City Manager............................	(802) 334-5136
City Clerk / Treasurer.............	334-2112
Public Works...........................	334-2124
Zoning Adm. / Assessor..........	334-6992
Recreation / Parks...................	334-6345
Fax..	334-5632

City of Newport
222 Main Street
Newport, Vermont 05855
www.newportvermont.org

Newport City Council Meeting

SPECIAL Meeting Agenda

Monday, November 27, 2017, beginning at 6:30 p.m.

Council Room

Municipal Building

City Council: Paul Monette, Mayor
John Wilson, President
Denis Chenette
James Merriam
Julie Raboin

Laura Dolgin, City Manager
James D. Johnson, City Clerk/Treasurer

AGENDA:

1. Call to Order
2. Public Comment
3. Approval of City Attorney to assist with Tax Sale: Vote (formality)
4. Proclamation for Memphremagog Arts Collaborative
5. NCRC Downtown Renewal Status & Budget Presentation, Board of Directors
6. Review of the proposed FY 2018-19 Budget: Possible Votes
7. Possible Executive Sessions with Department Heads
8. Next Meeting Dates: Regular Meeting December 4, 2017 at 6:30, Special Budget Meeting December 11, 2017, Regular Meeting December 18, 2017 @ 6:30, Centennial Meeting December 19, 2017.
9. Adjourn

Non-confidential materials pertaining to this agenda are available for inspection at the City Clerk's office commencing at 8:00 a.m., the morning of the meeting.

Newport City Council meetings are for the purpose of allowing Council members to conduct City business. Distinct from public hearings or town meetings, City Council meetings are held in public, but are not meetings of the public. City Council meetings are the only time the City Council members have to discuss, deliberate and decide upon City matters. In an effort to conduct orderly and efficient meetings, the Mayor kindly requests your cooperation and compliance with the following guidelines per the policy adopted on December 21, 2015 and ratified on January 23, 2017:

1. Please be respectful of each other, Council members, city staff, and the public.
2. Please raise your hand to be recognized by the Mayor. Once recognized, please state your name and address or affiliation.
3. Please address only the Mayor and not members of the public, staff, or presenters.
4. Please abide by any time limits. Time limits will be used to insure everyone is heard and that there is sufficient time for the Council to complete their agenda within a reasonable timeframe.
5. The Mayor will make a reasonable effort to allow everyone to speak once before speakers address the Council a second time per the limits adopted on January 23, 2017.
6. Once public comment has been heard, discussion will be limited to the City Council members.
7. Please do not interrupt or mock other speakers or otherwise exhibit disruptive behavior during the City Council meeting.
8. Please do not repeat the points made by others, except to indicate agreement or disagreement with other views.
9. Please use the hallway for side conversation. It is difficult to hear speaker remarks when side conversations are occurring in the Council Chamber.
10. Presentations to the Council are not open to public comment. However, per the policy adopted on December 21, 2015, matters on the agenda requiring a vote are are open to public comment immediately prior to the Council vote.
11. Individuals who do not abide by these procedures will be asked to leave the Council Chamber.

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OFFICE OF THE MAYOR
CITY OF NEWPORT, VERMONT

PROCLAMATION

MEMPHREMAGOG ARTS COLLABORATIVE

10th ANNIVERSARY
DECEMBER 2, 2017

WHEREAS, The Memphremagog Arts Collaborative provides a venue for local artists to display and sell their work.

WHEREAS, The Memphremagog Arts Collaborative provides educational opportunities for our youth through special programming throughout the year.

WHEREAS, The Memphremagog Arts Collaborative, like the Arts, is a valuable asset to Newport and the surrounding communities.

WHEREAS, The Memphremagog Arts Collaborative CELEBRATES 10 years of Community support on Newport's Main Street and looks forward to 10 more years and beyond.

NOW, THEREFORE, I, Paul L. Monette, Mayor of the City of Newport, and the City Council congratulate the Memphremagog Arts Collaborative on their 10th anniversary.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Newport, Vermont this second day of December, 2017.

Paul L. Monette
Mayor

NEWPORT CITY
Downtown Development

Serving as a catalyst for economic development in Newport's designated downtown since 2007

Karen Geraghty
Interim Chair
Northeastern Vermont Development Association

Terrie McQuillen
Treasurer
Community National Bank

Laura Dolgin
Secretary
City of Newport

Claudio Fort
North Country Hospital

Conrad Bellevance
Fred's Plumbing & Heating

Robert Hogkins
Immediate Past-Chair
Jay Peak Ski Resort

To: Newport City Council Members
From: Newport City Renaissance Corporation Board of Directors
Date: November 27, 2017

Re: Newport City Renaissance Corporation FY 2018-2019 Downtown Designation Renewal Status & Fiscal Proposal

Per the State requirements for the Downtown Designation, Newport City Renaissance Corporation was appointed by the City Council in 2007 as the organization tasked with sustaining a comprehensive and long-term downtown revitalization effort. The downtown designation status must be renewed every five years. The City Council granted authorization of the Downtown Designation Renewal at their June 5, 2017 City Council meeting.

As part of the renewal application requested by the City, NCRC is required to provide a description of its organizational structure for the redesignation period of five years as well as evidence of the City's financial commitment for this period. Given the current economic challenges facing Newport for 2017 - 2022, NCRC is proposing to adapt its organizational structure to better meet the needs of the designated downtown while working with the City to address the economic development needs outside the designated area.

NCRC is currently responsible for development in the area defined as the designated downtown as defined by State Statute (24 V.S.A. § 2791). This area extends from Third Street, across the Causeway, ending at Union Street. Although a strong downtown is important for economic revitalization, creating a stronger City as a whole is the ultimate key for business success and a strong and vibrant community.

As the magnitude of the day-to-day economic development activities needed to lift Newport out of the EB-5 disaster have become a reality, it is clear that the City is in need of greater capacity for sustained economic development for the entire City. The need for staffing in the downtown organization is also no less important at this critical time. Newport is too small of a community to support two such staff positions. After researching the majority of Vermont's existing downtown organizations, the conclusion of the NCRC Board of Directors is that a model for staffing the activities of the downtown organization needs to be adapted to include the work and interests of the municipality for the benefit the entire City of Newport.

Both the City and NCRC have been working closely since the announcement of the EB-5 failure to develop a feasible economic alternative to the failed projects in downtown Newport. To date, the City has acquired significant grant funding for planning and the hiring of consultants to provide a comprehensive review of options for re-development of the downtown block and surrounding area. The City received priority status for this grant funding as a direct result of the downtown designation.

One of the recommendations from the White + Burke report was to complete market research for potential development of a hotel in downtown Newport. NCRC acquired the funding to retain Pinnacle Advisory Group of Boston who was tasked to complete this study and provide recommendations. Additionally, NCRC has acquired grant funding to support development of a recreational trail system that leads directly from Canada into downtown Newport as an economic model for Newport. Development of the Vista Waterfront Recreational Path was a collaboration between the business owner, the City and NCRC who acquired a State grant to provide additional enhancements on the path.

The next step in the development of downtown Newport is to create a master plan focused on the waterfront area of Newport. The goal of this waterfront and downtown master plan is to identify opportunities, public facility and infrastructure improvements, land uses, and other physical enhancements that will generate increased activity, excitement and economic vitality in downtown Newport. This project will involve engagement of the community, creation of a unified vision for downtown and waterfront revitalization, and establishment of a clear implementation plan to further this vision.

Therefore, it is critical that the City and NCRC have a unified vision and aligned sequential activities for the next several years. In order to implement the master plan, one dedicated staff position is necessary to coordinate the efforts of consultants, volunteers, and municipal staff. NCRC proposes that the executive director position therefore be combined with the creation of an economic development position within the City to achieve this coordinated effort that meets the downtown designation requirements and achieves the municipal interests for the entire City of Newport.

NCRC envisions that this position will be the equivalent of a full-time executive director-level economic development position. The duties and responsibilities will be split between NCRC and the City, each of which will be allocated half of the position.

The non-profit structure of NCRC will be maintained by its independent board of directors and will provide the strategic plan of activities for its four volunteer committees - Economic Development, Design, Promotions, and Organization. The NCRC Board will work with the City to develop its strategic plan of activities to align with the City's master plan. A Memorandum Of Understanding (MOU) between the City and NCRC for these agreed-upon intersecting responsibilities will be generated. The MOU is proposed to extend for the five-year redesignation period, and will allow either party to end the agreement at any time if they so wish.

The NCRC portion of this position will be funded by the annual budgeted amount of $25,000 from the City. This amount represents the City's annual commitment to the execution of the reinvestment agreement which has been made since 2007. For FY 18-19, NCRC is requesting an increase of $5,000.00.

Should the council see fit, the City's portion of the position which addresses the economic development needs of the entire City, would qualify for funding from the use of the Walmart funds with the suggested amount of $30,000. According to the *Project Agreement* between the City and Shattuck Hill Investments, LLC, these funds are to be used for the purpose of mitigating "impacts that the (Walmart) Project might reasonably be expected to cause in Newport."

The NCRC Board of Directors believes that structuring this position to be both the voice of the downtown and the advocate to address the economic development needs of the entire City will attract candidates who possess the skill set and qualifications needed for Newport's development at this critical time.

Thank you for your consideration.

RECEIVED & RECORDED
On 03/09/11
At 12:58 P.M
Book 15 Page 71-74
James D. Johnson
City Clerk, City of Newport, VT

PROJECT AGREEMENT

This Agreement made this 26th day of January, 2011, by and between Shattuck Hill Investments, LLC, ("SHI" herein) a Vermont limited liability company with a principal place of business in Burlington, Vermont and the City of Newport ("Newport" herein), a Vermont municipality located in Orleans County.

WHEREAS, SHI desires to pursue development of parcels of land it owns on the northerly side of Vermont Route 5 in Derby, Vermont, containing an aggregate of approximately 19.9 acres (the "Property"). SHI's goal is to attract a national chain that will occupy as a discount supercenter a new building to be constructed on the Property (to contain approximately 150,000 square feet) and also to attract a national chain restaurant that will occupy a separate building on the Property (together, the "Project"); and

WHEREAS, SHI desires that the City of Newport, acting through its City Council, provide support and assistance for the Project as is further described below; and

WHEREAS, at a special meeting of the City of Newport on November 2, 2010, the voters, by a vote of 1056 in favor and 187 opposed, approved the following article:

> Do the voters of the City of Newport, Vermont support a discount store super center (Wal-Mart) located adjacent to the Newport Derby Road in the Town of Derby?

NOW THEREFORE, in consideration of these mutual premises and other good and valuable consideration, the parties hereto agree as follows:

1. The City Council will publicly express support for the Project in concept and SHI's efforts to make it happen expeditiously and economically, and will encourage future City Councils and the voters to do so.

2. SHI will prepare at its expense a traffic engineering study, an economic impact study, engineering plans, landscaping plans, lighting plans, and utility extension plans and will present them to the City Council for review and comment. These studies may identify needs for improvements or other forms of mitigation that SHI does not presently anticipate or that exceed allowances in SHI's Project budget. If such occurs and the costs threaten the economic viability of the Project, the parties will attempt to address the problem and allow the Project to proceed. The same approach will be used if delays beyond SHI's control threaten the economic viability of the Project. Notwithstanding the foregoing, Newport and the City Council will have no liability to SHI for matters beyond Newport's and the City Council's control, nor on account of the failure or inability of the parties to identify such funding mechanisms or alternate approaches.

3. The City Council will cooperate with SHI and the Town of Derby, to the extent reasonably requested by SHI, to extend and/or expand municipal water and/or municipal sewer service to the location of the Project site. SHI shall be required to pay its fair share of the cost of

any such extension or expansion, directly or indirectly, as agreed by SHI, the City Council and the Town of Derby, with the Town of Derby or others to be responsible for any costs of such extension or expansion not paid by SHI.

4. The parties have engaged in constructive discussions about including in the Project budget a reasonable contribution by SHI to Newport to mitigate impacts that the Project might reasonably be expected to cause in Newport. After the Project opens for business, SHI will pay to Newport, an aggregate of $600,000, to be paid in six (6) consecutive annual installments of $100,000 each. This amount, or the payment schedule, may be subject to reductions in the event of budget problems per Section 2, above, but only to the extent specifically so agreed by Newport. Newport acknowledges that this payment, taken together with the economic benefits to the community of having a discount store supercenter conveniently located in the Town of Derby, will adequately mitigate any economic impacts on Newport under the so-called economic criteria of Act 250. Newport acknowledges and agrees that no payment hereunder shall be owed by SHI unless and until the Project opens for business.

5. The City Council will support the Project in all permit proceedings, and will encourage future City Councils and the voters to do so, subject only to resolution to its reasonable satisfaction of such issues as may arise under Sections 2, 3 and 4 above.

6. In consultation with appropriate City of Newport boards and commissions, the Regional Planning Commission, and others, and if and to the extent reasonably requested or agreed to by SHI but not otherwise, the City Council will support a Town of Derby zoning bylaw amendment and/or a Regional Plan amendment that specifically identifies the area of and around the Project site as an appropriate location to locate and encourage commercial growth such as the Project.

7. The parties are committed to a cooperative process in which SHI keeps the City Council informed of its progress in firming up budgets and preparing for formal permitting efforts, and in which SHI and the City Council work together to try to find solutions to any problems that may be uncovered and that might threaten the Project's viability.

8. SHI will make reasonable efforts to make the Project a reality and will commit substantial further time and resources to do so. The parties acknowledge, however, that matters beyond SHI's control may make the Project impractical or uneconomical, and that SHI cannot guarantee matters it does not control. The parties also recognize that SHI has a specific budget for permit proceedings which has limits. Similarly, the parties acknowledge that Newport cannot guarantee matters it does not control, and, without limitation, that Newport's agreement with respect to Act 250 economic criteria as provided in Section 4 is contingent on payment by SHI of the amount agreed to therein (or such other amount as may be agreed to by Newport, which agreement SHI agrees will be in Newport's unfettered discretion).

9. This Agreement and Newport's undertakings and agreements herein shall remain in effect for a term of seven (7) years or until the Project is sooner completed and opens for

Executed by the parties hereto this 26th day of January, 2011.

SHATTUCK HILL INVESTMENTS, LLC

By:
Duly Authorized Agent

Witness

CITY OF NEWPORT

By:
Duly Authorized Agent

Witness

COPIED TO COUNCIL

COPIED TO TREASURER

Derby/ Newport Wal-Mart Timeline

2010 - Brian Smith, Selectboard Chair of Derby approached JLD about a strategy to attract Wal-Mart to Derby

- Paul Monette, Mayor of Newport soon joins in the effort

Nov. 2010 – Referendum vote on a 150,000 sq. ft. Supercenter with a separate national chain restaurant to be located in Derby. Vote passes with over 85% support in both Derby and Newport.

Jan. 2011 – JLD executes development agreements with Derby and Newport.

March – 2011 Derby and Newport voters ratify development agreements overwhelmingly.

2012 – JLD seeking Wal-Mart approval to locate Supercenter in Derby

Jan. 2013 – Governor Shumlin announces support for project

Spring 2013 – Lease signed with Wal-Mart.

Nov. 2013 – Agreement reached with Preservation Trust and VNRC to not oppose the project. Governor Shumlin announces agreement.

City of Newport
TIF District Feasibility and Development Proposal

August 2017

white + burke
REAL ESTATE INVESTMENT ADVISORS

Project Scope

Phase One

The objective of the first phase is to determine the feasibility of a Tax Increment Financing (TIF) district in Newport and the community's readiness for a TIF district. This involves identifying potential private development projects, related public infrastructure investments that could help stimulate the private projects, and evaluating the possible boundaries of a TIF district. It also involves preliminary estimates of the financial viability of a TIF district.

For this first phase, White + Burke will review the work done to-date by the City and will also identify any gaps in the existing information (such as cost estimates for public improvements, other possible financial resources, etc.) and, to the extent authorized by the City, engage other consultants to provide the missing information.

From this, we will begin to synthesize the information to evaluate the physical boundaries of the District, the costs of necessary infrastructure investments, and the potential incremental taxable values that could be realized from private properties.

To determine TIF-readiness, we will bring together potential tax revenue and hypothetical bond structures to understand debt service and cash flow. If it is determined that a TIF District could be viable with the prospective projects and the team is comfortable with the various components and variables, we can proceed to the second phase of obtaining local approval and applying to the state.

Phase Two

With a feasibility analysis in-hand, the next step is local approval by the City Council. This involves preparation and adoption of written TIF plan that includes data and analysis and explains the opportunities and implications for the Town. Formal adoption of the TIF Plan will likely include one or more informational meetings (as necessary) to inform the community of the City's intentions with this tool. Then the City Council needs to approve the TIF Plan in a publicly-warned meeting.

If the City Council approves the Plan, the next step is to apply to the Vermont Economic Progress Council (VEPC). This application needs to be judiciously and collaboratively developed. The purpose of this application process is for the community to fully understand the impacts of the District and to convey the viability and necessity to

VEPC. Their charge is to both ensure that these Districts are viable and that they will stimulate economic development above and beyond what would otherwise occur. After submission of the application, VEPC will convene one or more hearings, including a District tour. This process will likely also include providing supplemental materials or responses to VEPC members. The hope is that this will result in approval by VEPC.

Prior Experience

Our belief in a strong Vermont economy and our deep understanding of the complexities and costs of downtown development are two of our most compelling reasons for supporting Tax Increment Financing in Vermont. With the right municipal leadership, community support, and market opportunities, these Districts can be enormously powerful and this starts with diligent and collaborative planning.

Over the past seven years, White + Burke has worked with four municipalities to plan and establish TIF Districts. All four Districts were successfully approved by VEPC, but it is important to note that each one was uniquely prepared. Each community had different opportunities and constraints depending on their infrastructure and market potential; each plan was developed differently based on the team and key stakeholders; and each was positioned distinctively based on its scale and relationship to the region.

In addition, White + Burke has worked with three of these Districts to help implement, monitor, and improve the usefulness of this tool since original approval.

- Burlington – Downtown TIF District

Burlington's Downtown District was unique because of the existence of a Waterfront TIF District that was approved under a different set of criteria and regulation. Because of this, our scope included navigating communications and multiple internal procedures. Also, because Burlington is the biggest city in the state, there was a perception that development was inevitable. But in fact, there are additional barriers and costs associated with a denser area and, but for tax increment financing, projects could not happen at the scale or in the manner desired by the community. White + Burke not only developed the TIF Plan and obtained VEPC approval with the City, but we also consulted on the process of voter approval and later assisted with ongoing maintenance and education around the TIF model used to monitor the District finances.

- Hartford – White River Junction TIF District

The Town of Hartford had strong community support for TIF and strong leadership within the municipality. But the age of the infrastructure and the historic development pattern posed a unique set of barriers that prevented more traditional development from occurring. The WRJ TIF District Plan had an implementation plan that needed to be put into action very quickly, making this a high priority for the area. Its regional significance and its proximity to New Hampshire made this an especially important District economically. White + Burke worked with the Town to obtain VEPC approval and has consulted to the Town to analyze and verify debt capacity each year as new infrastructure projects are identified.

- **St. Albans City – Downtown TIF District**

White + Burke began working with the City of St. Albans well before developing a TIF District, doing feasibility analyses and market assessments. As the team looked at redevelopment opportunities and the physical constraints, we identified TIF as a possible mechanism to achieve the City's goals. White + Burke then worked with City leadership to analyze the financials of a TIF District. With consensus among the team and the community, White + Burke obtained VEPC approval and launched an operational District knowing that this larger plan was on the horizon. Since the District began, White + Burke has worked with the City to negotiate and manage public-private partnerships in the core downtown block using TIF and many other financial tools. We continue to monitor the TIF District and strategize with the City for optimization of the economic development opportunities.

- City of Barre – Downtown TIF

The City of Barre came to White + Burke as their major downtown streetscape revitalization was underway, but with more infrastructure limitations than they could afford independently. With many possibilities ripe for development, they knew TIF would be the right tool to land these projects that would bring vitality to the downtown. Through collaboration and creative negotiation, we worked with the team and many partners to create a viable plan and create the downtown Barre TIF District. This has now supported the development of the Barre Place commercial building and has helped to alleviate the parking issues that limited the business feasibility in this area.

Who's Involved

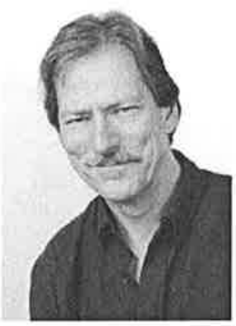
Stephanie Hainley and Gail Henderson-King will act as project managers for this work, with assistance as appropriate from White + Burke's President, David G. White, and other staff members.

Stephanie Hainley (Senior Project Manager, COO) As a Senior Project Manager for White + Burke, Stephanie has developed four TIF Districts in the State of Vermont. Her work on behalf of these clients included area due diligence, financial analysis, stakeholder meetings, development of application and materials, public relations, testifying at legislature, representing municipalities before VEPC, and project management.

She has also managed development projects such as the Hannaford Supermarket in Bradford, VT, the Radiation Oncology project for the University of Vermont Medical Center, and has worked extensively on asset management for a variety of clients and estates. Stephanie's work for the firm as Chief Operating Office includes managing the company's daily operations, long-range planning and strategy, business development, and organizational management.

Gail Henderson-King (Senior Project Manager) With more than 25 years' experience in site planning and real estate development, Gail is adept at strategically organizing projects and project teams with a focus on efficiently meeting clients' needs. Her project work typically includes assembling and managing development teams, managing project schedules, preparing and obtaining land use permits, and creative problem solving. Gail's recent downtown development and public-private partnership work includes assisting the City of St. Albans with a Downtown Redevelopment project and working for the Town of Springfield on community revitalization efforts. Gail is a licensed landscape architect and a former municipal planner.

She is the past President of the Vermont Chapter of the American Society of Landscape Architects (ASLA), has served on the Alumni Board for College of the Atlantic, is the hair of the Town of Shelburne Tree Advisory Committee and was chair of the Shelburne Neighborhood Paths Committee that is responsible for sidewalk and bike path networks in the community. Gail holds a Bachelor of Arts in Human Ecology from College of the Atlantic and a Masters in Landscape Architecture from Cornell University.



David White (President) David is President of White + Burke, in which role he both consults to clients and supports the work of the Senior Project Managers in solving complicated real estate and economic development issues and getting complex projects done. With over 35 years of experience in real estate development and downtown revitalization, he brings depth and a range of expertise to clients including but not limited to strategic planning, financial analysis and packaging, and asset management. David brings a valuable mix of public, private, and non-profit experience to his work and has been instrumental in leading some of the Vermont's most significant and complex projects and revitalization efforts.

Cost and Time

We propose to do the work for these phases on a time and materials basis, not to exceed the amounts below without prior Town approval. These are good faith estimates; the ultimate cost is variable and greatly dependent on factors outside of our control.

For Phase One, we anticipate one trip to Newport to gather intel and brainstorm. For Phase Two, we anticipate two trips to Newport for local approval and two to three VEPC meetings in Montpelier.

Phase One Estimate: $20,000
Phase Two Estimate: $30,000

Not included in these costs are other consultants or specialists who might be needed to develop the materials or figures. For example, an engineer and / or cost estimator may be needed to determine the infrastructure project estimates. In developing the TIF District map and property data, a GIS specialist may be needed (if the Town does not have access to this expertise). Estimates for these costs will need to be obtained when more information is known.

The time this project will require is highly subject to the participation and availability of the municipal team and stakeholders. The level of access and resources provided by the City and other stakeholders will greatly impact the length of the project, as will external factors out of our control (such as VEPC's schedule, etc.)

We appreciate the opportunity to submit this proposal and we hope to work with you on this effort as the City explores this municipal tool. If you are in agreement with the terms of this proposal, we will submit a contract to be signed before we proceed.

Newport City Docks

FY 2018-19 Capital Budget Submittal

Priority One

1. **MARINE FUEL DELIVERY SYSTEM UPGRADE** – Current Marine Fuel Delivery System may not meet NFPA 303, Is aging and in questionable service condition. Awaiting contractor quote on replacement of UST piping, removal and replacement of delivery pump and installation of an Island Fuel Delivery Pedestal.
   Budget Marker: 25,000.00

2. **DOCK ELECTRICAL SYSTEM UPGRADE** – Current dock electrical system is scheduled for a detailed inspection by Gates Electric. 220 Volt and 110 volt Distribution panels that service the entire marina are no longer UL listed and must be replaced. Dock lighting, vessel shore power is in need of upgrade to meet current National Electric Code requirement as applicable to marinas.
   Budget Marker: $25,000.00 – 30,000.00

3. **Invasive Weed Dredging** – Invasive weed dredging should continue in and around the marina. Recommend increasing the budget to 12,000.00 per year to expand areas where weeds have taken hold.
   Budget Marker: $12,000

Priority Two

1. **FLOATING DOCK UPGRADE** – Replace approximately 350 linear feet of floating dock currently serving smaller vessels and dinghies. Propose to replace "dry" dock slips, offering a larger turning basin for seasonal and transient slip holders, expand the number of dock slips to 6, expand and designate Dock #1 as dinghy dock for Mooring Area C, and install 100 feet of floating dock with finger piers parallel to the courtesy dock designated for Mooring Area A/B dinghies, small craft launching. Awaiting contractor on site visit and detailed estimate.
   Budget Marker: 150,000.000

2. **HARBOR MASTER BOAT REPOWER, REPAIRS AND OUTFITTING** – The Harbor Master Boat is not suitable for all HarborMaster missions. The vessel was originally flitted with twin 150 HP outboard engines and trim tabs to allow the vessel achieve hull speed and plane. The hull needs to be cleaned, inspected and evaluated for repairs, repainting and lettering. The fuel system needs to be inspected and returned to a serviceable condition (rotted fuel hose noted during inspection), the vessel is not currently equipped to conduct search rescue operations and general patrol duty. To repower, repair and properly equipment the current Harbor Master boat, the rough estimate is **$33,275.00** To replace on the used boat market with a vessel equipped to meet the specific needs of the City of Newport ranged from $47,000 to $75,000,

however availability of these vessels are limited.
Budget Marker: $50,000.00

3. **HARBORMASTER/CUSTOMS DOCK OFFICE COMMUNICATIONS UPGRADE –** Propose to install two land line phone jacks and 4 Broadband connections in the Harbormaster/Customs Dock Office to facilitate US Customs and Harbormaster use of the space as a working office. Proposes to relocate security camera monitors in Gateway Center to the Harbormaster/US Customs Office.
Budget Marker: $2000.00

4. **MARINA MANAGEMENT SOFTWARE PURCHASE –** Propose purchase of Marina Management Software to improve administrative operations and accounting of marina activities. Awaiting contractor estimate based upon Newport City dock needs.
Budget Marker: $3500.00

Facilities Upgrades

1. **RESTROOM UPGRADE TO TILE AND COMMERCIAL GRADE APPLIANCES AND LIGHTING –** Propose to upgrade all rest rooms at the marina, including the Gateway Center restrooms with tile flooring and walls, upgraded commercial plumbing and lighting fixtures, digital card swipe locking system, laundry facilities and janitor's closet installation. Awaiting contractor estimates.
Budget Marker: $25,000.00

James Nagle
Harbormaster
City of Newport, VT