes. A pre-approval site inspection of a potential project is required by state staff in August, a preliminary application is due in September with a full application submitted in November. An RTP manual is available to provide general information about the Recreational Trail Program.

**Maine Department of Agriculture, Conservation and Forestry,
Bureau of Geology, Natural Areas and Coastal Resources Maine
Coastal Program** (See previous description in the Infrastructure section.)

National Park Service's (NPS) Rivers Trails and Conservation Assistance (RTCA)

This program is located in Brunswick, Maine. RTCA often acts as a catalyst to help assemble the necessary pieces of a river trail planning project, identify resources, navigate the planning process, and convert ideas into actions. Program staff can provide technical assistance in conceptual planning, organizational development, grant research, grant writing, and capacity building at no cost. RTCA applications are due in August.

Water Quality

DEP 319 Non-point Source Water Pollution Control Grants

DEP administers Non-Point Source (NPS) grants to help communities make progress restoring NPS-impaired waters or protecting waters threatened by NPS pollution. NPS grants are available to:

- Develop a watershed-based plan - A plan that provides assessment and management information and describes actions needed to restore NPS-impaired water bodies or protect water bodies threatened by NPS pollution;
- Implement a watershed-based plan - A plan previously accepted by the DEP is a prerequisite for submitting a proposal for an implementation grant. Since 2005 DEP has accepted 38 plans.

Grants for projects are funded with monies provided to DEP by the U.S. Environmental Protection Agency under Section 319(h) or Section 604(b) of the Clean Water Act. These are matching grants and in 2013, DEP "319" grants awarded varied from \$23,000 to \$98,000. Annually, in June, DEP issues a request for proposals (RFP) for NPS Water Pollution Control Projects.

**Department of Environmental Protection (DEP) MS4
(Municipal Separate Storm Sewer System) Community**

York is a MS4 permit municipality which, under DEP/EPA regulations, requires that such municipalities obtain this permit (known as a National Pollutant Discharge Elimination System, or NPDES, permit) and renew it every 5 years. Under this permit, a municipality must develop a storm water management program designed to control the discharge of pollutants into and from the storm water sewer or drainage system (or from being dumped directly into the storm sewer system). It includes roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains. These drainage systems typically dump their water (and any associated pollutants) directly into streams, bays, and/or the ocean without being treated. The purpose is to protect these local water bodies.

One example is the drainage stream or ditch in front of the library which eventually dumps or discharges into York Harbor. Under MS4, non-point source storm water treatment is usually by non-mechanical means such as natural or man-made wetlands absorption/infiltration, filtration inserts in catch basins, drainage ponds, and other similar methods. One potential funding source is the DEP “319” grant application.

**Maine Department of Agriculture, Conservation and Forestry,
Bureau of Geology, Natural Areas and Coastal Resources Maine
Coastal Program.** (See previous description in the Infrastructure section.)

York River Wild and Scenic River Designation

“National Wild and Scenic River” is a Federal designation for certain protected areas in the United States. Selected rivers in the United States are preserved for possessing outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values. Rivers or sections of rivers so designated are preserved in their free-flowing condition. The York River is important because it forms the southerly boundary of historic York Village and draws its water from a large watershed area including the Berwicks and Eliot. To assist in protecting the York River a group in York Harbor is looking to have the York River designated as wild and scenic. Funding has been provided for a study to determine the feasibility of a Wild and Scenic River designation pursuant to the National Wild and Scenic Rivers Act.

Downtown Revitalization

The CDBG Downtown Revitalization Grant (DR) Program (See previous description in the Infrastructure section)

Main Street Maine Communities

Established in 1999, the Maine Downtown Center’s (MDC) mission is to advance preservation-based economic development in Maine’s downtowns through its Main Street Program consisting of the Main Street Maine Communities and Maine Downtown Network Communities programs. The MDC is part of the Maine Development Foundation (MDF). The Center’s staff and its advisors serve as a resource for all Maine communities undertaking downtown revitalization projects or developing economic restructuring programs. Currently there are 10 Main Street Maine and 20 Maine Downtown Network communities, representing every county.

The Maine Downtown Center serves as the state coordinator for the National Trust for Historic Preservation's Main Street Program. Developed by the Trust in 1980 it has a reputation as one of the most powerful economic development tools in the nation for vibrant, healthy downtowns and for downtown revitalization. The underlying premise of the Main Street approach is to encourage economic development within the context of historic preservation, such as within York Historic District's York Village.

The **Maine Downtown Network** (MDN) was launched in 2009 as a sister-program to Main Street Maine using the same Four Points but at a lighter, less rigorous pace. The MDN is ideal for communities already engaged in village revitalization, communities which do not want to bear the expense of full time staffing of a downtown organization, and for towns who wish to engage in the Four Points program of organization, promotions, design, and economic restructuring. Of particular assistance to York Village are promotions, which presents a positive image of the commercial district by marketing its unique characteristics to businesses, residents, and visitors through advertising, promotional activity and special events.

Creative Communities = Economic Development (CCED) Grant

The Maine Arts Commission is offering this grant program to activate the concept that Maine's quality of place is an economic development asset. Successful applications will come from communities that have vibrant cultural nonprofits such as the York Art Association with a tax exempt status 501(c) (3) from the Internal Revenue Service. The nonprofit arts organizations are expected to plan and oversee the application project. Grants are for up to \$75,000 over a 3 year period with a 1:1 cash or in-kind match.

NON-MUNICIPAL FUNDING OPPORTUNITIES DATABASE

The same programs listed above are also in a database format, which allows them to be sorted in a variety of ways, for example by Short Term Activity (2015 to 2017), Medium Term Activity (2018 to 2022), Dates and Deadlines, Category, Program and Funding Entity, Source (Federal, State, Local, other), Funding Cycle (rolling, annual, semi-annual etc), Possible Dollar Amounts etc. With this information easily understood and manipulated, it can be used to make informed choices about which sources to pursue when, and their likelihood of success.

Short Term 2015 to 2017 (Activity)	Med Term 2018 to 2022 (Activity)	Dates & Deadlines	Category	Program & Funding Entity	Source (Federal, State, Local, other)	Funding Cycle (rolling, annual, semi annual etc)	Possible \$	Notes
2015	TBD	2015 - 1/??	Approvals	Board of Selectman	Town		TBD	
2015	TBD	2015 - 5/16	Approvals	Town Meeting	Town	Triennially (3x/yr.)	TBD	
2015 (Planning)	none	2016- 7/1	Infrastructure	Department Agriculture, Conservation and Forestry Maine Coastal Program's Communities Grant Program	Coastal Program/Town	Annually	Up to \$50,000 with 25% local match	Storm water management, open space planning
2015 (Planning)	2017 (Application)	2017 - 12/19 Application	Infrastructure	Maine Department Agriculture, Conservation and Forestry Project Canopy	Me Forest Service/Town	Annually	Up to \$10,000 and 50/50 match	Tree planting and maintenance
2015 (Planning)	June Anytime	June Anytime	Water Quality	DEP 319 Watershed Program Matching	DEP/Town	Annually	\$23-\$98,000	Watershed plan, plan implementation
2015 (Planning)	2018 (Application)	March	Downtown	Maine Downtown Network Community	Downtown Center	Annually	None	4 Points: Organization Promotion, Design, Economic Restructuring
2015 (Village Plan)	2020 (Application)	2020 - 4/17	Infrastructure	CDBG Downtown Revitalization	State DECD/Town 25% local match.	Annually	Up to \$400,000	To be eligible adopted Downtown Revitalization Plan & area declaration of slum and blight.
2015 (Village Plan)	Construction	None	Transportation	MaineDOT Municipal Partnership Initiative (MPI)	State 50/50 Match	Anytime	Up to \$500,000	Roadway, sidewalks, curb, lighting
2015 (Village Plan)	2020 (Application)	2020 - 4/17	Downtown	Downtown Revitalization Grant (DR) Program (CDBG)	DECD/Town	Annually	Up to \$400,000	Streetscapes, sidewalks, curbing, cross walks, street lighting, parks, underground utilities.
2015 - 16 (Planning)	2018 (Application)	October	Downtown	Creative Communities = Economic Development (CCED) Grant:	Arts Commission	Annually	Upto \$75,000	Arts vibrant downtown
2016 (Planning)	TIF Preparation	TBD	Infrastructure	York Village Tax Increment Financing (TIF) District	Adopted local district and DECD approval	Anytime	TBD by the town.	Storm sewer, streetscapes, parking.
2016 or 2017 (Planning & Application)	2018 to 2021 (Construction & Other)	1st Friday each month	Infrastructure	CDBG (Community Development Block Grant) Economic Development	State DECD/Town 25% local cash match.	Quarterly	Up to \$1,000,000	Grants to Municipalities in support of a local business for sewer, water & storm drainage.

2017 (Survey)	2019 (Application)	2019 - 3/6	Infrastructure	CDBG Public Infrastructure (PI)	State DECD/Town 25% local match.	Annually	\$400,000	Storm drainage improvements benefitting majority low/mod income persons. 2017 village income survey.
2017 (Planning)	2018 to 2020 (Application)	2018 - 8/1	Infrastructure & Transportation	MeDOT Quality Community Safe Routes to School & Transportation Enhancement Programs	MeDOT/Town 80%/20% match	Biennial (every 2 years) 2018-2019	\$100,000	Sidewalks, curbs, crosswalks
3Ring Binder	Fiber cable 1A	None	Infrastructure	Broadband High-Speed Internet Service Fiber Optic Cable	Town/Private Internet Provider	Anytime	TBD	Financing: TIF district, internet server, payment to connect town facilities, increase customer fees,
Anytime	Anytime	On -going	Buildings	Federal Historic Rehabilitation Tax Credit Program Administered by Maine Historic Preservation Commission	Federal/ Property Owner	On-going	20% Federal Credit Income properties	Major rehabilitation of historic income producing buildings on the National Historic Register.
Anytime	Anytime	On -going	Buildings	Maine Historic Rehabilitation Tax Credit administered by the MHPC and the Maine Revenue	State/Federal/Pro perty Owner	On-going	20% Federal Credit + 25 % State Credit	25% State tax credit thru 2023 for substantial rehab of buildings qualifying for Federal credit.
Anytime	Anytime	15-Sep	Buildings	Belvedere Historic Preservation Grant	Me Community Foundation	Annually	Upto \$15,000	Physical restoration historic buildings.
Anytime	Anytime	On -going	Buildings	Maine Small Project Rehabilitation Tax Credit Administered by MHPC and Maine Revenue Service	MHPC/Property Owner	On-going	\$50,000 to \$250,000 tax credits	Small projects w/o federal tax credits
Anytime	Anytime	2016 - 11/13	Trails, Open Space & Parks	Maine Bureau of Parks and Public Lands (BP&L), Recreation Trail Program Development (RTP), Dept of Agriculture	State/Town	Annually	\$35,000 with local \$/in-kind match	Trail construction or rehabilitation
Anytime	Anytime	2015 - 7/15	Trails, Open Space & Parks	Bureau of Geology, Natural Areas and Coastal Resources Maine Coastal Program, Maine Dept of Agriculture	Coastal Program/Town	Annually	Up to \$50,000 with 25% match	Open space planning.
Anytime	Anytime	August 1 each year	Trails, Open Space & Parks	National Park Service's (NPS) Rivers Trails and Conservation Assistance (RTCA)	Federal	Annually	No Cost Technical Services to towns	River trail planning, conceptual planning, convert ideas into action, organizational development.
Anytime	Anytime	2015-7/1	Water Quality	Department Conservation Maine Coastal Program	Local 25% match	Annually	Upto \$50,000	Storm water management
Façade survey	2019 Application	1st Friday of month	Buildings	Micro-Enterprise Assistance Program: Business Façade Grants (CDBG)	MeDECD/Town/Private Owner	Annually	\$150,000	Exterior façade improvements to existing buildings qualified under spot blight.
On-going	On-going	On -going	Water Quality	MS4 Municipal Separate Storm Sewer System	DEP/EPA	Annually	CDBG PI , DEP 319, Maine Coastal Program	MS4 is DEP/EPA storm water treatment through non-mechanical means such as natural wetlands absorption/infiltration
On-going	On-going	On -going	Water Quality	Wild and Scenic River Designation	Federal	On-going	DEP 319, Maine Coastal Program	Study for determining designation

SUMMARY COMMENTS FROM BUSINESS COMMUNITY INTERVIEWS October 14 - 17, 2014

A better functioning, more active, safer and more prosperous village requires strengthening businesses, along with physical improvements. In order to thoroughly understand how best to support the existing business community, The Downtown Revitalization Collaborative's community and economic development planner, Rodney Lynch, AICP met one-on-one with business leaders, property owners and merchants to learn how this effort might help support their aspirations, meet their challenges, address their concerns, and to understand the level of support they need. Please note personal identifying information has been removed from comments below.

Individual Business Considerations

Prompts

A village center is only as strong as its businesses. What are your individual business needs? Are there obstacles (physical or other) to your success? How might the Master Plan help meet your challenges, address your concerns and strengthen your business?

Parking

- Owner does not want to lose the parking in front of business.
- Does not want to have the angle parking in front of the older Chevrolet dealership building.
- Biggest impact will be parking, especially if parking is removed in front of business. Also need places for employee parking.
- Want to ensure that parking spaces in front of business stay, as elderly customers, who are not on line, like to come into office to do business.
- Want to keep 60 degree angle parking in front of the Kyricos building by the monument square.
- In and out and pick-up business, does not want to lose the parking spaces in front of restaurant.
- Keep the parking spaces in front of business. Because business is quick 15 minutes in and out, needs to retain 60 degree angle parking in front of shop located in the former Chevrolet dealership building.

- Overall insufficient parking for owners, employees and tenants in the rear area parking lots, which are now disjointed and not connected. No on-street unloading and instead needs designated unloading zone(s) in the village. Utilizing the parking lot behind the Bank America would take off some of the village parking pressure.

Walkability

- If there were sidewalks there would be more walk-in traffic.
- Concerned that during construction, such as installing new sidewalks, customer access to store will be disrupted, thereby impacting business, and may also impact the structural integrity of older buildings. Any construction should be phased-in and minimized. Wants to know how the town will handle construction such as night time/evening construction schedule.
- Sidewalks in front of the business.
- More walkability will bring people from the village core to the restaurant, which is on the village fringe but within walking distance.
- The way the road is laid out, cars and persons pay more attention to avoiding speeding traffic, so they often don't notice the shops. Need sidewalks or pathways so pedestrians can safely walk and notice the shops. Love being in the village and supporting other businesses. A lack of sidewalks makes it difficult to talk to neighboring business to share mutual concerns and cross pollinate. Presently the York Street lay-out can isolate businesses.

- Sidewalks to Moulton Street and street lighting. Status of the road right of way, how much land in front is private and whether any public improvement construction will affect business.
- Parking access to York Street from rear parking area is disorganized with no ingress or egress directional signs or traffic islands to guide drivers. Park, and then have walkable sidewalks and pathways that allow people to visit multiple businesses. Likes doing business in the village and there is a cohesive business community.
- Customers do not feel they have safe access to buildings and stores, due to dodging traffic

Economics

- Plaza has barber shop, card/gift shop, York Hospital satellite facilities and offices, laundry, dry cleaners, and hair salon - all of which compliment and are near village businesses and services.
- Town native felt the businesses in the village were financially self-sufficient and could self-finance.

Buildings

- Energy conservation and insulation to reduce business overhead costs.

Overall Business Community Considerations

Prompts

In addition to individual business needs, what concerns are common across the overall business community, so we can design the funding strategy to address them?

Identity

- Need to better identify the village and make it more visible that it exists. Village boundary needs to be defined.

- Village needs more visibility; people driving through need to know that there is a traditional Northern New England village.
- There is a lack of village identity. It would be helpful if people knew there was an actual village as they pass through it. Now, many don't realize there is a village. York village signage needed as you enter the village.
- York Village is not a night and evening town like Kittery, Portsmouth or Ogunquit, but a family village with little night time activity. Make the village a destination and take advantage of its history as an asset. Not really being done now, except for the York Museum.
- Creation of events to attract persons to the village. There needs to be improved village promotion and more use of banners.

Design

- Village is not deteriorating, but worn and needs upgrading. Village signage needed.
- Need improved street lighting as there are dark spots in the core.
- Lack of attention by municipal services in the village such as street sweeping and sidewalk trash bins.
- Tree plantings, street lighting.
- Village aesthetics and visual presentation. Village not bad but need sprucing up to make it look better.
- Universal lighting and village flower planting.
- Access by steps because of grades changes.
- Shared dumpsters in rear parking lots and sidewalk trash bins.
- Improved and safer crosswalks by the monument and Ellis Ins.
- New street lighting and tree and flower plantings would light up the village.
- Keep angled building parking between the monument and building.

Economics and Other

- Business assistance and counseling not a big issue in the village as most business have been there a long time and can obtain own capital.
- High speed internet provided by GWI/Fairpoint is sufficient.
- York Hospital has a responsibility to be a partner/part of the village.
- Removal of Cumberland Farms and allow outdoor seating in zoning ordinance.
- Future of village seems to be retail.
- Future of the town may be eco/cultural/heritage tourism based on historic/heritage and natural assets. Pathways might connect village to the shore and recreational facility at Mount Agamenticus.

Parking

- Finding employee parking is always a problem and at the same time need to provide accessible spaces for clients. Identify in the master plan potential parking spaces, such as Hodgkin property behind the bank which is now un-used.
- The family that owns a vacant asphalt parking area would like to sell to the town as off-site overflow and relief parking for the village. Otherwise it may be turned into a private rental parking lot. Access is through a 14 foot wide easement on an adjacent lot but no access through Bank America. Ensure that the parking lot site is illustrated on the Master Plan as a possible parking lot location

Town and Grant Writing Considerations

Town staff will ultimately write grant and program applications. Please describe funding opportunities and challenges.

Comments

- Business assistance and counseling not a big issue in the village as most business have been there a long time and can find own capital.
- York has a \$4B property tax based mostly from seasonal properties. About 70% of year round residents are not from York. Population and economy are stable.
- Village infrastructure is getting worn and needs to be improved and upgraded.
- Challenges of making the village a four season business community and destination.
- Within the village, there is a locally adopted Historic District codified in the zoning ordinance, which is in the National Park Service Certified Local Government Program. The local district boundary can be found on the webpage under GIS Geocortex as well as in the zoning ordinance.
- In addition to the local historic district, York has a National register York Historic District which encompasses the Village Master Plan area and more specifically its core. This is an opportunity for promoting and informing property owners about available historic tax credits for commercial income producing properties.
- Town has done little grant writing and mostly the responsibility of the Community Development Director; however the Public Works Director has been effective in obtaining matching grant funding from the Maine Department of Transportation.
- Town is able to fund local grant matching funds from its tax base. Specific grants include DEP 319 watershed program, MS4 which is DEP/EPA storm water treatment through non-mechanical means such as natural wetlands absorption/infiltration, MDOT Municipal Partnership Initiative which approved the \$500,000 for the work The Downtown Collaborative is doing and any infrastructure follow ups, and the Wild and Scenic River designation.

Water Quality

- Town has a major storm water quality problem.
- York is a MS4 (Municipal Separate Storm Sewer System) permit municipality which under DEP/EPA regulations requires that such municipalities obtain this permit (known as a National Pollutant Discharge Elimination System, or NPDES, permit) and renew it every 5 years. Under this permit a municipality must develop a storm water management program designed to control the discharge of pollutants into and from the storm water sewer or drainage system.
- DEP 319 Nonpoint Source Water Pollution Control Grants ("319"). DEP administers Non-Point Source (NPS) grants to help communities make progress restoring NPS-impaired waters or protecting waters threatened by NPS pollution. NPS grants are available to develop a watershed-based plan or Implement a watershed-based plan.
- National Wild and Scenic River is a Federal designation for certain protected areas in the United States. Selected rivers in the United States are preserved for possessing outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values. Rivers or sections of rivers, so designated are preserved in their free-flowing condition. The York River is

important because it forms the southerly boundary of historic York Village and draws its water from a large watershed area including the Berwicks and Eliot. To assist in protecting the York River a group in York Harbor is looking to have the York River designated as Wild and Scenic. Funding is being sought for a study to determine the feasibility of Wild and Scenic River designation pursuant to the National Wild and Scenic Rivers Act.

Transportation

- *Municipal Partnership Initiative (MPI) Program:* MPI is a state program funded with state bonds and includes no federal funds. It was conceived and developed in early 2011. It is a creative method to develop, fund, and build projects of municipal interest on the state infrastructure system like Route 1A York Street in York with DOT as a partner. It is Maine DOT's intention that this program remains simple, flexible, and fast moving. It will respond to municipal interests, leverage economic opportunities, and improve safety whenever possible while ensuring the public gets good value for their tax dollars. In summary MPI provides for making an eligible improvement or adding to the scope of the existing MaineDOT Route 1A Project.