



THE CITY OF AUGUSTA

DAVID M. ROLLINS, MAYOR

CITY COUNCIL

MARCI A. ALEXANDER
JEFFREY M. BILODEAU
ANNA D. BLODGETT
LINDA J. CONTI

HAROLD ELLIOTT
DAREK M. GRANT
MARK O'BRIEN
COREY WILSON

WILLIAM R. BRIDGEO
CITY MANAGER

INFORMATIONAL MEETING AGENDA

THURSDAY, JANUARY 26, 2017

CITY HALL (COUNCIL CHAMBERS)

6:30 P.M.

A. Items for discussion submitted by the City Council and/or the City Manager:

1. Proposed Rehabilitation of Trolleys – Councilor Blodgett
2. Grandview Neighborhood Mediation Proposal – Councilor O'Brien
3. 2016 Edward's Dam Scholarship – City Manager
4. Redevelopment of Kennebec Lockes – City Manager
5. HUD Slum and Blight Designation for Commercial Street – City Manager
6. Second Quarter Financial Report – City Manager

B. Persons wishing to address the City Council who have submitted a formal request in accordance with Section 2-61 of the Code of Ordinances:

C. Open comment period for any persons wishing to address the City Council.

To: William Bridgeo, City Manager
From: Lesley Jones, Public Works Director and Leif Dahlin, Community Services
Re: 1994 Trolleys, City Equipment #404 and 405
Date: January 23, 2017

Background:

The City's Old Fort Western (OFW) Bureau purchased two trolleys from State Surplus in 2002 at a cost of \$2400 for the two units. OFW gave the trolleys to the City in 2005 and Community Services took over maintenance and repair costs and general management of them. These City trolleys are 1994 GMC trolleys that seat 17 passengers plus the driver (considered a "mini" trolley) and each trolley has been driven about 130,000 miles. The trolleys were used for special events such as July 4th activities and a few other downtown events and total usage was about 4-6 days a year. A couple of pictures of our trolleys are attached. Due to the limited demand for a trolley at an event, and the high cost to refurbish one trolley, this memo also includes some alternatives for consideration.

Present Status:

The trolleys were taken out of service around 2012 due to safety concerns and needed repairs and Scott Kenoyer, our Fleet Services Manager, requested that the trolleys be sold as surplus property. There was a request from City Council to provide an estimate on the cost to repair one of the trolleys so it could be used. Scott estimates that one of the trolleys could be repaired to a safe running condition along with aesthetic repairs at a cost of about \$40,000. A breakdown of the costs is as follows:

Estimate cost of repairs – (ONE unit ONLY)

Mechanical repairs	\$10,000.00
Repair inside wood work	\$8,000.00
Repair outside wood work	\$10,000.00
New bench seat cushions	\$2,000.00
<u>Repair and repaint exterior</u>	<u>\$10,000.00</u>
Est. total of repairs	\$40,000.00

If we opt to repair and own a trolley consideration needs to be given to the fact that any drivers of these trolleys are required to have a special license to operate them. Additionally, it should be stored undercover, preferably in a climate controlled space. Prior to the old Cony renovations they were stored inside old Cony and prior to that a former Fire Station. Presently they are stored outside as we do not have indoor storage available.

Current anticipated demand for a trolley or other novelty mode of transportation for special events (This is absent a fully developed Trolley rider program that could be developed):

1. July 4th activities - (City budget)
2. Holiday Tree lighting – November – Saturday after Thanksgiving (City budget)
3. ADA annual Festival – Date TBD (ADA could schedule and budget)
4. Day In The Park – Last Saturday in June (KVCC -would need to be charged)

Options with items to consider:

1. Repair/refurbish one of the City owned trolleys:
 - a. Significant cost to refurbish, estimated at \$40,000
 - i. If a trolley is refurbished, it must be done correctly, by professionals with attention to detail and it must shine.
 - b. Develop a Trolley Rider Program - It can be suggested that ownership of a Trolley necessitates the development of a Trolley rider program.

To be considered:

 - i. Budget
 - ii. Administrative operations & maintenance

- iii. Personnel
 - iv. Storage
 - v. Scheduling
 - vi. Upkeep & Maintenance
 - vii. Insurance
 - viii. Impact on other operations
 - c. Worthy to note, the engines in our trolley's are 454 cubic inch big block motors. This is a huge engine that are gas guzzlers and not "green".
 - d. Central Garage Fleet operations would have to charge a significant hourly rate to cover all costs, which would cover:
 - i. Capital
 - ii. Annual O & M costs
 - iii. Insurance
 - iv. Miscellaneous
 - e. Personnel
 - i. Trolleys are considered a passenger vehicle and require a special endorsement on either a Class "B" or "C" license
 - ii. A passenger endorsement is not currently required for our current employees and we are not sure if any current staff have the required endorsement or are interested in operating a trolley.
 - iii. Would need at least three staff qualified to mitigate scheduling conflicts.
 - iv. Job Descriptions would have to be re-written and possibly negotiated with Union and a CDL license requires participation in the FHWA mandated Drug and Alcohol testing program
 - v. Driver(s) would be pulled from other duties & responsibilities.
 - vi. Staffing is bare bones and will be challenging to pull from other duties and projects to drive the Trolley.
2. Rent a trolley and driver for special events.
 - a. There are two companies in Maine that rent out modern trolleys.
 - i. Northeast Trolley Company out of Lewiston and Lincolnville has two white trolleys for an hourly rental rate of \$125. per hour, see attached quote.
 - ii. The Molly Trolley Depot in Wells, Maine has modern trolleys, both red and green ones. The 32 passenger one is handicap accessible. Their pricing is \$200 per hour, and time starts running when they leave Wells and ends when they get back to Wells. A picture of their trolleys is attached.
 - iii. York Trolleys would not rent trolleys up here as we are out of their service area.
 - b. The rental trolleys companies provide the requisite driver, insurance, etc.
 - c. Possible concerns with renting trolleys:
 - i. Seasonal – Not available
 - ii. Daily/special events – needs to be booked several months in advance
 - iii. Budget
 - iv. Another task to manage by busy staff.
 3. Continue with our current arrangement of using Horse drawn Hay Wagon Rides
 - a. It is a very popular activity.
 - b. Currently used for 4th of July activities and Holiday tree lighting
 - c. Cost of the two hay wagons and horses is \$1,000.00/event.
 - d. Other non-city special events we would not provide this activity unless it was paid for by "others".
 4. Purchase a new trolley and roll out a ride program for various and sundry special events
 - a. It can be suggested that ownership of a Trolley necessitates the development of a Trolley rider program.
 - b. Staffing implications are significant
 - c. Need a place to store undercover. Currently no space exists.
 - d. Budget accordingly
 5. Sell trolleys and stay out of the trolley business
 - a. Recognize a viable alternative has been in place for years with the horse drawn hay wagon rides.
 - b. No one or organization from the public has requested trolleys for special events in recent years.

- c. Could be sold online through the govdeals.com web site that the City recently used to successfully sell several surplus pieces of equipment.
- d. Rental companies are available in Maine to provide larger modern trolleys for events.



CITY TROLLEYS
EXTERIOR VIEW
MAY 2015



CITY TROLLEY
INTERIOR VIEW
MAY 2015

Quotation Details

All Aboard Trolley & Transportation Co.

Client ID	Lesley Jones City Of Augusta - Public Works	Quotation ID	2852
Client		Movement ID	4208
Company		Passengers	
Client Ref 1			
Client Ref 2			

First Pick-up	Augusta, ME	Destination	Augusta Civic Center
Pick-up Date	Tue 7/4/2017 Time 10:00	Arrival Date	Tue 7/4/2017 Time 10:10
Single Journey	No	Leave Date	Tue 7/4/2017 Time 18:00
Vehicle To Stay	Yes	Back Date	Tue 7/4/2017 Time 18:30

First Pick-up Instructions	Destination Instructions
Augusta ME 04330	76 Community Drive Augusta ME 04330

Quantity	Seats	Vehicle Description	
2	36	Trolley	
Movement Totals			\$2,580.00

Route	Further Requirements
<p>***Driver Gratuity is not included***</p> <p>***Times are NOT correct***</p> <p>FINAL ITINERARY TO BE PROVIDED</p> <p>July 4th Trolley use from 10AM to 6PM For different events</p> <p>2 Trolleys each holding 36 ppl</p>	<p>***Additional time to be billed at \$125.00 per hour***</p> <p>***This quote is a cash price based upon the information provided. It is subject to change pending receipt of the final, approved itinerary, and any potential increase in the cost of fuel.***</p>



Trolley Rentals for Any Occasion



- Spacious, comfortable, stylish

- Open concept/front perimeter seating
- Open or closed rear for all weather conditions
- Heat
- Cushioned seats
- Cup holders
- Premium sound system - USB Capability
- Flat-screen monitor/DVD player
- Passenger public address system
- No exterior commercial advertising
- Professional, courteous staff

Molly Corporation presents our newest fleet of Original Molly Trolleys, now available for charter in the southern Maine area. Our 2015 trolley models are the perfect combination of authentic trolley design and modern-day comfort and style. Our professional and courteous staff will ensure your wishes are met and every detail is complete, while providing your group with safe, reliable and fun transportation to and from your special event. We have multiple trolleys available to accommodate any size group.



207-251-7111

✉ charters@mollytrolleydepot.com
(mailto:charters@mollytrolleydepot.com)

City of Augusta, Maine
DEPARTMENT OF DEVELOPMENT SERVICES

AUGUSTA STATE AIRPORT
CODE ENFORCEMENT
ECONOMIC DEVELOPMENT



ENGINEERING
FACILITIES & SYSTEMS
PLANNING

MEMO

TO: Bill Bridgeo, City Manager
FROM: Keith P. Luke
DATE: January 23, 2017
RE: Slum and Blight Designation – Commercial Street

In 2016 the Community Development Office at the Maine Department of Economic and Community Development restored Community Development Block Grant funding for Downtown Revitalization, after a year-long redirection of the program funding by the LePage administration. In 2017 a total of \$300,000 will be made available statewide to support qualified downtown redevelopment projects.

The Development Services office will be submitting a Letter of Intent to apply for \$100,000 to supplement city funding for the redesign and reconstruction of Commercial Street in 2017. If selected to proceed with a full application we will be required to provide a Slum and Blight Declaration for the full length of Commercial Street.

A Slum and Blight designation remains on file with the Community Development Office and federal Housing and Urban Development Department for ten years. The City of Augusta's most recent declaration has expired and should be renewed to keep the Downtown District eligible for this and other federal grant funds over the coming decade.

Copy: Matt Nazar, Development Services Director
Ralph St. Pierre, Assistant City Manager

Memo

To: William Bridgeo, City Manager
From: Raphael St. Pierre, Assistant City Manager
Date: January 18, 2017
Re: FY 2017 2nd Quarter Financial Report

The city's general fund revenues totaled \$14,599,332 (52%) and expenditures totaled \$13,308,312 (47%) at December 31, 2016.

Municipal property taxes totaled \$9,167,092 (57%). The City allocates the school department's local contribution revenues from property taxes. Motor Vehicle excise taxes were 49% collected at \$1,411,814. Excise taxes were even to last year after six months; however, we anticipated a dip in excise taxes, so at 12/30 we have a positive variance of \$68,032 or 4.8%. Revenue Sharing has a negative variance of \$37,612 (1%) due to a negative variance in July of \$53,000. Investment income has a negative revenue of \$116,411 due to market write down of the value of securities due to an increase in interest rates. Homestead Exemption reimbursement from the State will have a positive variance of \$56,567 and BETE state reimbursement will also have a positive variance of \$44,812 due to increased capital investments by local businesses. Emergency Medical Service revenue is showing a positive variance of approximately \$150,000. Overall, municipal revenues should have a positive variance at 06/30/2017.

Municipal expenditures are about on budget. The major factors for variances, snow, health insurance and public safety overtime are within budget at 12/30/2016. The snow budget is too early in the season to have a reasonable forecast. The beginning of the winter season started off on the wrong foot. However, we will constantly be monitoring expenditure as the season progresses. Corporation Counsel General Services totaled \$53,334 or 66.7% expended after six months.

Civic Center revenues totaled \$1,110,256 (41%) up 2.8% from last year. Expenditures totaled \$1,064,727 (42%) for a net income of \$45,529 an increase of \$5,411 from 12/31/2015.

Hatch Hill Landfill revenues totaled \$1,444,591 (60%) down from last year by \$28,259. Hatch Hill revenue stream for FY 2017 compared to FY 2016 is down \$303,609. We anticipated down adjustments for sale of materials, per capita fees (Pittson), and municipal solid waste tipping fees. However, tipping fees are up \$44,818 over last year. Expenditures totaled \$802,443 for a net income of \$642,148. down \$127,616 from December 31, 2015.

Central Garage revenues totaled \$802,443 (43%) down 1.8% or \$14,867 from last year. The sale of motor fuels and repairs to vehicle and equipment accounted for the reduction in revenues.

Expenditures totaled \$834,226 for a net loss of \$31,783 compared to net income of \$278 last year.