



**City of Biddeford  
Finance Committee**

March 3, 2026 at 5:00 PM  
City Hall Council Chambers & Teams

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1. Call to Order
2. Approval of Minutes
  - 2.a 20260217 Finance Committee Minutes
3. Signing of the Expenditure Warrant
4. Discussion/Approval
  - 4.a 2026.19 Approval Bid CSO Alfred Street Phase 3
  - 4.b Thatcher Brook MS4 Permit - SWM Facility
  - 4.c Tabled — Approval / Fire Department Marine Unit Bid
5. Other Business
6. Adjourn

***City of Biddeford***  
**Finance Committee**  
**February 17, 2026 5:00 PM Council Chambers & Zoom**

Councilor Beaupre: Present  
Councilor Lessard: Present  
Councilor Doughty: Present  
Mayor Lafontaine: Present

**1. Call to order**

**2. Approval of the Minutes**

Approved

**3. Signing of the expenditure warrant**

None

**4. Discussion/Approval**

**4.a Approval Bid CSO Alfred St. Phase 3**

Per MaineDEP's CSO consent agreement, city is required to complete phase 3 of the sewer separation project. Maine Water Company (MWC) has partnered up and will be replacing all waterlines within this portion of the project. Director Demers informed the committee that one bid was received for construction this year from GSG – city scope: \$2,798,546. MWC scope = \$1,930,880. It was also noted that the existing sewer line needs to be replaced and realigned, Vortex Services provided a quote of \$27,495.00. Staff recommend these quotes and an added 9.8% of contingency for a total of 3,100,000 for the project. Needs to be awarded by 3/16 per Craig.

First – Councilor Doughty – Wondered worst case scenario if the bonds weren't issued. Wants to speak to Gerry for some further info.

Second – Councilor Lessard – 4.1 million out of fund balance? Where did it come from?

Third – Mayor Lafountain – opposed the project from a financial standpoint.

Conclusion: Answer financial questions and meet again before the 3/3 council meeting.

Unanimous

**4.b. Elm Street and Hooper Street Sewer Separation Project**

This project began before the bonds were able to be issued to cover the costs of the construction and meet its schedule. When director Demers realized that this was an issue, he was instructed by the prior administration to continue moving forward with it. Due to the failure of completed audits and the city's credit rating review, the bonds still haven't been issued. Director Demers has requested to proceed using general fund dollars with the full intention that the general fund will be replenished once the bond proceeds are issued.

First – Councilor Doughty – When did you realize this? Jeff said first of April / May.  
Second – Mayor – wondering why they are just being made aware of this.

Conclusion: Waiting for further details / financials.

#### **4.c. Approval Industrial Pre-Treatment Program Consultant**

Director Demers is requesting \$68,150 to be allocated over two phases to Wright Pierce Engineering to help cover the gap that has been created with COO Brian Phinney leaving. The first phase would consist of \$34,950.00 (permit year 2025) and would keep the city's program and compliance through MAR 2026. The second phase would consist of \$33,200 and would keep the city's program in compliance through MAR 2027.

First: Councilor Beaupre – questions the GL accounts.

Second – Mayor – wanting an updated fee schedule for the industrial users

Third – Councilor Doughty – questions the details of what this program and entails and why do we need them to do it? Shame on us for not cross training other employees.

Conclusion: Approved  
Unanimous

#### **5. Other Business**

Mayor: Inquire from CBIZ audit – and if it needs to be approved to use them. Update from Maine Water for the process of sewer billing and are we capturing all of the billings for them.

Councilor Lessard: Citizens still haven't gotten refunds and the status of this from Maine Water.

#### **6. Adjourn**

Beaupre: 6:04

Second: Lessard

Unanimous



## Finance Committee

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**Meeting Date:** March 3, 2026  
**Meeting Time:** 5:00 PM  
**Agenda Item No:** 4.a  
**Item Description:** 2026.19 Approval Bid CSO Alfred Street Phase 3  
**Submitted By:** Craig Chekan, City Engineer  
Jeff Demers, Public Works Director

### Key Terms:

Combined Sewer Overflow (CSO);  
MaineDEP Consent Agreement Project

### Executive Summary:

Per MaineDEP's CSO consent agreement, the City is required to construct the Alfred Street Phase 3 sewer separation project. This project will separate combined sewers on Alfred St (from Summer St to Porter St), Mt. Vernon St, Birch St, and Porter St.

To minimize public disturbance and replace necessary aging infrastructure, the City partnered with Maine Water Company (MWC) to replace all water lines within this corridor during this project. All water expenses will be covered separately by MWC.

After conducting an open-bid process, one bid was received for construction this year from Gorham Sand & Gravel:

- City Scope: \$2,798,546
- MWC Scope: \$1,930,880

During the design process, approximately 110-LF of existing 24" sewer main within Alfred Street was determined to be deteriorated and in need of relining; Vortex Services LLC provided a lining repair quote of \$27,495.00.

Staff recommend accepting Gorham Sand & Gravel's low-bid, reline the deteriorated sewer main, and include a 9.8% contingency (\$3,100,000 total).

**Detailed Review:**

In order to keep pace with MaineDEP's consent agreement deadlines and avoid monetary penalties, the City is required to construct a large sewer separation project annually through 2030.

As publicly forecasted at past council meetings (2024.48) and during the City's recent bond referendum campaign, the City's 2026 sewer separation project is Alfred Street Phase 3. The scope of this project will include:

- New storm mains and new water mains within Alfred St (from Summer St to Porter St), Mt. Vernon St, Birch St, and Porter St
- New sewer mains within Mt. Vernon St & Porter St (based on deteriorated infrastructure)
- Reline 110-LF of deteriorated 24" sewer main within Alfred St
- Curb-to-curb paving restoration & replacing deteriorated sidewalks on side streets

Construction is anticipated from April to November 2026. Flaggers and/or temporary traffic signals are expected to be utilized along Alfred Street; side streets will be limited to one-way local traffic during construction.

During the open-bid process, over 30 companies registered as planholders – six of which from reputable contractors; however, only one bid was received from Gorham Sand & Gravel (GSG) at \$2,798,546.

GSG's \$2.8MM bid is \$400k less than BH2M's final cost estimate (\$3.2MM) and is deemed acceptable by City Staff (especially after the successful completion of last year's Elm Street sewer separation project with GSG). Likewise, Maine Water Company (MWC) is accepting of the separate water-portion scope of this project (\$1.9MM).

Vortex Services LLC submitted a \$27,495 quote to reline & repair the deteriorated sewer main within Alfred Street. City Staff recommend including Vortex's lining scope within this approval (based on Vortex's lowest unit-pricing on the City's previous lining RFP).

**Funding Source:**

Funding for this \$3,100,000 should be drawn from the City's recently voter-approved \$20MM CSO bond (11/04/2025); however, due to the City's on-going financial audits - the City does not have a credit rating and cannot acquire said bond.

The auditors at CBIZ recently revised their projected completion date for the FY24 audit. They are now targeting the end of March or early April 2026, and a CSO bond can be acquired shortly thereafter. According to the City's bond broker, once the audit is submitted, it takes between 4 to 6 weeks to secure the bond (Attachment 8).

As for potential alternative funding sources (to cover construction costs until a bond is secured for replenishment):

- The City has approximately \$1,885,144.64 in undesignated sewer permit fees (according to Munis actuals listed on 2/10/2026); see attached

Knowing the importance of this CSO project, the City's Wastewater Commission unanimously voted on 02/11/2026 to support the use of sewer permit fees to temporarily fund this construction project, pending the sewer permit fee balance is refunded once a CSO bond is acquired.

If this project commences as proposed, the contractor's first pay requisition will likely not occur until May 1st.

Delaying this construction project and its associated budget approval has significant risks:

### **1. Designated 2026 Construction Schedule**

- a. This project's specifications listed a 3/16/26–11/13/26 construction window
- b. Based on the large scope-of-work for this project, the Contractor requires a full-construction season (i.e. every minute they can get)
- c. Missing the March 16th allowable start date would likely breach our contract & require rebidding; see Bullet #2

### **2. Rebidding**

- a. Rebidding this project for this year will lose multiple months of the 2026 construction season; to compensate for the abbreviated construction season, any available contractors will likely require multiple field crews (thus significantly increasing costs)
- b. Since only one bid was received, rebidding may result in a higher bid price (due to lack of competition)
- c. Based on past lessons learned, contractors already have full-plates come March/April and can't take on additional projects (thus why Staff pushed to have this project out-to-bid in December); the probability of receiving zero bids greatly increases if we try to rebid this project for this year.
- d. Pushing this project to a future year has a snowball effect and puts the City at risk with their DEP Consent Agreement; see Bullet #3

### **3. MaineDEP Consent Agreement**

- a. The City's DEP Consent Agreement took years of coordination to develop and was framed upon completing one construction project annually to avoid:
  - i. Having multiple construction projects active within the Downtown area and greatly disrupting traffic/residents/businesses
  - ii. Needing multiple reputable contractors to bid in a single year
  - iii. Staff trying to simultaneously manage/oversee multiple large-scale

construction projects

- b. Missing a 2026 construction season greatly condenses the City's available timeline to meet DEP's 12/31/2030 5-project deadline; missing this deadline imposes multiple monetary penalties (\$30,000 & \$100/day) and sets the City up to miss the remaining consent agreement deadlines (since each deadline is based on prerequisites) which incur up to an additional \$50,000 in monetary penalties
- c. Based on the City's past efforts and proactive stance, we've built some buffer to meet DEP's 12/31/2030 deadline; however, that buffer is being consumed by MaineDOT's Route 1 Rehabilitation Project in 2027. Staff does not advise constructing a large sewer project in Alfred Street or Main Street while DOT is rebuilding Route 1.

#### **4. Partnerships**

- a. Pulling the rug on a construction project last minute impacts our reputation with our construction partners:
  - i. Maine Water Company (MWC) has been co-designing this project with City Staff for 8+ months and have already budgeted this project for 2026 construction through their public process.
  - ii. Gorham Sand & Gravel (GSG) is one of the few contractors in the area that still bid on these complex sewer projects (hence they were the only bidder). By waiting on the City's awarding of this project, GSG has actively not pursued other construction projects. Staff want to avoid tarnishing our long-standing relationship with GSG and potentially being labeled unreliable.

#### **Payment / Funding Discussion and Options**

We expect that this project will include an average of 8 payment installments with the first payment beginning May 1st, 2026. We have also provided a pay requisition timeline which provides two payment estimates (see attachment 7 titled Alfred Street Phase 3 - estimated pay requisition timeline). Estimate A is a total of \$387,500.00 per month, which is the average total of the project paid out over 8 equal installments. Estimate B consists of weighted payment installments that is based off of past projects payments history. Staff has come up with the following three options with regard to funding for this project highlighted below.

**Option 1:** The FY24 audit is completed on schedule and a CSO bond is issued before the first payment due date.

**Option 2:** In the event there are delays in securing a bond until after project completion or the City is unable to obtain a bond, this option would include a combination of existing Sewer Permit fees of approximately \$1.6MM and \$1.5MM in unallocated FY27 CIP funds, which would be eligible for use beginning July 1, 2026.

Based on the estimated payment timeline starting in May, the City would be required to come

up with approximately \$737,500.00 using sewer fees for the first couple of payments, which is the average of the first two monthly payment estimates and takes into consideration both estimate A and B. As previously stated, there is approximately \$1,885,144.64 in undesignated sewer fees. This consists of \$814,156.38 from 35102-40503 "new sewer permit" as well as the following GL accounts:

- 35102-40248 - sewer capacity app fee REV
- 35102-40247 — sewer hook up fee REV
- 35102-40246 - sewer insp fee REV
- 35102-40254 - Sewer pump station fee REV
- 35101-40250 - inflow & infiltration fee REV

There is also an additional \$496,527, which consists of the main street pump station designated amount (Council Order 2025.83) and the Lincoln ST FM manifold designated amount (11/18 Finance Order 4.D) These figures are broken out in Attachment 6 titled Sewer Permit account totals. Attachment 9 shows rough estimates of projected cash flow using unaudited/reconciled numbers through the duration of the project.

**Option 3:** Do not do the project and postpone until next year.

**Staff Recommendation:**

To stay on pace with DEP's Consent Agreement deadlines and avoid potential financial penalties, Staff recommend accepting Gorham Sand & Gravel's low-bid, reline the deteriorated sewer main, and include a 9.8% contingency for change orders, RFIs, and inspection/administrative fees:

ITEM	COST
Gorham Sand & Gravel Bid	\$2,798,546
Vortex 24" Sewer Lining	\$27,495
9.8% Contingency	\$273,959
<b>TOTAL</b>	<b>\$3,100,000.00</b>

Funding for this \$3,100,000.00 will be drawn from the City's recently voter-approved \$20MM CSO bond (11/04/2025); however, should there be delays in securing the bond – \$1,600,000 of existing Sewer Permit fees & \$1,500,000 of unallocated FY27 CIP funds will be used to cover construction costs until a bond is secured. Once the bond is secured, any used alternative funding sources would be reimbursed.

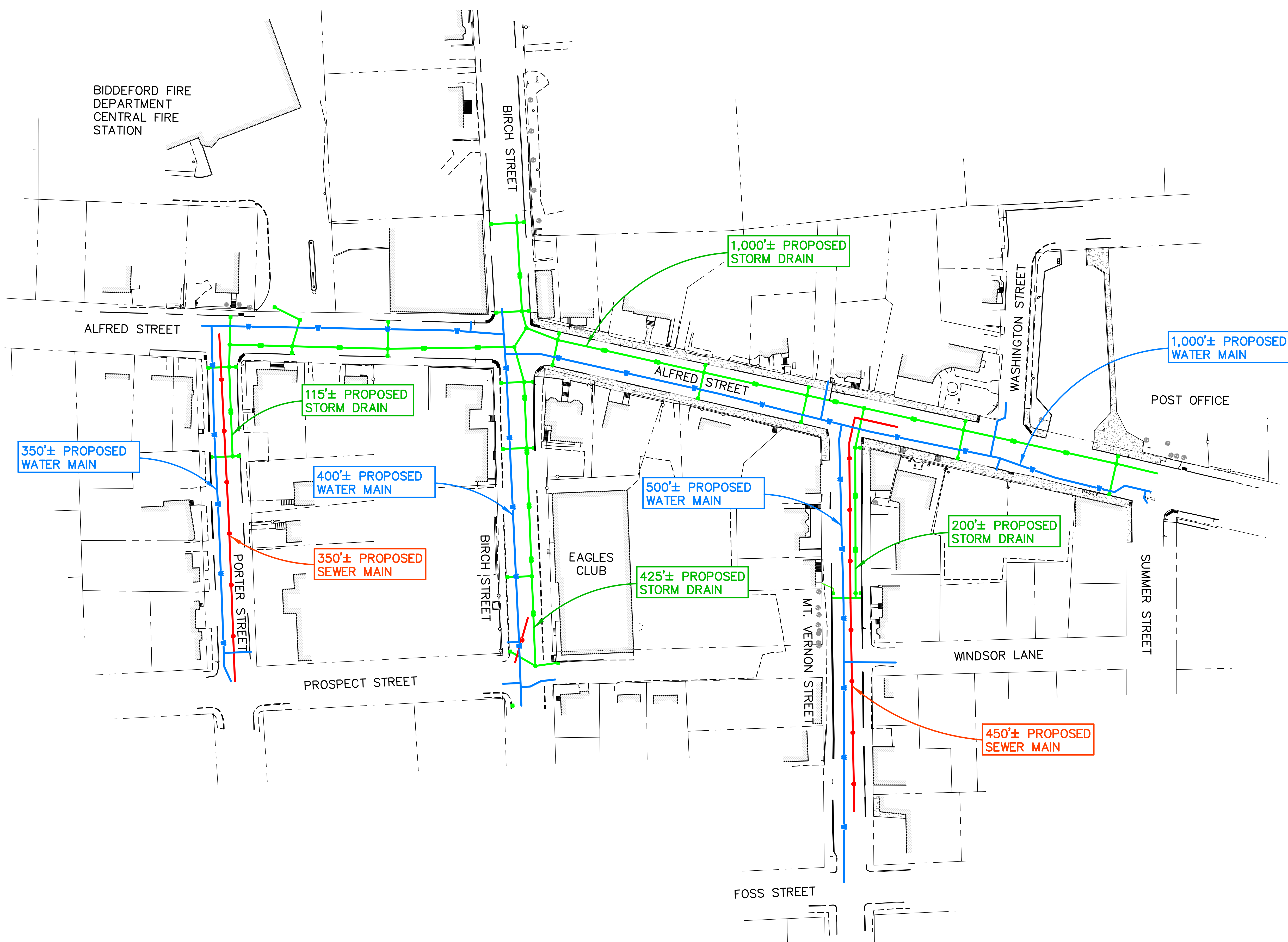
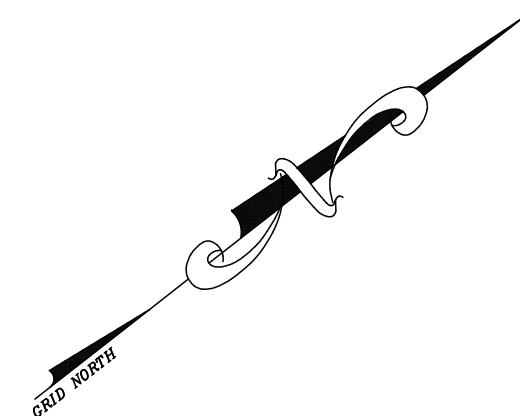
**Next Steps:**

Should the Finance Committee support this project and recommend a funding source, Council shall consider this project's approval at their 3/3 meeting.

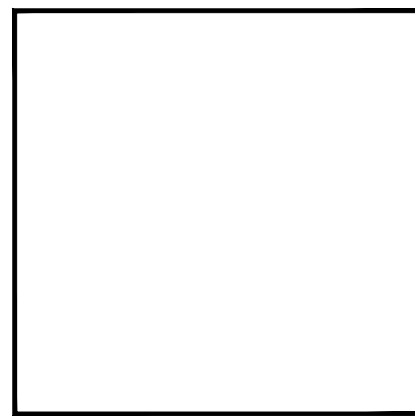
**Attachments:**

1. 1 - Project Location Map
2. 2 - Bid Summary

3. 3 - Cost Estimate
4. 4 - Vortex Lining Quote
5. 5 - DEP Consent Agreement
6. 6 - Sewer Permit Account Totals
7. 7 - Alfred Street Phase 3 - Estimated Pay Requisition Timeline
8. 8 -Bond Broker email
9. 9-Cash Flow Projections 2.25.26
10. 10-CD Maturity Schedule\_Redacted
11. 11-MT Investment- January 2026\_Redacted 2
12. 12-CSO Project Funding Memorandum (002)



NO.	DATE	REVISION DESCRIPTION



**BH2M**  
 Berry, Huff, MacDonald, Milfigan, Inc.  
 Engineers, Surveyors  
 380B Main Street  
 Gorham, Maine 04038  
 Tel: (207) 839-2771  
 www.bh2m.com

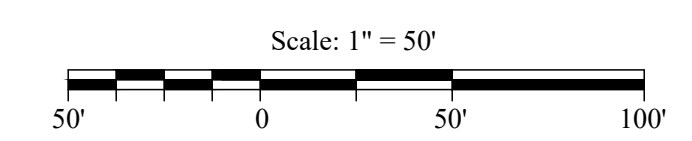
FOR  
 The City of Biddeford  
 205 Main Street  
 Biddeford, Maine

**PROJECT OVERVIEW PLAN**  
 ALFRED STREET  
 SEWER SEPARATION  
 PHASE 3  
 ALFRED STREET  
 BIDDEFORD, MAINE

DESIGNED C. MacDonald	DATE December 2025
DRAWN Staff	SCALE 1" = 50'
CHECKED C. MacDonald	JOB. NO. 24065

SHEET  
**1**

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**ALFRED ST PHASE 3 SEWER SEPARATION PROJECT - BID SUMMARY RESULTS (01/22/2026)**

PART 1 - CITY STORM DRAIN				GORHAM SAND & GRAVEL	
ITEM NUMBER	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	AMOUNT
1A	SITE PREPARATION	1	LS	\$ 291,400.00	\$ 291,400.00
2A	TEST PITS	5	EA	\$ 1,385.00	\$ 6,925.00
3A	TRAFFIC CONTROL SIGNAGE	1	LS	\$ 136,750.00	\$ 136,750.00
4A	TRAFFIC CONTROL FLAGGERS	40	DAY	\$ 1,500.00	\$ 60,000.00
5A	EROSION & SEDIMENT CONTROL	1	LS	\$ 5,000.00	\$ 5,000.00
6A	2' F-BASIN	31	EA	\$ 4,855.00	\$ 150,505.00
7A	4' DRAIN CB	4	EA	\$ 5,325.00	\$ 21,300.00
8A	4' DRAIN MH	20	EA	\$ 8,860.00	\$ 177,200.00
9A	6' DRAIN MH	1	EA	\$ 13,079.00	\$ 13,079.00
10A	6" ROOF DRAIN SERVICE	53	LF	\$ 160.00	\$ 8,480.00
11A	8" DS	6	LF	\$ 385.00	\$ 2,310.00
12A	12" SD	470	LF	\$ 312.00	\$ 146,640.00
13A	15" SD	154	LF	\$ 187.00	\$ 28,798.00
14A	18" SD	661	LF	\$ 307.00	\$ 202,927.00
15A	24" SD	565	LF	\$ 441.00	\$ 249,165.00
16A	30" SD	250	LF	\$ 354.00	\$ 88,500.00
17A	42" SD	36	LF	\$ 569.00	\$ 20,484.00
18A	4' SEWER MH	8	EA	\$ 10,350.00	\$ 82,800.00
19A	6" SEWER SERVICE	365	LF	\$ 227.00	\$ 82,855.00
20A	6" SEWER MAIN	42	LF	\$ 454.00	\$ 19,068.00
21A	10" SEWER MAIN	697	LF	\$ 330.00	\$ 230,010.00
22A	24" SEWER MAIN	42	LF	\$ 531.00	\$ 22,302.00
23A	OFFSET SEWER/DRAIN	14	EA	\$ 6,250.00	\$ 87,500.00
24A	BITUMINOUS SIDEWALK	1232	SY	\$ 66.00	\$ 81,312.00
25A	BITUMINOUS SIDEWALK REPAIR	3	SY	\$ 30.00	\$ 90.00
26A	CONCRETE SIDEWALK REPAIR	8	SY	\$ 300.00	\$ 2,400.00
27A	REINSTALL GRANITE CURB	187	LF	\$ 36.00	\$ 6,732.00
28A	REMOVE GRANITE CURB	538	LF	\$ 15.00	\$ 8,070.00
29A	BITUMINOUS CURB REPAIR	42	LF	\$ 30.00	\$ 1,260.00
30A	INSTALL CONCRETE CURB	569	LF	\$ 25.00	\$ 14,225.00
31A	PERM. TRENCH CAP	69	SY	\$ 80.00	\$ 5,520.00
32A	TEMP. TRENCH CAP	697	SY	\$ 20.00	\$ 13,940.00
33A	TRENCH CAP	1304	SY	\$ 61.00	\$ 79,544.00
34A	FULL-DEPTH PAVEMENT	1783	SY	\$ 52.00	\$ 92,716.00
35A	PAVEMENT MILL & FILL	4089	SY	\$ 31.00	\$ 126,759.00
36A	STRIPING & MARKING	1	LS	\$ 27,000.00	\$ 27,000.00
37A	LEDGE EXCAVATION	338	CY	\$ 350.00	\$ 118,300.00
38A	LOAM & SEED	75	SY	\$ 27.00	\$ 2,025.00
39A	ABANDON PIPE/STRUCTURES	1	LS	\$ 69,505.00	\$ 69,505.00
40A	REBUILD/CORE STRUCTURES	3	EA	\$ 1,800.00	\$ 5,400.00
41A	NIGHTWORK	10	HR	\$ 975.00	\$ 9,750.00
				<b>GSG - PART 1 TOTAL:</b>	<b>\$ 2,798,546.00</b>

PART 2 - MWC WATER MAIN				GORHAM SAND & GRAVEL	
ITEM NUMBER	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	AMOUNT
1B	SITE PREPARATION	1	LS	\$ 86,068.00	\$ 86,068.00
2B	TEST PITS	5	EA	\$ 1,385.00	\$ 6,925.00
3B	TRAFFIC CONTORL SIGNAGE	1	LS	\$ 136,750.00	\$ 136,750.00
4B	TRAFFIC CONTROL FLAGGERS	35	DAY	\$ 1,500.00	\$ 52,500.00
5B	EROSION & SEDIMENT CONTROL	1	LS	\$ 4,000.00	\$ 4,000.00
6B	12" WATER MAIN	1365	LF	\$ 399.00	\$ 544,635.00
7B	8" WATER MAIN	905	LF	\$ 237.00	\$ 214,485.00
8B	6" WATER MAIN	125	LF	\$ 418.00	\$ 52,250.00
9B	2" WATER MAIN	127	LF	\$ 433.00	\$ 54,991.00
10B	RESTORE WATER SERVICE LINE (<2")	400	LF	\$ 345.53	\$ 138,212.00
11B	WATER SERVICE CONNECTION	26	EA	\$ 800.00	\$ 20,800.00
12B	HYDRANT	4	EA	\$ 3,990.00	\$ 15,960.00
13B	THRUST BLOCK	15	EA	\$ 500.00	\$ 7,500.00
14B	LEDGE EXCAVATION	273	CY	\$ 350.00	\$ 95,550.00
15B	LOAM & SEED	25	SY	\$ 27.00	\$ 675.00
16B	PERM. TRENCH CAP	56	SY	\$ 80.00	\$ 4,480.00
17B	TEMP. TRENCH CAP	578	SY	\$ 20.00	\$ 11,560.00
18B	TRENCH CAP	1231	SY	\$ 61.00	\$ 75,091.00
19B	FULL-DEPTH PAVEMENT	823	SY	\$ 52.00	\$ 42,796.00
20B	PAVEMENT MILL & FILL	1747	SY	\$ 31.00	\$ 54,157.00
21B	BITUMINOUS SIDEWALK REPAIR	13	SY	\$ 30.00	\$ 390.00
22B	CONCRETE SIDEWALK REPAIR	44	SY	\$ 300.00	\$ 13,200.00
23B	REINSTALL GRANITE CURB	65	LF	\$ 36.00	\$ 2,340.00
24B	BITUMINOUS CURB REPAIR	15	LF	\$ 30.00	\$ 450.00
25B	2" RIGID FOAM INSULATION	100	LF	\$ 21.00	\$ 2,100.00
26B	NIGHT WORK	30	HR	\$ 975.00	\$ 29,250.00
27B	MATERIAL MANAGEMENT	1	LS	\$ 12,500.00	\$ 12,500.00
28B	CONNECTION TO EX. MAIN (ALF/SUM)	1	LS	\$ 11,460.00	\$ 11,460.00
29B	CONNECTION TO EX. MAIN (SUM/ALF)	1	LS	\$ 11,460.00	\$ 11,460.00
30B	CONNECTION TO EX. MAIN (WAS/ALF)	1	LS	\$ 11,460.00	\$ 11,460.00
31B	CONNECTION TO EX. MAIN (CLA/ALF)	1	LS	\$ 10,910.00	\$ 10,910.00
32B	CONNECTION TO EX. MAIN (ALF/POR)	1	LS	\$ 11,460.00	\$ 11,460.00
33B	CONNECTION TO EX. MAIN (VER/FOS)	1	LS	\$ 11,460.00	\$ 11,460.00
34B	CONNECTION TO EX. MAIN (BIR/PRO)	1	LS	\$ 11,460.00	\$ 11,460.00
35B	CONNECTION TO EX. MAIN (PRO/BIR2)	1	LS	\$ 10,910.00	\$ 10,910.00
36B	CONNECTION TO EX. MAIN (PRO/BIR8)	1	LS	\$ 11,460.00	\$ 11,460.00
37B	CONNECTION TO EX. MAIN (BIR/ALF)	1	LS	\$ 11,460.00	\$ 11,460.00
38B	CONNECTION TO EX. MAIN (POR/PRO)	1	LS	\$ 11,460.00	\$ 11,460.00
39B	CONNECTION TO EX. MAIN (WIN/VER)	1	LS	\$ 12,110.00	\$ 12,110.00
40B	CONNECTION TO EX. MAIN (57 BIRCH)	1	LS	\$ 8,990.00	\$ 8,990.00
41B	CONNECTION TO EX. MAIN (150 ALF)	1	LS	\$ 8,990.00	\$ 8,990.00
42B	CONNECTION TO EX. MAIN (152 ALF)	1	LS	\$ 8,990.00	\$ 8,990.00
43B	INSERTION VALVE (ALF/SUM)	1	LS	\$ 13,725.00	\$ 13,725.00
44B	INSERTION VALVE (57 BIRCH)	1	LS	\$ 20,725.00	\$ 20,725.00
45B	INSERTION VALVE (ALF/POR)	1	LS	\$ 13,725.00	\$ 13,725.00
46B	INSERTION VALVE (BIR/ALF)	1	LS	\$ 13,725.00	\$ 13,725.00
47B	INSERTION VALVE (PRO/BIR)	1	LS	\$ 13,725.00	\$ 13,725.00
48B	INSERTION VALVE (BIR/PRO)	1	LS	\$ 11,600.00	\$ 11,600.00
				<b>GSG - PART 2 TOTAL:</b>	<b>\$ 1,930,880.00</b>
				<b>GSG - GRAND TOTAL:</b>	<b>\$ 4,729,426.00</b>

**SITE CONSTRUCTION COST WORKSHEET**  
**ALFRED STREET PHASE 3**  
**SEWER SEPARATION**

<b>Drain Project Bid Items</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Total Cost</b>
1A. Site Preparation	1	LS	\$ 250,000	\$ 250,000.00
2A. Test Pits	5	EA	\$ 2,250.00	\$ 11,250.00
3A. Traffic Control - Signage	1	LS	\$ 150,000.00	\$ 150,000.00
3A. Traffic Control - Flaggers	40	Days	\$ 1,000.00	\$ 40,000.00
5A. Erosion and Sedimentation Control	1	LS	\$ 25,000.00	\$ 25,000.00
6A. Type F Catch Basin	31	EA	\$ 5,250.00	\$ 162,750.00
7A. 4' Dia Catch Basin	4	EA	\$ 6,000.00	\$ 24,000.00
8A. 4' Dia Drain Manhole	20	EA	\$ 7,500.00	\$ 150,000.00
9A. 6' Dia Drain Manhole	1	EA	\$ 16,000.00	\$ 16,000.00
10A. 6" Drain Services	53	LF	\$ 400.00	\$ 21,200.00
11A. 8" Storm Drain	6	LF	\$ 280.00	\$ 1,680.00
12A. 12" Storm Drain	470	LF	\$ 300.00	\$ 141,000.00
13A. 15" Storm Drain	154	LF	\$ 325.00	\$ 50,050.00
14A. 18" Storm Drain	661	LF	\$ 340.00	\$ 224,740.00
15A. 24" Storm Drain	565	LF	\$ 400.00	\$ 226,000.00
16A. 30" Storm Drain	250	LF	\$ 450.00	\$ 112,500.00
17A. 42" Storm Drain	36	LF	\$ 850.00	\$ 30,600.00
18A. 4' Dia Sewer Manhole	8	EA	\$ 7,500.00	\$ 60,000.00
19A. 6" Sewer Service	365	LF	\$ 300.00	\$ 109,500.00
20A. 6" Sewer Main	42	LF	\$ 300.00	\$ 12,600.00
21A. 10" Sewer	697	LF	\$ 310.00	\$ 216,070.00
22A. 24" Sewer	42	LF	\$ 400.00	\$ 16,800.00
23A. Offset Sewer and Drain Services	14	EA	\$ 6,500.00	\$ 91,000.00
24A. Bituminous Sidewalk Reconstruction	1232	SY	\$ 75.00	\$ 92,425.00
25A. Bituminous Sidewalk Repair	3	SY	\$ 50.00	\$ 174.72
26A. Concrete Sidewalk Repair	8	SY	\$ 350.00	\$ 2,660.00
27A. Reinstall Granite Curb	187	LF	\$ 70.00	\$ 13,090.00
28A. Remove Granite Curb	538	LF	\$ 15.00	\$ 8,070.00
29A. Repair Bituminous Curb	42	LF	\$ 35.00	\$ 1,470.00
30A. Install Concrete Curb	569	LF	\$ 35.00	\$ 19,915.00
31A. Permanent Trench Cap	69	SY	\$ 65.00	\$ 4,466.83
32A. Trench Cap (Full Depth)	697	SY	\$ 25.00	\$ 17,426.32
33A. Trench Cap (Mill and Fill)	1304	SY	\$ 55.00	\$ 71,712.61
34A. Full Depth Pavement Reconstruction	1783	SY	\$ 70.00	\$ 124,816.44
35A. Pavement Mill and Fill	4089	SY	\$ 35.00	\$ 143,103.33
36A. Striping and Marking	1	LS	\$ 10,000.00	\$ 10,000.00
37A. Ledge Excavation	338	CY	\$ 400.00	\$ 135,200.00
38A. Loam and Seed	75	SY	\$ 50.00	\$ 3,750.00
39A. Abandon Pipe and Structures	1	LS	\$ 25,000.00	\$ 25,000.00
40A. Rebuild / Core Structures	3	EA	\$ 2,200.00	\$ 6,600.00
41A. Night Work	10	HR	\$ 2,500.00	\$ 25,000.00
<b>Subtotal</b>				<b>\$ 2,847,620.26</b>
<b>15% Contingency</b>				<b>\$ 427,143.04</b>
<b>Drain Project Subtotal</b>				<b>\$ 3,274,763.30</b>



<b>To:</b> City of Biddeford, ME	<b>Contact:</b> Craig Chekan
<b>Address:</b> 63 Water Street Biddeford, ME 4005	<b>Phone:</b>
	<b>Email:</b> Craig.Chekan@Biddefordmaine.org
<b>Project Name:</b> ME - Biddeford - BWW - Adams St 12" UVCIPP	<b>Bid Number:</b> 2514635
<b>Project Location:</b> Alfred St, Biddeford, ME	<b>Bid Date:</b> 11/13/2025

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
1	UVCIPP Lining (24" X '110)	1.00	LS	\$25,895.00	\$25,895.00
2	Manned Entry - Grout Lateral	1.00	EACH	\$1,600.00	\$1,600.00

**Total Bid Price: \$27,495.00**

**Notes:**

- Proposal includes standard dewatering for 2" of flow or less. Any additional dewatering / bypass / or flow control beyond these efforts or greater than 200 GPM will be provided by Others.
- Proposal includes standard signs and cones. Any additional maintenance of traffic (MOT) i.e. Police detail and/or flaggers will be invoiced separately at cost plus 10%.
- Owner will provide access to hydrant for cleaning water. We have not included the cost of any fee for water use in this proposal.
- Owner will provide a local disposal site for any debris that is generated from the cleaning process. Disposal site must be less than 10 miles away from job site.
- Owner will provide access to manholes/structures.
- This proposal does not include any permitting or fees associated with it.
- If bond is needed please add 1.5%.
- Our Bid Proposal is valid for 30 days from the bid date.
- Site Restoration will be performed by Others.
- CIPP Samples can be provided at no additional cost. If 3rd party CIPP testing is required, it can be provided at \$450 per each test. There was no CIPP specification mentioning samples and testing for this bid.
- We will provide a post cctv video to show the final CIPP product. One light jetter pass will be included before running the camera down the final CIPP liner.
- Standard wages are included. There are no Prevailing wages and or Union Wage Rates included in this bid proposal.
- Our bid proposal as submitted reflects the current material pricing established on or before the bid date listed within our proposal. In the event of unforeseen price increases of our raw materials, Vortex reserves the right to adjust our unit rate or overall bid proposal accordingly to account for such price increases.
- Payment terms: Net 30 days. Interest will be added to balances outstanding after 30 days
- We have not included any sales tax in this proposal.

<p><b>ACCEPTED:</b> The above prices, specifications and conditions are satisfactory and are hereby accepted.</p> <p><b>Buyer:</b> _____</p> <p><b>Signature:</b> _____</p> <p><b>Date of Acceptance:</b> _____</p>	<p><b>CONFIRMED:</b> <b>Vortex Services LLC</b></p> <p><b>Authorized Signature:</b> _____</p> <p><b>Estimator:</b> Patrick Holland (207) 530-0937 patrick.holland@vortexcompanies.com</p>
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JANET T. MILLS  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF ENVIRONMENTAL PROTECTION



MELANIE LOYZIM  
COMMISSIONER

**-IN THE MATTER OF:**

<b>CITY OF BIDDEFORD</b>	)	<b>ADMINISTRATIVE CONSENT</b>
<b>BIDDEFORD, YORK COUNTY, MAINE</b>	)	<b>AGREEMENT</b>
<b>PROTECTION AND IMPROVEMENT OF</b>	)	
<b>WATERS</b>	)	<b>(38 M.R.S. § 347-A)</b>
<b>2020-169-W</b>	)	

This Agreement, by and among the City of Biddeford (“City”) and the State of Maine, Department of Environmental Protection (“Department” or “DEP”), as approved by the Maine Board of Environmental Protection (“Board”) and the Office of the Attorney General (“OAG”) is entered into pursuant to the laws concerning the Department’s *Organization and Powers*, 38 M.R.S. §§ 347-A(1) and 341-D(6).

**THE PARTIES AGREE AS FOLLOWS:**

1. The City is a municipal corporation that is organized and exists under the laws of the State of Maine.
2. Throughout the period of time addressed by this Agreement, the City was subject to Maine’s *Water Pollution Control Laws*, 38 M.R.S. § 413, et seq.
3. The Department authorized the City to discharge treated sanitary wastewater and combined sanitary wastewater and stormwater, subject to conditions, in Waste Discharge License W000683-5M-L-M/Maine Pollutant Discharge Elimination System Permit #ME0100048, issued on June 18, 2014 (“2014 Permit”) and renewed by the Department on April 16, 2021 (“2021 Permit”).
4. Throughout the period of time addressed by this Agreement, the City was subject to, among other things, the following license conditions in the 2014 and 2021 Permits:

**Permit Special Condition J(4) of the City’s 2014 Permit, which states in relevant part:**

*The permittee must implement [Combined Sewer Overflow, or “CSO”] control projects in accordance with an approved CSO Master Plan and abatement schedule. The CSO Master Plan entitled Phase II Combined Sewer Overflow Master Plan for the City of Biddeford, Maine dated June 2008 and revised January 2009 with abatement project schedule was approved on January 22, 2009. The abatement schedule may be amended from time to time based on mutual agreements between the permittee and the Department. The permittee must notify the Department in writing prior to any proposed changes to the*

AUGUSTA  
17 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0017  
(207) 287-7688 FAX: (207) 287-7826

BANGOR  
106 HOGAN ROAD, SUITE 6  
BANGOR, MAINE 04401  
(207) 941-4570 FAX: (207) 941-4584

PORTLAND  
312 CANCO ROAD  
PORTLAND, MAINE 04103  
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE  
1235 CENTRAL DRIVE, SKYWAY PARK  
PRESQUE ISLE, MAINE 04769  
(207) 764-0477 FAX: (207) 760-3143

*implementation schedule. Based on the approved abatement schedule, the permittee must comply with the following schedule dates: ...*

*On or before December 31, 2015, the permittee shall complete an update to the CSO Master Plan which reflects findings from the [Sewer System Evaluation Study, or “SSES”] and submit the report to the Department for review and approval.*

**Permit Special Condition J(6) of the City’s 2014 Permit, which states in relevant part:**

*The permittee must conduct block testing or flow monitoring according to an approved Compliance Monitoring Program on all CSO points, as part of the CSO Master Plan. Annual flow volumes for all CSO locations must be determined by actual flow monitoring, or by estimation using a model such as USEPA’s Storm Water Management Model (SWMM).*

*Results must be submitted annually as part of the annual CSO Progress Report (see below), and must include annual precipitation, CSO volumes (actual or estimated) and any block test data required. Any abnormalities during CSO monitoring must also be reported. The results must be reported on the Department form “CSO Activity and Volumes” (Attachment D of this permit) or similar format and submitted electronically to the Department.*

*CSO control projects that have been completed must be monitored for volume and frequency of overflow to determine the effectiveness of the project toward CSO abatement. This requirement must not apply to those areas where complete separation has been completed and CSO outfalls have been eliminated.*

**Permit Special Condition J(4) of the City’s 2021 Permit, which states in relevant part:**

*The permittee must implement CSO control projects in accordance with an approved CSO Master Plan and abatement schedule. The last CSO Master Plan approved by DEP was entitled Phase II Combined Sewer Overflow Master Plan for the City of Biddeford, Maine dated June 2008 and revised January 2009. A subsequent CSO Master Plan Update was submitted by the City on October 28, 2016 and received conditional approval, contingent upon confirming the plan’s viability via hydraulic modeling.*

*The plan was proven non-viable due to street level flooding predicted by the model runs. Since the plan was rejected, Biddeford is currently without an approved CSO Master Plan. The City is currently implementing several abatement activities which should have a significant impact on CSO discharge from CSO 005 and 006. The agreed upon CSO Master Plan Update, to be submitted on the schedule shown below, will provide a summary of these efforts, as well as charting a course forward for the City.*

*The abatement schedule may be amended from time to time based on mutual agreements between the permittee and the Department. The permittee must notify the Department in writing prior to any proposed changes to the implementation schedule. Based on the agreement reached at our meeting in Biddeford on 10/24/19, the permittee must comply with the following schedule dates:*

*On or before **June 30, 2023**, the permittee must complete an update to Biddeford's CSO Master Plan. The Master Plan Update must be submitted to the Department for review and approval.*

5. Throughout the period of time addressed by this Agreement, the City was also subject to, among other things, the following Department regulatory requirements related to the CSO Master Plans and updates:

**Combined Sewer Overflow Abatement Rule, 06-096 C.M.R. ch. 570, § 3**, which states in relevant part:

3. *Elements of a CSO Master Plan. The following elements must be included in a CSO Master Plan by the licensee.*

A. *CSO assessment and monitoring. The complexity of sewerage systems and CSO discharge situations varies greatly from one community to another. Consequently, it is recognized that the scope and magnitude of assessment and monitoring needs must be adapted to each individual community. The description of activities below is intended to reflect the magnitude and nature of assessment and monitoring which may be done in a comprehensive study. Depending on individual community needs, a licensee may expect to tailor an individual program. Not all activities will be required of all licensees.*

...

- (2) *CSO discharge points must be observed and either flow monitored or modeled over a period of time sufficient to reflect a wide range of storm events and antecedent conditions in order to determine CSO activity. Additionally, flow monitoring must be conducted at a number of locations adequate to allow estimation of flows within the entire sewer system. Flow monitoring must be representative of the sewerage system's drainage area and include varied land uses, unless otherwise approved by the department. The number and location of flow monitoring points will vary with characteristics of individual systems and the means used to evaluate the system. Also, the period of monitoring time needed to obtain sufficient data will vary depending on the weather conditions. Typically, the use of computer modeling of a system will reduce the need for flow monitoring.*

(3) *In conjunction with flow monitoring, testing is to be conducted on flow-weighted, composite samples, or grab samples, depending on applicability, to determine pollutant loads. Samples must be collected to characterize the so-called first flush, and the total discharge volume. Samples must be analyzed for total suspended solids, biochemical oxygen demand and bacteria. The department, on the basis of receiving water sensitivity, known discharge constituents of concern, or local concerns, may specify analysis for other pollutants. Normally, samples must be collected during four separate discharge events, two in the spring and two in the summer, at each location.*

...

(5) *Concurrent with CSO monitoring, evaluation of the sewer system must be conducted to identify sources of extraneous water entering the system. To the extent they are available, previous inflow/infiltration analyses or other sewer system studies may be used when appropriate.*

...

**B. *Prioritization and alternative analysis.*** *A major element of a CSO Master Plan is the identification of existing and potential high value uses. The involvement of the public is essential during this identification and prioritization process. The Master Plan must place high priority on abatement of combined sewer overflows that affect waters having the greatest potential for public use or benefit and attempt to relocate any remaining discharges to areas where minimal impacts or losses of uses would occur. Another major element of a CSO Master Plan is a thorough analysis of alternatives for CSO abatement, which includes a financial capability analysis to determine user cost of the recommended alternative, and an implementation schedule for the recommended abatement program.*

(1) *Prioritization of CSO discharge abatement must be based on data from the CSO assessment and monitoring program, and any other existing relevant data. Priorities for abatement include, but are not limited to the following list, shown in order of importance. The order and number of items may change, as determined by the department, if a licensee shows justification for the change.*

- (a) *Discharges that occur during dry weather periods;*
- (b) *Discharges that may impact public drinking water intakes;*
- (c) *Discharges that may impair water contact recreational uses or create public health concerns in the receiving waters;*
- (d) *Discharges that discharge into areas determined to have redeemable shellfish resources or important fish or wildlife habitat;*
- (e) *Discharges that contain industrial or medical wastes;*
- (f) *Discharges that function during the months of June through September;*
- (g) *Discharges that cause localized nuisance conditions; and*

*(h) All other CSO discharges.*

*(2) The licensee shall conduct an evaluation of a full range of control alternatives.*

*(a) These alternatives must include, but are not limited to:*

- (i) Pollution prevention practices to reduce, control, or eliminate pollutants at their source and prior to entry into the sewerage system;*
- (ii) Removing sources of uncontaminated water introduced into the sewerage system from private and public sources;*
- (iii) Maximizing the existing sewerage system for storage, transport and treatment of wastewater;*
- (iv) Off-line storage or retention of excess flow for addition to the sewerage system as its capacity allows;*
- (v) Sewer separation to remove stormwater from sanitary wastewater;*
- (vi) Full elimination of CSOs;*
- (vii) Treatment of CSOs (see Section 4); and*
- (viii) Discharge point relocation to less sensitive receiving waters.*

*(b) This evaluation process consists of the following steps:*

- (i) Developing a list of available control measures; and*
- (ii) Screening the list to eliminate those measures that for various reasons would not warrant further consideration for the given application. The list of available control measures must be developed by evaluating each measure's ability to reduce pollutants of concern that would cause violations of water quality standards. The pollutants would have previously been identified during the CSO Assessment and Monitoring Phase (see Section 3(A)).*

*The list of available control measures must be screened using appropriate criteria. Typical screening criteria can be considered under these main categories:*

- a. Performance factors, relating to the effectiveness of control measures;*
- b. Implementation and operation factors, relating to the licensee's ability to implement and manage the control measures;*
- c. Environmental impacts, relating to possible negative side-effects from constructing control measures; and*
- d. Comparative capital and operation and maintenance costs, with an analysis of the licensee's ability to pay for such costs.*

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*NOTE: This screening criteria, along with the use of Best Management Practices and the prioritization of high value use areas, allow the community to focus on the most appropriate control measures to solve its specific CSO control needs.*

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- (iii) CSO discharges that will remain following implementation of a Master Plan must be located to receive maximum dispersion and dilution or maximum environmental benefit in the receiving water. All efforts must be made to locate these discharge points away from sensitive areas or high value uses in the receiving water or where existing or expected uses may be impaired.*
  - (iv) The effectiveness of current and potential best management practices (see Section 5) must be evaluated.*
  - (v) A financial capability analysis must be completed to evaluate the impact of proposed CSO abatement alternatives on sewer user rates. The analysis must show the proposed residential user charge as a percentage of the Medium Household Income (MHI) for the community.*
  - (vi) A plan must be included that accommodates projected additions to the sewer system while maintaining CSO abatement goals and implementation timetables.*
- (3) Adequate public participation efforts must be made during and after the planning process.*
- (a) Development of the Master Plan and subsequent reviews and updates must include public participation efforts that are adequate to inform and receive comments from persons interested in water quality or abatement issues associated with CSO discharges. These efforts must include providing the public with information on CSO assessments, water quality impacts, abatement alternatives, and costs and related issues. Public discussion of water quality, current receiving water uses, desired potential uses, priority of uses, acceptable abatement technologies and financial capability must be sought. The licensee must hold a public hearing on the Master Plan and provide the department with a record of the hearing, a list of people in attendance, copies of written testimony and the licensee's responses to the issues raised. The hearing must be advertised no less than 30 days nor more than 45 days prior to the hearing in a local newspaper of general circulation in the area affected by CSO discharges. Concurrent with the advertisement, a notice of the public hearing must be sent to all persons who have expressed an*

*interest in the Master Plan. A licensee that plans to apply for State Revolving Fund (SRF) loans must comply with public hearing requirements in the State of Maine Revolving Loan Fund Rules, Chapter 595. Records of public participation efforts and the public hearing must be maintained and be available to the department.*

*(b) In cases where a CSO may cause continuing or future impairment of water quality criteria or uses, the licensee of these discharges must institute ongoing efforts to inform the public of those impacts. The means and frequency of notices must be specific to the geographic area and uses involved in order to gain maximum public awareness. However, a minimum notification program must consist of:*

- (i) Timely annual publication of prominent notices in newspapers having general circulation in the area affected by CSO discharges;*
- (ii) Posting of permanent signs, where feasible, at locations that afford public access to water affected by CSO discharges such as parks and boat launches; and*
- (iii) Direct written contact with persons known to have particular interest in the use of land or waters affected by CSO discharges.*

*In individual situations, other comparable means of public notification may be substituted for those above if they are shown to be equally effective.*

*All notices must include a description of the area and uses impacted by CSO discharges, the nature, times and conditions of impacts, and precautions that should be observed by the public.*

**C. Implementation schedule.** *An implementation schedule for completion of recommended CSO abatement technologies and programs must be included. Due to the nature of emerging CSO abatement technologies, changing growth patterns and financial conditions within communities, and other unforeseen factors, the schedule must include periodic updates and reviews of the Master Plan. These updates allow the licensee to modify the implementation plan based on results of the continuing monitoring program (see Section 6) and experience gained, while keeping focused on the original goals of the Master Plan. A length of time between reviews of three to five years may be reasonable, depending on progress made on implementation of the Master Plan.*

**D. Proposed Budget.** *A proposed budget needed to accomplish the recommended CSO abatement implementation program must be included.*

6. On December 31, 2015, the City submitted to the Department a draft CSO Master Plan Update (“Draft 2015 MPU”) in an attempt to meet the requirements of the 2014 Permit, namely those set forth in Special Condition J(4) and Chapter 570. Pursuant to Chapter

570, § 3(B), the Draft 2015 MPU was required to identify and prioritize abatement alternatives and provide an implementation schedule.

7. The Draft 2015 MPU was incomplete and deficient, and thus not approvable by the Department, due to missing flow monitoring and modeling data that was essential to the evaluation of CSO reduction methods. Early in 2016, the City also notified the Department of a number of undocumented cross-connections between a 24” sanitary sewer and a 48” stormwater line, which becomes a combined sewer during wet weather. As a result, the City had to run all flows from the 48” line through the Horrigan Court pump station to the wastewater treatment plant resulting in elevated CSO discharge levels recorded at CSO #005 (Western Avenue) and CSO #006 (Horrigan Court). The flow monitoring and modeling information was required to be submitted by the City to the Department with the Draft 2015 MPU pursuant to Special Condition J(6) of the permit and Section 3(A)(2-3) of Chapter 570. The Department notified the City of these deficiencies with the Draft 2015 MPU during a meeting on May 2, 2016.
8. On October 26, 2016, again in an attempt to meet requirements of the 2014 Permit and Chapter 570, the City submitted revisions to the Draft 2015 MPU (“First Revised MPU”) to the Department based on information in an October 24, 2016, memorandum prepared by the City’s engineering consulting firm.
9. On November 2, 2016, the Department issued a letter conditionally approving the City’s First Revised MPU, provided the projects in that First Revised MPU were feasible and the City addressed eight items the Department set forth in the letter.
10. Due to the need for modeling to be performed by the City to determine the viability of the proposed projects included in the City’s First Revised MPU, the City’s responses to the Department’s eight items were delayed. The City’s modeling ultimately revealed that several projects identified in the City’s First Revised MPU were not feasible. Accordingly, the First Revised MPU remained deficient and could not be approved by the Department. On December 19, 2016, the City proposed revisions to the First Revised MPU.
11. On December 28, 2016, the Department conditionally approved the First Revised MPU with Biddeford’s proposed revisions contingent upon an additional condition that the City demonstrate, through further modeling, that two of the First Revised MPU’s projects, the Center Street Diversion and the Elm Street pump station projects, were hydraulically viable and would be effective by May 1, 2017. On that same date, the Department proposed a revised implementation schedule for the 2016-2020 projects including: a six-month extension for the CSO sewersheds 004, 007, 009, and 011 SSES to December 31, 2018; an extension of the Horrigan Court project to June 30, 2020; and removal of the cross-connections and private inflow and infiltration (I/I).
12. On April 27, 2017, the City requested and the Department granted an extension for the

City's completion of its planned modeling for the proposed Center Street Diversion and Elm Street pump station projects to 3 weeks after a 2.5" storm event or December 31, 2017, whichever occurred first.

13. On June 30, 2017, the Department issued a Letter of Warning ("LOW") to the City for its CSO Compliance Monitoring program, Special Condition J(6) of the Permit, due to a lack of complete and accurate CSO discharge volumes either measured or modeled for the years 2008-2010 and 2014-2016. The problematic CSO volume measurements were revealed as part of the discovery of multiple cross-connections between the old combined sewer and the sanitary-only sewer.
14. On December 28, 2017, the City submitted the modeling and other information requested by the Department regarding the viability of the proposed Center Street Diversion and Elm Street pump station projects. The City's new modeling revealed that both the Center Street Diversion and the Elm Street pump station projects would create flooding downstream in the City's Main Street interceptor and were not feasible. Although the City had completed a number of the requirements of the conditional approval in the Department's November 2, 2016, and December 28, 2016, letters, two of the four projects identified in the First Revised MPU were shown to be not feasible, and so the conditional approval of the First Revised MPU was withdrawn by the Department.
15. Between January 2018 and January 2020, the City and its consulting engineers evaluated new and different options for CSO abatement, and to meet the requirements of the 2014 Permit and Chapter 570.
16. On February 28, 2020, the City submitted a new revised MPU ("Second Revised MPU") for approval.
17. On June 12, 2020, the Department sent a letter to the City providing comments on the Second Revised MPU and withholding approval. While the Second Revised MPU was a significant improvement over the City's prior draft MPU submissions, it did not provide consistent and comprehensive information regarding collection system pipe age/condition, nor any explanation as to why the City was proposing significantly less separation work than the 2005 MPU, as required by Chapter 570, § 3(B)(2). Finally, the Second Revised MPU did not contain a proposed budget to complete the proposed projects, which is also required by Chapter 570, § 3(D).
18. On January 11, 2021, the Department issued a Notice of Violation ("NOV") for the City's lack of and failure to submit an approvable MPU by the December 31, 2015, deadline set forth in the 2014 Permit. The NOV also requested corrective actions, including evaluation of the pump station at Horrigan Court by September 31, 2021, and completion of model calibrations and mapping improvements by June 30, 2022. In the NOV cover letter, the Department notified the City that the nature of the violations and long-term compliance milestones would likely be best addressed through an

administrative consent agreement.

19. Subsequently, in response to the First Revised MPU modeling failures, the City identified data gaps regarding their sewer system infrastructure and conducted additional sewer system investigations to improve their understanding of inflow and infiltration in the combined sewer system. The City committed to submitting a comprehensive CSO abatement plan and schedule on or before June 30, 2022, to the Department that would meet the legal requirements of both the 2014 and 2021 permits and Chapter 570, as well as making significant progress toward reducing CSO volume. On June 30, 2022, the City requested a short extension of the deadline for submission, which the Department approved.
20. The City submitted to the Department its Collection System Study Report on July 12, 2022 (“CSS Report”). The CSS Report described a comprehensive evaluation by the City of its inflow and infiltration, including new information from the City on storm sewer catch basins connected to its sanitary system, and verification that removal of the cross-connections between the stormwater and sanitary systems had been effective. The CSS Report also noted that the City was not interested in pursuing the removal of private inflow and infiltration. Finally, the City’s CSS Report noted that stormwater storage would likely be required to achieve control at the 1-, 2-, and 5-year, 24-hour storm levels in some of the City’s sewersheds. The City’s CSS Report provided projected costs for the various levels of control at the separate CSO sewersheds. The City provided 5 alternatives and indicated that alternative #5 was the most cost-effective approach. The Department provided the City with comments on the CSS Report and a proposed schedule on October 3, 2022.
21. The City and the Department met on October 5, 2022, to discuss the CSS Report. The City presented their rationale for its alternative #5. The Department provided context from other communities regarding the level of CSO control and cost estimates and communicated that the timeframe for the City to complete the work proposed by the City in alternative 5 needed to be more aggressive to meet the requirements of the 2014 and 2021 Permits and Chapter 570. The City committed to submitting a counterproposal by early January 2023. In January 2023, the City requested an extension to late March 2023 to allow time for the City to conduct additional modeling. The Department approved the extension.
22. The City submitted the revised project plan, a subsection of the MPU, with a proposed fifteen-year schedule on May 30, 2023, and met with the Department and their consultant on the same day. The City’s proposed fifteen-year schedule reduced the number of catch basins that would be separated compared to alternative #5 and focused on specific drainage areas.
23. On August 7, 2023, the City and the Department met to discuss the City’s proposed project plan and schedule. At that meeting, the Department conveyed that a ten-year plan

was the longest timeframe for a CSO abatement plan that was acceptable to and could be approved by the Department based on the Department’s expertise and experience with the implementation of CSO abatement plans. In addition, the Department requested that two of the City’s projects proposed for years 11-16 be moved to years 6-10 to allow a one-year level of control at all CSO locations with the exception of CSO 009, which would be addressed in the next CSO MPU in 2033. The inflated nature of the City’s cost estimates for the proposals was also discussed at length. At the Department’s request, the City’s consultant agreed to reconsider the cost estimates. The City agreed to re-submit its proposal after evaluating the Department’s counterproposal.

24. On October 12, 2023, due to the lack of follow-up by the City to the August 7, 2023, meeting, the Department sent an e-mail to the City requesting a revised project plan and schedule, based on the May 30, 2023, plan, by November 1, 2023. On October 20, 2023, the City submitted a revised project plan with a ten-year schedule. The Department and the City’s consultants communicated at length regarding the costs associated with the proposed plan. On November 20, 2023, the City met with the Department to discuss the revised project plan and schedule.
25. On December 12, 2023, the City resubmitted proposed project descriptions and costs to the Department, detailed in Appendix A, along with a detailed list of CSO reduction projects that the City had completed to date. A summary of the City’s completed CSO reduction projects, as described in the City’s December 12, 2023, submission, is provided in the table below.

Year	CSO Impacted	Work Completed
2020	CSO 004-006, 009	The last sanitary/storm sewer cross-connection was removed; the lower Main Street separation was completed; CSO 004 was officially closed; and the Foss and Emery streets separation was completed.
2021	CSO 005-006, 009	Overflow levels were raised in several locations and meters were relocated.
2022	CSO 006-007,009,013	Overflow height adjustments were made; the Center Street separation project was completed; a pump replacement, the CSO activity notification system, and the Main Street separation between Lund and Mt. Pleasant were completed; the Bradbury/Mason separation project was completed; and several catch basin cover replacements were installed.
2023	CSO 006-007, 009	Another cross-connection was discovered and then plugged; several inflow and infiltration removal projects were completed; preparatory construction work was started on Elm Street; work at the Diamond Match site was completed; and a check valve on CSO 007 was installed.

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2024	CSO 006	The Horrigan Court pump station upgrade was completed; and a 100K inline storage tank between CSO 006 and a new pump station was installed.
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26. The City and the Department met to discuss the City’s revised project plan on January 18, 2024. The Department agreed to the October 20, 2023, project plan and schedule proposed by the City as modified on December 12, 2023.
27. On February 12, 2024, the City and the Department met to discuss the City Manager’s reduced project budget and the impact on the agreed-upon project plan. The Department committed to move forward with an administrative consent agreement containing the project and schedule detailed in the December 12, 2023, project plan and schedule. Because of the uncertainty regarding the City’s funding or commitment to adhere to the latest project plan and schedule (the October 20, 2023, plan as modified on December 12, 2023), the Department has not formally approved or accepted any project plan from the City. As a consequence, the City continues to be without any approved CSO MPU, and therefore, remains in violation of its permit, State regulations, and State law. Despite operating without an approved MPU, the City continued to implement separation work in the period between the February meeting and the consent agreement negotiations.
28. By failing to conduct an adequate and complete Compliance Monitoring program, including accurate flow monitoring and modeling with the Draft 2015 MPU, as described in paragraphs 7, 10, 11 and 14, the City violated Special Condition J(6) of the permit and Section 3(A)(2-3) of Chapter 570.
29. By failing to provide consistent and comprehensive alternatives analysis, prioritization, and cost analysis, as described in paragraphs 10, 14, 17 and 24, the City violated Chapter 570, Sections 3(B)(1-2) and 3(C-D).
30. By failing to formally commit and have a plan to fund the budget for the MPU, as described in paragraphs 10, 14, 16-18, 24 and 27, the City is in violation of Special Condition J(4) of the 2014 and 2021 Permits.
31. On January 11, 2021, the Department issued an NOV to Biddeford, as described above. The parties agree that this Agreement constitutes a NOV pursuant to 38 M.R.S. § 347-A(1)(B) for all violations cited in paragraphs 4-30 of this Agreement but not previously noticed, and all parties agree that they have been adequately noticed for all violations raised therein.
32. To resolve the violations referred to in Paragraphs 28-30 of this Agreement, the City agrees to perform all of the following actions in sub-Paragraphs 32(a)-(f) to the satisfaction of the Department, as determined in its sole discretion:

- a. Immediately pay to the *Treasurer, State of Maine*, upon signing this Agreement, a civil monetary penalty in the amount of \$20,000.00.
- b. By December 31, 2030, substantially complete projects 0 through 5 as described in Appendix A, or alternative projects of equivalent CSO benefit with prior Department approval, to the Department's satisfaction. For purposes of this subparagraph, completion means a project has been substantially completed such that all new and/or rehabilitated storm drains have entered service and only aboveground punchlist items remain. CSO benefit for the projects in consideration shall be defined as the comparable linear feet of roadway or piping installed or the predicted CSO volume reduction associated with each project. The determination of whether an alternative project may be substituted or whether a project is substantially complete is at the sole discretion of the Department.
- c. December 31, 2031, submit to the Department for review and approval an interim CSO Master Plan Update summarizing the abatement work completed by the City, any proposed revisions to the City's project list, the impact on CSO activity, including all observed or anticipated CSO volume, and the level of control at each CSO location, and an updated list of year 6-10 projects as detailed in Appendix A as #6-10.
- d. By December 31, 2036, and subject to modifications to the project list provided in the Interim CSO Master Plan Update, complete all projects in Appendix A as agreed to and approved by the Department in its sole discretion.
- e. By December 31, 2036, submit a draft of the next 10-year CSO Master Plan Update to the Department outlining projects to be completed, along with a proposed schedule and the expected level of control that will be achieved, including all observed or anticipated CSO volume and/or event reductions. By December 31, 2037, and upon review of the draft 10-year CSO Master Plan Update by the Department, submit a final version of the 10-year CSO Master Plan Update to the Department for approval
- f. Pay to the Treasurer, State of Maine, upon demand by the Department, the amount of one hundred dollars (\$100.00) per day per violation for violating any provision of this Agreement, including applicable statutory interest, with all defenses waived by the City, including any defenses related to the enforcement of any stipulated penalty payment as a final administrative order and a money judgment pursuant to 14 M.R.S. § 3138.
- g. In addition to the stipulated penalties set forth in Paragraph 32(f) above, in the event that any actions in Paragraph 32(b)-(e) are not completed within the schedules specified in those paragraphs or to the satisfaction of the Department, as determined by the Department in its sole discretion, the following stipulated

CITY OF BIDDEFORD  
BIDDEFORD, YORK COUNTY, MAINE  
PROTECTION AND IMPROVEMENT OF  
WATERS  
2020-169-W

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ADMINISTRATIVE CONSENT  
AGREEMENT  
  
(38 M.R.S. § 347-A)

penalties shall become due immediately and paid by the City upon the Department's demand (each payable to the *Treasurer, State of Maine*):

- i. For sub-paragraph (b) above: stipulated penalty of \$30,000.00;
- ii. For sub-paragraph (c) above: stipulated penalty of \$10,000.00;
- iii. For sub-paragraph (d) above: stipulated penalty of \$30,000.00;
- iv. For sub-paragraph (e) above: stipulated penalty of \$10,000.00.

- 33. This Agreement is not effective until it is approved and signed by the Board and the OAG.
- 34. The Department and the OAG grant a release of their causes of action against the City for the specific violations listed in Paragraphs 4-30 of this Agreement on the express condition that all actions listed in Paragraphs 32 of this Agreement are completed to their satisfaction, and the release shall not become effective until all requirements of this Agreement are satisfied as determined by the Department and the OAG in their sole discretion.
- 35. Any non-compliance with any portion of this Agreement, as determined by the Department and the OAG in their sole discretion, voids the releases set forth in Paragraph 35 of this Agreement and may lead to further enforcement action(s) pursuant to 38 M.R.S. §§ 347-A(1)(A), 347-A(5), or 348, as well as the pursuit of other remedies, including those pursuant to 14 M.R.S. § 3138.
- 36. By signing and executing this agreement, the City knowingly, voluntarily, intentionally, permanently, and irrevocably waives any and all defenses related to the enforcement of this Agreement, including the enforcement of this Agreement as a final administrative order and a money judgment pursuant to 14 M.R.S. § 3138, and expressly agrees that it will not assert:
  - a. Any claim or defense that the City obligations under this Agreement are illegal, invalid, or otherwise unenforceable;
  - b. Any claim or defense pertaining to any payment obligation;
  - c. Any claim or defense pertaining to the timing and efficacy of notice and/or process regarding this Agreement and the Department's enforcement of the terms of this Agreement; and/or
  - d. Any other circumstance which might otherwise constitute a defense available to, or a discharge of any obligation of, the City with respect to this Agreement.

CITY OF BIDDEFORD )  
BIDDEFORD, YORK COUNTY, MAINE )  
PROTECTION AND IMPROVEMENT OF )  
WATERS )  
2020-169-W )

ADMINISTRATIVE CONSENT  
AGREEMENT  
  
(38 M.R.S. § 347-A)

- 37. Actions taken by the City pursuant to this Agreement shall be completed in accordance with the requirements of all applicable local, state, and federal laws, rules, and orders including but not limited to licensing requirements.
- 38. The provisions of this Agreement shall apply to, and be binding on, the parties and their officers, agents, servants, employees, successors, and assigns, and upon those persons in active concert or participation with them who receive actual notice of this Agreement.

IN WITNESS WHEREOF the parties hereto have executed this Agreement consisting of 18 pages:

CITY OF BIDDEFORD

BY: Brian S. Phinney DATE: 05/21/25  
BRIAN PHINNEY, CITY MANAGER

MAINE BOARD OF ENVIRONMENTAL PROTECTION

BY: Robert A. Dube DATE: 7/17/25  
NAME OF BOARD CHAIR, CHAIR

MAINE OFFICE OF THE ATTORNEY GENERAL

BY: [Signature] DATE: 7/17/25  
JACK DAFOE, ASSISTANT ATTORNEY GENERAL

Appendix A  
City of Biddeford CSO Master Plan Updated-CSO Project Narrative  
11/30/2023 Memo as revised and sent to the Department of Environmental Protection updated  
02/18/2025



**Memorandum**

Date: **11/30/2023** (Updated 02/18/2025)  
Project No.: **20496A**  
To: **Maine DEP**  
From: **City of Biddeford, ME**  
**Wright-Pierce**  
Subject: **City of Biddeford CSO Master Plan Updated - CSO Projects Narrative**

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The purpose of this memorandum is to provide a brief narrative describing each project included as part of the City of Biddeford's 10-year project list submitted to the Maine DEP on October 20, 2023 as part of their ongoing CSO mitigation work.

**10-Year Plan Project Narratives**

**0. Cutts, Bradbury, Mason Separation**

This separation project includes approximately 990 LF of new storm drain and will separate approximately 14 catch basins. This will result in the closure of the main CSO-004 diversion structure with relocation to a single relief pipe on Cutts Street.

**1. Alfred Street Separation - CWSRF Project 1 (Phase 1 and 2)**

This separation project includes approximately 2,475 LF of new storm drain and will separate approximately 23 catch basins. The new storm drain will begin as a 48" pipe along Alfred Street and will re-connect to the existing storm system near the intersection of Alfred Street and Main Street. This project also includes approximately 900 LF of rehabilitation/relining of an existing 24" storm drain along Main Street between Alfred Street and Water Street.

**2. Alfred Street Separation - CWSRF Project 2 (Phase 3)**

This separation project is the second of two projects to be completed along Alfred Street. This project includes approximately 1,800 LF of new storm drain along Alfred Street, Porter Street, and Mt. Vernon Street, and will separate approximately 22 catch basins. 15" and 18" storm drains will convey flows from the project area to a 48" storm drain beginning at Alfred Street and Mt. Vernon Street. This 48" storm drain will connect to Alfred Street CWSRF Project 1 at Summer Street and Alfred Street.

**3. Main Capacity Upgrades & Summer Street Separation**

This upgrade and separation project includes two separate areas of work including a capacity upgrade project on Main Street and a sewer separation along Summer Street, for a total of approximately 1,875 LF of new or upgraded storm drain. The first work area, located near the Water Street and Main Street intersection and extending into Mechanics Park, is a capacity upgrade project and includes the installation of 270 LF of 54" storm drain, replacing the existing 36"/42" storm drain.

**Appendix A**  
**City of Biddeford CSO Master Plan Updated-CSO Project Narrative**  
**11/30/2023 Memo as revised and sent to the Department of Environmental Protection updated**  
**02/18/2025**

**Memo: City of Biddeford CSO Master Plan Updated - CSO Projects Narrative**

The second work area is located along Summer Street and includes 1,230 LF of new storm drain and the separation of approximately 27 catch basins. A 24" to 36" storm drain will connect to the proposed 48" storm main on Alfred Street. A short run of 15" storm drain is also included to allow combined basins on Windsor Lane to be separated.

**4. Washington, Jefferson, Adams, Franklin Separation**

This separation project includes approximately 3,150 LF of new storm drain, ranging from 15" to 30" in size. These projects will provide conveyance for the separation of approximately 41 catch basins on Adams Street, Jefferson Street, Washington Street, Franklin Street, and Main Street. This project will be tributary to the storm drain on Main Street.

**5. Elm Street Capacity Upgrades and Hooper Separation**

This upgrade and separation project includes approximately 2,960 LF of new storm drain, providing conveyance capacity upgrades to the Elm Street stormwater main and outfall, and providing separation of approximately 5 catch basins on Hooper Street. The proposed storm drain along Elm Street will be 42" in diameter, and the Hooper Street storm drain will be 15" to 18".

**6. South, Kossuth, Maple Separation**

This separation project includes approximately 2,675 LF of new storm drain on Elm Street between Mason Street and Cutts Street, along South Street & Kossuth Street, and along Maple Street (across the Saco River from Elm Street). An 18" and 24" storm drain will be installed along Elm Street, a 24" and 30" storm drain will be installed on South Street and Kossuth Street, and an 18" storm drain along Maple Street. Approximately 22 catch basins will be separated by these projects.

**7. Harrison to Free Street Upgrades**

This project is a capacity upgrade project and includes the installation of approximately 1,775 LF of new 54" storm drain starting at the intersection of Harrison Avenue and Hill Street and continuing to the intersection of Free Street and Leon Street, where the upgraded line meets the existing stormwater main.

**8. Lambert, Clark, Tachereau Separation**

This separation project includes approximately 3,590 LF of new storm drain along Alfred Street and Clark Street (24"/30"), Prospect Street (36"), and Harrison Ave (54"). In addition to separating basins along these locations, the project will include new storm drain for nearby catch basins on Lambert Street and Winter Street. Approximately 33 basins will be separated as part of this project.

**9. Westland, Dental, Forest, Rathier Separation**

This separation project includes approximately 1,425 LF of new storm drain across multiple small project locations at Westland Avenue, Dental Avenue, Forest Street, and Rathier Street. The project will include the installation of 15" and 24" storm drain and will separate approximately 15 catch basins.

**10. Rumery Capacity Upgrades & George Separation**

This capacity upgrade and separation project includes approximately 1,590 LF of new storm drain, to provide greater conveyance capacity to the Rumery Boatyard storm outfall to accommodate future upstream separation work. The proposed storm main will range from 42" to 60" in size. Additionally, a new 18" storm drain to convey flows from 3 separated catch basins will be installed on George Street.

Appendix A  
City of Biddeford CSO Master Plan Updated-CSO Project Narrative  
11/30/2023 Memo as revised and sent to the Department of Environmental Protection updated  
02/18/2025

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Memo: City of Biddeford CSO Master Plan Updated - CSO Projects Narrative

<b>MUNIS 'ACTUAL' DOLLAR AMOUNT</b>						
	<b>OLD SEWER PERMIT ACCOUNT NUMBERS</b>					<b>NEW SEWER PERMIT ACCOUNT NUMBER</b>
<b>FISCAL YEAR</b>	<b>35102-40248</b>	<b>35102-40247</b>	<b>35102-40246</b>	<b>35101-40250</b>	<b>35102-40254</b>	<b>35102-40503</b>
2009	\$ 1,462.50	\$ 7,100.00	\$ 1,125.00	\$ 77,928.00	\$ 25,000.00	\$ -
2010	\$ (466.18)	\$ 5,500.00	\$ 840.10	\$ 40,759.20	\$ -	\$ -
2011	\$ 550.00	\$ 1,800.00	\$ 510.00	\$ 17,911.20	\$ -	\$ -
2012	\$ 850.00	\$ 6,200.00	\$ 570.00	\$ 30,504.80	\$ -	\$ -
2013	\$ 600.00	\$ 2,875.00	\$ 540.00	\$ 12,552.80	\$ (13.60)	\$ -
2014	\$ 750.00	\$ 2,600.00	\$ 570.00	\$ 135,143.20	\$ 38,136.94	\$ -
2015	\$ 850.00	\$ 1,800.00	\$ 675.00	\$ 74,068.63	\$ (1.61)	\$ -
2016	\$ 1,400.00	\$ 5,405.00	\$ 1,253.00	\$ 48,517.44	\$ 100.50	\$ -
2017	\$ 2,650.00	\$ 6,855.00	\$ 1,860.00	\$ 155,981.12	\$ 9,450.35	\$ -
2018	\$ 2,862.64	\$ 4,950.00	\$ 1,830.00	\$ 75,603.20	\$ -	\$ -
2019	\$ 1,725.00	\$ 3,600.00	\$ 1,185.00	\$ 60,876.40	\$ -	\$ -
2020	\$ 630.00	\$ 2,285.44	\$ (2,590.00)	\$ 20,040.96	\$ 50.00	\$ -
2021	\$ 900.00	\$ 9,860.44	\$ 1,080.00	\$ 29,109.44	\$ 12,344.00	\$ -
2022	\$ 3,810.00	\$ 4,600.00	\$ 960.00	\$ 16,209.44	\$ 3,172.00	\$ -
2023	\$ 4,800.00	\$ 33,400.00	\$ 1,360.00	\$ 193,792.72	\$ 75,611.50	\$ -
2024	\$ 5,500.00	\$ 15,500.00	\$ 9,866.52	\$ 113,822.88	\$ 27,192.52	\$ -
2025	\$ 2,800.00	\$ 33,205.00	\$ 21,880.44	\$ 42,563.52	\$ 13,766.00	\$ 184,047.60
2026	\$ -	\$ -	\$ -	\$ (5,403.19)	\$ -	\$ 630,108.78
<b>TOTALS:</b>	<b>\$ 31,673.96</b>	<b>\$ 147,535.88</b>	<b>\$ 43,515.06</b>	<b>\$ 1,139,981.76</b>	<b>\$ 204,808.60</b>	<b>\$ 814,156.38</b>
<b>GRAND TOTAL:</b>						<b>\$ 2,381,671.64</b>
<b>MAIN STREET PUMP STATION DESIGNATED AMOUNT (COUNCIL ORDER 2025.83):</b>						<b>\$ 350,000.00</b>
<b>LINCOLN STREET FM MANIFOLD DESIGNATED AMOUNT (11/18 FINANCE ORDER 4.D):</b>						<b>\$ 146,527.00</b>
<b>UNDESIGNATED SEWER PERMIT FEE AMOUNT:</b>						<b>\$ 1,885,144.64</b>

<b>DEVINE CAPITAL = UPCOMING SEWER PERMIT FEE:</b>	<b>\$ 651,615.70</b>
<b>WESTBROOK DEVELOPMENT (LOT1B/1C) = UPCOMING SEWER PERMIT FEE:</b>	<b>\$ 370,000.00</b>
<b>UPCOMING SEWER PERMIT FEE TOTAL:</b>	<b>\$ 1,021,615.70</b>

**ALFRED STREET PHASE 3 - ESTIMATED PAY REQUISITION TIMELINE**

	5/1/2026	6/1/2026	7/1/2026	8/1/2026	9/1/2026	10/1/2026	11/1/2026	12/1/2026	Total:	Notes:
<b>Estimate A:</b>	\$ 387,500.00	\$387,500.00	\$ 387,500.00	\$387,500.00	\$387,500.00	\$387,500.00	\$387,500.00	\$387,500.00	\$3,100,000.00	Averaging total over 8 equal installments.
<b>Estimate B:</b>	\$ 400,000.00	\$300,000.00	\$ 300,000.00	\$300,000.00	\$300,000.00	\$700,000.00	\$400,000.00	\$400,000.00	\$3,100,000.00	Weighted installments based on past project payment history

**From:** [Matherne, Gerry](#)  
**To:** [Dever, Truc](#); [Macneill, Shelly](#)  
**Subject:** FW: [EXTERNAL] Bonds  
**Date:** Wednesday, February 18, 2026 9:10:35 AM

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**From:** Joseph Cuetara <[jcuetara@moorscabot.com](mailto:jcuetara@moorscabot.com)>  
**Sent:** Wednesday, February 18, 2026 9:08 AM  
**To:** Matherne, Gerry <[gerry.matherne@biddefordmaine.org](mailto:gerry.matherne@biddefordmaine.org)>  
**Subject:** RE: [EXTERNAL] Bonds

**Caution:**This is an external email. Please take care when clicking links or opening attachments. When in doubt, contact the IT Department

This message was sent securely using Zix<sup>®</sup>

once I have the audit in hand no less than 4 weeks nor more than 6 weeks

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**From:** Matherne, Gerry <[gerry.matherne@biddefordmaine.org](mailto:gerry.matherne@biddefordmaine.org)>  
**Sent:** Wednesday, February 18, 2026 9:06 AM  
**To:** Joseph Cuetara <[jcuetara@moorscabot.com](mailto:jcuetara@moorscabot.com)>  
**Subject:** FW: [EXTERNAL] Bonds

Hi Joe – I am following up on the below questions. Thanks!

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**From:** Matherne, Gerry  
**Sent:** Thursday, February 12, 2026 4:08 PM  
**To:** 'Joseph Cuetara' <[jcuetara@moorscabot.com](mailto:jcuetara@moorscabot.com)>  
**Subject:** RE: [EXTERNAL] Bonds

Hi Joe – Would we be able to get rating right after FY2024 audit is completed? And how long after does it normally take to get a bond? Thanks.

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**From:** Joseph Cuetara <[jcuetara@moorscabot.com](mailto:jcuetara@moorscabot.com)>  
**Sent:** Tuesday, January 27, 2026 12:09 PM  
**To:** Matherne, Gerry <[gerry.matherne@biddefordmaine.org](mailto:gerry.matherne@biddefordmaine.org)>  
**Subject:** RE: [EXTERNAL] Bonds

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# City of Biddeford

Cash Flow Projection  
 FY2023-FY2025 Actuals  
 FY2026 YTD

	TOTAL 2023	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
<b>REVENUES (SOURCES):</b>													
PROPERTY TAX	(48,885,435.47)	(15,153.04)	18.45	(48,924,973.42)	-	(18,659.82)	-	-	-	(3,608.56)	(5,784.53)	(34,400.00)	117,125.45
TAX LIEN COSTS REVENUE	(9,471.57)	(8,719.47)	(330.96)	-	-	(51.93)	(341.55)	-	-	(6.96)	-	-	(20.70)
TAX INTEREST	(51,994.40)	(10,099.41)	(5,533.91)	(4,295.37)	(979.60)	(2,069.07)	(10,910.58)	(1,885.06)	(857.94)	(2,471.14)	(2,795.54)	(4,242.54)	(5,854.24)
EXCISE TAX	(4,324,432.30)	(405,645.20)	(367,153.79)	(340,035.54)	(316,169.58)	(291,306.43)	(270,175.94)	(274,950.82)	(267,747.00)	(389,656.39)	(649,767.86)	(444,574.27)	(307,249.48)
HOMESTEAD	(960,101.00)	-	(705,177.00)	-	-	-	-	-	-	-	-	-	(254,924.00)
INVESTMENTS	(973,661.06)	(37,009.98)	(86,482.77)	(56,592.18)	(68,110.16)	(308,219.23)	(159,931.54)	207,754.43	(69,575.33)	(70,755.35)	(86,062.51)	(115,578.20)	(123,098.24)
INTEREST ON NOTES	(50,017.37)	-	-	-	-	-	-	-	-	-	-	-	(50,017.37)
UNREALIZED GAIN ON INVESTMENTS	647,179.05	(23,189.80)	176,309.01	443,314.67	135,484.43	(71,928.82)	(93,623.12)	(80,642.45)	175,076.57	(213,122.60)	(27,186.05)	107,028.57	119,658.64
STATE GENERAL ASSISTANCE	(305,143.67)	-	(32,771.96)	-	-	-	(7,858.06)	-	-	-	-	-	(264,513.65)
STATE BETE	(343,875.00)	-	-	-	-	-	(343,875.00)	-	-	-	-	-	-
MISCELLANEOUS REVENUE	(155,262.66)	(1,280.00)	(7,313.50)	(21,756.55)	(1,252.00)	(5,182.85)	(5,426.33)	(1,250.00)	(1,284.50)	(3,859.56)	(1,255.00)	(28,605.17)	(76,797.20)
PERMITS & FEES	(1,346,031.20)	(127,680.84)	(84,304.30)	(77,778.07)	(163,154.90)	(60,630.16)	(170,463.65)	(134,998.96)	(89,434.62)	(179,275.32)	(40,671.17)	(132,608.28)	(85,030.93)
POLICE GRANTS	(8,315.82)	-	(1,196.72)	(230.58)	(6,888.52)	-	-	-	-	-	-	-	-
POLICE REPORTS	(6,376.00)	(459.00)	(263.00)	(1,016.00)	(602.00)	(555.00)	(491.00)	(575.00)	(541.00)	(580.00)	(414.00)	(483.00)	(397.00)
STATE ROAD ASSIST PROGRAM	(203,308.00)	-	-	-	-	-	(203,308.00)	-	-	-	-	-	-
PAYMENTS IN LIEU OF TAXES	(184,235.45)	(14,484.02)	-	(50,000.00)	-	-	-	-	-	(117,498.79)	-	(16,736.64)	14,484.00
MUNICIPAL GARAGE LABOR CHARGE	(124,138.15)	(14,585.00)	(24,610.00)	(12,417.50)	(4,735.00)	(5,502.50)	(6,190.00)	(7,895.65)	(4,535.00)	(12,025.00)	(10,095.00)	(5,542.50)	(16,005.00)
INSPECTION PROGRAM	(104,625.00)	-	-	-	-	-	-	-	-	(105,625.00)	-	1,050.00	(50.00)
SOLID WASTE BAG SALES	(76,071.50)	(4,708.00)	(12,625.00)	(1,506.00)	(7,236.25)	(11,084.00)	(699.00)	(562.50)	-	(24,980.00)	(5,000.00)	(12,378.75)	4,708.00
LICENSES	(22,315.25)	(1,530.00)	(1,363.00)	(953.00)	(1,374.00)	(2,325.00)	(2,809.00)	(1,862.25)	(759.00)	(1,067.00)	(2,977.00)	(3,812.00)	(1,484.00)
REVENUE SHARING	(4,420,767.49)	(479,592.28)	(313,655.59)	(344,232.17)	(490,948.22)	(344,155.19)	(303,893.58)	(367,710.61)	(423,159.22)	(176,444.12)	(255,526.08)	(546,208.41)	(375,242.02)
REIMBURSEMENTS	(97,842.02)	(24,281.82)	(5,179.82)	(5,179.82)	(5,179.82)	(5,179.82)	(5,179.82)	(5,179.82)	(6,762.00)	(5,179.82)	(5,179.82)	(20,179.82)	(5,179.82)
RENTALS	(204,330.55)	(7,232.76)	(39,789.46)	(16,403.46)	(13,894.44)	(8,374.68)	(4,065.62)	(10,919.42)	(6,374.24)	(10,919.42)	(5,203.15)	(49,640.15)	(31,513.75)
LARGE BIN SALES	(19,886.00)	-	-	(1,220.00)	(4,392.00)	(244.00)	-	(1,220.00)	(488.00)	(1,830.00)	(9,150.00)	(976.00)	(366.00)
PLANNING BOARD REV	(254,045.00)	(1,425.00)	(37,215.00)	(44,640.00)	(43,690.00)	(17,265.00)	(5,730.00)	(3,400.00)	(1,575.00)	(8,835.00)	(88,035.00)	(2,160.00)	(75.00)
PARKING	(78,094.74)	(11,755.00)	(10,540.00)	(8,980.00)	(8,203.00)	(6,260.00)	(4,770.00)	(6,670.00)	(7,925.00)	(11,465.00)	(6,785.00)	(5,390.00)	10,648.26
RECYCLING	(32,108.32)	(7,432.39)	(4,756.30)	(7,084.85)	4,960.75	(6,371.85)	(1,434.29)	(3,023.30)	(4,394.64)	(2,664.80)	9,870.00	(5,131.30)	(4,645.35)
STATE TREE GROWTH ASSESS REV	(23,386.28)	-	-	-	(23,386.28)	-	-	-	-	-	-	-	-
EDUCATION - OTHER	(1,173,667.38)	-	-	-	-	-	-	-	-	-	-	-	-
CITY - OTHER	(5,386.91)	-	-	-	-	-	-	-	-	-	-	-	-
COPIES SOLD REVENUE	(121.00)	-	-	-	(115.00)	-	-	-	(2.50)	-	-	-	(3.50)
RESEARCH REVENUE	(315.00)	-	-	-	-	-	-	-	-	(30.00)	(185.00)	(100.00)	-
ADVERTISING COSTS REV	(780.00)	(120.00)	(60.00)	(200.00)	-	-	(400.00)	-	-	-	-	-	-
CITY CLERK SVCS REVENUE	(504.00)	(47.00)	(94.00)	(56.00)	(41.00)	(42.00)	(16.00)	(24.00)	(28.00)	(34.00)	(16.00)	(34.00)	(72.00)
COPIES REVENUE	(184.00)	(4.00)	(29.50)	-	(18.50)	-	(28.00)	(9.00)	-	(33.50)	-	(58.00)	(3.50)
CODE VIOLATIONS	(2,750.00)	-	-	-	-	(500.00)	-	(2,250.00)	-	-	-	-	-
ORDINANCE FINES	(6,019.00)	-	-	-	-	-	-	-	(4,941.00)	-	-	(1,078.00)	-
ANIMAL CNTRL COLLECTIONS	(2,455.00)	(80.00)	-	-	-	-	(2,375.00)	-	-	-	-	-	-
COURT ORDERED RESTITUTION	(49.74)	-	-	-	-	-	-	-	-	(49.74)	-	-	-
POLYGRAPH TESTS	(2,400.00)	-	-	-	-	(1,200.00)	(800.00)	-	-	(400.00)	-	-	-
FED FISH & WILDLIFE REV	(7,731.00)	-	-	-	-	-	-	-	-	-	-	-	(7,731.00)
STATE EDUCATION SUBSIDY	(15,968,570.54)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)	(1,330,714.21)
TRANSFERS IN	(2,402,653.00)	-	-	-	-	-	-	(2,402,653.00)	-	-	-	-	-
<b>TOTAL SOURCES &gt;</b>	<b>(82,191,678.79)</b>	<b>(2,527,228.22)</b>	<b>(2,894,832.33)</b>	<b>(50,806,950.05)</b>	<b>(2,350,639.30)</b>	<b>(2,497,821.56)</b>	<b>(2,935,509.29)</b>	<b>(4,430,641.62)</b>	<b>(2,041,080.63)</b>	<b>(2,678,072.28)</b>	<b>(2,522,932.92)</b>	<b>(2,652,552.67)</b>	<b>(2,674,363.61)</b>
<b>EXPENSES (USES):</b>													
SALARIES & WAGES	15,945,120	943,910.41	1,494,396.98	1,185,922.36	1,213,019.42	1,497,431.43	1,256,341.67	1,221,125.01	1,231,076.04	1,518,958.10	1,226,127.93	1,554,723.39	1,602,087.15
FRINGE	7,075,277	397,959	514,783	1,625,326	494,850	526,108	373,934	519,039	646,722	718,401	548,368	546,139	163,649
INSURANCE	824,979	211,972	544	151,792	-	975	392	1,219	681	-	(6,368)	463,772	-
FUEL	288,694.08	16,462	19,321	15,247	14,366	15,248	19,641	22,804	22,225	27,967	19,137	18,166	78,110
MAINTENANCE AND REPAIRS	2,047,393.73	55,093	95,496	173,864	154,478	138,349	104,880	160,404	250,560	205,001	141,194	152,323	415,751
TRAVEL & TRAIN	529,190	31,964	33,585	26,009	15,536	191,739	23,425	36,235	23,979	23,159	34,897	25,395	63,268
SERVICES / MISCELLANEOUS	2,905,213	100,956	268,783	221,945	244,796	324,302	197,437	109,306	414,644	238,956	141,963	174,217	467,909
CIP	743,424	-	-	-	-	-	-	-	-	-	-	-	-

GENERAL ASSISTANCE	393,963	6,819	22,687	12,408	10,080	49,464	47,189	40,743	47,028	25,749	51,103	31,128	49,566
UTILITIES	517,188	19,082	32,804	35,778	38,094	36,593	57,329	49,029	56,681	61,153	42,002	33,396	55,248
MUNI SVCS ALLOCATION	1,056,741	1,056,741											
PERSONNEL RESERVE	347,477												
AIRPORT SUBSIDY	50,000							50,000					
DEBT SERVICE PRINCIPAL EXP	2,680,625				1,340,312						1,340,312		
DEBT SERVICE INTEREST	1,057,045				528,522						528,522		
SCHOOL EXPENSE	41,365,311												
COUNTY TAX	1,410,767				1,410,767								
TRANSFERS OUT	1,591,692							1,591,692					
<b>TOTAL USES &gt;</b>	<b>80,830,099</b>	<b>2,840,959</b>	<b>2,481,855</b>	<b>3,297,044</b>	<b>5,616,614</b>	<b>2,779,235</b>	<b>2,081,152</b>	<b>3,800,769</b>	<b>2,694,133</b>	<b>2,820,023</b>	<b>4,073,626</b>	<b>2,529,118</b>	<b>3,359,360</b>
<b>NET &gt;</b>	<b>(1,361,580)</b>	<b>313,730</b>	<b>(412,978)</b>	<b>(47,509,906)</b>	<b>3,265,974</b>	<b>281,413</b>	<b>(854,357)</b>	<b>(629,873)</b>	<b>653,052</b>	<b>141,951</b>	<b>1,550,693</b>	<b>(123,434)</b>	<b>684,996</b>

	TOTAL 2024	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
<b>REVENUES (SOURCES):</b>													
PROPERTY TAX	(51,721,266.96)	(592.40)	(54,773,410.66)	-	-	-	-	-	(9,840.00)	-	-	-	3,062,576.20
TAX LIEN COSTS REVENUE	(8,257.48)	(297.47)	(7,794.65)	(120.55)	-	(10.35)	-	(10.35)	-	(24.11)	-	-	-
TAX INTEREST	(71,362.70)	(10,267.32)	(7,555.92)	(17,436.10)	(2,809.36)	(2,454.67)	(1,732.88)	(7,858.72)	(5,077.16)	(3,835.97)	(3,923.04)	(4,251.55)	(4,160.01)
EXCISE TAX	(4,015,718.27)	(368,928.82)	(400,464.64)	(325,196.79)	(367,934.64)	(320,808.21)	(252,821.73)	(315,017.04)	(344,035.78)	(347,308.31)	(696,132.92)	(416,142.42)	139,073.03
HOMESTEAD	(868,791.41)	-	(596,505.00)	-	-	-	-	-	-	-	-	-	(272,286.41)
INVESTMENTS	(1,068,522.78)	(91,658.45)	(52,888.32)	(27,361.69)	(110,370.55)	(57,179.33)	(56,337.84)	(159,426.08)	(88,767.24)	35,367.02	(94,169.72)	(20,950.21)	(344,780.37)
INTEREST ON NOTES	(28,053.00)	-	-	-	-	-	-	-	-	-	-	-	(28,053.00)
UNREALIZED GAIN ON INVESTMENTS	(762,957.78)	(83,309.35)	(72,988.90)	(10,577.20)	(62,347.70)	(164,992.20)	(177,656.60)	(56,894.00)	55,523.97	(56,947.60)	9,608.00	(77,935.00)	(64,441.20)
STATE GENERAL ASSISTANCE	(232,666.69)	-	-	-	-	(12,408.10)	-	-	-	-	-	-	(220,258.59)
STATE BETE	(303,488.00)	-	-	-	-	-	(303,292.00)	-	-	-	-	(196.00)	-
MISCELLANEOUS REVENUE	(215,199.40)	(2,331.72)	(1,467.22)	(134,669.96)	(784.36)	838,829.00	(35,676.69)	(3,902.66)	(45.00)	(7,221.40)	(150.00)	(36,766.41)	(831,012.98)
PERMITS & FEES	(2,081,963.05)	(35,696.33)	(599,441.95)	(59,751.43)	(497,055.76)	(783,991.37)	(23,828.14)	(18,283.29)	(12,013.42)	(10,432.02)	(16,263.41)	(16,465.25)	(8,740.88)
POLICE GRANTS	(47,786.93)	(1,465.63)	(15,488.13)	(3,828.88)	(7,442.83)	-	-	-	-	(3,747.04)	-	-	(15,814.42)
POLICE REPORTS	(7,264.00)	(1,083.00)	(543.00)	(53.00)	(503.00)	(5,082.00)	-	-	-	-	-	-	-
STATE ROAD ASSIST PROGRAM	(234,460)	-	-	-	-	(234,460.00)	-	-	-	-	-	-	-
PAYMENTS IN LIEU OF TAXES	(124,902.89)	-	-	-	-	(5,949.10)	-	-	-	-	-	(18,953.79)	(100,000.00)
MUNICIPAL GARAGE LABOR CHARGE	(154,172.50)	(5,780.00)	(54,360.00)	(13,360.00)	(5,555.00)	(4,075.00)	(6,132.50)	(15,197.50)	(14,207.50)	(7,750.00)	-	(17,950.00)	(9,805.00)
INSPECTION PROGRAM	(11,275.00)	-	-	-	-	-	-	-	-	-	-	(99,675.00)	88,400.00
SOLID WASTE BAG SALES	(75,002.50)	(11,854.25)	(840.50)	(4,340.00)	(500.00)	(10,979.50)	(9,209.25)	-	(9,612.00)	(13,887.50)	-	(243.25)	(13,536.25)
LICENSES	(73,858.86)	(2,043.00)	(7,929.00)	(9,173.00)	(1,646.00)	(1,575.57)	(15,915.00)	(3,131.00)	(3,913.00)	(9,885.30)	(15,155.96)	(4,489.58)	997.55
REVENUE SHARING	(4,520,828.21)	(433,484.89)	(297,703.69)	(322,899.17)	(449,008.83)	(333,638.82)	(295,351.51)	(355,820.46)	(407,869.66)	(113,838.27)	(207,169.95)	(454,858.39)	(849,184.57)
REIMBURSEMENTS	(84,953.32)	(22,169.82)	(5,179.82)	(5,179.82)	(5,179.82)	(5,179.82)	(5,179.82)	(6,344.94)	(5,179.82)	(5,179.82)	-	(15,000.00)	(5,179.82)
RENTALS	(129,446.33)	(10,037.26)	(4,947.78)	(12,440.30)	(7,492.52)	(11,859.24)	(8,721.74)	(12,193.86)	(7,873.77)	(6,352.89)	(3,553.68)	-	(43,973.29)
LARGE BIN SALES	(25,913.08)	(1,098.00)	(1,464.00)	(1,098.00)	(3,780.00)	(488.00)	(610.00)	(660.88)	(366.00)	(1,220.00)	(1,342.00)	(488.00)	(13,298.20)
PLANNING BOARD REV	(103,006.32)	(4,015.00)	(4,920.00)	(1,200.00)	(4,005.00)	(2,400.00)	(375.00)	(4,250.00)	(900.00)	(16,725.00)	(13,199.44)	(19,657.89)	(31,358.99)
PARKING	(54,278.08)	(7,805.00)	(7,030.00)	(1,440.00)	(1,700.00)	(9,975.61)	(115.00)	(2,450.00)	(4,670.00)	(5,325.00)	(2,745.00)	(2,870.00)	(8,152.47)
RECYCLING	(51,336.63)	(4,808.67)	(6,721.64)	(6,132.16)	(2,900.49)	(4,870.13)	(6,648.62)	(2,664.40)	(6,955.02)	(4,631.34)	(787.53)	(6,101.24)	1,884.61
STATE TREE GROWTH ASSESS REV	(27,558.56)	-	-	-	(27,558.56)	-	-	-	-	-	-	-	-
EDUCATION - OTHER	(1,538,141.57)	-	-	-	-	-	-	-	-	-	-	-	-
CITY - OTHER (DONATIONS)	(2,000.00)	-	-	-	-	-	-	-	-	-	-	-	-
RESEARCH REVENUE	(60.00)	-	-	-	-	-	-	(60.00)	-	-	-	-	-
ADVERTISING COSTS REV	(600.00)	(200.00)	-	-	-	-	-	(400.00)	-	-	-	-	-
CITY CLERK SVCS REVENUE	(261.50)	(29.00)	(61.00)	(8.00)	(23.00)	(6.00)	(16.00)	(45.00)	(26.00)	(6.50)	(21.00)	(10.00)	(10.00)
COPIES REVENUE	(95.00)	(21.50)	(14.00)	-	(8.00)	(51.50)	-	-	-	-	-	-	-
CODE VIOLATIONS	(187.00)	-	-	-	-	(187.00)	-	-	-	-	-	-	-
ORDINANCE FINES	(2,262.00)	-	-	-	-	(798.00)	-	-	-	(1,464.00)	-	-	-
COURT ORDERED RESTITUTION	(75.00)	-	-	(75.00)	-	-	-	-	-	-	-	-	-
POLYGRAPH TESTS	(1,600.00)	-	(800.00)	-	-	-	(800.00)	-	-	-	-	-	-
VOTER LISTS SOLD REV	(33.00)	-	-	(33.00)	-	-	-	-	-	-	-	-	-
LAEASE PROCEEDS	(7,799.21)	-	-	-	(5,000.00)	-	-	-	-	-	-	-	(2,799.21)
STATE SHARE GRANTS	(75,000.00)	-	-	-	-	-	(75,000.00)	-	-	-	-	-	-
STATE DHS ASSIST REV	(935.77)	-	-	-	(48.94)	-	-	(612.63)	-	-	(274.20)	-	-
STATE EDUCATION SUBSIDY	(17,589,929.25)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)	(1,465,827.44)
TRANSFERS IN	(2,142,478.00)	-	-	-	-	-	-	(2,142,478.00)	-	-	-	-	-
<b>TOTAL SOURCES &gt;</b>	<b>(88,465,748)</b>	<b>(2,564,804.32)</b>	<b>(58,386,347.26)</b>	<b>(2,422,201.49)</b>	<b>(3,029,481.80)</b>	<b>(2,600,417.96)</b>	<b>(2,741,247.76)</b>	<b>(4,573,528.25)</b>	<b>(2,331,654.84)</b>	<b>(2,046,242.49)</b>	<b>(2,511,107.29)</b>	<b>(2,678,831.42)</b>	<b>(1,039,741.51)</b>
<b>EXPENSES (USES):</b>													
SALARIES & WAGES	17,201,364.66	847,629.14	1,588,012.98	1,224,804.75	1,267,928.09	1,578,267.31	1,308,528.59	1,622,803.27	1,326,499.42	1,314,294.08	1,401,398.26	1,655,626.01	2,065,572.76

FRINGE	6,269,128	369,193.01	582,660.06	481,633.86	466,576.88	577,542.04	494,693.21	591,485.71	491,499.11	530,287.05	525,746.91	624,511.28	533,298.59
INSURANCE	716,623	-	-	290,172.00	-	-	-	-	-	-	343.00	-	426,108.23
FUEL	294,367	13,057.72	21,943.08	12,565.41	17,378.27	14,238.62	13,893.43	22,864.27	72,730.80	30,991.65	244.86	50,343.86	24,115.40
MAINTENANCE AND REPAIRS	2,274,867	57,217.77	128,558.11	87,966.39	269,588.14	216,384.54	101,301.62	208,618.40	243,181.29	176,172.82	73,984.69	179,367.02	532,525.45
TRAVEL & TRAIN	320,716	32,152.66	8,349.95	27,469.27	25,968.68	(4,582.35)	13,570.09	17,817.26	22,012.76	28,348.53	15,387.69	13,845.07	120,376.10
SERVICES / MISCELLANEOUS	3,289,233	176,003.57	342,605.96	404,303.25	381,964.43	335,092.51	232,415.72	329,906.52	337,252.81	316,896.68	233,618.84	218,460.60	(19,287.87)
CIP	2,600,000												
GENERAL ASSISTANCE	395,730	6,246.56	45,713.80	6,792.17	25,638.91	30,991.49	5,238.00	27,906.00	24,097.25	43,640.38	17,033.74	38,207.14	124,224.46
UTILITIES	539,526	9,867.65	35,129.12	37,267.70	41,001.20	58,668.28	39,462.99	46,891.77	62,651.17	67,399.12	43,631.53	22,650.76	74,904.65
MUNI SVCS ALLOCATION	1,117,351												
PERSONNEL RESERVE	132,143												
AIRPORT SUBSIDY	50,000							50,000.00					
DEBT SERVICE PRINCIPAL EXP	2,470,447				1,235,223.41							1,235,223.41	
DEBT SERVICE INTEREST	1,001,935				500,967.63							500,967.63	
SCHOOL EXPENSE	45,410,842												
COUNTY TAX	1,513,609.90				1,513,609.90								
TRANSFERS OUT	350,000							350,000.00					
<b>TOTAL USES &gt;</b>	<b>85,947,883</b>	<b>1,511,368.08</b>	<b>2,752,974.06</b>	<b>2,572,974.80</b>	<b>5,745,845.53</b>	<b>2,806,602.44</b>	<b>2,209,103.65</b>	<b>3,268,293.20</b>	<b>2,579,924.61</b>	<b>2,508,030.31</b>	<b>4,047,580.55</b>	<b>2,803,011.74</b>	<b>3,881,837.77</b>
<b>NET &gt;</b>	<b>(2,517,865)</b>	<b>(1,053,436)</b>	<b>(55,633,373)</b>	<b>150,773</b>	<b>2,716,364</b>	<b>206,184</b>	<b>(532,144)</b>	<b>(1,305,235)</b>	<b>248,270</b>	<b>461,788</b>	<b>1,536,473</b>	<b>124,180</b>	<b>2,842,096</b>

	TOTAL 2025	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
<b>REVENUES (SOURCES):</b>													
PROPERTY TAX	(60,647,846.10)	(72,869.54)	-	(59,616,199.20)	(966,735.32)	2,314.05	3,889.17	1,754.74	-	-	-	-	-
TAX LIEN COSTS REVENUE	(13,743.03)	(91.05)	(621.00)	(12,698.55)	-	-	(3.00)	-	-	-	-	(32.43)	(297.00)
TAX INTEREST	(113,691.89)	(5,873.31)	(11,401.34)	(6,744.08)	(6,204.30)	(4,775.73)	(7,232.02)	(5,586.15)	(7,807.90)	(11,591.07)	(11,790.00)	(9,076.24)	(25,609.75)
EXCISE TAX	(4,547,157.47)	(182,286.90)	(255,927.83)	(316,827.33)	(261,731.37)	(235,893.65)	(795,613.52)	(300,695.27)	(243,226.12)	(701,544.39)	(368,476.45)	(392,851.73)	(492,082.91)
HOMESTEAD	(883,701.21)	-	(606,420.00)	-	(4,994.80)	-	-	-	-	-	-	-	(272,286.41)
INVESTMENTS	(802,122.37)	(102,302.56)	(46,872.61)	(67,214.81)	(43,321.07)	(49,219.64)	(63,884.08)	(66,592.56)	(50,424.78)	(87,943.73)	(88,638.91)	(68,680.12)	(67,027.50)
STATE GENERAL ASSISTANCE	(678,236.85)	-	-	(31,614.95)	(56,543.70)	-	(271,886.02)	(90,313.98)	(31,260.82)	(35,768.86)	-	(111,635.61)	(49,212.91)
STATE BETE	(380,554.00)	-	-	-	-	-	-	-	-	-	-	-	(380,554.00)
MISCELLANEOUS REVENUE	(994,465.73)	(1,849.34)	(172,404.72)	(227,526.37)	(369,490.04)	(1,226.13)	(13,046.03)	(10,189.27)	(113,319.60)	(17,957.25)	(2,708.79)	(23,191.13)	(41,557.06)
PERMITS & FEES	(1,678,574.50)	(74,991.75)	(46,138.15)	(527,468.24)	(97,681.43)	(173,466.95)	(108,369.22)	(182,912.27)	(45,005.72)	(88,941.97)	(132,531.27)	(156,956.91)	(44,110.62)
POLICE GRANTS	(39,486.60)	(3,244.39)	(266.31)	(7,786.57)	-	(12,045.09)	-	(2,290.67)	(2,990.34)	(1,315.42)	(4,254.10)	(5,293.71)	-
POLICE REPORTS	(6,179.00)	(1,213.00)	-	-	(566.00)	(543.00)	-	(1,080.00)	(530.00)	(347.00)	(475.00)	(420.00)	(1,005.00)
UNREALIZED GAIN ON INVESTMENTS	(348,408.71)	(111,876.55)	(115,200.51)	(59,865.11)	7,600.08	43,793.79	(63,904.03)	(10,288.33)	(13,015.01)	8,778.57	(13,543.23)	(1,646.69)	(19,241.69)
STATE ROAD ASSIST PROGRAM	(237,428.00)	-	-	-	-	(237,428.00)	-	-	-	-	-	-	-
PAYMENTS IN LIEU OF TAXES	(200,087.83)	-	-	-	-	-	-	-	-	-	(121,836.73)	(13,240.10)	(65,011.00)
MUNICIPAL GARAGE LABOR CHARGE	(122,971.81)	(19,435.00)	(9,422.50)	(11,579.31)	(6,907.50)	(5,914.00)	(7,350.00)	(15,197.50)	(17,238.75)	(13,950.50)	(7,132.75)	(8,844.00)	-
INSPECTION PROGRAM	(81,750.00)	-	-	-	-	-	-	-	(525.00)	-	-	-	(81,225.00)
SOLID WASTE BAG SALES	(68,677.37)	-	(1,844.50)	(13,187.50)	(7,026.50)	(16,515.25)	(815.00)	(1,888.75)	(4,404.25)	(6,758.75)	(4,886.40)	(8,275.32)	(3,075.15)
LICENSES	(83,880.92)	(4,711.74)	(8,042.15)	(5,743.86)	(1,441.00)	(20,868.00)	(14,761.17)	(4,977.00)	(697.00)	(5,652.00)	(6,915.00)	(6,810.00)	(3,262.00)
REVENUE SHARING	(4,374,889.33)	(427,316.40)	(634,024.62)	(289,805.95)	(370,677.94)	(559,546.64)	(506,177.98)	(306,424.81)	(332,888.39)	(104,414.53)	(148,222.89)	(432,551.60)	(262,837.58)
REIMBURSEMENTS	(81,174.80)	(18,695.82)	(10,359.64)	(10,359.64)	(5,179.82)	(5,179.82)	-	(10,359.64)	(6,040.42)	-	-	(15,000.00)	-
RENTALS	(123,799.84)	(960.00)	(8,101.90)	(6,352.89)	(10,845.45)	(3,640.41)	(6,439.62)	(9,937.64)	(10,987.84)	(13,578.05)	(1,749.01)	(42,269.55)	(8,937.48)
LARGE BIN SALES	(30,012.00)	-	(1,830.00)	(976.00)	(8,418.00)	(366.00)	(976.00)	(976.00)	(122.00)	(6,954.00)	(1,342.00)	(732.00)	(7,320.00)
PLANNING BOARD REV	(94,870.47)	(3,388.92)	(930.16)	(375.00)	(825.00)	(30,469.40)	(13,555.20)	(3,841.80)	(12,194.20)	(5,923.90)	(2,668.09)	(17,202.10)	(3,496.70)
PARKING	(86,151.99)	(8,718.25)	(6,626.00)	(4,047.50)	(6,550.62)	(3,360.00)	(3,605.00)	(8,428.50)	(14,752.25)	(10,881.25)	(7,225.62)	(3,247.00)	(8,710.00)
RECYCLING	(93,296.23)	(3,175.73)	(28,009.42)	(8,180.01)	(2,258.13)	(3,940.17)	(13,457.41)	(7,621.13)	(1,674.97)	4,641.98	(9,577.81)	(8,852.61)	(11,190.82)
STATE TREE GROWTH ASSESS REV	(40,742.21)	-	-	-	(40,742.21)	-	-	-	-	-	-	-	-
STATE SCHOOL SUBSIDY	(16,857,299.88)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)	(1,404,774.99)
CITY CLERK SVCS REVENUE	(1,763.99)	(180.00)	(303.00)	(80.00)	(10.00)	(70.00)	(150.00)	(89.99)	(31.00)	(60.00)	(100.00)	(540.00)	(150.00)
COPIES REVENUE	(64.00)	-	(1.50)	-	-	-	-	-	-	(45.00)	(4.50)	(13.00)	-
CODE VIOLATIONS	(210.00)	-	-	-	-	-	(210.00)	-	-	-	-	-	-
ADVERTISING COSTS REV	(600.00)	(200.00)	(200.00)	-	-	-	-	-	-	(200.00)	-	-	-
ORDINANCE FINES	(1,280.00)	-	(496.00)	-	-	-	-	(756.00)	-	-	-	(28.00)	-
COURT ORDERED RESTITUTION	(400.00)	-	-	-	-	(400.00)	-	-	-	-	-	-	-
STATE DHS ASSIST REV	88.75	-	-	-	-	-	-	-	-	-	-	88.75	-
TRANSFERS IN	(1,961,359.00)	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL SOURCES &gt;</b>	<b>(95,676,788.38)</b>	<b>(2,448,155.24)</b>	<b>(3,370,218.85)</b>	<b>(62,629,407.86)</b>	<b>(3,665,325.11)</b>	<b>(2,723,535.03)</b>	<b>(3,292,321.12)</b>	<b>(2,443,467.51)</b>	<b>(2,313,911.35)</b>	<b>(2,505,182.11)</b>	<b>(2,338,853.54)</b>	<b>(2,732,076.09)</b>	<b>(3,252,975.57)</b>

<b>EXPENSES (USES):</b>													
SALARIES & WAGES	18,789,772	1,885,737	1,386,327	1,377,533	1,759,690	1,445,314	1,953,145	1,410,908	1,523,536	1,380,432	1,744,426	1,425,710	1,497,016
FRINGE	7,246,143	659,513	525,705	547,477	652,306	580,134	713,911	549,988	559,909	632,320	680,353	540,020	604,508

INSURANCE	1,241,819	133,393	280,486	22,299	-	6	-	360,920	-	270,804	95	-	173,816
FUEL	627,863	48,951	88,591	41,654	51,405	62,720	34,519	39,105	99,725	39,002	49,766	35,696	36,729
MAINTENANCE AND REPAIRS	2,139,109	54,982	128,015	191,759	154,016	74,232	232,861	151,731	355,185	317,529	170,794	135,401	172,605
UTILITIES	995,474	14,123	64,711	57,189	133,868	80,972	76,612	124,407	132,587	123,191	11,881	66,802	109,130
TRAVEL & TRAIN	558,343	26,121	14,811	36,242	15,960	24,120	42,373	26,645	172,292	41,512	49,402	27,213	81,653
SERVICES / MISCELLANEOUS	3,931,997	28,157	120,953	624,399	186,682	656,700	376,109	49,867	387,825	367,485	358,585	316,729	458,506
CIP	2,200,000												
GENERAL ASSISTANCE	381,965	(10,795)	34,755	42,624	29,616	26,898	26,776	60,872	54,031	47,870	11,413	32,900	25,003
MUNI SVCS ALLOCATION	1,270,455.44	1,279,455											
PERSONNEL RESERVE	163,404												
AIRPORT SUBSIDY	50,000							50,000					
DEBT SERVICE PRINCIPAL EXP	2,012,355				1,006,178						1,006,178		
DEBT SERVICE INTEREST	907,148				453,574						453,574		
SCHOOL EXPENSE	-												
COUNTY TAX	1,705,563				1,705,563								
TRANSFERS OUT	24,646												
<b>TOTAL USES &gt;</b>	<b>44,246,057</b>	<b>4,119,636</b>	<b>2,644,355</b>	<b>2,941,177</b>	<b>6,148,858</b>	<b>2,951,097</b>	<b>3,456,307</b>	<b>2,824,444</b>	<b>3,285,090</b>	<b>3,220,145</b>	<b>4,536,464</b>	<b>2,580,471</b>	<b>3,158,965</b>
<b>NET &gt;</b>	<b>(51,430,731)</b>	<b>1,671,481</b>	<b>(725,864)</b>	<b>(59,688,231)</b>	<b>2,483,533</b>	<b>227,562</b>	<b>163,986</b>	<b>380,976</b>	<b>971,179</b>	<b>714,963</b>	<b>2,197,610</b>	<b>(151,605)</b>	<b>(94,011)</b>

	TOTAL 2026	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	
<b>PAY PERIODS BY MONTH &gt;</b>		5	4	4	5	4	5	4	4	4	5	5	4	53
<b>PAY PERIOD FACTOR &gt;</b>		0.094	0.075	0.075	0.094	0.075	0.094	0.075	0.075	0.075	0.094	0.094	0.075	1.000
<b>REVENUES (SOURCES):</b>														
TAXES	(4,426,500)	(606,054)	(597,340)	(714,934)	(15,440,189)	(1,627,885)	(678,653)	(410,747)	(481,789)	(581,586)	(15,440,189)	(1,627,885)	(581,586)	
OTHER FUNDS	(30,336,666)	(2,528,056)	(2,528,056)	(2,528,056)	(2,528,056)	(2,528,056)	(2,528,056)	(2,528,056)	(2,528,056)	(2,528,056)	(2,528,056)	(2,528,056)	(2,528,056)	
PERMITS & FEES	(2,753,425)	(229,452)	(229,452)	(229,452)	(229,452)	(229,452)	(229,452)	(229,452)	(229,452)	(229,452)	(229,452)	(229,452)	(229,452)	
INVESTMENTS	(892,200)	(74,350)	(74,350)	(74,350)	(74,350)	(74,350)	(74,350)	(74,350)	(74,350)	(74,350)	(74,350)	(74,350)	(74,350)	
INTERGOVERNMENTAL	(6,323,781)	(526,982)	(526,982)	(526,982)	(526,982)	(526,982)	(526,982)	(526,982)	(526,982)	(526,982)	(526,982)	(526,982)	(526,982)	
TRANSFERS IN	(2,412,818)	(201,068)	(201,068)	(201,068)	(201,068)	(201,068)	(201,068)	(201,068)	(201,068)	(201,068)	(201,068)	(201,068)	(201,068)	
OTHER	(62,118)	(5,177)	(5,177)	(5,177)	(5,177)	(5,177)	(5,177)	(5,177)	(5,177)	(5,177)	(5,177)	(5,177)	(5,177)	
CONTINGENCY	(500,000)	-	-	-	-	-	-	-	-	-	-	-	-	
<b>TOTAL SOURCES &gt;</b>	<b>(47,707,508)</b>	<b>(4,171,138)</b>	<b>(4,162,424)</b>	<b>(4,280,018)</b>	<b>(19,005,273)</b>	<b>(5,192,969)</b>	<b>(4,243,737)</b>	<b>(3,975,831)</b>	<b>(4,046,873)</b>	<b>(4,146,670)</b>	<b>(19,005,273)</b>	<b>(5,192,969)</b>	<b>(4,146,670)</b>	
<b>EXPENSES (USES):</b>														
SALARIES & WAGES	30,508,787	2,317,006	2,521,273	2,205,936	2,566,436	2,563,014	2,764,839	2,571,601	2,415,904	2,284,252	2,666,636	2,611,972	3,019,917	
FRINGE	8,739,780	665,223	716,735	665,484	723,536	748,622	781,556	738,145	679,903	751,811	779,936	753,055	735,773	
INSURANCE	405,136	27,594	58,023	64,640	-	1	-	74,662	-	56,020	91	-	124,104	
UTILITIES	904,816	-	-	-	-	-	-	-	-	-	-	-	-	
MAINTENANCE AND REPAIRS	1,956,528	131,552	234,501	115,028	145,924	163,270	102,709	131,469	365,867	148,492	106,099	182,534	129,083	
TRAVEL & TRAIN	254,095	6,459	6,695	18,416	12,120	5,647	16,170	12,852	56,164	20,194	18,728	11,868	58,397	
CAPITAL	2,248,710	149,069	144,353	320,341	177,078	308,847	189,496	118,262	225,791	213,118	184,414	166,659	136,774	
MUNICIPAL SERVICES	1,376,487	38,916	88,362	196,088	108,393	189,052	115,995	72,391	138,212	130,455	112,884	102,016	83,722	
GENERAL ASSISTANCE	403,033	-	41,702	25,609	-	-	-	-	-	-	-	-	-	
GENERAL ASSISTANCE	210,136	(1,229)	21,743	13,352	14,930	15,642	8,650	23,988	21,111	24,726	7,686	19,213	40,322	
CONTINGENCY	700,000	-	-	-	-	-	-	-	-	-	-	-	-	
<b>TOTAL USES &gt;</b>	<b>47,707,508</b>	<b>3,334,591</b>	<b>3,833,388</b>	<b>3,624,895</b>	<b>3,748,418</b>	<b>3,994,096</b>	<b>3,979,415</b>	<b>3,743,371</b>	<b>3,902,952</b>	<b>3,629,068</b>	<b>3,876,473</b>	<b>3,847,318</b>	<b>4,328,092</b>	
<b>NET &gt;</b>	<b>-</b>	<b>(836,548)</b>	<b>(329,036)</b>	<b>(655,123)</b>	<b>(15,256,855)</b>	<b>(1,198,873)</b>	<b>(264,322)</b>	<b>(232,460)</b>	<b>(143,921)</b>	<b>(517,602)</b>	<b>(15,128,800)</b>	<b>(1,345,651)</b>	<b>181,422</b>	
<b>TOTAL 2026</b>														



## Multi-Bank Securities, Inc CD Maturity Schedule

Asset Class	Status	Maturity	Description	CUSIP	Trade DateQuantity	Settle DateQuantity	Price	Market Value
GOVTSEC	In Account (Active)	02/28/2026	UNITED STATES TREAS	[REDACTED]	\$500,000	\$500,000	99.97	\$499,865.00
CD	In Account (Active)	03/13/2026	LIVE OAK BKG CO	[REDACTED]	\$200,000	\$200,000	99.91	\$199,814.00
CD	In Account (Active)	03/24/2026	CUSTOMERS BK	[REDACTED]	\$243,000	\$243,000	100.1	\$243,238.14
CD	In Account (Active)	03/25/2026	BEAL BK PLANO TEX	[REDACTED]	\$247,000	\$247,000	99.85	\$246,619.62
CD	In Account (Active)	03/25/2026	BEAL BK USA LAS	[REDACTED]	\$247,000	\$247,000	99.85	\$246,619.62
CD	In Account (Active)	04/28/2026	ALLY BK SANDY UTAH	[REDACTED]	\$246,000	\$246,000	99.81	\$245,527.68
CD	In Account (Active)	05/19/2026	MORGAN STANLEY BK N	[REDACTED]	\$246,000	\$246,000	99.85	\$245,621.16
CD	In Account (Active)	06/29/2026	CAPITAL ONE NATL	[REDACTED]	\$246,000	\$246,000	99.81	\$245,527.68
CD	In Account (Active)	08/03/2026	1ST FINL BK USA	[REDACTED]	\$249,000	\$249,000	99.79	\$248,479.59
CD	In Account (Active)	10/29/2026	OLD MO BK	[REDACTED]	\$249,000	\$249,000	99.22	\$247,055.31
CD	In Account (Active)	02/02/2027	NELNET BK DRAPER	[REDACTED]	\$248,000	\$248,000	97.87	\$242,722.56
CD	In Account (Active)	04/20/2027	BARCLAYS BK DEL	[REDACTED]	\$246,000	\$246,000	98.74	\$242,905.32
CD	In Account (Active)	07/15/2027	CELTIC BK SALT LAKE	[REDACTED]	\$249,000	\$249,000	99.38	\$247,453.71
CD	In Account (Active)	07/28/2027	MEDALLION BK SALT	[REDACTED]	\$100,000	\$100,000	99.4	\$99,397.00
CD	In Account (Active)	08/19/2027	THIRD FED SVGS & LN	[REDACTED]	\$245,000	\$245,000	99.24	\$243,125.75



FOR INQUIRIES CALL: MAINE GOV'T BANKING ACQ.  
(845) 440-2840

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CITY OF BIDDEFORD  
INVESTMENT FUND  
205 MAIN ST  
PO BOX 586  
BIDDEFORD ME 04005

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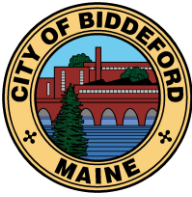
ACCOUNT TYPE	
MUNICIPAL CHECKING WITH INTEREST	
ACCOUNT NUMBER	STATEMENT PERIOD
	01/01/26 - 01/31/26
BEGINNING BALANCE	\$11,216,306.11
DEPOSITS & CREDITS	2,480,473.88
LESS CHECKS & DEBITS	7,761,494.12
INTEREST	16,512.32
LESS SERVICE CHARGES	0.00
ENDING BALANCE	\$5,951,798.19

ANNUAL INTEREST RATE		
12/31/2025	-	01/31/2026
		2.45%

INTEREST PAID YEAR TO DATE \$16,512.32

ACCOUNT ACTIVITY

POSTING DATE	TRANSACTION DESCRIPTION	DEPOSITS & OTHER CREDITS (+)	WITHDRAWALS & OTHER DEBITS (-)	DAILY BALANCE
01/01/2026	BEGINNING BALANCE			\$11,216,306.11
01/02/2026	ZBA TRANSFER DR FROM [REDACTED]		\$18,686.95	11,197,619.16
01/05/2026	ZBA TRANSFER CR FROM [REDACTED]	\$67,978.04		11,265,597.20
01/06/2026	ZBA TRANSFER DR FROM [REDACTED]		309,516.76	10,956,080.44
01/07/2026	ZBA TRANSFER DR FROM [REDACTED]		1,375,307.42	9,580,773.02
01/08/2026	ZBA TRANSFER DR FROM [REDACTED]		3,754.42	9,577,018.60
01/09/2026	ZBA TRANSFER DR FROM [REDACTED]		448,714.92	9,128,303.68
01/12/2026	ZBA TRANSFER DR FROM [REDACTED]		484,436.24	8,643,867.44
01/13/2026	ZBA TRANSFER CR FROM [REDACTED]	215,760.52		8,859,627.96
01/14/2026	ZBA TRANSFER DR FROM [REDACTED]		1,243,287.40	7,616,340.56
01/15/2026	ZBA TRANSFER DR FROM [REDACTED]		11,623.73	7,604,716.83
01/16/2026	ZBA TRANSFER DR FROM [REDACTED]		1,139,276.68	6,465,440.15
01/20/2026	ZBA TRANSFER CR FROM [REDACTED]	454,578.86		6,920,019.01
01/21/2026	ZBA TRANSFER DR FROM [REDACTED]		370,169.17	6,549,849.84
01/22/2026	ZBA TRANSFER DR FROM [REDACTED]		147,769.07	6,402,080.77
01/23/2026	ZBA TRANSFER DR FROM [REDACTED]		581,761.45	5,820,319.32
01/26/2026	ZBA TRANSFER DR FROM [REDACTED]		97,323.47	5,722,995.85
01/27/2026	ZBA TRANSFER CR FROM [REDACTED]	1,562,458.80		7,285,454.65
01/28/2026	ZBA TRANSFER DR FROM [REDACTED]		1,529,866.44	5,755,588.21
01/29/2026	ZBA TRANSFER CR FROM [REDACTED]	116,915.02		5,872,503.23
01/30/2026	ZBA TRANSFER CR FROM [REDACTED]	62,782.64		
01/30/2026	INTEREST PAYMENT	16,512.32		5,951,798.19
	NUMBER OF DEPOSITS/CHECKS PAID	6	0	



## MEMORANDUM

<b>TO:</b>	<b>Honorable Mayor Honorable City Council</b>
<b>FROM:</b>	<b>Truc Dever, City Manager</b>
<b>DATE:</b>	<b>March 2, 2026</b>
<b>RE:</b>	<b>2026.19 Approval Bid CSO Alfred Street Phase 3</b>

Council is being asked to consider Funding Options to complete this CSO Phase 3 project in the event a bond cannot be obtained within the construction project timeline. Option 2 identified a combination of existing Sewer permit fees of approximately \$1.6MM and another \$1.5MM in unallocated FY27 CIP funds, which would be eligible for use beginning July 1, 2026.

However, questions remain regarding available cash on-hand to meet payment obligations of approximately \$387,500 per month. Attachments 9, 10, and 11 have been included to address cash flow projections over the eight months of construction from May to December 2026. While Attachment 9 shows net available cash from May to December 2025 dipped below \$387,500 four out of eight months, it should be noted that maturing CDs between 2/28/26 and 10/29/26 will add an additional \$2,673,000 to cash flow over the project timeline. The City also maintains an investment account with M&T Bank, which had an ending balance of \$5,951,798 at the end of January 2026.

City staff have been advised by the bond broker that a bond can be obtained within 4 to 6 weeks once the FY 24 audit is completed. CBIZ has adjusted its timeline for audit completion, targeting the end of March or early April.

Should the worst case scenario occur and the City is unable to obtain a bond after construction has commenced, the Public Works Director has indicated he is able to stop the project once Maine Water Company completes its portion of the project until further funding is secured.



## Finance Committee

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**Meeting Date:** March 3, 2026  
**Meeting Time:** 5:00 PM  
**Agenda Item No:** 4.b  
**Item Description:** Thatcher Brook MS4 Permit - SWM Facility  
**Submitted By:** Craig Chekan, PE; City Engineer  
Jeff Demers; Public Works Director

### Key Terms:

MS4 Permit (Municipal Separate Storm Sewer System);  
Urban Impaired Stream (UIS);  
Stormwater Management (SWM);  
Best Management Practice (BMP);

### Executive Summary:

Per our MS4 Stormwater permit with MaineDEP, the City is required to install a stormwater management (SWM) facility within the Thatcher Brook watershed by July 1st, 2026.

The total construction cost is \$72,000 and should be funded by the Thatcher Brook Impact Fee revenue account 32601-40311 (account balance: \$259,467.61).

### Detailed Review:

MaineDEP's MS4 Stormwater permit requires the City to install a stormwater management (SWM) facility within the Thatcher Brook watershed by July 1st, 2026.

In 2023, seven potential site locations were assessed for a SWM facility installation. After a thorough analysis, the Southern Maine Medical Center (SMMC) parking lot was chosen as the location with the greatest benefit to Thatcher Brook, a DEP-classified Urban Impaired Stream (UIS).

After 2.5-years of in-house survey, design, and construction coordination with MaineDEP & SMMC - Public Works will be constructing (2) Filterra BioScape water quality filters in mid-May 2026. Filterra units are one of the only proprietary structural water quality devices approved by DEP. SMMC has approved the design and will incur annual maintenance post-construction.

The total construction cost is \$72,000; a breakdown of in-house construction costs and required subcontractor costs is included as an attachment.

For funding, the project will utilize Thatcher Brook Impact Fees collected during the Planning approval process (imposed on any development within the Thatcher Brook watershed for these types of water restoration projects); a detailed summary of account 32601-40311 is included in the same attachment.

**Funding Source:**

\$72,000 from the Thatcher Brook Impact Fee revenue account 32601-40311 (account balance: \$259,467.61).

**Staff Recommendation:**

Approve the project funding to comply with the City's MS4 permit requirements & protect the Thatcher Brook watershed.

**Next Steps:**

Once approved by the Finance Committee, the project will be constructed in mid-May 2026.

**Attachments:**

- 1. 2026.08 Thatcher Brook MS4 Permit ORDER
- 2. 1 - Cost Tabulation
- 3. 2 - Site Location Map
- 4. 3 - Design Drawing
- 5. 4 - Subcontractor Quotes
- 6. 5 - Filtterra Bioscape Brochure
- 7. 6 - MS4 Permit Memo

# City of Biddeford



**F2026.08 THE FINANCE COMMITTEE ... March 3, 2026**  
**BE IT ORDERED**, that the Finance Committee does hereby approve the expenditure for the following: \$72,000 from the Thatcher Brook Impact Fee revenue account 32601-40311 (account balance: \$259,467.61).

Attest by: \_\_\_\_\_  
Geraldine Matherne, Finance Director

<b>Thatcher Brook MS4 Permit - SWM Facility Cost Tabulation</b>		
<b>ITEM</b>	<b>PROVIDER</b>	<b>COST</b>
(2) Filterra BioScape Units	Contech	\$ 57,300.00
Plantings	Pierson Nurseries	\$ 1,080.00
Lighting Conduit Relocation	Camille's Electric	\$ 2,014.00
Wooden Guardrail	Main Line Fence	\$ 3,180.00
Asphalt, Gravel, Riprap, Piping	City DPW	\$ 5,500.00
	<b>SUBTOTAL:</b>	<b>\$ 69,074.00</b>
	<b>Contingency:</b>	<b>\$ 2,926.00</b>
	<b>GRAND TOTAL:</b>	<b>\$ 72,000.00</b>

<b>THATCHER BROOK IMPACT FEE REVENUE ACCOUNT (32601-40311)</b>	
2026	\$ 112,410.00
2025	\$ 3,125.00
2024	\$ 55.83
2023	\$ 62,925.00
2022	\$ 3,727.50
2021	\$ 77,062.00
2020	\$ 162.28
<b>ACCOUNT BALANCE:</b>	<b>\$ 259,467.61</b>



PROPOSED STORMWATER FACILITY

LARGE UPSTREAM DRAINAGE AREA  
HIGH IMPERVIOUS COVER + HEAVY VEHICLE TRAFFIC =  
LOTS OF OILS/TRASH/SALT THAT WILL BE FILTERED  
BEFORE ENTERING THE ADJACENT THATCHER BROOK

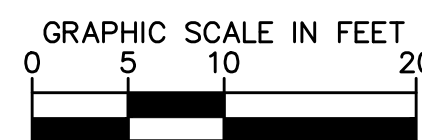
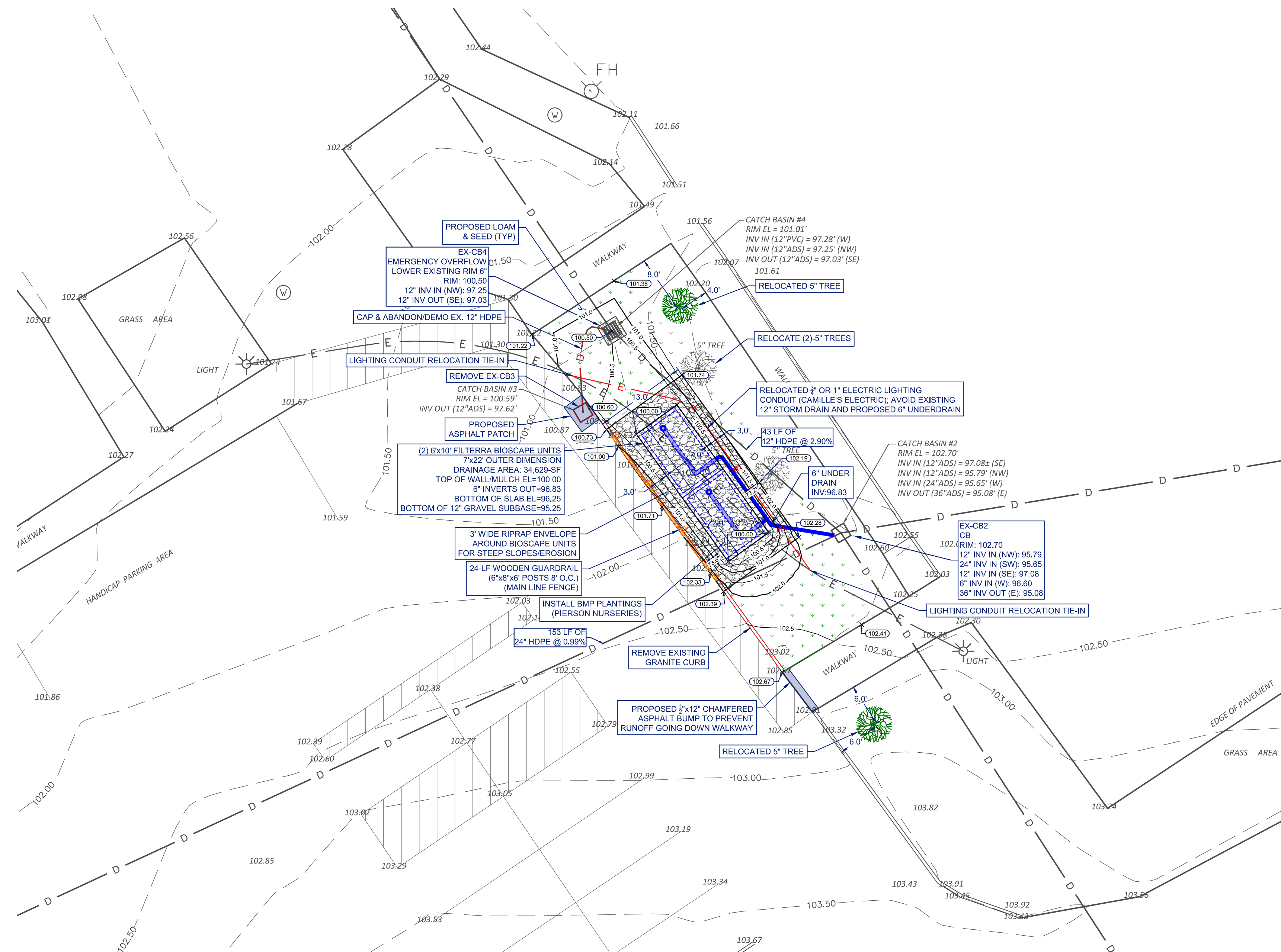
Vertical

Tue May 7 2024

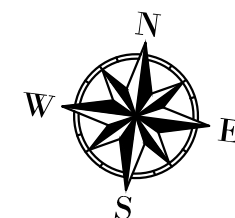
Navigation icons

HERE 50 ft

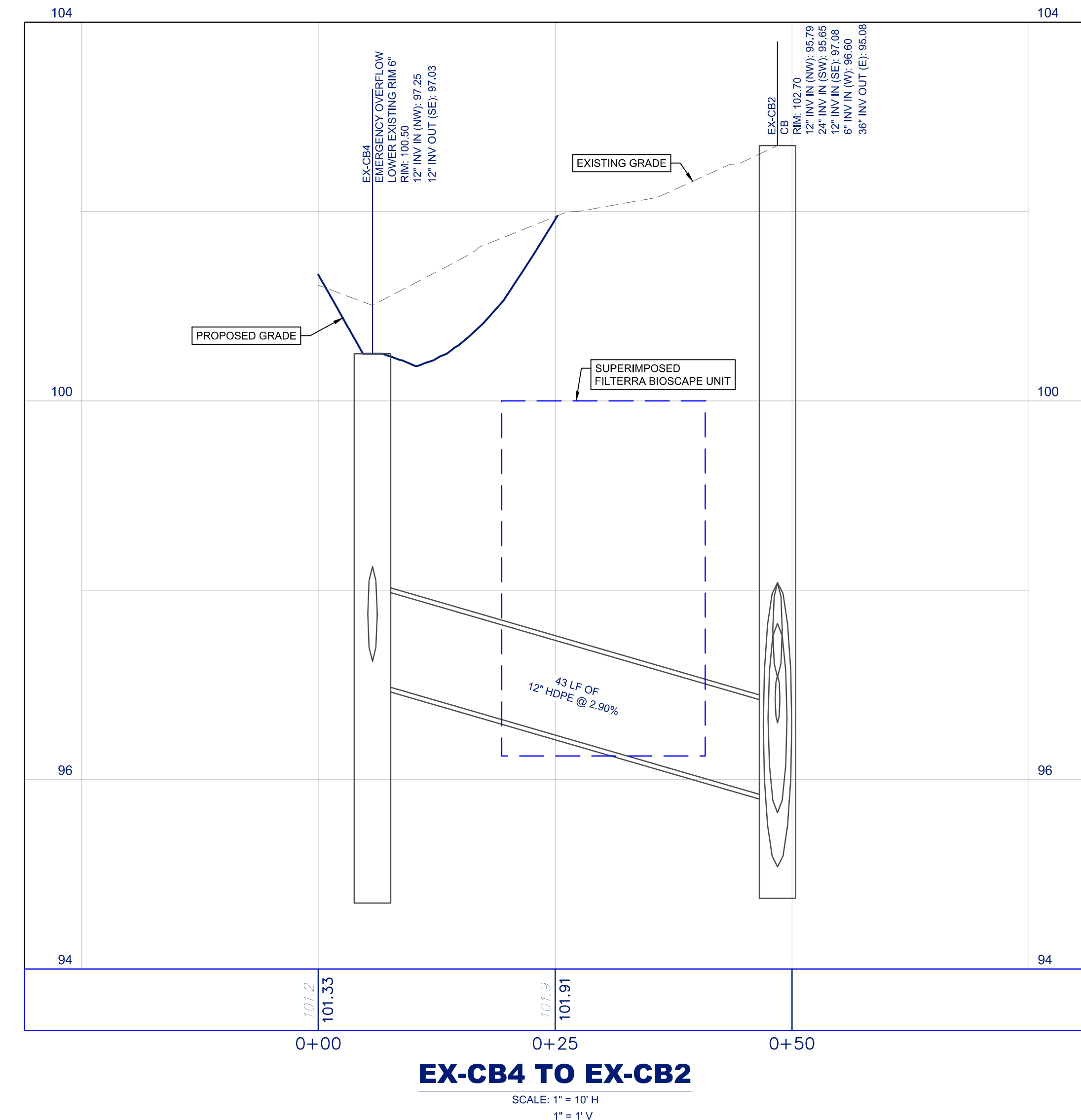
Plotted By: Chekan, Craig Sheet: SMMC MS4 BMP Layout: PROPOSED DRAINAGE PLAN February 24, 2026 03:18:34pm X:\Task\Director\2023\2023-060\_SMMC SWM BMP CAD\Sheets\C-100 - PROPOSED DRAINAGE PLAN - SMMC.dwg



**PROPOSED DRAINAGE PLAN**  
SCALE: 1" = 10'



- NOTE:**
- HORIZONTAL DATUM: NAD83 MAINE STATE PLANE, WEST, US FOOT (ME83-WF)
  - VERTICAL DATUM: NAVD88



**EX-CB4 TO EX-CB2**

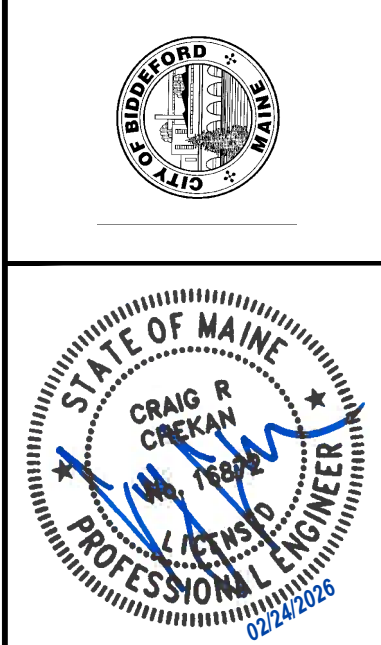
SCALE: 1" = 10' H  
1" = 1' V

**SEQUENCE OF CONSTRUCTION:**

- HOLD PRE-CONSTRUCTION MEETING WITH DPW & SMMC IN APRIL (INVITE CAMILLE'S ELECTRIC, MAINE LINE FENCE, CONTECH)
- COORDINATE BMP DELIVERY DATE WITH CONTECH; SUBMIT ACTIVATION CHECKLIST MIN. 2-WEEKS PRIOR (DPW & ENG)
- SUBMIT DIGSAFE TICKET; PROVIDE TICKET NUMBER TO MAIN LINE FENCE (DPW)
- DE-ENERGIZE/DISCONNECT LIGHTING CONDUIT (SMMC & CAMILLE'S ELECTRIC)
- RELOCATE (2) EXISTING 5" TREES (DPW)
- EXCAVATE & DEMOLITION (DPW)
  - REMOVE EXISTING GRANITE CURB
  - REMOVE EX. CB-3
  - CAP & DEMO/ABANDON EX. 12" HDPE (BETWEEN CB-3 & CB-4)
  - LOWER EX. CB-4'S RIM 6-INCHES
  - REMOVE LIGHTING CONDUIT WITHIN EXCAVATION AREA
  - EXCAVATE BMP FOOTPRINT TO EL. 95.25 (AVOID ADJACENT 12" & 24" STORM DRAINS)
- INSTALL 12" CRUSHED GRAVEL WITHIN BMP FOOTPRINT (7'x22') TO EL. 96.25 (DPW)
- CONTECH DELIVERS (2) BMP UNITS (CONTECH)
- UNLOAD & SET (2) BMP UNITS (EACH 25,000-LBS) (DPW)
- INSTALL 6" UNDERDRAIN AND CORE CONNECTION INTO EX-CB2 (DPW)
- INSTALL LIGHTING CONDUIT RELOCATION & RE-ENERGIZE (CAMILLE'S ELECTRIC & DPW)
- INSTALL WOODEN GUARDRAIL ALONG EDGE-OF-PAVEMENT; AVOID ADJACENT 24" STORM DRAIN (MAINE LINE FENCE)
- INSTALL RIPRAP SLOPE, FLUSH WITH BMP UNIT & EDGE-OF-PAVEMENT (DPW)
- FINE GRADE, LOAM & SEED (DPW)
- INSTALL ASPHALT PATCH (EX.CB-3) & ASPHALT BUMP (DPW)
- INSTALL BMP PLANTINGS (PIERSON NURSERIES)

No.	REVISIONS	DATE	BY

CITY OF BIDDEFORD, MAINE  
ENGINEERING DEPARTMENT  
205 MAIN STREET, P.O. BOX 586  
BIDDEFORD, MAINE 04005  
PHONE: 207-284-9118  
WWW.BIDDEFORDMAINE.ORG



DRAWING INFO	
DATE	02/24/2026
SCALE	AS SHOWN
DESIGNED BY	
DRAWN BY	
CHECKED BY	

**PROPOSED DRAINAGE PLAN**

SMMC MS4 BMP  
PREPARED FOR  
CITY OF BIDDEFORD

SHEET NUMBER  
**C-100**

Quote # QUO-883238-N8V5T3					
<b>Date</b>	2/12/2026	<b>Account Name</b>	City of Biddeford	<b>Reply-To</b>	
<b>Quote #</b>	QUO-883238-N8V5T3	<b>Contact Name</b>	Craig Chekan	<b>Contech Rep.</b>	Steve Wolf
		<b>Phone</b>	(207) 571-0636	<b>Address</b>	71 US Rte 1, Suite F, Scarborough, ME, 04074
<b>Project Name</b>	SMHC Biddeford	<b>Fax</b>		<b>Phone</b>	802-233-9110
<b>Project #</b>	795200	<b>Email</b>	Craig.Chekan@Biddefordmaine.org	<b>Fax</b>	207-885-9825
<b>Project City/State</b>	Biddeford, ME			<b>Email</b>	Steve.Wolf@conteches.com

Contech's offer to sell the products described in this quotation is expressly conditioned upon Buyer's assent to the Contech Conditions of Sale ("Contech COS") included herewith and/or viewable at [www.conteches.com/cos](http://www.conteches.com/cos). A valid tax exemption certificate must be issued to Contech or sales tax will be added.

Item #	Description	Pieces	Quantity	Extended Unit Price	Unit	Unit Total
	Filterra Bioscape Vault 10x6 - Site Designation : Vault A, Media Delivery : Shipped Inside Vault, Rim Elev (Top of Wall) : 100, IE Out : 96.83, Heaviest Pick Weight : Est. HPW = 25,000 lbs  Per plans dated 6/27/2024. Pricing includes open top precast vault with media and underdrain installed, groundwater elevation assumed at or below outlet invert elevation, and freight. Pricing does not include installation.	1.00	1.00	\$28,650.00	EA	\$28,650.00
	Filterra Bioscape Vault 10x6 - Site Designation : Vault B, Media Delivery : Shipped Inside Vault, Rim Elev (Top of Wall) : 100, IE Out : 96.83, Heaviest Pick Weight : Est. HPW = 25,000 lbs  Per plans dated 6/27/2024. Pricing includes open top precast vault with media and underdrain installed, groundwater elevation assumed at or below outlet invert elevation, and freight. Pricing does not include installation.	1.00	1.00	\$28,650.00	EA	\$28,650.00
					<b>Total</b>	\$57,300.00
					(Tax not included) <b>Net Total</b>	\$57,300.00

Standard Notes
<p>1.Product-Specific Terms &amp; Conditions: Price: Prices are FOB plant with freight allowed to jobsite and unloading by others. Order Cancellation For Stormwater Treatment product only. Supercedes cancellation terms on company T&amp;C's Purchaser may cancel this order due to project cancellation. In the event of such cancellation, Purchaser will be liable for payment as follows: 15% of the quoted amount if the order is cancelled prior to approval of submittals; 25% of the quoted amount if the order is cancelled after the approval of submittals; 50% of the quoted amount if the order has been released to manufacture, plus any amounts Seller incurs from outside vendors (precasters, fabricators). Orders cancelled for reasons other than project cancellation may be billed at greater amounts at the sole discretion of Seller. Seller's security interest shall survive any cancellation or termination of this agreement. Submittal Approval Purchaser acknowledges that Seller or his agent shall accomplish production of ordered products in accordance with approved submittals signed by Purchaser. Production of said products will commence only upon receipt of purchase order and receipt by Seller of approved submittals. Delivery and Installation Purchaser agrees to provide suitable access for Seller's delivery trucks, traffic control and labor, and at least two people to assist in the unloading of the products. Price includes one-hour waiting time and one hour off-load time. Delays caused by the Purchaser, which are over and above the two-hour period, will be billed at a cost of no less than \$125 per hour and based upon vendor charges to Seller. Unit price does not include lifting equipment. Customer is responsible for supplying a crane of sufficient lift and reach capacity and rigging for lifting system(s) and/or system components off delivery trucks, setting in place and all related construction and site activity to and from the system including bed preparation of crushed stone or other. Seller will under no circumstances accept back-charges without prior written approval. Should problems arise during delivery/installation, Seller must be notified by Purchaser immediately. Failure to do so may result in additional costs to Purchaser that cannot be credited. Purchaser agrees to provide a safe delivery site and comply with all Federal, State and local safety requirements. Purchaser further agrees to hold Seller harmless and to defend any and all actions, claims, suits, and proceedings that may subject Seller to liability due to Purchaser's failure to provide a safe delivery site.</p> <p>2.The estimated lead time for the submittal package is 1-2 weeks from the receipt of a signed purchase document and receipt of the required design documents and project information. Approval review process is in addition to stated timeframes. The estimated manufacturing lead time for this material is 10-12 weeks from the receipt of approved submittal documents. Estimated lead times are based on normal working hours, excluding all observed holidays and related office and plant closures.</p> <p>3.This quotation expires 30 days from the date shown. Prices are firm for shipment within 90 days of the date of quotation and are subject to a maximum escalation of 8% for each 30 days thereafter.</p>

Quote # QUO-883238-N8V5T3

**Scope Of Work**

**Filterra**

Filterra Precast Vault pricing includes Contract drawings, precast concrete vault with interior walls where required, castings and covers, risers (where applicable), internal components including biofiltration media, mulch top layer, dissipation rock, underdrain piping, and any hardware and mastic/sealants required for assembly. Biofiltration media and internal components are shipped installed in the precast vault (unless otherwise noted or vault size is greater than 13x7). Included in the price is the Standard Filterra Activation and Final Site Assessment Service\* provided by a Contech-approved supplier within two (2) years following the date of system delivery. Price reflects system structurally capable of withstanding earth cover loads based on above elevations and 300 psf live load with H-5 live load at the curb (if applicable). For Underground configurations, price reflect system structurally capable of withstanding earth cover loads based on above elevations and HS-20 Live Loads. Castings shall meet AASHTO-M306.

Pricing does not include the following (unless otherwise specified): vegetation (where applicable), any external bypass structures required for offline layout, irrigation plumbing, installation of Filterra or irrigation plumbing. Contractor to provide equipment with sufficient lifting and reach capacity and rigging to offload and set the Filterra. Contractor is responsible for gutter transition to Filterra Curb Inlet throat opening (if applicable). For systems with media shipped separately, contractor is responsible for providing equipment and labor to offload and place media.

Filterra systems are provided with standard utility lift anchors. For systems flush with finished grade, Contractor to fill lift pockets with grout level with top slab.

Contractor must complete activation checklist prior to requesting activation. Contractor must provide plant(s) (where applicable) selected from the Contech Plant List in coordination with engineer of record, owner, and or other parties as necessary prior to Activation. Plant(s) (if applicable) must be container-grown in maximum 15-gallon containers (no ball and burlap or crated are permitted), and must be of the minimum height indicated on the Activation Checklist for the relevant Filterra Configuration. A fee (minimum \$1500.00) applies for each Activation visit requested by Customer where Contech determines that the site does not meet the conditions suitable for activation and/or if the plant(s) (where applicable) is not provided by the Contractor. Contech field consulting services are available for installation support at an additional cost to the purchaser.

\* - Standard Filterra Activation and Final Site Assessment Service (to be scheduled by the Purchaser) includes: removal of system/media protection, planting of the vegetation (provided by Contractor) where applicable, installation of the mulch top layer, installation of dissipation rock, , and one Final Site Assessment between 6 and 12 months after activation upon request of the Contractor and/or owner. The Final Site Assessment includes replacement of the mulch layer, inspection of the system and vegetation (where applicable), and completion of documentation noting current condition and expected maintenance needs. Prior to requesting Activation, site must be stabilized with final paving complete, and free from construction related runoff. Please provide ten (10) business days advance notice to schedule Activation and Final Site Assessment. Upon Activation, contractor and/or site owner is responsible for proper care of the system, including irrigation/watering and protection from spills and any remaining construction related runoff. If Activation is not scheduled by Purchaser within two (2) years of delivery of the Filterra vault, the included Standard Filterra Activation and Final Site Assessment Service will be considered waived, and charges will apply for any required inspection, remediation, activation, or site assessment services upon request.

**PAYMENT TERMS ARE 1/2%-10, NET 30 DAYS FROM DATE OF INVOICE UNLESS MATERIAL IS OTHERWISE NOTED AS NON-STANDARD ABOVE. IF NON-STANDARD, PAYMENT TERMS ARE 1/3 AT ORDER ACCEPTANCE AND PRIOR TO START OF PRODUCTION, 2/3 NET 30 DAYS FROM DATE OF INVOICE. THIS OFFER IS SUBJECT TO CREDIT APPROVAL. PRICES QUOTED APPLY ONLY TO THE REFERENCED PROJECT AND ARE IN EFFECT FOR 30 DAYS FROM THE DATE OF QUOTATION. SELLER RESERVES THE RIGHT TO ADJUST PRICES AFTER 30 DAYS FROM THE DATE OF QUOTATION BUT THE CONTECH COS REMAIN APPLICABLE. PRICES ARE BASED ON ESTIMATED QUANTITIES SHOWN. IF A DIFFERENT QUANTITY IS PURCHASED, CONTECH RESERVES THE RIGHT TO ADJUST THE PRICES. THIS QUOTATION CONTAINS THE ENTIRE AGREEMENT WITH RESPECT TO PURCHASE AND SALE OF PRODUCTS DESCRIBED AND SUPERSEDES ALL PREVIOUS COMMUNICATIONS, BUYER'S SIGNATURE BELOW, DIRECTION TO MANUFACTURE, OR ACCEPTANCE OF DELIVERY OF GOODS DESCRIBED ABOVE, SHALL BE DEEMED AN ACCEPTANCE OF THE CONTECH COS. SELLER EXPRESSLY REJECTS ANY OTHER TERMS AND CONDITIONS. PRICES ARE F.O.B. ORIGIN WITH FREIGHT ALLOWED TO THE JOBSITE WITH UNLOADING BY OTHERS AT A TRUCK ACCESSIBLE LOCATION. THIS QUOTATION IS ISSUED BY CONTECH ENGINEERED SOLUTIONS LLC FOR ITSELF AND/OR ON BEHALF OF ONE OR MORE OF ITS SUBSIDIARIES.**

<u>Acceptance</u>		<u>Contech Engineered Solutions LLC.</u>	
WE HEREBY ORDER THE DESCRIBED MATERIAL SUBJECT TO ALL TERMS AND CONDITIONS OF THIS QUOTATION AND IN THE Contech COS INCLUDED HEREWITH AND VIEWABLE AT <a href="http://www.conteches.com/cos">www.conteches.com/cos</a>		By	Steve Wolf
Company		(O)	802-233-9110
By		(F)	207-885-9825
Title		(Cell)	
Date		Title	

Quote # QUO-882338-N8V5T3

**Contech - CONDITIONS OF SALE**

1. ACCEPTANCE. This quotation from Contech Engineered Solutions LLC ("Seller") is an offer to sell to the aforementioned customer ("Buyer"). BUYER'S RIGHT TO ACCEPT THIS OFFER IS LIMITED TO BUYER'S ASSENT TO THE CONDITIONS OF SALE PRINTED HEREON AND THE ATTACHED OR ACCOMPANYING QUOTATION, AND NO TERMS ADDITIONAL TO OR DIFFERENT FROM THOSE IN THIS OFFER ARE BINDING ON SELLER. THERE ARE NO UNDERSTANDINGS, TERMS, CONDITIONS OR WARRANTIES NOT FULLY EXPRESSED HEREIN. Buyer's signature to the quotation, direction to manufacture, or acceptance of delivery of the products described in this quotation, shall be deemed an acceptance of these Conditions of Sale. Seller may elect not to manufacture or deliver any product until Buyer returns a signed copy of this quotation.
2. LIMITED WARRANTIES. Seller warrants that it can convey good title to the products sold hereunder and that they are free of liens and encumbrances. Seller also warrants that the products sold hereunder are substantially free from defects in manufacturing and workmanship and shall conform to the specifications described in this quotation for a period of one (1) year from the date of delivery. This limited warranty does not apply to any products sold hereunder which have been modified or disassembled, that have been subjected to misuse, misapplication, neglect, alteration, accident or act of God, or that have been improperly installed, operated or maintained. THE FOREGOING WARRANTY IS IN LIEU OF AND EXCLUDES, AND SELLER HEREBY DISCLAIMS, AND BUYER HEREBY WAIVES, ALL OTHER WARRANTIES, WHETHER WRITTEN, VERBAL, EXPRESS OR IMPLIED, BY LAW OR OTHERWISE, INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR ANY PARTICULAR PURPOSE OR HABITABILITY.
3. LIMITATION OF BUYER'S REMEDIES. Buyer's exclusive remedy under Section 2 shall be limited to requiring Seller, at Seller's option, to repair or replace any defective or non-conforming products or allow credit for the defective or non-conforming products. Seller makes no warranty whatsoever with respect to accessories, goods, or parts furnished by Seller but not manufactured by Seller, which carry only the warranty, if any, in the applicable manufacturer's warranty (if any) to the extent permitted by the terms of such warranty between Seller and such manufacturer.
4. LIMITATION OF LIABILITY. Seller's total cumulative liability in any way arising from or pertaining to any product or service sold or required to be sold hereunder, whether based on contract, warranty, tort (including negligence) or other grounds, shall NOT exceed the purchase price paid by Buyer for such products or services. Neither Seller nor Buyer will be liable to the other, or any third party beneficiary, whether as a result of breach of contract, warranty, tort (including negligence and strict liability) or other grounds, for special, consequential, incidental, punitive (if allowed by law) or other indirect damages of any kind, including, but not limited to, loss of data, loss of profits or revenue, loss of use of the products furnished by Seller pursuant to this quotation or any associated product, cost of capital, cost of substitute products, facilities, services, downtime costs, or claims, or for liquidated damages (delay or otherwise) incurred by such party from any third party.
5. FORCE MAJEURE. In any event and in addition to all other limitations stated herein, Seller shall not be deemed to have failed to comply with any schedule for any delay in delivery or performance, which is caused by (i) any act of God, the performance of any government order, any order bearing priority rating or order placed under any allocation program (mandatory or voluntary) established pursuant to law, local labor shortage, fire, flood or other casualty, governmental regulation or requirement, shortage or failure of raw material, supply, fuel, power or transportation, breakdown of equipment, or any cause beyond Seller's reasonable control whether of similar or dissimilar nature to those above enumerated, or (ii) due to any strike, labor dispute, or difference with workers, regardless of whether or not Seller is capable of settling any such labor problem. In connection with any such delay, the agreed delivery date(s) or time for performance shall be extended for a period equal to the duration of the delay.
6. PASSAGE OF TITLE AND RISK OF LOSS. Title to the products sold hereunder and risk of loss shall pass upon delivery to the carrier at the point of shipment. Neither Buyer nor the consignee shall have the right to divert or reassign such shipment to any destination other than specified in the bill of lading without permission of Seller. Unless otherwise agreed, Seller reserves the right to select the mode of transportation.
7. PAYMENTS AND LATE CHARGES ON PAST DUE ACCOUNTS. Buyer represents that Buyer is solvent and can and will pay for the products sold to Buyer in accordance with the terms hereof. If Buyer shall fail to comply with any provision or to make payments in accordance with the terms hereof or any other contract between Buyer and Seller, Seller may at its option defer shipments or, without waiving any other rights it may have, terminate this contract. All deliveries shall be subject to the approval of Seller's Credit Department. Seller reserves the right, before making any delivery, to require payment in cash or security for payment, and if Buyer fails to comply with such requirement, Seller may terminate this contract. A late charge of 1-1/2% monthly (18% annual rate) or the maximum allowed by state law, if less, will be imposed on all past due accounts, and Buyer is responsible for all costs of collection including, without limitation, reasonable attorneys' fees and court costs.
8. TRANSPORTATION CHARGES. Delivered prices or prices involving competitive transportation adjustments shall be subject to appropriate adjustment to reflect changes in transportation charges.
9. CLAIMS BY BUYER. Buyer shall thoroughly inspect products sold hereunder immediately upon receipt to verify conformance with the specifications hereof. Buyer must notify Seller of claims for failure or delay in delivery within 30 days after the scheduled delivery date. Buyer must notify Seller of any claims for nonconforming or defective products within 15 days after the nonconformity or defect was or should have been discovered. In addition, Seller must be given an opportunity to investigate the claim before Buyer modifies, removes or disposes of the product(s), or else Buyer's claim will be barred. Seller shall incur no liability for damage, shortages, or other cause alleged to have occurred or existed at or prior to delivery to the carrier unless the Buyer shall have entered full details thereof on its receipt to the carrier.
10. MECHANICAL PROPERTIES; CHEMICAL ANALYSES. Data referring to mechanical properties or chemical analysis are the result of tests performed on specimens obtained from specific locations of the product(s) in accordance with prescribed sampling procedures; any warranty thereof is limited to the values obtained at such locations and by such procedures. There is no warranty with respect to values of the products at other locations.
11. PATENTS. Seller shall indemnify Buyer against attorneys' fees and any damages or costs awarded against Buyer in the event any legal proceeding is brought against Buyer by a third person claiming the product(s) delivered hereunder in itself constitutes an infringement of any U.S. patent, provided Buyer gives Seller prompt notice of any such suit being brought, gives Seller the opportunity to defend any such suit, and cooperates with Seller with respect to any such defense; unless the product is made in accordance with material designs, or specifications required by Buyer, in which case Buyer shall similarly indemnify Seller.
12. PERMISSIBLE VARIATIONS. The products sold hereunder shall be subject to Seller's standard manufacturing and color variations, efflorescence, tolerances and classifications.
13. TECHNICAL ASSISTANCE. In no event shall Seller bear any responsibility for claims arising from technical advice or assistance provided to Buyer. Advice and assistance provided by Seller is for Buyer's guidance only, and Buyer agrees to rely solely on its own architects, engineers and other technical expert.
14. TAXES. No taxes imposed with respect of the sale of the products or services sold hereunder are included in any quotation by Seller. All applicable taxes shall be added and paid by Buyer in addition to the purchase price.
15. BUYER'S RIGHT OF TERMINATION. Buyer may terminate this contract in whole or in part upon notice in writing to Seller. Seller shall thereupon cease work and transfer to Buyer title to all completed and partially completed products and to any raw materials or supplies acquired by Seller especially for the purpose of performing this contract upon Buyer paying Seller the sum of the following:
  - (1) the contract price for all products which have been completed prior to termination;
  - (2) the cost to Seller of the material or work in process (including engineering work) as shown on the books of Seller in accordance with the accounting practice consistently maintained by Seller plus a reasonable profit thereon, but in no event more than the contract price;
- (3) the cost f.o.b. Seller's plant of materials and supplies acquired especially for the purpose of performing this contract; and
- (4) reasonable cancellation charges, if any, paid by Seller on account of any commitment(s) made hereunder.
16. WAIVER. Failure or inability of either party to enforce any right hereunder shall not waive any right in respect to any other or future rights or occurrences.
17. DELIVERY. Delivery of the products sold hereunder shall be made pursuant to a delivery schedule agreed to by Buyer and Seller. The Buyer hereby agrees to take delivery of the product(s) hereunder within thirty (30) days after notification, oral or written, that the products are ready for shipment. In the event that the Buyer does not arrange to take delivery of the products in accordance herewith, Seller, at Seller's option, may:
  - (a) invoice the Buyer for the products less freight if applicable; store the products in Seller's yard for a period not to exceed sixty (60) days from the date of invoice; charge a storage fee not to exceed 5% per month or fraction thereof of the selling price of the stored products; add any applicable price increases listed on the quotation; charge for any repair work to protective coatings harmed by weathering while such products are being stored; and charge applicable freight when shipment to the Buyer is made. Products remaining in storage after sixty (60) days from the invoice date shall become the property of the Seller for disposition at the Seller's discretion; or
  - (b) cancel the order and invoice the Buyer for cancellation charges, which shall be 25% of the selling price of the products if the products are standard, in-stock material, or the full selling price if the products are special or nonstandard in nature and were especially fabricated for the Buyer.
18. DOCUMENTATION. Except as otherwise specifically set forth in the scope of work provided as part of this quotation, all documents, including drawings, specifications, computer files, electronic media, data, engineering calculations, notes, and other documents and instruments prepared or furnished by Seller (collectively the "Documentation") are owned by and the property of Seller. Seller shall retain all common law, statutory and other reserved rights, including copyright, applicable to the Documentation. The Documentation is not intended or represented to be suitable for use on any other project. Buyer agrees to indemnify and hold Seller harmless against all claims, damages, losses, and expenses (including reasonable attorneys' fees) arising from or in any way connected with the unauthorized use or modification of the Documentation by Buyer or any person or entity that acquires or obtains the Documentation from or through Buyer without the written authorization of Seller. Seller shall have no liability to Buyer or others for changes made to the Documentation by Buyer without Seller's prior written approval.
19. PERIOD OF LIMITATIONS. Buyer and Seller agree that any action by Buyer against Seller relating to this contract or the products sold hereunder, including, without limitation, any action for breach of contract or warranty, or otherwise in connection with the products sold under this contract, must be commenced by Buyer against Seller within one (1) year after the cause of action therefore accrues or one (1) year of delivery of the products sold hereunder, if less.
20. CONFLICTING PROVISIONS OFFERED BY BUYER. Any terms and conditions of any purchase order or other instrument issued by the Buyer, in connection with the subject matter of this document, which are in addition to or inconsistent with the terms and conditions expressed herein, will not be binding on Seller in any matter whatsoever unless accepted by Seller in writing.
21. SEVERABILITY. In case any provision of this contract shall be declared invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions shall not in any way be affected or impaired.
22. APPLICABLE LAW. This contract shall be governed by, and construed and enforced in accordance with, the laws of the state of the project site described in the quotation, without regard to conflicts of law provisions. Buyer and Seller agree that venue for any action brought for the breach of or enforcement of this contract will lie in the county of the project site described in the quotation. AS A MATERIAL INDUCEMENT TO ENTER INTO THIS CONTRACT, BOTH PARTIES WAIVE THE RIGHT TO TRIAL BY JURY IN ANY PROCEEDING ARISING OUT OF OR RELATED TO THIS CONTRACT.

REV. 11/24



# PIERSON NURSERIES, INC.

313 Waterhouse Rd, Dayton ME 04005  
 (207)499.2994 (207)282.7235 Fax (207)499.2912  
 sales@piersonnurseries.com www.piersonnurseries.com

## QUOTATION

Page # 1 of 1  
 Order # 58667  
 Order Date: 23 FEB 2026  
 Exp Ship Date:

**SOLD TO:**  
 CITY OF BIDDEFORD  
 ENGINEERING DEPT  
 PO BOX 586  
 BIDDEFORD, ME 04005

Bus: (207) 571-0636

**SHIP TO:**  
 CITY OF BIDDEFORD  
 THATCHER BROOK FILTERRA UNITS  
 BIDDEFORD, ME 04005  
 Bus: (207) 571-0636

craig.chekan@biddefordmain...

Ordered By	Ship Via	Customer PO #	Terms
CRAIG CHEKAN	Pick Up		N30

Ln	Description	Quantity	Unit Price	Total
1)	MIX OF #1 GRASSES LISTED BELOW planted at 18" on center within the unit Schizachyrium scoparium Carex vulpinoidea Calamagrostis acutifolia Panicum virgatum  Price includes delivery & planting	54	20.00	1,080.00

<b>Sub-Total</b>	1,080.00
<b>Total</b>	<b>1,080.00</b>

CAMILLE'S ELECTRIC, LLC  
P.O. BOX 1227  
BIDDEFORD, ME 04005  
TELEPHONE: 284-8032

February 23, 2026

City of Biddeford  
Engineering Department  
P. O. Box 586  
Biddeford, Maine 04005

ATTN: Craig Chekan  
RE: Storm water BMP at SMHC

Craig,

Per your request, our estimated cost to perform the following electrical work, to allow the installation of the SMHC MS4 BMP including:

- Disconnection of the existing parking lot lighting conductors and conduit, which is within the scope of excavation, at the up-stream pole
- Removal of the existing conductors (as they will be too short)
- Cut out the conduit in the excavation area
- Install new PVC schedule 40 conduit between the cut ends, and re-route around the BMP excavation area
- Provide 6" wide red warning ribbon for trench back filling
- Pass new copper conductors in the conduit, re-connecting the light poles and confirm the proper operation.

Our estimated cost is **\$2,014.00**.

\*\*All excavation is to be provided by the City's excavation contractor and *is not* included in this estimate.

This estimate is valid for thirty (30) days from this date.

Should you have any questions or concerns regarding this quote, please do not hesitate to contact me at any time.

Sincerely,

  
Jeff Brochu



Main Line Fence  
PO Box 27A  
272 Middle Road  
Cumberland, ME, 04021

To: City of Biddeford  
Attn: Craig  
Project: Guard Rail

# Estimate

Date	Estimate #
2/24/2026	12654

Description
<p>Furnish and install 24 linear feet of pressure treated wood guard rail. Posts to be 6" x 8" x 6' with chamfer tops. Rails to be 3" x 10" and lag bolted to the face of the posts.</p> <p>Underground utilities to be located by others. Dig Safe ticket number to be provided to us. Traffic Control by others if necessary.</p>
<p><b>Lump Sum Price</b>      \$3,180.00</p>

Terms: No deposit necessary, balance due within 30 days of invoice.

Main Line Fence Co. assumes no responsibility for any damage to underground pipes, power lines, etc. in the process of installing posts, if the company is not notified of existence of same in writing. Customer assumes all responsibility for location of property lines; Main Line Fence Co. is not responsible for costs associated with moving or removing fences where the property lines have not been properly located before the installation.

We are fully insured for Worker's Compensation, Public Liability and Property Damage. Certificates will be forwarded upon request.

Please print, sign and return a copy of this contract. If this proposal is not covered by a purchase order within 30 days it may be necessary to renegotiate same.

Approved By:

\_\_\_\_\_  
*Signature*

Submitted By:

Brett Asherman  
Main Line Fence Co.



207.829.5549

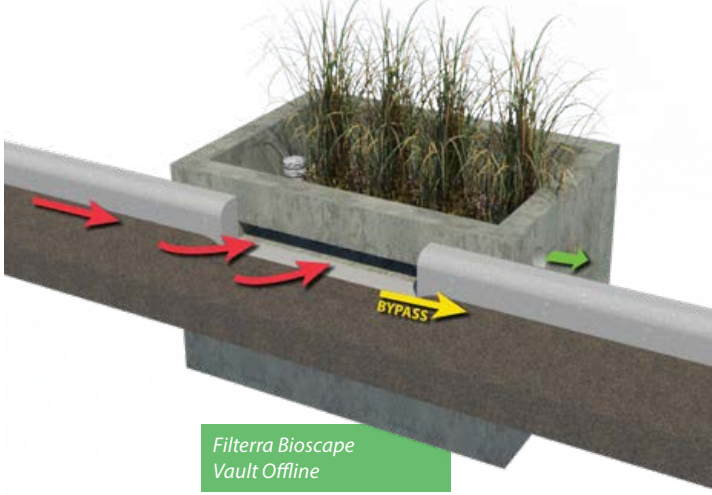


207.829.5943



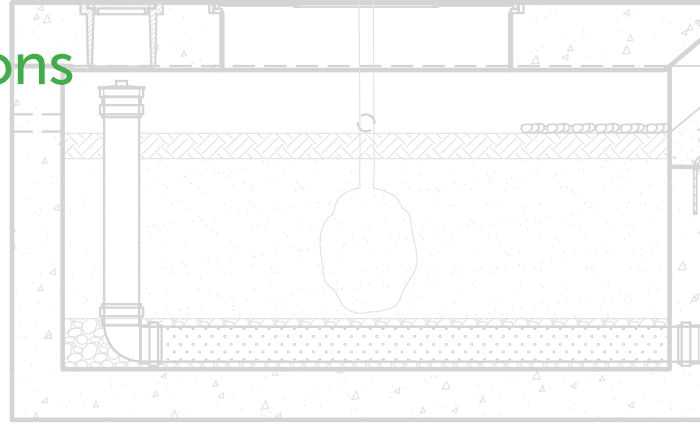
www.mainlinefence.com

# Filterra® Bioscape® Configurations



Filterra Bioscape  
Vault Offline

Bypass via downstream catch basin.



Filterra Bioscape

Bypass via upstream structure.  
Multiple inlet options.



Filterra Bioscape  
Vault Basin

Bypass via upstream structure.  
Multiple inlet options.

# Filterra® Manhole Configurations



Filterra Offline -  
Manhole

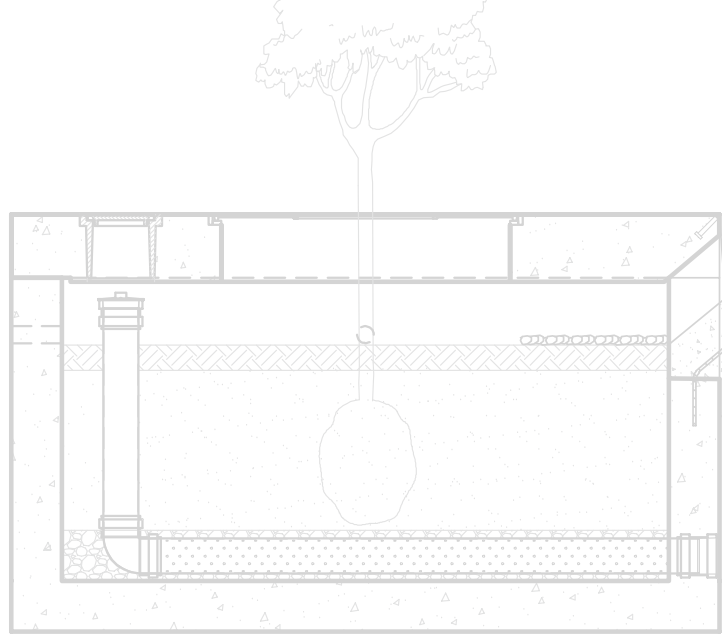


Filterra Peak  
Diversion - Manhole

\*Additional configurations available, including bioscape vault offline pipe.

# Filterra® Aesthetic Options

Multiple aesthetic options to enhance the appearance and integrate with landscaping ...



Standard Tree Grate



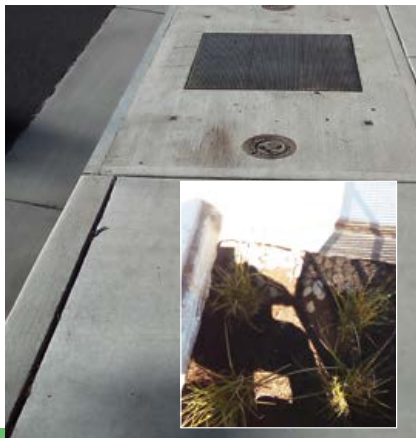
Recessed Top Slab



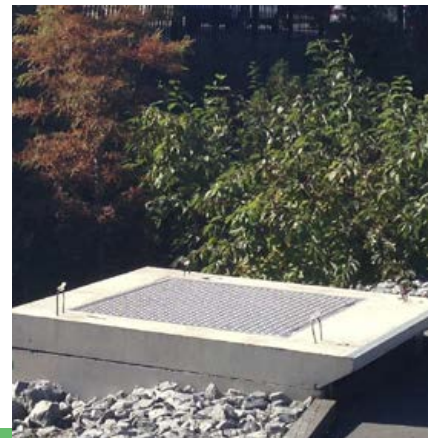
Open Top Planter - Filterra Bioscape



Street Tree



Full Grate with Grasses



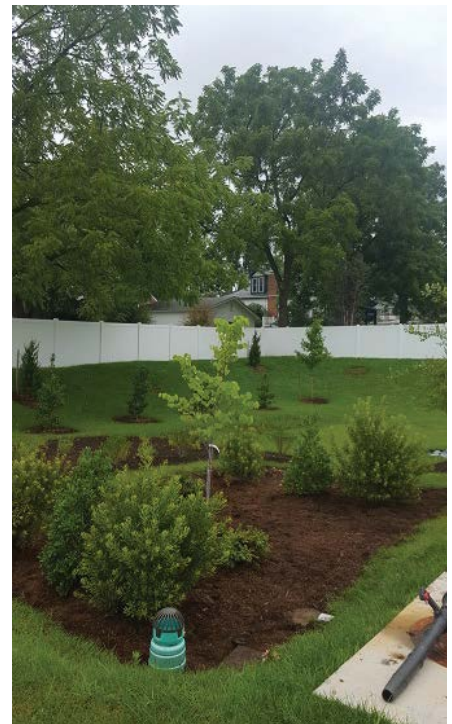
Underground

# Filtterra® Bioscape®



## Large-scale Filtterra that can be customized to your site ...

- Ideal for Filtterra systems greater than 300 square feet
- Design with or without containment structure
- Incorporate infiltration directly below the system, where required
- Combine with upstream storage or downstream infiltration
- Use as an alternative to larger regional traditional bioretention systems
- Easily add pretreatment Hydrodynamic Separator for large-scale or heavy pollutant loading applications





**City of Biddeford, Maine**  
**Public Works Department**  
371 Hill Street Biddeford, Maine 04005

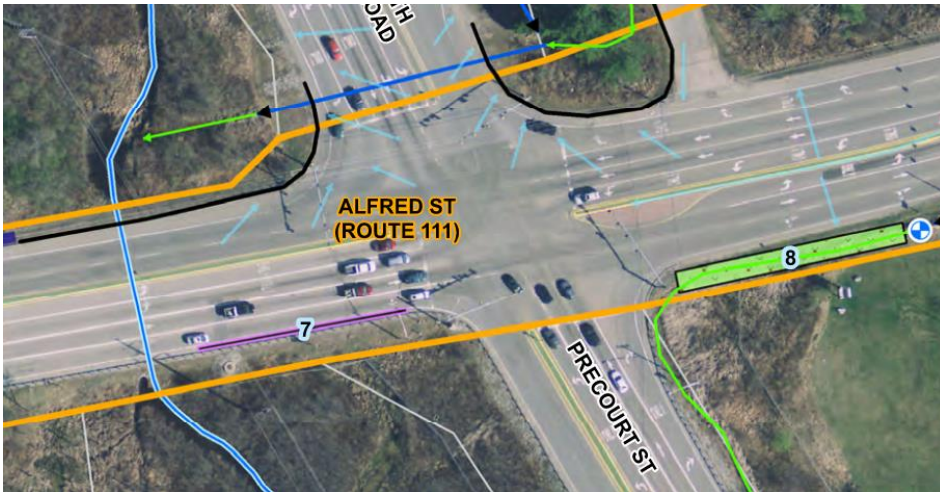
September 7<sup>th</sup>, 2023

Re: **MS4 Permit Year 1 – BMP 7.3 Impervious Cover Disconnect Memo**  
From: **Craig Chekan, PE – City Engineer**

Per section 2.7.3 of the City’s 5-year MS4 permit, a handful of impervious sites were visited in the Thatcher Brook watershed to evaluate their potential for water quality treatment (via impervious cover disconnect or BMPs).

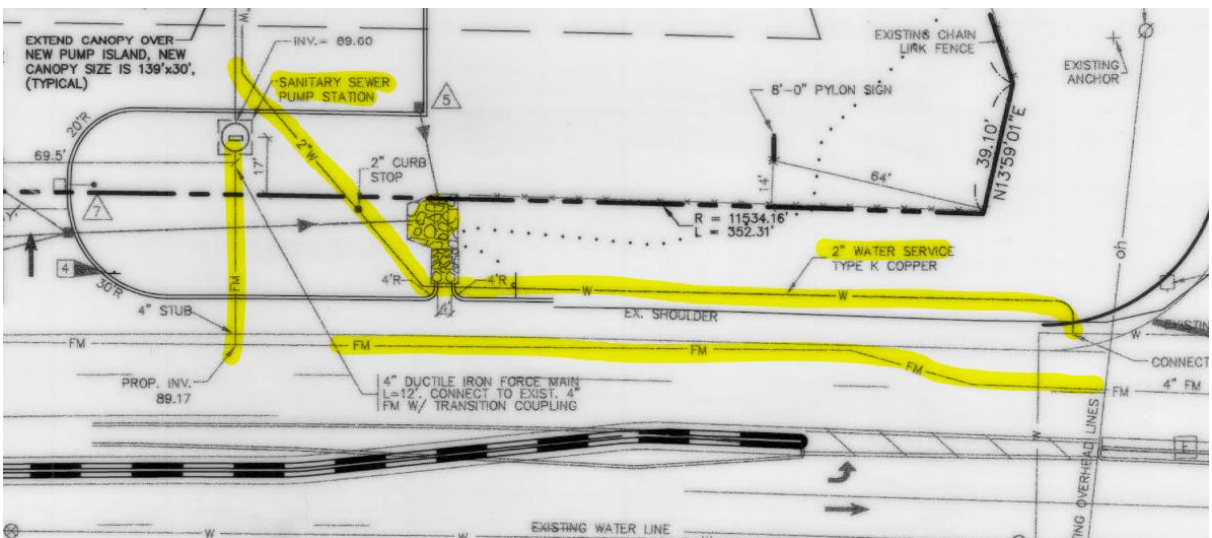
The list below summarizes the seven (7) sites investigated and their general feasibility based on record document research and site visits conducted on 9/6/2023:

**1. Alfred-Precourt Street Intersection (Sites 7&8 in the Thatcher Brook WMP)**



a.

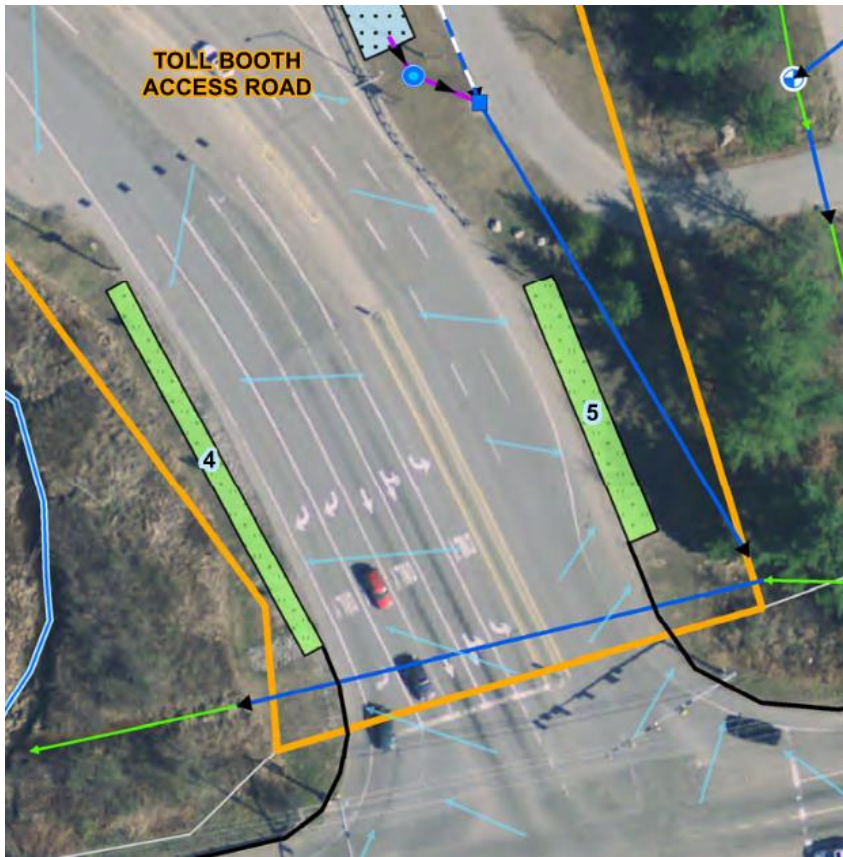
b. Site 7 proposed permeable concrete along the road shoulder; due to the amount of traffic and high maintenance requirement, the City is not comfortable proposing this type of BMP in this location.



c.

d. Record drawings show a number of existing utilities within the footprint of Site 8; therefore, this site is likely not feasible.

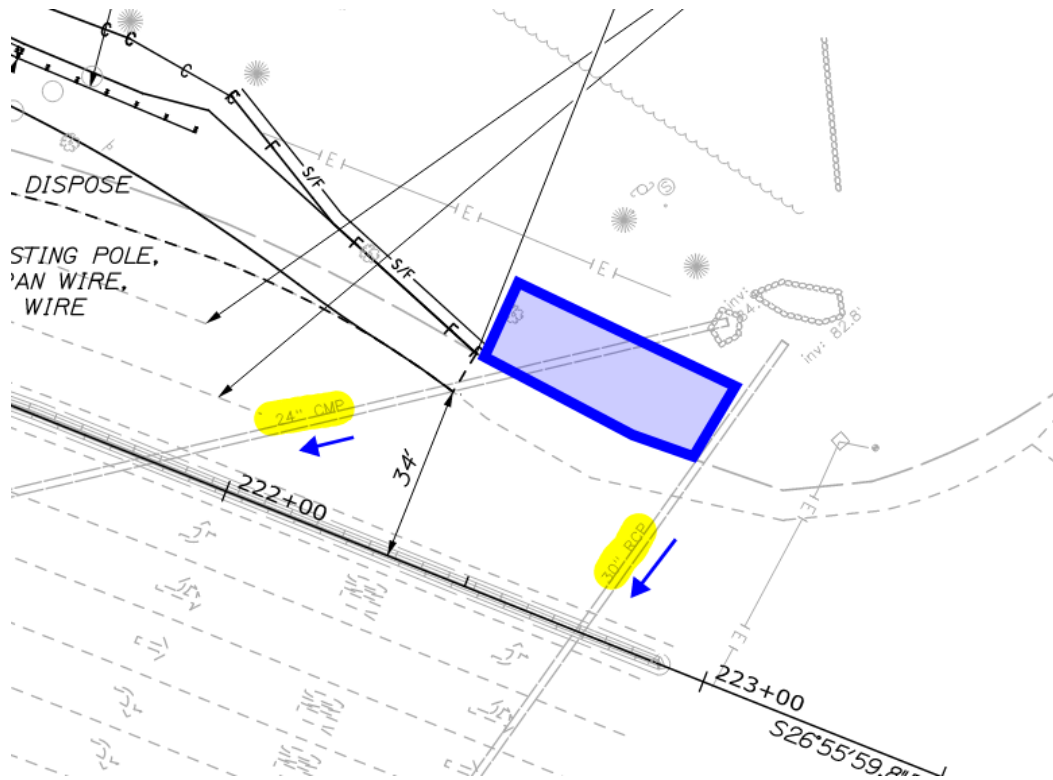
2. Toll Booth Access Road (Site 5 in the Thatcher Brook WMP)



a.

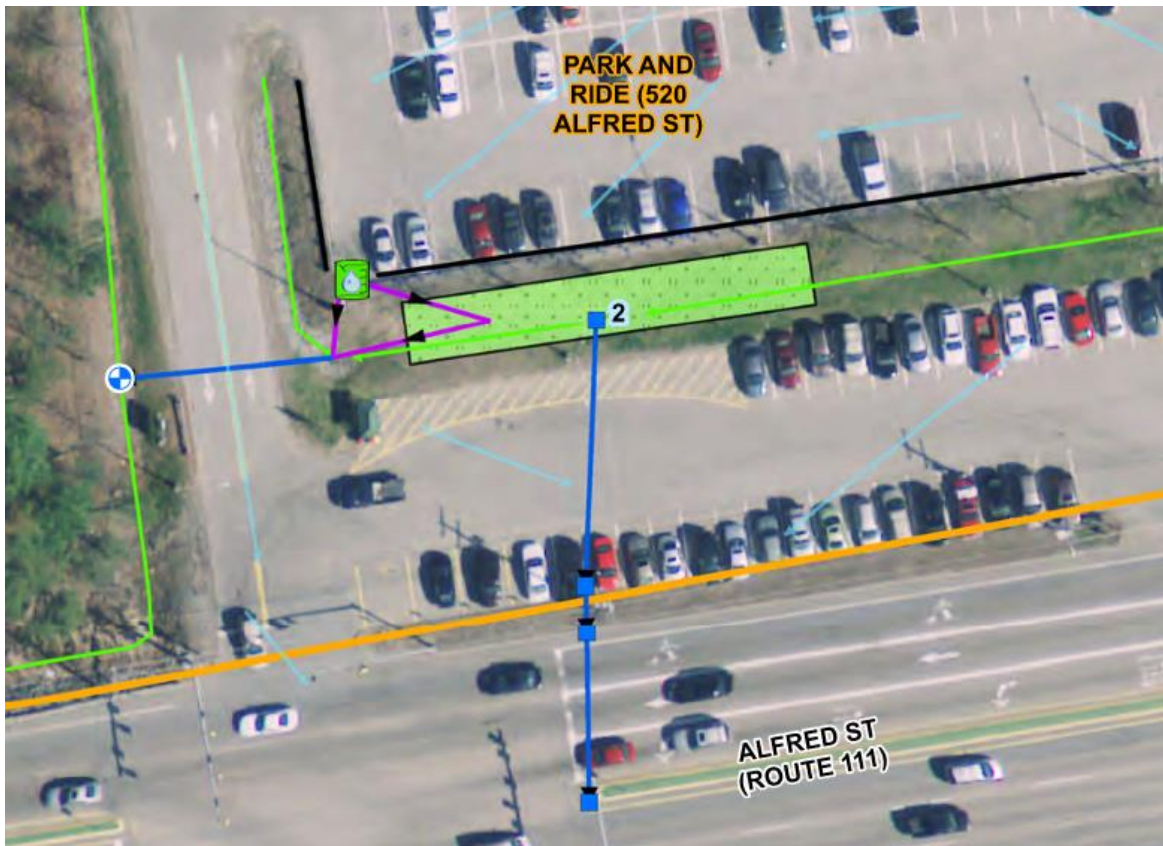


b.



- c.
- d. This locating is very promising; it is an existing vegetated low spot with two drainage culverts nearby and is adjacent to the turnpike entrance that handles thousands of vehicles a day.
- e. A soil filter could be installed along the depressed edge-of-pavement with a doghouse overflow structure.

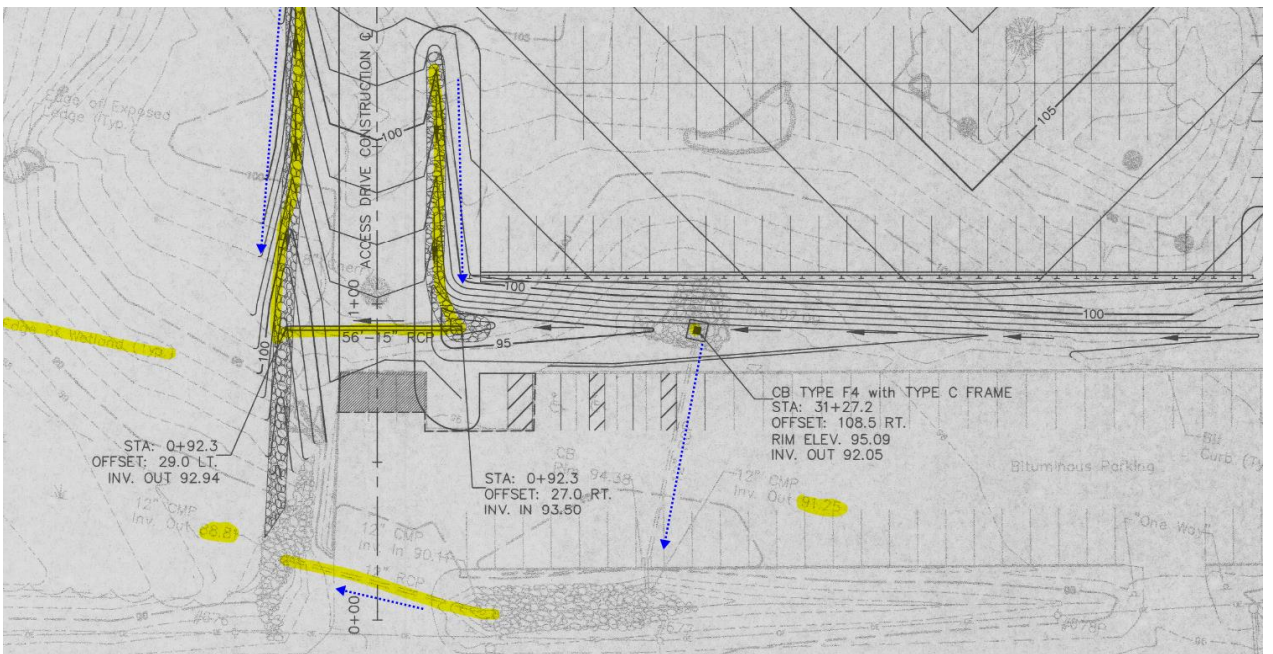
**3. Route 111 Park and Ride (Site 2 in the Thatcher Brook WMP)**



a.



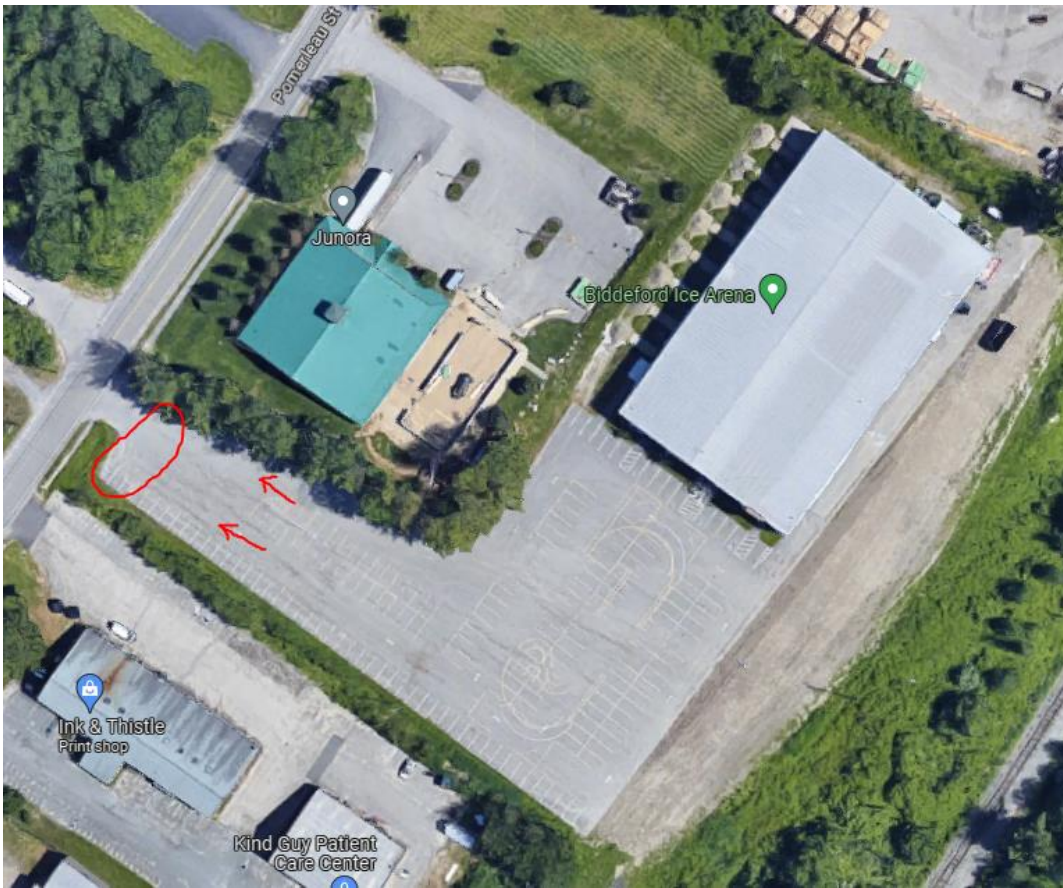
b.



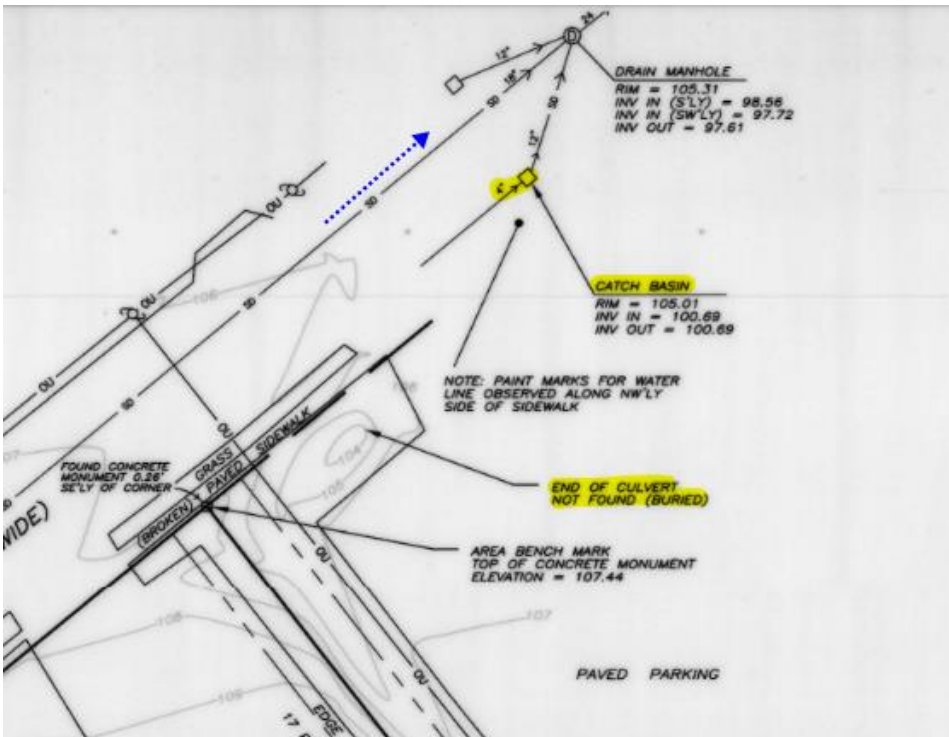
c.

d. This existing swale is already well vegetated and likely doing some water quality treatment; it could be an easy upgrade, but other sites may be more rewarding

4. Biddeford Ice Arena Parking Lot – Pomerleau Street



a.

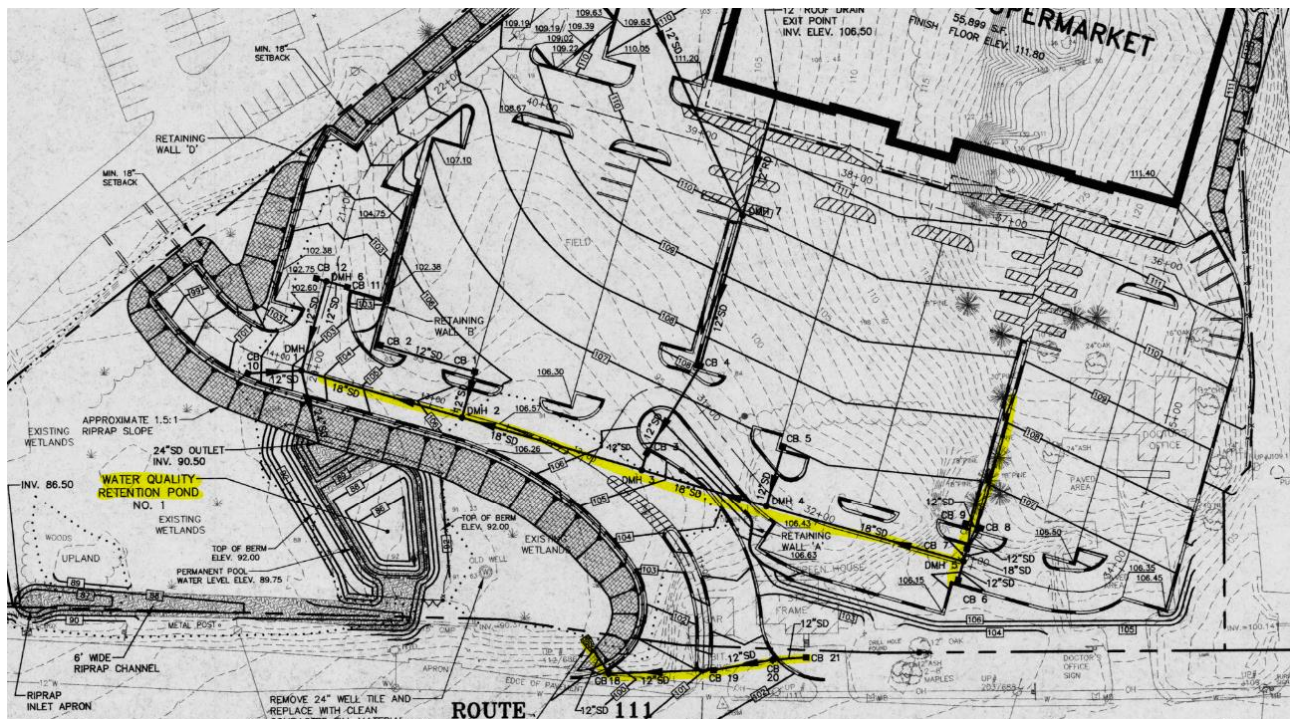


b.



- c.
- d. There are two existing swales on either side of the 'uncrowned' parking lot but the parking (i.e. it sheetflows straight towards Pomerleau Street).
- e. A soil filter could be installed in front of the riprap ditch with a trench drain extending to the other edge of pavement to capture the full-runoff.
- f. This would all be on City property (i.e. easy permitting) but this parking lot does not get used very much (i.e. compared to the hospital and toll booth road).

**5. Planet Fitness Parking Lot – Route 111**



- a.
- b. This large surface parking lot looked like an ideal candidate; however, after looking at the above record drawing – the surface runoff is already being treated in a water quality retention pond.

6. SMHC Hospital Parking Lot – W Cole Road



a.



b.



- c.
- d. The surface parking lot at the rear side of the hospital is huge, sheet flows overland, and is always full of cars (i.e. is a great candidate).
- e. The Inlet #1 location has the largest drainage area, but it's 'sag' location in the middle of a drive aisle makes it difficult to retrofit into a soil filter or treebox filter
- f. The adjacent Inlet #2 (CB3A) is along the edge of pavement and still has a large drainage area. Adding a treebox filter or soil filter bumpout in this location would be much more feasible; however, it may require some chevron re-striping of the ADA parking path

7. Grace Point Church (Former Rochambeau Club) Parking Lot – South Street



- a.
- b. This large parking lot sheetflows into an existing ditch (to the right of the picture).
- c. A soil filter could likely be installed near the South Street sidewalk, but it would require a new curblin installed all along the interior edge of pavement to capture the full-runoff (i.e. costly)
- d. This parking lot is often vacant and would not see the same traffic volumes as the hospital or toll booth

**Conclusion**

After researching these seven (7) sites and performing field visits, there are two clear winners for potential BMP retrofits: the tollbooth road (#2) and the hospital parking lot (#6).

- Both sites are on private property and would require private ownership approval
- The Hospital has been very easy to work with in the past on our Thatcher Brook Watershed Management Plan
- Both site are heavily trafficked; the toll booth traffic volumes are likely substantially higher

I recommend vetting these two sites further in the beginning of Permit Year 2 and possibly reach out to the private owners for feasibility.

Once a single site is selected to move forward, a design can be completed by the end of PY2.



## Finance Committee

---

**Meeting Date:** March 3, 2026  
**Meeting Time:** 5:00 PM  
**Agenda Item No:** 4.c  
**Item Description:** Tabled — Approval / Fire Department Marine Unit Bid  
**Submitted By:** Lawrence D. Best, Fire Chief

### **Key Terms:**

Approval / Fire Department Marine Unit Bid

### **Executive Summary:**

**Background: This item was tabled by the Finance Committee at their November 6, 2025.**

Since this project was tabled on November 6, 2025, the Fire Department Staff, with the help of Biddeford Harbor Master Paul Lariviere and Will Munson, who is a boat broker for three marinas here in Maine, have been researching and reviewing used marine units that meet the specs and need of the Department. We worked with Mr. Lariviere and Mr. Munson to find a boat that met the spec outlined in the original RFB, along with the feedback given to us from the finance committee on the power plant / motor availability of twin engines instead of one single engine.

I am pleased to report that, with the help of Mr. Lariviere and Mr. Munson, we were able to find a used demo 2025 Highfield Patrol 660 marine unit for a cost of \$88,931.76 that meets the RFB/spec. It has twin engines, includes a galvanized trailer and training from a Marine Unit Captain for all the BFD members who will operate the boat.

### **Recommendation:**

After reviewing and comparing the original marine unit RFB for new boats, and the information received on the used boats, the Fire Department Staff recommends approval to purchase the used demo 2025 Highfield Patrol 660 marine unit for a cost of \$88,931.76 from Moose Landing Marina in Naples, Maine. This marine unit meets the specs outlined in the original RFB, plus the additional feedback from the finance committee regarding twin motors. In addition, the purchase of this boat includes training by a Marine Unit Captain, which the others did not. It also comes with the normal manufacturer's warranty plus a 3-year warranty on the engines.

Using G.S.A. purchasing requirements, we were able to get this price in the range of the finance committee's request and expenditure amount. The MSRP is \$103,594.00 for the boat and motors rigged; and the MSRP for the trailer is \$6,720.00 for a total MSRP of \$110,314.00. With G.S.A. municipality discounts, we are able to purchase the boat with rigged motors and trailer for a total of \$88,931.76.

Available funds for this purchase are \$45,000.00 from the Stephen & Tabitha King Foundation grant and the balance of \$43,931.76 has been accounted for in the FY26 CIP process from the "Mooring Fund Surplus (Fund 202)" that has a balance of \$133,040.67 as of February 11, 2026.

Note: The original recommendation from November was for the new Zodiac SRR 650 boat at a cost of \$128,500.00. This Zodiac boat is no longer recommended.

**Boat Spec:**

- 2025 Highfield Patrol 660
- Hull = Aluminum bottom, rigid inflatable
- OAL = 22'
- Beam = 8'6"
- Weight = 1,746 lbs. dry; no motor
- Tube Material = Hypalon
- Draft w/motors = 26"
- Fuel Capacity = 36 gals.
- Motor(s) = Twin Yamaha 90 hp. (rigged)
- Trailer = Yes; galvanized
- Steering = Hydraulic steering and power trim
- Bow step and transom ladder
- Includes Delivery
- 3-Year factory warranty on Yamaha motors for governmental agencies
- Training with a Marine Captain for all BFD members that will operate the marine unit (not offered by any other dealer)

Attached to this brief (Attachment #1) is a document showing additional information and marine unit comparison between the original RFB marine units and the used marine units that were researched and evaluated.

Pursuant to the current City Purchasing Policy Sec. 2-348 (g) (3)... All bids over \$50,000 and up to \$150,000 regardless of budget status or bid ranking shall be submitted to the Finance Committee for review and approval prior to award.

**Detailed Review:**

**The Fire Department is requesting approval to award the bid for the used demo Marine Unit:**

After reviewing and comparing the original marine unit RFB for new boats, and the information received on the used boats, the Fire Department Staff recommends approval to purchase the used demo 2025 Highfield Patrol 660 marine unit for a cost of \$88,931.76 from Moose Landing Marina in Naples, Maine. This marine unit meets the specs outlined in the original RFB, plus the additional feedback from the finance committee regarding twin motors. In addition, the purchase of this boat includes training by a Marine Unit Captain, which the others did not. It also comes with the normal manufacturer's warranty plus a 3-year warranty on the engines.

Using G.S.A. purchasing requirements, we were able to get this price in the range of the finance committee's request and expenditure amount. The MSRP is \$103,594.00 for the boat and motors rigged; and the MSRP for the trailer is \$6,720.00 for a total MSRP of \$110,314.00. With G.S.A. municipality discounts, we are able to purchase the boat with rigged motors and trailer for a total of \$88,931.76.

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**History & Background of This Project:**

**Part 1 — Bid Award Recommendation and Information from the Original Bid Process made to the Finance Committee on November 6, 2025:**

The November 6th meeting materials, including meeting video and supporting documentation, are available via this link ( [Finance Committee Meeting \(Live\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#) )

Note: The recommended bid prices were valid for 90 days from the date quote which is September 11, 2025. Since the bids were submitted, the cost for the first two (2) Ribcraft marine units has increased to \$101,442.00 and \$133,219.00 respectively. The Zodiac marine unit price has stayed the same. All three of these prices are valid until April 1, 2026.

In August 2025, the Fire Department sent out a Request for Bids (RFB) for a new 19'-22' Center Console Rigid Hull Inflatable Type Marine Unit. The bids closed on September 24, 2025, at 4:00pm. The goal of this project is to replace the two (2) Fire Department Marine Units with one (1) Marine Unit that will be housed on a trailer and can be deployed for rescue operations both above and below the dam.

There were two (2) companies that submitted bids for a total of three (3) boats ranging in cost from \$100,983.00 to \$132,937.00 (original bids).

- The first bid was from Ribcraft USA, LLC in the amount of \$100,983.00 for a Ribcraft

5.85, 19'4" boat with a 115HP motor. (Attachment #2)

- The second bid was from Ribcraft USA, LLC in the amount of \$132,937.00 for a Ribcraft 6.5, 21'5" boat with a 150HP motor. (Attachment #3)
- The third bid was from Zodiac North America in the amount of \$128,500.00 for a Zodiac Milpro SRR 650, 21'11" boat with a 150HP Motor. (Attachment #4)

After reviewing the bids and specs for each boat, it was determined the Zodiac SRR 650 boat is the unit that best fits the Fire Department's needs and was the recommendation for award of the bid at that time. The method of tube attachment to the hull is a better method; it has a slightly wider beam, and it includes all the electronics which Ribcraft did not. Because Ribcraft did not include the electronics, this would be an added expense to purchase and install after either of the Ribcraft boats were received.

The Zodiac SRR 650 bid cost is \$128,500.00, which is \$3,500.00 more than the available funds for this CIP purchase.

Since this project was tabled on November 6, 2025, the Fire Department Staff, with the help of Biddeford Harbor Master Paul Lariviere and Will Munson, who is a boat broker for three marinas here in Maine, have been researching and reviewing used marine units that meet the specs and need of the Department. We worked with Mr. Lariviere and Mr. Munson to find a boat that met the spec outlined in the original RFB, along with the feedback given to us from the finance committee on the power plant / motor availability of twin engines instead of one single engine.

#### Part 2 — Background/History of the FY26 CIP Process Request:

Through the FY26 CIP process, the Fire Department requested funding to replace the existing 1963, 63-year-old aluminum boat that does not meet the safety and rescue needs for our current water conditions. The 1963 aluminum boat is not stable enough or designed to allow rescuers the ability to pull patients/victims from the water into the boat. On average, the BFD responds to 12 incidents annually that necessitate the response of a marine unit. The estimated budget cost obtained in 2024 for this project was \$80,000.00. This CIP request was approved on recommendation by Acting City Manager Phinney. The Capital Projects Committee met on June 11<sup>th</sup> to review and make allocation recommendations for the FY 26 CIP and again on August 13<sup>th</sup> to review and approve the allocation of the balance of the funds. On September 2<sup>nd</sup>, the City Council voted to approve the recommendations made by the Capital Projects Committee which included this new Marine Unit.

After the budget process was completed, the Fire Department successfully submitted and received a grant from the Stephen and Tabitha King Foundation in the amount of \$45,000.00 to help with funding for this project. This grant of \$45,000.00 was accepted by the City Council on July 15<sup>th</sup>. The funding source for the \$80,000.00 that was included in the budgeting process

was decided to be from the Mooring Fund Surplus (Fund 202). The combined total available funds is \$125,000.00.

The June 11<sup>th</sup> meeting materials, including meeting video and supporting documentation, are available via this link ( [Capital Projects/Operations Committee \(LIVE\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#) ). The August 13th meeting materials, including meeting video and supporting documentation, are available via this link ( [Capital Projects / Operations Committee Meeting \(Live\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#) ). The City Council approved this CIP project on September 2, 2025, ( [City Council Meeting \(Live\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#) ).

An earlier Capital Projects / Operations Committee Meeting occurred in May to present the FY26 CIP requests. The May meeting materials, including meeting video and supporting documentation, are available via this link ( [Capital Projects / Operations Committee Meeting \(Live\) • Agendas and Minutes - City of Biddeford, ME • CivicClerk](#) ). (See Attachments #5, #6, and #7 for additional FY26 CIP information)

**Funding Source:**

A total of \$88,931.76 is requested for this CIP project. \$45,000.00 will come from the Stephen and Tabitha King Foundation Grant that was received and \$43,931.76 will come from the Mooring Fund Surplus (Fund 202), which has a balance of \$133,040.67.

**Staff Recommendation:**

Staff recommends approval to purchase the used demo 2025 Highfield Patrol 660 marine unit for a cost of \$88,931.76 from Moose Landing Marina in Naples, Maine.


**Next Steps:**

Upon approval, the Fire Department Staff will work on obtaining the final sale paperwork for authorization and signature from the City Manager.

**Attachments:**

1. F2026.05 Fire Department Marine Unit Order -ORDER
2. ATTACHMENT #1- BFD Marine Unit RFB Comparison Document 02-2026
3. ATTACHMENT #2- Bid #1 Ribcraft option A
4. ATTACHMENT #3- Bid #2 Ribcraft option B
5. ATTACHMENT #4- Bid #3 Zodiac
6. ATTACHMENT #5- FY26 Capital Projects - Operations Committee Recommendation No. 1 Summary
7. ATTACHMENT #6- FY26 Captial Approval Document
8. ATTACHMENT #7- FY26 CIP Marine Unit 202 Replacement

# City of Biddeford



**F2026.05 THE FINANCE COMMITTEE ... FEBRUARY 17, 2026**  
**BE IT ORDERED**, that the Finance Committee does hereby approve the expenditure for the following:

The purchase of a used demo 2025 Highfield Patrol 660 marine unit for a cost of \$88,931.76 from Moose Landing Marina in Naples, Maine to be used for Fire Department and City operations.

Funding Source:

Stephen and Tabitha King Foundation Grant = \$45,000; and the Mooring Fund Surplus (Fund 202) = \$43,931.76

**Attest by:** \_\_\_\_\_  
Geraldine Matherne, Finance Director

## Biddeford Fire Department Rescue Boat

### Original RFB Marine Unit Information/Comparison:

Return from RFP Prices include price increase for 2026 Until April	RIBCRAFT OPTION “A” \$101,442.00	RIBCRAFT OPTION “B” \$133,219.00	Zodiac SRR 650 \$128,500.00
<b>MODEL</b>	<b>5.85</b>	<b>6.5</b>	<b>SRR 650</b>
HULL	**Solid Fiberglass FRP	**Solid Fiberglass FRP	Infused Glassfiber Polyester
OAL	19’.4”	21’.5”	21’.11”
BEAM	8’	8’.5”	8’.6”
WEIGHT	1200-1700 lbs. Without motor	1400-1800 lbs. without motor	3337 lbs. with motor
TUBE MATERIAL	Hypalon 1670 dtx	Hypalon 1670 dtx	Duratane 1670 dtx
DRAFT	14” Dry no motor	16” Dry no motor	18” Dry 26” Max with motor
TUBE ATTACH METHOD	Glued with tube material to Hull	Glued with tube material to Hull	“Slid-on Removable”
FUEL CAPACITY	46 gallons	60 gallons	240 L – 63 gallons
PROPULSION	Mercury 115 hp	Mercury 150 hp	150 hp Yamaha
TRAILER	Yes	Yes	Yes

\*Both Yamaha and Mercury can be serviced at Southern Maine Marine/Kennebunkport Marine. They are Certified sales and service representatives.

- Both Ribcraft and Zodiac included a low bunk trailer meeting specifications from the RFB and includes delivery.
- Both use the same material for Tube production. (Hypalon1670 dtx)

# Biddeford Fire Department Rescue Boat

## Used Marine Unit Information/Comparison:

Research on used and Demo	2025 Highfield Patrol 660- Used Demo model. WA. State \$88,931.76	2016 Brig Nav. 610 – Used Willobrook, IL \$33,900	2023 Zodiac 650- Used Missoula, MT \$68,000	2025 Zodiac Pro 6.5 – Used Mass.
				Not Recommended for Rescue by Dealer. But it does meet some Spec's
<b>MODEL</b>	<b>Patrol 660</b>	<b>Navigator 610</b>	<b>Zodiac 650</b>	<b>Zodiac Pro</b>
HULL	Aluminum	Fiberglass	Fiberglass	Fiberglass
OAL	22'	20'	23'	20'
BEAM	8'6"	7'.5"	8'	8'
WEIGHT	1746 lbs. Dry no motor	Not listed	Not listed	1345lbs Dry no motor
TUBE MATERIAL	Hypalon	Hypalon	Hypalon	Hypalon
DRAFT	W/motors 26"	Not listed	Not listed	Not listed
TUBE ATTACHMENT METHOD	Glued	Glued	Slide on	Slide on
FUEL CAPACITY	36 GAL	Not Listed	36 Gal	Unknown
PROPULSION	Twin Yam 90 hp	Mercury 115hp 400 hours	Yam F250	2024 Yam 150hp
TRAILER	YES	Shown but not listed	Shown but not listed	No

### **Recommendation:**

Purchase Highfield Patrol 660 rigid hull inflatable marine unit. This decision is based on several items including:

- Meeting the expectations of Council to look at Used/Demo boats that come close to Biddeford Fire Specifications, and input from Councilors on Powerplant availability (Twin Motors).
- Slightly wider Beam 8 ft 6 in
- Fuel Capacity meets the need of 36 gallons

## Biddeford Fire Department Rescue Boat

➤ **Price of the used demo 2025 Highfield Patrol 660 marine unit includes:**

- Hull = Aluminum bottom, rigid inflatable
- OAL = 22'
- Beam = 8'6"
- Weight = 1,746 lbs. dry; no motor
- Tube Material = Hypalon
- Draft w/motors = 26"
- Fuel Capacity = 36 gals.
- Motor(s) = Twin Yamaha 90 hp. (rigged)
- Trailer = Yes; galvanized
- Steering = Hydraulic steering and power trim
- Bow step and transom ladder
- Includes Delivery
- 3-Year warranty on motors
- Training with a Marine Captain for all BFD members that will operate the marine unit (not offered by any other dealer)



RIBCRAFT USA, LLC  
88 Hoods Lane, PO Box 463  
Marblehead, MA 01945  
t. 781.639.9065 f. 781.639.9062  
toll free. 866 RIBS USA  
www.ribcraftusa.com

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**PROPOSAL OPTION A**

September 22, 2025

City of Biddeford Fire Department  
152 Alfred Street  
Biddeford, ME 04005  
Attn: Assistant

**RE: RFP – Supply and Delivery of a Fire Department Emergency Response Boat**

On behalf of RIBCRAFT USA, LLC, I am pleased to provide you with the following proposal for one (1) RIBCRAFT 5.85 with all specified options and equipment in response to RFP – Supply and Delivery of a Fire Department Emergency Response Boat, dated August 20, 2025.

The RIBCRAFT 5.85 is built to the highest commercial grade specifications and standards resulting in remarkably solid, well performing, and safe rigid inflatable boat (RIB). As the manufacturer of the above stated boat, this boat meets the requirements put forth by the City of Biddeford Fire Department.

Please find enclosed the following documents:

- Completed & Signed Bid Documents
- Bidder Response Supplement
- Detailed RIBCRAFT Quote
- RIBCRAFT Brochure

With safety and reliability at the core of all RIBCRAFT designs, the RIBCRAFT 5.85 features a deep V hull, full-length spray rails, high bow sheer, and a heavy-duty multi chambered Hypalon tube. To insure the utmost in durability and strength all hulls are solid fiberglass with an internal composite stringer system.

For almost twenty-five years, safety and rescue professionals have come to expect the most in quality, dependability and service from RIBCRAFT and our line of professional grade rigid inflatable boats (RIBs). Constructed by skilled craftsmen in the United States (Massachusetts), every boat is built with the understanding that it will receive hard, offshore 24/7 commercial use.

Many thanks in advance for your time and consideration.

*Kelly Marie*

RIBCRAFT USA, LLC

**ATTACHMENT A:**

**REFERENCE FORM**

Bidder: RIBCRAFT USA, LLC

RFB Title: The Supply, and Delivery of a Fire Department Emergency Response Boat

**Bidder must provide references for:**

All current contracts under which the vendor's equipment has been operational for at least two years.

Reference: Kennebunk Harbormaster Contact: Jamie Houtz  
Address: 1 Summer Street Kennebunk, ME 04043 Phone: 207-985-7976  
Fax: harbormaster@kennebunkmaine.us

Description and date(s) of supplies or services provided: RIBCRAFT built and delivered a RIBCRAFT 5.85 to the Kennebunk Harbormaster in March of 2023. The boat had a similar layout with a center console, T-top, red tube with boarding wear patches and grab handles, and a 115HP outboard.

Reference: Boston Fire Department Contact: Ed McCarthy  
Address: 115 South Hampton Street Boston, MA 02118 Phone: 617-828-3978  
Fax: edward.mccarthy@boston.gov

Description and date(s) of supplies or services provided: RIBCRAFT built and delivered a RIBCRAFT 5.85 to the Boston Fire Department in April of 2020. RIBCRAFT worked with the Chief to understand their operational requirements and built a boat that meets all of their demands - a reliable response boat to be used on the Charles River and Boston Harbor.

Reference: Maine Marine Patrol Contact: Steve Ingram  
Address: 21 State House Station Augusta, ME 04333 Phone: 207-624-7338  
Fax: steve.ingram@maine.gov

Description and date(s) of supplies or services provided: RIBCRAFT has built and delivered numerous RIBCRAFT 4.8 boats to the Maine Marine Patrol. The RIBs are onboard MMP's larger patrol boats and a favorite among the officers and the most used boats in the fleet.

*attach additional sheets if necessary*

**ATTACHMENT B: BID FORM**

The undersigned BIDDER proposes and agrees, if the Bid is accepted to enter into an Agreement with the City, to complete all work as specified or indicated in the "REQUEST TO BID: for the supply, delivery of a FIRE DEPARTMENT EMERGENCY RESPONSE BOAT and TRAILER, exactly as outlined and detailed in this bid.

**Bid Price:** One hundred thousand nine hundred eighty three dollars (\$ 100,983.00 )

BIDDER accepts all the terms and conditions of the Instructions to Bidders.

In submitting this Bid, BIDDER represents, as more fully set forth in the Agreement, that: BIDDER has examined copies of all the Contract Documents **and of the following Addenda:**

Date	N/A	Number	N/A
Date		Number	

BIDDER shall submit an itemized list of costs including vessel accessories, attachments, trailer and delivery as outlined in this bid.

BIDDER agrees that Prevailing Wage Rates if applicable will be paid for the appropriate classification of work.

The undersigned certifies under penalties of perjury that this Bid is in all respects bona fide, fair and made without collusion or fraud with any other person. As used in this paragraph, the word "person" shall mean any natural person, joint venture, partnership, corporation or other business or legal entity.

Signed:  Print Name: Kelly Marie

Company: RIBCRAFT USA, LLC

Business Address: 88 Hoods Lane  
Marblehead, MA 01945

Email: kmarie@ribcraftusa.com

FAX:



? ~~6000~~  
Ceelvanize Trailer?  
115 hp

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**PROPOSAL OPTION A**

**BIDDER RESPONSE SUPPLEMENT**

Proposal for RFP – Supply and Delivery of a Fire Department Emergency Response Boat

**CERTIFICATIONS / MANUFACTURERS EXPERIENCE:**

RIBCRAFT hereby certifies that the proposed 2026 19’4” RIBCRAFT 5.85 rigid inflatable boat and additional items related hereto are compliant with the technical specifications contained in the Invitation For Bid dated August 20, 2025 for RFP – Fire Department Emergency Response Boat. Such compliancy includes, but is not limited to, design, construction, performance, durability, and warranty except where indicated.

The proposed RIBCRAFT 5.85 Rigid Inflatable Boat is designed, built and tested in accordance with the American Boat & Yacht Council’s quality technical practices and engineering standards for the design, construction and safety of small craft. The boat will be equipped and configured as specified in the bid package and shall meet all necessary requirements.

**EXPERIENCE / CREDENTIALS**

Headquartered in Marblehead, Massachusetts, RIBCRAFT designs and builds safe, durable, performance oriented rigid inflatable boats (RIBs) that fulfill the most demanding professional applications. For nearly 25 years, RIBCRAFT has built professional grade RIBs and inflatables in the United States for military applications, law enforcement agencies, safety professionals, and private industry. The RIBCRAFT model line ranges in size from 14 to 42 feet.

Since inception in 2001, RIBCRAFT USA, LLC has developed one of the strongest and most recognized brands in the rigid inflatable boat market. RIBCRAFT focuses on government and commercial users who comprise 85% of the company’s revenues.

Every RIBCRAFT is built to customer-defined specifications following a detailed design process, including not only powering options and color schemes but also general arrangement, electrical packages, and myriad customer-specific equipment configurations. The RIBCRAFT team is comprised of marine professionals experienced in and passionate about designing and building RIBs that meet and exceed customer expectations and mission requirements.

Incorporating a conventional solid fiberglass hull with an inflatable tube for increased buoyancy, stability, and overall performance RIBCRAFT builds professional grade rigid

inflatable boats ranging in size from 14' to 42' that fulfill a variety of missions from patrol and rescue to interdiction and military operations. Every boat is built to industry recognized standards featuring commercial grade fiberglass hulls and heavy duty multi-chambered air tubes. Designed for professional applications, a RIBCRAFT RIB with a deep V hull and heavy duty tube provides unparalleled performance regardless of the sea conditions.

RIBCRAFT supplies the United States Navy with the standard 7 Meter shipboard RIB and the 11 Meter Expeditionary RIB. Additionally, RIBCRAFT supplies commercial grade boats to the US Air Force, US Fish & Wildlife, state and local law enforcement agencies, fire departments, and industry (profit & non-profit).

**REFERENCES:**

As requested, RIBCRAFT has built Fire and Rescue Boats for the following agencies in recent years:

Kennebunk Harbormaster  
1 Summer Street  
Kennebunk, ME 04043  
Jamie Houtz  
harbormaster@kennebunkmaine.us  
207-985-7976

Boston Fire Department  
115 South Hampton Street  
Boston, MA 02118  
Ed McCarthy  
Edward.mccarthy@boston.gov  
617-828-3978

Maine Marine Patrol  
21 State House Station  
Augusta, ME 04333  
Steve Ingram  
Steve.ingram@maine.gov  
207-624-7338

Portsmouth Fire Department  
170 Court Street  
Portsmouth, NH 03801  
John Goodwin  
jwgoodwin@cityofportsmouth.com  
603-944-7920

## **BOAT SPECIFICATIONS:**

Based on the invitation for bid and the estimated referenced value, RIBCRAFT hereby proposes the RIBCRAFT 5.85 as a rescue boat for the City of Biddeford. The RIBCRAFT 5.85 Rigid Inflatable Boat specifications are as indicated below and as illustrated in the attached RIBCRAFT 5.85 Specification Marketing Sheet.

LOA:	19'4"
Beam:	8'
Internal Length:	14'9"
Internal Beam:	5'1"
Weight:	1,200 – 1,700 lbs (without engine)

The proposed 2026 RIBCRAFT 5.85 features a commercial grade fiberglass deep V hull with a heavy duty 1670 dtx red Hypalon tube with five air chambers each with pressure relief valves, a pair of boarding wear patches and a pair of tube grab handles. The boat is configured with a center console with front bench seat, full size windscreen, leaning post with backrest, footrest and storage, a t-top with aluminum hard top, antenna arch with integrated dive ladder, LED navigation and flood lights, a 115HP Mercury four stroke outboard engine, a bunk trailer and all other features and options as specified in the Scope of Services.

Please see the enclosed Detailed Quote and Drawing for the quoted configuration which outlines all features and options included.

The RIBCRAFT 5.85 meets the requirements and specifications for the boat and engine as outlined in the RFP August 20, 2025.

### Length/Measurements

The RIBCRAFT 5.85 at 19'4" as proposed is fully compliant with the specifications as noted above and in the Scope of Services.

### Hull Construction

The RIBCRAFT 5.85 as proposed is fully compliant with the features outlined. Featuring a heavy duty commercial grade solid fiberglass (FRP) hull, the 5.85 also includes an internal longitudinal and transverse composite stringer system, full length lifting strakes, underdeck wire conduits, and a molded non-skid deck with removal deck panels for below deck access. There is no wood in the vessel's construction.

### Tube Construction

The RIBCRAFT 5.85 features all tube accessories as outlined and is fully compliant. The RIBCRAFT 5.85 features a semi-active heavy duty multi chambered (five (5) chambers) 1670 dtx Hypalon tube. To insure the utmost in strength and reliability, all seams are triple bonded (overlapped with internal and external seam tapes), the tube is permanently bonded to the hull, and each chamber features pressure relief valves to prevent over inflation or blow outs. Additionally, every tube features a high profile rubstrake which is 1.25" high by 5" wide.

### Layout

The RIBCRAFT 5.85 features all accessories as outlined and is fully compliant. All of the required features are included as indicated in the enclosed itemized RIBCRAFT 5.85 Quote. Of critical importance, the proposed 5.85 features a center console with front bench seat, leaning post, T-top, and an antenna arch with integrated folding dive ladder.

### Engine

The proposed RIBCRAFT 5.85 features a single 115HP Mercury four stroke engine complete with digital controls, gauges, and propeller. The engine is equipped with hydraulic steering and the transom height is 25". The engine is directly mounted to the transom.

### Electrical/Electronics

The RIBCRAFT 5.85 features all electronics as outlined and is fully compliant. All wiring and electrical installations will meet or exceed ABYC standards. All of the required features are included as indicated in the enclosed itemized RIBCRAFT 5.85 Detailed Quote.

### Trailer

RIBCRAFT has proposed a dual axle heavy duty bunk trailer. Galv.?

## **WARRANTIES**

All warranty items are as specified in RIBCRAFT's standard commercial warranty. RIBCRAFT warrants the boat (hull and tube) for one year from date of purchase. Components and accessories not manufactured by RIBCRAFT receive the warranty provided by the original equipment manufacturer. The manufacturer of the Mercury engine offers a one year warranty for commercial users.

## **DELIVERY**

Currently, delivery for one new RIBCRAFT 5.85 as specified is estimated at approximately one hundred eighty (180) days from date of award of contract. RIBCRAFT will deliver the boat to Biddeford, ME upon completion at no charge.

## **SERVICE & SUPPORT**

As a manufacturer located in New England, RIBCRAFT is uniquely positioned to provide direct factory service and support. RIBCRAFT guarantees the continuing availability of Logistical Support (i.e. spares and other technical services) for a minimum of 10 years from time of delivery. As required, RIBCRAFT is happy to provide needed service support either directly through a RIBCRAFT factory service technician or a factory approved service center within the vessels' operation area. Given the proximity to Maine, RIBCRAFT's capability to provide service and support is paramount and allows you to work directly with the manufacturer, much like the Kennebunk Harbormaster, Portsmouth Fire, Boston Fire and Maine Marine Patrol have experienced.

RIBCRAFT will provide complete COTs Operation and Maintenance Manuals with complete third party manuals for all electronics and significant mechanical items (engine). As requested, RIBCRAFT will provide instruction and technical manuals.

## **PRICING**

The quoted price for the RIBCRAFT 5.85 and trailer as specified per the RFP is \$100,983.00. RIBCRAFT will deliver the completed boat, engine and trailer to Biddeford at no charge. A complete pricing detail is provided in the enclosed Detailed Quote.



PO Box 463, Marblehead, MA 01945  
 t. 781.639.9065 f. 781.639.9062  
 www.ribcraftusa.com

To: Biddeford Fire Department  
 Ken Thorpe  
 152 Alred Street  
 Biddeford, ME 04005

Phone:  
 Email: [kenneth.thorpe@biddefordmaine.org](mailto:kenneth.thorpe@biddefordmaine.org)

QUOTE		
Date	Delivery	Contact
9/22/25	TBD	Kelly M
Model	Hull #:	Rev.
5.85		
Ref:		

1	<b>2026 RIBCRAFT 5.85 PROFESSIONAL - Outboard Engine Configuration</b> <b>Base Boat</b> includes Center Console with Front Bench Seat and S/S Grab Handle, Access Hatches, Leaning Post, Cable Steering, Anchor Locker, Bow Eye, Bow Cleat, Two (2) Stern Tie Down Eyes, Six (6) Switch Electrical Panel, Battery, Battery Switch, Navigation Lights, Compass, Electric Bilge Pump, 46 Gallon Internal Fuel Tank, 1670dtx Hypalon Tube with Five (5) Chambers & Five (5) Pressure Relief Valves, Heavy Duty Rubstrake, Lifelines, Owners Manual, and Foot Pump	\$ 53,195.00	\$ 53,195.00
	<b>Console/ Seating</b>		
1	Full Size Windscreen Mounted to T-top	\$ 875.00	\$ 875.00
1	Leaning Post Backrest	\$ 470.00	\$ 470.00
1	Leaning Post Flip Up Footrest	\$ 420.00	\$ 420.00
	<b>Console/ Seating Sub Total: \$ 1,765.00</b>		
	<b>Accessories</b>		
1	T-top, Aluminum with hard top upgrade	\$ 10,915.00	\$ 10,915.00
1	T-top Electronics Box	\$ 1,450.00	\$ 1,450.00
1	Antenna Arch with Integrated Dive Ladder	\$ 6,960.00	\$ 6,960.00
	<b>Accessories Sub Total: \$ 19,325.00</b>		
	<b>Tube Accessories</b>		
1	Color Tube Upgrade - RED	\$ 1,575.00	\$ 1,575.00
1	Tube Grab Handles (pair)	\$ 195.00	\$ 195.00
1	Boarding Wear Patch (pair)	\$ 315.00	\$ 315.00
	<b>Tube Accessories Sub Total: \$ 2,085.00</b>		
	<b>Electrical/ Electronics</b>		
1	Additional Marine Battery with Isolator	\$ 365.00	\$ 365.00
1	LED Navigation Light Upgrade	\$ 260.00	\$ 260.00
1	LED Flood Lights, pair	\$ 775.00	\$ 775.00
	<b>Electrical/ Electronics Sub Total: \$ 1,400.00</b>		
	<b>Engines</b>		
1	Mercury 115HP Four Stroke Engine, complete rigging and installation	\$ 14,513.00	\$ 14,513.00
1	Hydraulic Steering (in-lieu) Single Engine Only	\$ 1,425.00	\$ 1,425.00
	<b>Engines Sub Total: \$ 15,938.00</b>		
	<b>Transport</b>		
1	Bunk Trailer with jack	\$ 6,545.00	\$ 6,545.00
1	Freight Prep: Load & Block	\$ 730.00	\$ 730.00
	<b>Transport Sub Total: \$ 7,275.00</b>		
	<b>Colors</b>		
	<b>Hull</b> Light Grey <b>Tube</b> Red		
	<b>Console</b> Light Grey <b>Rubstrake</b> Black		
	<b>Upholstery</b> Black <b>LL Patches</b> Black		
<b>NOTES: Items Listed Below Not Included in total quoted sales price</b>		<b>Sub Total</b>	\$ 100,983.00
		<b>Total Sales Price</b>	\$ 100,983.00
		<b>Deposit Required</b>	\$ 50,491.50
		<b>Balance to be Paid</b>	\$ 50,491.50

A deposit is required. Progress payments may be required. Delivery dates are not guaranteed.

The balance is due and payable upon completion and prior to the boat shipping. Prices for non-RIBCRAFT manufactured components are not guaranteed. Prices FOB: Origin  
 THE GENERAL CONDITIONS ON THE BACK AND ANY OTHERS, IF ANY, ARE HEREBY MADE A PART OF THIS QUOTE.

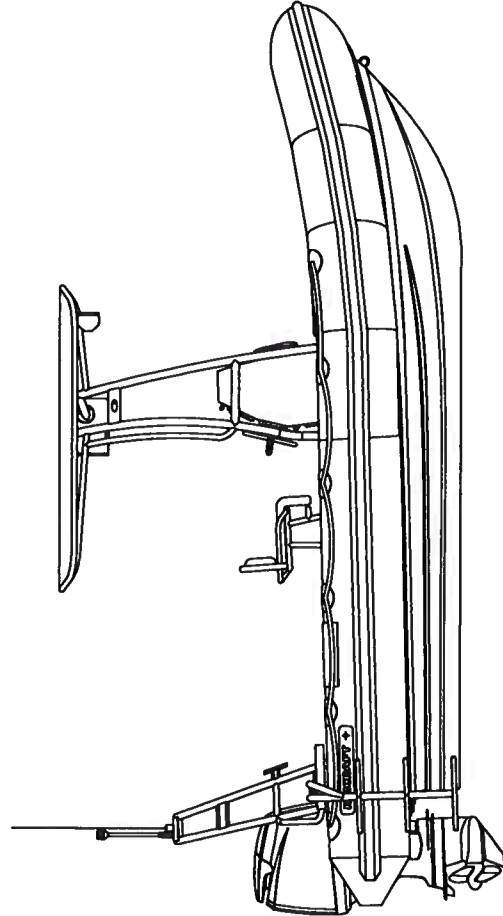
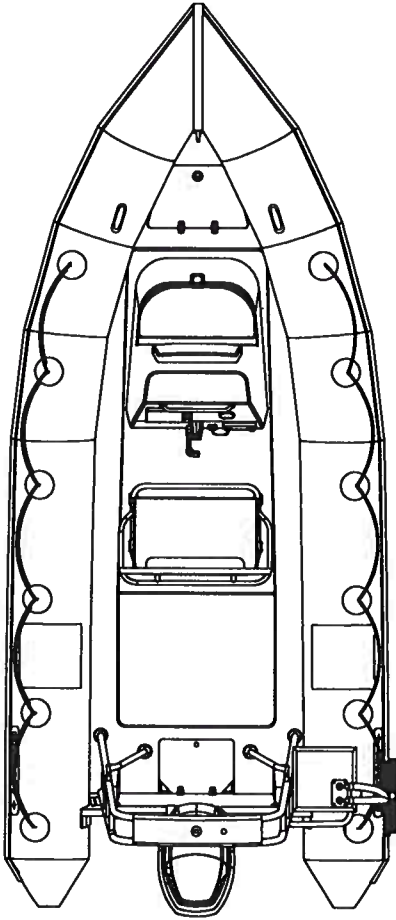
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REVISIONS

REV	ZONE	DESCRIPTION	DATE

Specifications:

Length Overall..... 19'-4"  
 Internal Length..... 14'-9"  
 Beam (Tube Max)..... 8'-0"  
 Internal Beam..... 5'-1"  
 Tube Diameter..... 20"



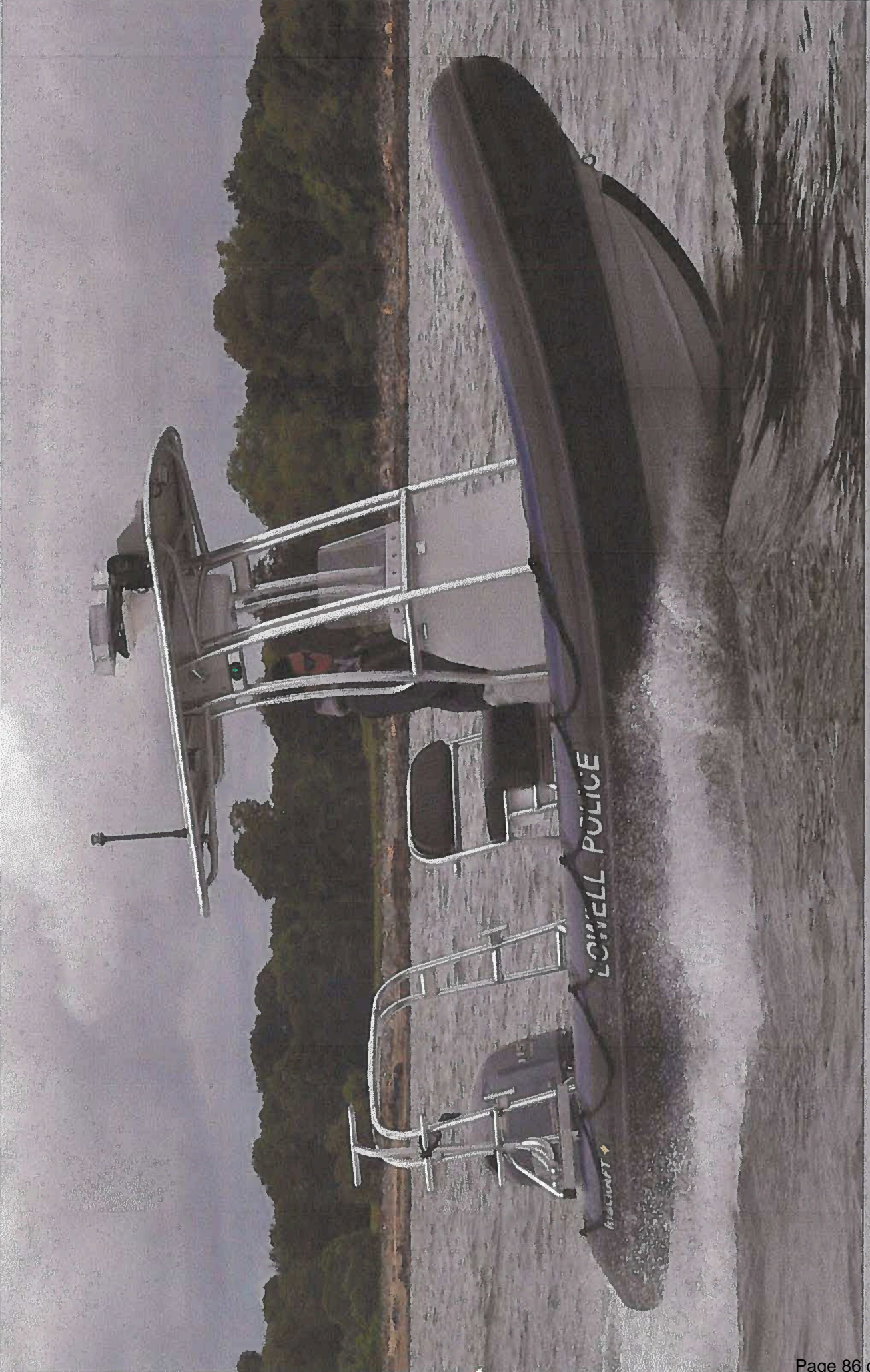
NOTE: LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE

**RIBCRAFT** ♦

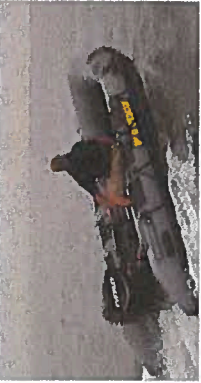
RIBCRAFT 5.85 - Biddeford FD - General Arrangement

DWG NO. RC585-BFD-GA-01	REV ~
DRAWN ARL	DATE 18 SEPTEMBER 2025
SIZE A	SCALE None
SHEET 1 of 1	

5.85



## Specifications and Details

Model	Image	Model	Image	Model	Image	Model	Image
<b>AF14 / AF16</b>		<b>4.8</b>		<b>5.7</b>		<b>5.85</b>	
LOA:	13'9" / 15'10"	LOA:	15'7"	LOA:	18'7"	LOA:	19'4"
Beam:	5'9" / 6'9"	Beam:	6'11"	Beam:	8'5"	Beam:	8'5"
Weight (w/out engine):	315 lbs / 390 lbs	Weight (w/out engine):	685 lbs	Weight (w/out engine):	1,890 lbs	Weight (w/out engine):	1,295 lbs
Dead rise aft:	N/A	Dead rise aft:	23°	Dead rise aft:	22°	Dead rise aft:	22°
Dead rise forward:	N/A	Dead rise forward:	43°	Dead rise forward:	43°	Dead rise forward:	43°
Tube diameter:	20" / 20"	Tube diameter:	18"	Tube diameter:	20"	Tube diameter:	20"
Internal length on deck:	10'2" / 11'6"	Internal length on deck:	11'10"	Internal length on deck:	13'10"	Internal length on deck:	14'9"
Internal beam on deck:	2'8" / 3'2"	Internal beam on deck:	4'1"	Internal beam on deck:	4'11"	Internal beam on deck:	5'1"
Draft (w/out engine):	7" / 7"	Draft (w/out engine):	12"	Draft (w/out engine):	14"	Draft (w/out engine):	14"
Maximum people:	8 / 10	Maximum people:	6	Maximum people:	10	Maximum people:	10
Max HP:	50 / 60	Max HP:	70	Max HP:	165	Max HP:	135
Fuel capacity:	6.6 gal*	Fuel capacity:	6.6 gal*	Fuel capacity:	33 gal	Fuel capacity:	46 gal
Tube:	1880 dtx Hypalon®	Tube:	1670 dtx Hypalon®	Tube:	1670 dtx Hypalon®	Tube:	1670 dtx Hypalon®
Chambers:	4+2 / 5+2	Chambers:	5	Chambers:	5	Chambers:	5
Pressure relief valves:	4 / 5	Pressure relief valves:	5	Pressure relief valves:	5	Pressure relief valves:	5
LOA:	21'5"	LOA:	21'5"	LOA:	21'5"	LOA:	21'5"
Beam:	8'5"	Beam:	8'5"	Beam:	8'5"	Beam:	8'5"
Weight (w/out engine):	1,365 lbs	Weight (w/out engine):	1,365 lbs	Weight (w/out engine):	1,365 lbs	Weight (w/out engine):	1,365 lbs
Dead rise aft:	25°	Dead rise aft:	25°	Dead rise aft:	25°	Dead rise aft:	25°
Dead rise forward:	44°	Dead rise forward:	44°	Dead rise forward:	44°	Dead rise forward:	44°
Tube diameter:	20"	Tube diameter:	20"	Tube diameter:	20"	Tube diameter:	20"
Internal length on deck:	16'4"	Internal length on deck:	16'4"	Internal length on deck:	16'4"	Internal length on deck:	16'4"
Internal beam on deck:	5'6"	Internal beam on deck:	5'6"	Internal beam on deck:	5'6"	Internal beam on deck:	5'6"
Draft (w/out engine):	16"	Draft (w/out engine):	16"	Draft (w/out engine):	16"	Draft (w/out engine):	16"
Maximum people:	12	Maximum people:	12	Maximum people:	12	Maximum people:	12
Max HP:	180	Max HP:	180	Max HP:	180	Max HP:	180
Fuel capacity:	60 gal	Fuel capacity:	60 gal	Fuel capacity:	60 gal	Fuel capacity:	60 gal
Tube:	1670 dtx Hypalon®	Tube:	1670 dtx Hypalon®	Tube:	1670 dtx Hypalon®	Tube:	1670 dtx Hypalon®
Chambers:	5	Chambers:	5	Chambers:	5	Chambers:	5
Pressure relief valves:	5	Pressure relief valves:	5	Pressure relief valves:	5	Pressure relief valves:	5

\*external tank, optional internal 16 gal tank available

\*external tank



RIBCRAFT USA, LLC  
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Marblehead, MA 01945  
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toll free. 866 RIBS USA  
www.ribcraftusa.com

COPY

**PROPOSAL OPTION B**

September 22, 2025

City of Biddeford Fire Department  
152 Alfred Street  
Biddeford, ME 04005  
Attn: Assistant

**RE: RFP – Supply and Delivery of a Fire Department Emergency Response Boat**

On behalf of RIBCRAFT USA, LLC, I am pleased to provide you with the following proposal for one (1) RIBCRAFT 6.5 with all specified options and equipment in response to RFP – Supply and Delivery of a Fire Department Emergency Response Boat, dated August 20, 2025.

The RIBCRAFT 6.5 is built to the highest commercial grade specifications and standards resulting in remarkably solid, well performing, and safe rigid inflatable boat (RIB). As the manufacturer of the above stated boat, this boat meets the requirements put forth by the City of Biddeford Fire Department.

Please find enclosed the following documents:

- Completed & Signed Bid Documents
- Bidder Response Supplement
- Detailed RIBCRAFT Quote
- RIBCRAFT Brochure

With safety and reliability at the core of all RIBCRAFT designs, the RIBCRAFT 6.5 features a deep V hull, full-length spray rails, high bow sheer, and a heavy-duty multi chambered Hypalon tube. To insure the utmost in durability and strength all hulls are solid fiberglass with an internal composite stringer system.

For almost twenty-five years, safety and rescue professionals have come to expect the most in quality, dependability and service from RIBCRAFT and our line of professional grade rigid inflatable boats (RIBs). Constructed by skilled craftsmen in the United States (Massachusetts), every boat is built with the understanding that it will receive hard, offshore 24/7 commercial use.

Many thanks in advance for your time and consideration.

*Kelly Marie*

RIBCRAFT USA, LLC

## ATTACHMENT A:

### REFERENCE FORM

Bidder: RIBCRAFT USA, LLC

RFB Title: The Supply, and Delivery of a Fire Department Emergency Response Boat

#### **Bidder must provide references for:**

All current contracts under which the vendor's equipment has been operational for at least two years.

Reference: Spotsylvania Sherriff's Office Contact: Carter Wells  
Address: 9119 Dean Riding Lane Spotsylvania, VA 22553 Phone: 540-507-7195  
Fax: cwells@spotsylvania.va.us

Description and date(s) of supplies or services provided: RIBCRAFT built and delivered a RIBCRAFT 6.5 to the Spotsylvania Sherriff's Department in July of 2019. The boat had a smiliar layout with a center console, T-top, antenna arch with integrated dive ladder, and a 150HP outboard.

Reference: Portsmouth Fire Department Contact: John Goodwin  
Address: 170 Court Street Portsmouth, NH 03801 Phone: 603-944-7920  
Fax: jwgoodwin@cityofportsmouth.com

Description and date(s) of supplies or services provided: RIBCRAFT built and delivered a RIBCRAFT 7.8 to the Portsmouth Fire Department in April of 2019. RIBCRAFT worked with the Chief to understand their operational requirements and built a boat that meets all of their demands - a reliable and improved rescue boat that was also equipped with fire suppression capabilities.

Reference: Maine Marine Patrol Contact: Steve Ingram  
Address: 21 State House Station Augusta, ME 04333 Phone: 207-624-7338  
Fax: steve.ingram@maine.gov

Description and date(s) of supplies or services provided: RIBCRAFT has built and delivered numerous RIBCRAFT 4.8 boats to the Maine Marine Patrol. The RIBs are onboard MMP's larger patrol boats and a favorite among the officers and the most used boats in the fleet.

*attach additional sheets if necessary*

**ATTACHMENT B: BID FORM**

The undersigned BIDDER proposes and agrees, if the Bid is accepted to enter into an Agreement with the City, to complete all work as specified or indicated in the "REQUEST TO BID: for the supply, delivery of a FIRE DEPARTMENT EMERGENCY RESPONSE BOAT and TRAILER, exactly as outlined and detailed in this bid.

**Bid Price:** One hundred thirty two thousand nine hundred thirty seven dollars (\$ 132,937.00 )

BIDDER accepts all the terms and conditions of the Instructions to Bidders.


In submitting this Bid, BIDDER represents, as more fully set forth in the Agreement, that: BIDDER has examined copies of all the Contract Documents **and of the following Addenda:**

Date	N/A	Number	N/A
Date		Number	

BIDDER shall submit an itemized list of costs including vessel accessories, attachments, trailer and delivery as outlined in this bid.

BIDDER agrees that Prevailing Wage Rates if applicable will be paid for the appropriate classification of work.

The undersigned certifies under penalties of perjury that this Bid is in all respects bona fide, fair and made without collusion or fraud with any other person. As used in this paragraph, the word "person" shall mean any natural person, joint venture, partnership, corporation or other business or legal entity.

Signed:  Print Name: Kelly Marie

Company: RIBCRAFT USA, LLC

Business Address: 88 Hoods Lane  
Marblehead, MA 01945

Email: kmarie@ribcraftusa.com

FAX:



RIBCRAFT USA, LLC  
88 Hoods Lane, PO Box 463  
Marblehead, MA 01945  
t. 781.639.9065 f. 781.639.9062  
toll free. 866 RIBS USA  
www.ribcraftusa.com

## **PROPOSAL OPTION B**

### **BIDDER RESPONSE SUPPLEMENT**

Proposal for RFP – Supply and Delivery of a Fire Department Emergency Response Boat

#### **CERTIFICATIONS / MANUFACTURERS EXPERIENCE:**

RIBCRAFT hereby certifies that the proposed 2026 21'5" RIBCRAFT 6.5 rigid inflatable boat and additional items related hereto are compliant with the technical specifications contained in the Invitation For Bid dated August 20, 2025 for RFP – Fire Department Emergency Response Boat. Such compliancy includes, but is not limited to, design, construction, performance, durability, and warranty except where indicated.

The proposed RIBCRAFT 6.5 Rigid Inflatable Boat is designed, built and tested in accordance with the American Boat & Yacht Council's quality technical practices and engineering standards for the design, construction and safety of small craft. The boat will be equipped and configured as specified in the bid package and shall meet all necessary requirements.

#### **EXPERIENCE / CREDENTIALS**

Headquartered in Marblehead, Massachusetts, RIBCRAFT designs and builds safe, durable, performance oriented rigid inflatable boats (RIBs) that fulfill the most demanding professional applications. For nearly 25 years, RIBCRAFT has built professional grade RIBs and inflatables in the United States for military applications, law enforcement agencies, safety professionals, and private industry. The RIBCRAFT model line ranges in size from 14 to 42 feet.

Since inception in 2001, RIBCRAFT USA, LLC has developed one of the strongest and most recognized brands in the rigid inflatable boat market. RIBCRAFT focuses on government and commercial users who comprise 85% of the company's revenues.

Every RIBCRAFT is built to customer-defined specifications following a detailed design process, including not only powering options and color schemes but also general arrangement, electrical packages, and myriad customer-specific equipment configurations. The RIBCRAFT team is comprised of marine professionals experienced in and passionate about designing and building RIBs that meet and exceed customer expectations and mission requirements.

Incorporating a conventional solid fiberglass hull with an inflatable tube for increased buoyancy, stability, and overall performance RIBCRAFT builds professional grade rigid

inflatable boats ranging in size from 14' to 42' that fulfill a variety of missions from patrol and rescue to interdiction and military operations. Every boat is built to industry recognized standards featuring commercial grade fiberglass hulls and heavy duty multi-chambered air tubes. Designed for professional applications, a RIBCRAFT RIB with a deep V hull and heavy duty tube provides unparalleled performance regardless of the sea conditions.

RIBCRAFT supplies the United States Navy with the standard 7 Meter shipboard RIB and the 11 Meter Expeditionary RIB. Additionally, RIBCRAFT supplies commercial grade boats to the US Air Force, US Fish & Wildlife, state and local law enforcement agencies, fire departments, and industry (profit & non-profit).

**REFERENCES:**

As requested, RIBCRAFT has built Fire and Rescue Boats for the following agencies in recent years:

Spotsylvania's Sherriff's Office  
9119 Dean Riding Lane  
Spotsylvania, VA 22553  
Carter Wells  
cwells@spotsylvania.va.us  
540-507-7195

Portsmouth Fire Department  
170 Court Street  
Portsmouth, NH 03801  
John Goodwin  
jwgoodwin@cityofportsmouth.com  
603-944-7920

Maine Marine Patrol  
21 State House Station  
Augusta, ME 04333  
Steve Ingram  
Steve.ingram@maine.gov  
207-624-7338

Louisa County Sherriff  
1 Woolfolk Ave, Suite 101  
Louisa, VA 23093  
Dustin Lowe  
dulowe@louisa.org  
540-967-0401

## **BOAT SPECIFICATIONS:**

Based on the invitation for bid and the estimated referenced value, RIBCRAFT hereby proposes the RIBCRAFT 6.5 as a rescue boat for the City of Biddeford. The RIBCRAFT 6.5 Rigid Inflatable Boat specifications are as indicated below and as illustrated in the attached RIBCRAFT 5.85 Specification Marketing Sheet.

LOA:	21'5"
Beam:	8'5"
Internal Length:	16'4"
Internal Beam:	5'6"
Weight:	1,400 – 1,800 lbs (without engine)

The proposed 2026 RIBCRAFT 6.5 features a commercial grade fiberglass deep V hull with a heavy duty 1670 dtx red Hypalon tube with five air chambers each with pressure relief valves, a pair of boarding wear patches and a pair of tube grab handles. The boat is configured with a center console with front bench seat, full size windscreen, leaning post with backrest, footrest and storage, a t-top with aluminum hard top, antenna arch with integrated dive ladder, LED navigation and flood lights, a 150HP Mercury four stroke outboard engine, a bunk trailer and all other features and options as specified in the Scope of Services.

Please see the enclosed Detailed Quote and Drawing for the quoted configuration which outlines all features and options included.

The RIBCRAFT 6.5 meets the requirements and specifications for the boat and engine as outlined in the RFP August 20, 2025.

### Length/Measurements

The RIBCRAFT 6.5 at 21'5" as proposed is fully compliant with the specifications as noted above and in the Scope of Services.

### Hull Construction

The RIBCRAFT 6.5 as proposed is fully compliant with the features outlined. Featuring a heavy duty commercial grade solid fiberglass (FRP) hull, the 6.5 also includes an internal longitudinal and transverse composite stringer system, full length lifting strakes, underdeck wire conduits, and a molded non-skid deck with removal deck panels for below deck access. There is no wood in the vessel's construction.

### Tube Construction

The RIBCRAFT 6.5 features all tube accessories as outlined and is fully compliant. The RIBCRAFT 6.5 features a semi-active heavy duty multi chambered (five (5) chambers) 1670 dtx Hypalon tube. To insure the utmost in strength and reliability, all seams are triple bonded (overlapped with internal and external seam tapes), the tube is permanently bonded to the hull, and each chamber features pressure relief valves to prevent over inflation or blow outs. Additionally, every tube features a high profile rubstrake which is 1.25" high by 5" wide.

### Layout

The RIBCRAFT 6.5 features all accessories as outlined and is fully compliant. All of the required features are included as indicated in the enclosed itemized RIBCRAFT 6.5 Quote. Of critical importance, the proposed 6.5 features a center console with front bench seat, leaning post, T-top, and an antenna arch with integrated folding dive ladder.

### Engine

The proposed RIBCRAFT 6.5 features a single 150HP Mercury four stroke engine complete with digital controls, gauges, and propeller. The engine is equipped with hydraulic steering and the transom height is 25". The engine is directly mounted to the transom.

### Electrical/Electronics

The RIBCRAFT 6.5 features all electronics as outlined and is fully compliant. All wiring and electrical installations will meet or exceed ABYC standards. All of the required features are included as indicated in the enclosed itemized RIBCRAFT 6.5 Detailed Quote.

### Trailer

RIBCRAFT has proposed a dual axle heavy duty bunk trailer.

## **WARRANTIES**

All warranty items are as specified in RIBCRAFT's standard commercial warranty. RIBCRAFT warrants the boat (hull and tube) for one year from date of purchase. Components and accessories not manufactured by RIBCRAFT receive the warranty provided by the original equipment manufacturer. The manufacturer of the Mercury engine offers a one year warranty for commercial users.

## **DELIVERY**

Currently, delivery for one new RIBCRAFT 6.5 as specified is estimated at approximately one hundred eighty (180) days from date of award of contract. RIBCRAFT will deliver the boat to Biddeford, ME upon completion at no charge.

## **SERVICE & SUPPORT**

As a manufacturer located in New England, RIBCRAFT is uniquely positioned to provide direct factory service and support. RIBCRAFT guarantees the continuing availability of Logistical Support (i.e. spares and other technical services) for a minimum of 10 years from time of delivery. As required, RIBCRAFT is happy to provide needed service support either directly through a RIBCRAFT factory service technician or a factory approved service center within the vessels' operation area. Given the proximity to Maine, RIBCRAFT's capability to provide service and support is paramount and allows you to work directly with the manufacturer, much like the Kennebunk Harbormaster, Portsmouth Fire, Pittsfield Fire and Maine Marine Patrol have experienced.

RIBCRAFT will provide complete COTs Operation and Maintenance Manuals with complete third party manuals for all electronics and significant mechanical items (engine). As requested, RIBCRAFT will provide instruction and technical manuals.

## **PRICING**

The quoted price for the RIBCRAFT 6.5 and trailer as specified per the RFP is \$132,937.00. RIBCRAFT will deliver the completed boat, engine and trailer to Biddeford at no charge. A complete pricing detail is provided in the enclosed Detailed Quote.



PO Box 463, Marblehead, MA 01945  
 t. 781.639.9065 f. 781.639.9062  
 www.ribcraftusa.com

To: Biddeford Fire Department  
 Ken Thorpe  
 152 Alred Street  
 Biddeford, ME 04005

Phone:  
 Email: [kenneth.thorpe@biddefordmaine.org](mailto:kenneth.thorpe@biddefordmaine.org)

QUOTE		
Date	Delivery	Contact
9/22/25	TBD	Kelly M
Model	Hull #:	Rev.
6.5		
Ref:		

1	<b>2026 RIBCRAFT 6.5 PROFESSIONAL - Outboard Engine Configuration</b> Base Boat includes Center Console with Front Bench Seat and SS Grab Handle, Two (2) Access Hatches, Leaning Post, Hydraulic Steering, Anchor Locker, Bow Eye, Bow Cleat, Two (2) Stern Tie Down Eyes, Eight (8) Switch Electrical Panel, Battery, Battery Switch, Navigation Lights, Compass, Electric Bilge Pump, 60 Gallon Fuel Tank, 1670 dtx Hypalon Tube with Five (5) Chambers & Five (5) Pressure Relief Valves, Heavy Duty Rubstrake, Lifelines, Owner's Manual, Foot Pump	\$ 80,915.00	\$ 80,915.00
	<b>Console/Seating</b>		
1	Full Size Windscreen Mounted to T-top	\$ 875.00	\$ 875.00
1	Leaning Post Backrest	\$ 480.00	\$ 480.00
1	Leaning Post Flip Up Footrest	\$ 425.00	\$ 425.00
	<b>Console/ Seating Sub Total: \$ 1,780.00</b>		
	<b>Accessories</b>		
1	T-top, Aluminum with hard top upgrade	\$ 11,040.00	\$ 11,040.00
1	T-top Electronics Box	\$ 1,630.00	\$ 1,630.00
1	Antenna Arch with Integrated Dive Ladder	\$ 7,850.00	\$ 7,850.00
	<b>Accessories Sub Total: \$ 20,520.00</b>		
	<b>Tube Accessories</b>		
1	Color Tube Upgrade - RED	\$ 1,630.00	\$ 1,630.00
1	Tube Grab Handles (pair)	\$ 195.00	\$ 195.00
1	Boarding Wear Patch (pair)	\$ 315.00	\$ 315.00
	<b>Tube Accessories Sub Total: \$ 2,140.00</b>		
	<b>Electrical/ Electronics</b>		
1	Additional Marine Battery with Isolator	\$ 365.00	\$ 365.00
1	LED Navigation Light Upgrade	\$ 260.00	\$ 260.00
1	LED Flood Lights, pair	\$ 775.00	\$ 775.00
	<b>Electrical/ Electronics Sub Total: \$ 1,400.00</b>		
	<b>Engines</b>		
1	Mercury 150HP Four Stroke Engine, complete rigging and installation with hydraulic steering	\$ 18,162.00	\$ 18,162.00
	<b>Engines Sub Total: \$ 18,162.00</b>		
	<b>Transport</b>		
1	Bunk Trailer with jack	\$ 7,245.00	\$ 7,245.00
1	Freight Prep: Load & Block	\$ 775.00	\$ 775.00
	<b>Transport Sub Total: \$ 8,020.00</b>		
	<b>Colors</b>		
	Hull Light Grey Tube Red		
	Console Light Grey Rubstrake Black		
	Upholstery Black LL Patches Black		
NOTES: Options listed below not included in total quoted price		Sub Total	\$ 132,937.00
		<b>Total Sales Price</b>	<b>\$ 132,937.00</b>
		Deposit Required	\$ 66,468.50
		Balance to be Paid	\$ 66,468.50

A deposit is required. Progress payments may be required. Delivery dates are not guaranteed.

The balance is due and payable upon completion and prior to the boat shipping. Prices for non-RIBCRAFT manufactured components are not guaranteed. Prices FOB: Origin

THE GENERAL CONDITIONS ON THE BACK AND ANY OTHERS, IF ANY, ARE HEREBY MADE A PART OF THIS QUOTE.

THIS DRAWING FILE (AND THE INFORMATION SHOWN THEREIN) IS CONFIDENTIAL AND PROPRIETARY AND SHALL NOT BE USED, DISCLOSED TO OTHERS, OR REPRODUCED BY ANY MEANS FOR ANY PURPOSE IN HARD COPY FORM OR IN MACHINE READABLE FILES, WITHOUT THE WRITTEN CONSENT OF RIBCRAFT USA LLC.

REVISIONS

REV	ZONE	DESCRIPTION	DATE

Specifications:

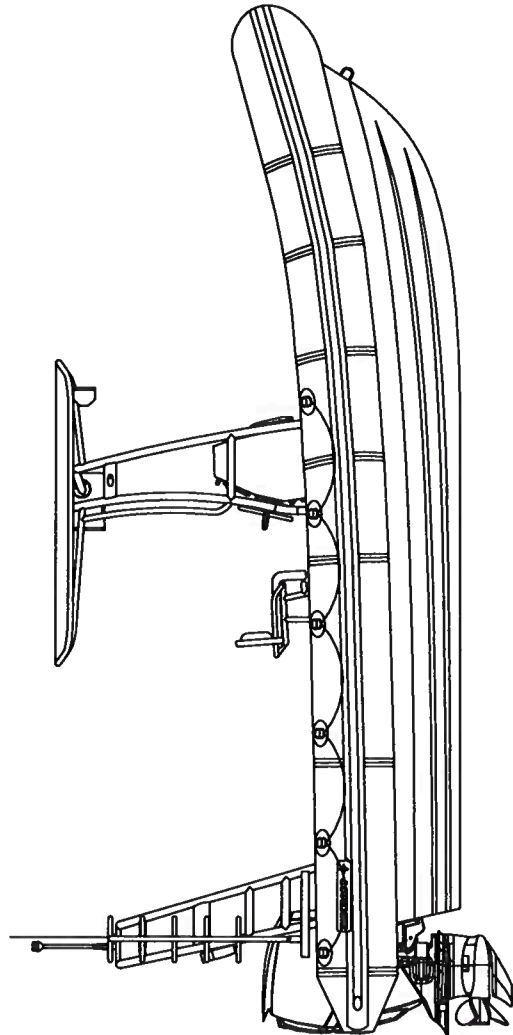
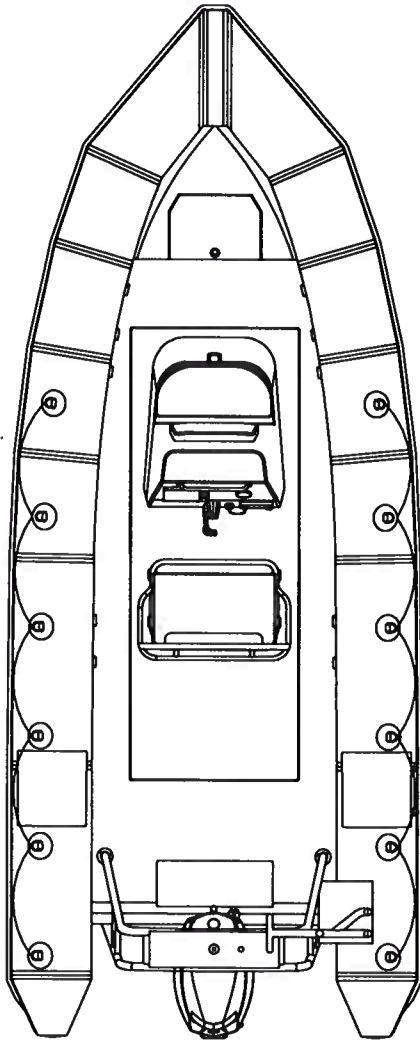
Length Overall..... 21'-5"  
 Internal Length..... 16'-4"  
 Beam (Tube Max)..... 8'-5"  
 Internal Beam..... 5'-6"  
 Tube Diameter..... .20"

NOTE: LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE

**RIBCRAFT** ♦

RIBCRAFT 6.5 - Biddeford FD - General Arrangement

DWG NO. RC65-BFD-GA-01	REV ~
DRAWN ARL	DATE 18 SEPTEMBER 2025
SIZE A	SCALE None
SHEET 1 of 1	





## Specifications and Details

AF14 / AF16	4.8	5.7	5.85	6.5
				
LOA: 139" / 15'10"	LOA: 157"	LOA: 187"	LOA: 19'4"	LOA: 21'5"
Beam: 5'9" / 6'9"	Beam: 6'11"	Beam: 8'5"	Beam: 8'	Beam: 8'5"
Weight (w/out engine): 315 lbs / 390 lbs	Weight (w/out engine): 685 lbs	Weight (w/out engine): 1,890 lbs	Weight (w/out engine): 1,295 lbs	Weight (w/out engine): 1,365 lbs
Dead rise aft: N/A	Dead rise aft: 23°	Dead rise aft: 22°	Dead rise aft: 22°	Dead rise aft: 25°
Dead rise forward: N/A	Dead rise forward: 43°	Dead rise forward: 43°	Dead rise forward: 43°	Dead rise forward: 44°
Tube diameter: 20" / 20"	Tube diameter: 18"	Tube diameter: 20"	Tube diameter: 20"	Tube diameter: 20"
Internal length on deck: 10'2" / 11'6"	Internal length on deck: 11'10"	Internal length on deck: 13'10"	Internal length on deck: 14'9"	Internal length on deck: 16'4"
Internal beam on deck: 2'8" / 3'2"	Internal beam on deck: 4'1"	Internal beam on deck: 4'11"	Internal beam on deck: 5'1"	Internal beam on deck: 5'6"
Draft (w/out engine): 7" / 7"	Draft (w/out engine): 12"	Draft (w/out engine): 14"	Draft (w/out engine): 14"	Draft (w/out engine): 16"
Maximum people: 8 / 10	Maximum people: 6	Maximum people: 10	Maximum people: 10	Maximum people: 12
Max HP: 50 / 60	Max HP: 70	Max HP: 165	Max HP: 135	Max HP: 180
Fuel capacity: 6.6 gal*	Fuel capacity: 6.6 gal*	Fuel capacity: 33 gal	Fuel capacity: 46 gal	Fuel capacity: 60 gal
Tube: 1880 dtx Hypalon®	Tube: 1670 dtx Hypalon®	Tube: 1670 dtx Hypalon®	Tube: 1670 dtx Hypalon®	Tube: 1670 dtx Hypalon®
Chambers: 4+2 / 5+2	Chambers: 5	Chambers: 5	Chambers: 5	Chambers: 5
Pressure relief valves: 4 / 5	Pressure relief valves: 5	Pressure relief valves: 5	Pressure relief valves: 5	Pressure relief valves: 5

\*external tank

\*external tank, optional internal 16 gal tank available



September 19, 2025

City of Biddeford Fire Department  
152 Alfred Street  
Biddeford, Maine, 04005

Subject: Zodiac North America, Inc. Response to Request for Proposal  
**The Supply, and Delivery of a Fire Department Emergency Response Boat**

Encl: 1) Cover Page  
2) Attachment A  
3) Attachment B  
4) ZNA INC. quote sheet, drawing package, technical data package, and warranty statement

Dear City of Biddeford Fire Department

Zodiac of North America Inc. (ZNA) is pleased to provide the enclosed technical and pricing proposal in response to Request for **The Supply, and Delivery of a Fire Department Emergency Response Boat** Zodiac of North America will be offering our Zodiac MilPro branded SRA 650 craft platform as per town specification – This platform is used mostly by Federal, State, and Local Fire Rescue Units around the world – Zodiac of North America is proud to have this platform built in our United States facility located in Stevensville Maryland

Thank you for the opportunity to offer our Zodiac Milpro products in response to this solicitation.

Respectfully,

Justin R. Antolini  
Commercial Sales Director  
Zodiac of North America Inc.  
540 Thompson Creek Road  
Stevensville, Maryland 21666  
Tax ID Number: 52-0906929  
Gage Code: 60042  
Duns Number: 059174847  
GSA Contract Number: GS07F0298V

**ATTACHMENT A:**

**REFERENCE FORM**

Bidder: Zodiac Of North America Inc.

RFB Title: City of Biddeford Fire Department Invitation for Bids for  
The Supply, and Delivery of a Fire Department Emergency Response Boat

**Bidder must provide references for:**

All current contracts under which the vendor's equipment has been operational for at least two years.

Reference: St. Leonard Vol. Fire Dept Contact: Chief Brent Lankford  
Address: 200 Calvert Beach Rd, St Leonard, MD 20685 Phone: 443-532-5549  
Fax: \_\_\_\_\_

Description and date(s) of supplies or services provided: \_\_\_\_\_  
Zodiac MilPro SRR 650 / 6.5 meter fiberglass fire rescue platform  
Delieverd January 2023

Reference: Sunapee Fire Department Contact: John Galloway  
Address: 9 Sargent Rd, Sunapee, NH 03782 Phone: (603) 763-5770  
Fax: \_\_\_\_\_

Description and date(s) of supplies or services provided: \_\_\_\_\_  
Zoidac MilPro SRA 650 / 6.5 Meter Aluminum Fire Rescue Boat with portable fire suppression system  
Delievered March 2023

Reference: Longboat Key Police Department Contact: Frank Rubino  
Address: 5460 Gulf of Mexico Drive, Longboat Key FL 34228 Phone: 941-316-1201  
Fax: 941-373-7727

Description and date(s) of supplies or services provided: \_\_\_\_\_  
Zoidac MilPro SRR 530 / 5.3 Meter Fiberglass Police Patrol / Water Rescue Boat  
Delievered September of 2022

*attach additional sheets if necessary*

**ATTACHMENT B: BID FORM**

The undersigned BIDDER proposes and agrees, if the Bid is accepted to enter into an Agreement with the City, to complete all work as specified or indicated in the "REQUEST TO BID: for the supply, delivery of a FIRE DEPARTMENT EMERGENCY RESPONSE BOAT and TRAILER, exactly as outlined and detailed in this bid.

**Bid Price:** One Hundred Twenty Eight Thousand and Five Hundred dollars (\$ 128,500.00 )

BIDDER accepts all the terms and conditions of the Instructions to Bidders.

In submitting this Bid, BIDDER represents, as more fully set forth in the Agreement, that: BIDDER has examined copies of all the Contract Documents **and of the following Addenda:**

Date	Number

BIDDER shall submit an itemized list of costs including vessel accessories, attachments, trailer and delivery as outlined in this bid.

BIDDER agrees that Prevailing Wage Rates if applicable will be paid for the appropriate classification of work.

The undersigned certifies under penalties of perjury that this Bid is in all respects bona fide, fair and made without collusion or fraud with any other person. As used in this paragraph, the word "person" shall mean any natural person, joint venture, partnership, corporation or other business or legal entity.

Signed:  Print Name: Justin R. Antolini

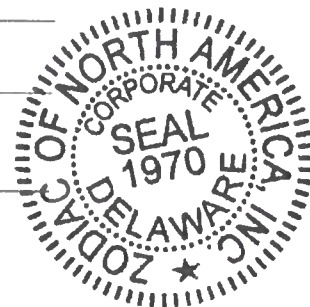
Company: Zodiac Of North America Inc.

Business Address: 540 Thompson Creek Road

Stevensville, Maryland 21666

Email: justin.antolini@zodiacmilpro.com

FAX: 410-643-4491



**Subject: Qt2509-0556- SRR 650- Biddeford FD**

**From:**                      **Name:** Justin Antolini  
                                    **Phone:** 410-443-6439  
                                    **Email:** Justin.Antolini@ZodiacMilPro.com

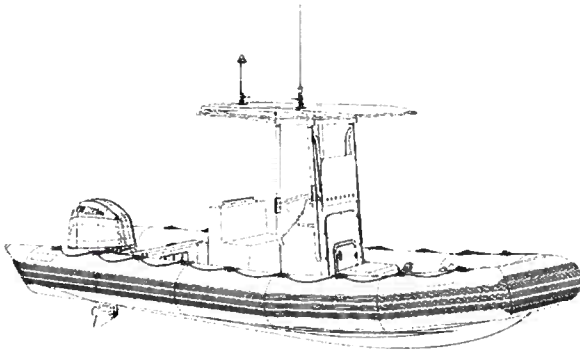
**To:**                            **Name:** City of Biddeford ME  
                                    **Phone:**  
                                    **Email:**

**Company:**                      Biddeford Fire Dept.

**Date:**                         9/11/2025

Zodiac of North America is pleased to present the following quote for the SRR 650

Accompanying the quote are general assembly renderings of your vessel, showing basic configuration.



**1. PRICE & CONFIGURATION**

SRR 650		Qty	EXT
<b>RHIB</b>			
	Zodiac Milpro SRR 650, Red Tube	1	
	- Auto-Inflation System	1	
	- Gorilla Handles on Collar	2	
	- Step Tread/ Boarding wear patch's	8	
<b>Structural Equipment</b>			
	MED Console, Fiberglass	1	
	T-top for the MED Console w/ ALU Hard Top	1	
	- Custom Large Windshield	1	
	Yeti Cooler Front Seat.	1	
<b>Nav/Com Package</b>			
	NavLight Package, LED	1	
	Garmin VHF 115 Marine Radio	1	
	Garmin GPSMAP 943xsv MFD	1	
	Garmin Transducer GT51M-TM	1	
	Ritchie Compass Black F-82	1	
	Rigid Flood Light Package	1	
<b>Propulsion Package "Rigged Boat"</b>			
	Yamaha F150XCA Outboard Engine 25" Shaft Length	1	
	- PreRig, Single 150 HP Yamaha 25" Shaft Mechanical Shift and Throttle	1	
	Yamaha Spec Prop	1	
<b>Standard Systems</b>			
	Steering System, Hydraulic	1	
	Fuel System, SRR 650, USG, EPA	1	
	- Label / Warning Package	1	
	Bilge Package	1	
<b>Electrical System</b>			
	2 Engine 3 Battery Electrical System	1	
	6 Switch Panel	1	

SRR 650		
<b>Misc.</b>		
Anchor Package, Fortress	1	
Armstrong Dive Ladder	1	
Ez Loader Aluminum Trailer dual axel	1	
Logos and Lettering TBD Customer Spec	1	
<b>Sell Price, SRR 650 Delivered to City of Biddeford Fire Department:</b>		<b>\$ 128,500.00</b>

OPTIONS AND EXTRAS		
<b>REMOVE OUTBOARD ENGINE "NON RIGGED PACKAGE"</b>		
REMOVE: Yamaha F150XCA Outboard Engine 25" Shaft Length	1	-\$15,000.00
<b>SALES PRICE "NON RIGGED PACKAGE" NO OUTBOARD ENGINE:</b>		<b>\$ 113,500.00</b>
<b>ADD TOWING PACKING</b>		
ADD: SRR 650 Towing Package. Rope Guard/ Engine Guard, Bow Post, and Aft Tow Post	1	+\$9,000.00
<b>SALES PRICE ADD TOWING PACKAGE:</b>		<b>\$ 137,500.00</b>
<b>ADD EMERGENCY LIGHT PACKAGE</b>		
ADD: WHELEN Lightbar and Siren/ Haller.	1	+\$3,780.00
<b>SALES PRICE ADD EMERGENCY LIGHT PACKAGE:</b>		<b>\$ 132,280.00</b>

**2. PRICE & CONFIGURATION**

Tax Resale/Exemption Certificate. Sales and Resale/Exemption Certificate must be provided to ZNA at time of order.

Tariffs and trade regulations can change frequently. We reserve the right to modify our pricing to account for any changes in tariffs or government regulations that may affect the price of our products. Customers will be informed of any such changes with justification, upon ZNA price impact determination. Remedy will be mutually agreed before shipping.

**Shipping Terms:**

Incoterms 2020, FOB DESTINATION Biddeford FD

**ZNA Proposed Payment Schedule:**

25% At Time of Order

50% At Completion of Hull Production

25% At Time of Successful Sea Trial

**Delivery:**

Estimate Date of Readiness to be Shipped: **9-10 Months from Date of PO**

**Validity:**

Prices shown on this quote sheet are valid for **90 Days** from Date of Quote.

**General Selling Conditions:**

1. All custom orders are not returnable.
2. Payments made by credit cards may be subject to a 3% processing fee.
3. Packaging, freight, and shipping fees are estimates. The actual amount will be provided at time of invoicing plus a 15% administration fee.
4. Late payments are subject to a 2% per month late fee.

Best Regards,

Justin Antolini  
Commercial Sales Director  
Zodiac of North America

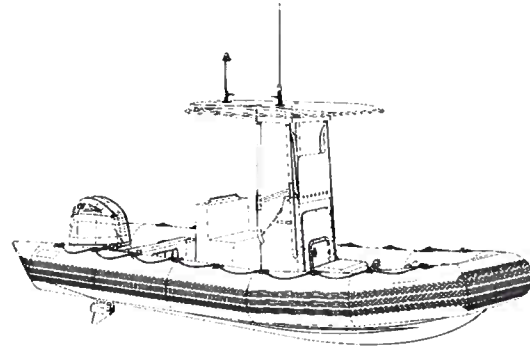
Alec Pupshis  
Project Manager  
Zodiac of North America

<b>Acceptance of Order:</b>	
<i>I agree to the terms and prices of this proposition</i>	
NAME:	_____
COMPANY:	_____
SIGNATURE	

## SRR 650 SEA RIB RESPONDER

The Sea RIB Responders are designed for patrol and intervention duties. The range extends from 4.2 meters to 11 meters. All sizes feature a removable slide-on collar with a traditional round section that provides great stability in rough seas. The SRR is a shore based platform that can maintain a significant cruise speed in seas with short wavelength or large offshore swell. Fuel tanks are integrated below deck for sizes above 5m.

A variety of standard accessories featuring open, semi-closed or fully enclosed cabins is available to customize the configuration to the mission requirements. The SRR boats have been in operation worldwide for decades in Navies, Border Guard, Fire-Fighters and other authorities units from desartic to polar conditions.



### Dimensions - LENGTH

Length inflated with rope guard	21ft 11in
Length inflated without rope guard and engine tilted down	21ft 4in
Length inflated without rope guard and engine tilted up	23ft 4in
Length - Bare hull without tube	17ft 7in
Internal gross length - from inner collar vertical at bow to transom	16ft 3in
Internal net length - usable workdeck length	11ft 0in

### Dimensions - WIDTH

Width inflated	8ft 6in
Width deflated	5ft 11in
Width - Bare hull	5ft 9in
Internal net width - usable deck width	4ft 6in

### Dimensions - HEIGHT

Height - from keel to aft frame or mast aerals*	12ft 6in
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### Dimensions - DRAFT

Draft - from waterline to keel - with max. payload*	Cat B: 1ft 10in Cat C: 2ft 2in
---	-----------------------------------

### Dimensions - SURFACE

Internal gross surface - within the top-of-collar periphery	55.33 sq ft
Internal net surface - Usable deck without coaming & boxes	40.04 sq ft

### Dimensions - TUBE

Tube Diameter	1ft 11.5in
Tube volume (no dive door version)	121.1 cubic feet
Number of tube compartment	5
Valve set up	4 Intercommunication valves
Tube installation	slid-on Removable
DURATANE Fabric type	1670 dtx
Tube shape	ROUND Shape
Tube color available	Grey, Black, Orange, Blue, Green
Optional tube features	.Rapid access door .Treadmaster anti-slip patches .Bow protective net

## DESIGN CRITERIA

Available certification	(2013/53/EU) Design Category B and C
Acceleration criteria for hull structure & rule	Hull structure compliant to Bureau Veritas NR600 classification for an acceleration criteria of 3g.
Operational Profile - Class Design speed @SS0	40 kt

## WEIGHT & CAPACITY

Minimum displacement* - MMOC	3,337 lbs
Maximum displacement* - MLDC	Cat B: 5,732lbs Cat C: 7,496lbs
Usable payload' (MLDC - MMOC)*	Cat B: 2,395lbs Cat C: 4,158lbs
Number of persons*	Cat B: 5 pax Cat C: 15 pax

## HULL DESIGN

Hull Material	Infused Glassfiber Polyester
Hull shape	Deep V
Hull deadrise angle - at transom	24°
Hull deadrise angle - amidship	24°
Deck anti-slip	Molded antiskid surfacing
Deck equipment fixation	on Inserts
Hull drainage	.Self-draining deck through transom bailer .Manual plus electric bilge pump

## TOWING & MOORING

Standard Strong fittings	1 Bow towing eye 2 Towing transom U-bolts
Optional Strong fittings	.Bow towing post .Aft towing post .Special equipment post

## LIFTING

Standard Lifting fittings	4 Lift points
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## DECK ARRANGEMENT

Standard Deck Fittings	.Bow box .Aft technical locker
Optional- Available Consoles	.Single man GRP console .Medium GRP console .Double GRP console
Optional - Available Seatings	.Bolster .Fixed jockey .Mitigated Milpro AIR jockey
Optional - Aerial installation	.Roll bar
Other Optional Deck fittings	.Storage box .Storage pouch .Dive bottle support .Liferaft with support .Self-righting system

## ELECTRICAL SYSTEM

Electrical system	Customized battery package with dual purposes 12 VDC AGM marine battery with bi-polar battery switches and automatic charging relays if multiple batteries.
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## PROPULSION

Engine configuration	SINGLE or TWIN Outboard
Minimum recommended power	100hp
Maximum power installation	150 hp   551 lbs 2x 100 hp   2x 419lbskg
Maximum allowed engine weight	551lbs   2x419lbs
Shaft length - Outboard engine	X-25"   L-20"

## FUEL SYSTEM

Tank configuration	Single rotomolded fuel tank integrated below deck
Fuel capacity	1x 240 L
Fuel system	Fuel gauge, filter & shut of valve

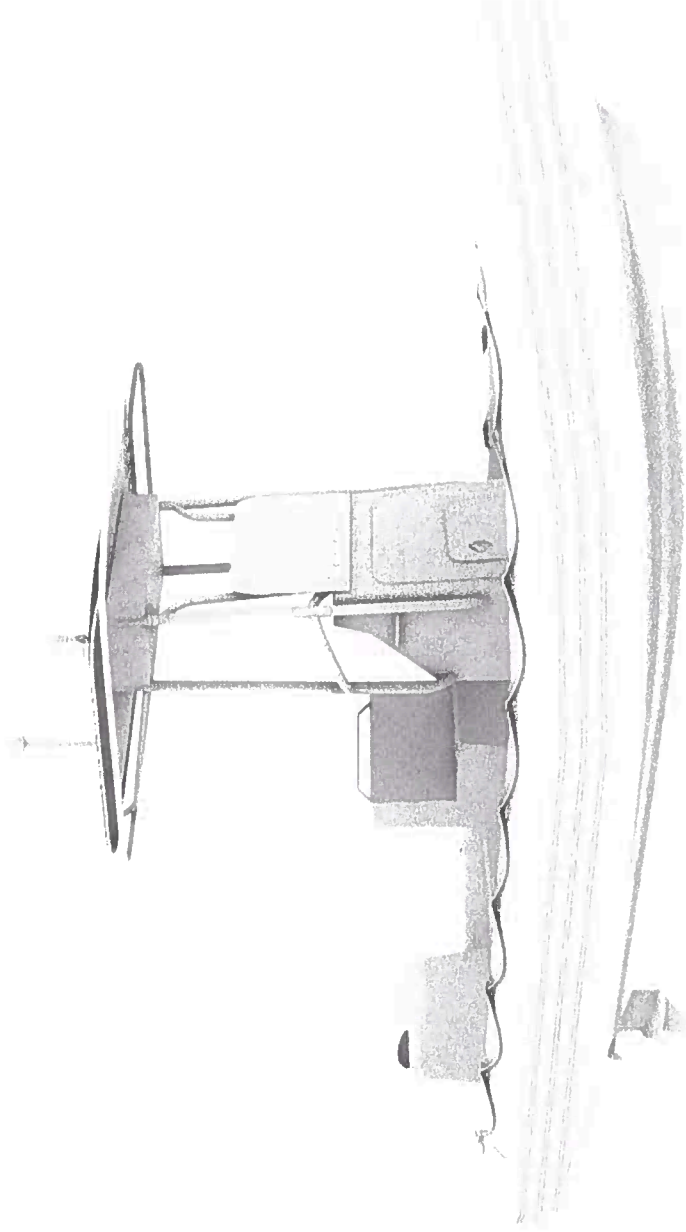
## PERFORMANCES

Typical speed capability at lightship with max. engine power*	up to 36 knots
Typical range capability at lightship with max. engine power*	up to 250 nm

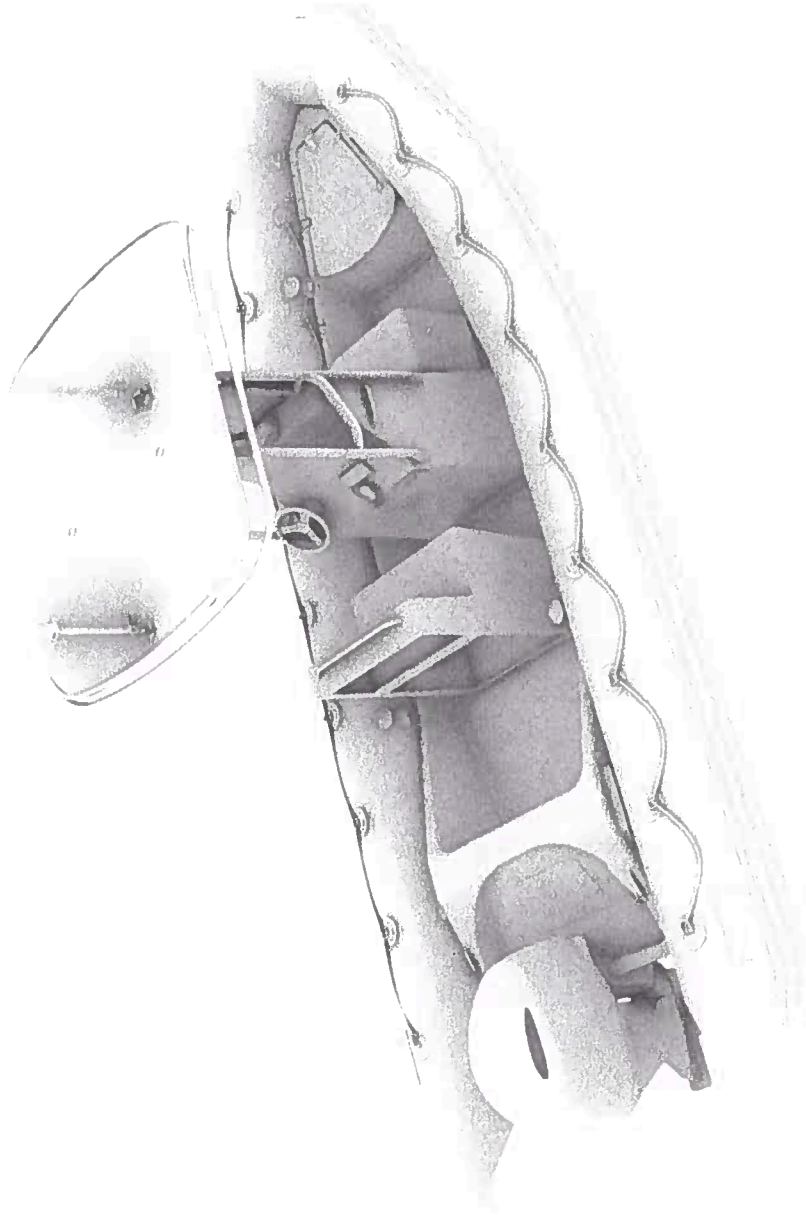
\*Items marked with \* may vary with final configuration

# ZODIAC MILPRO

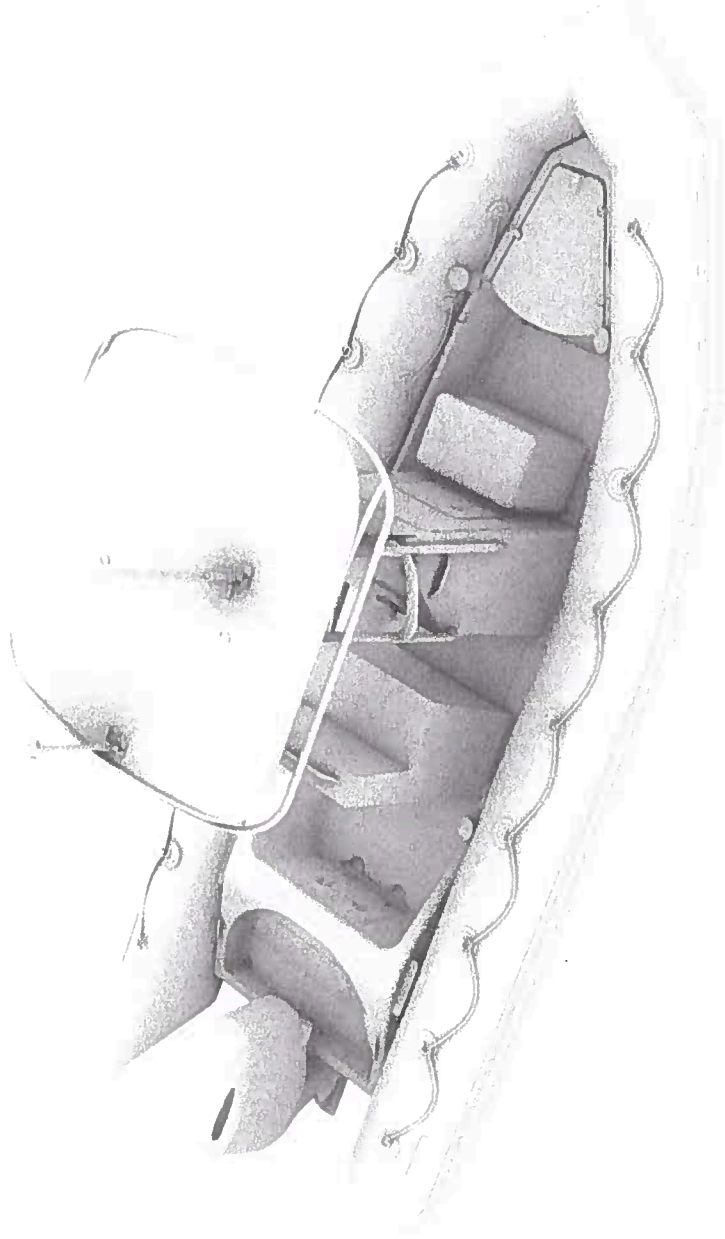
## SRR 650 BIDDEFORD FD



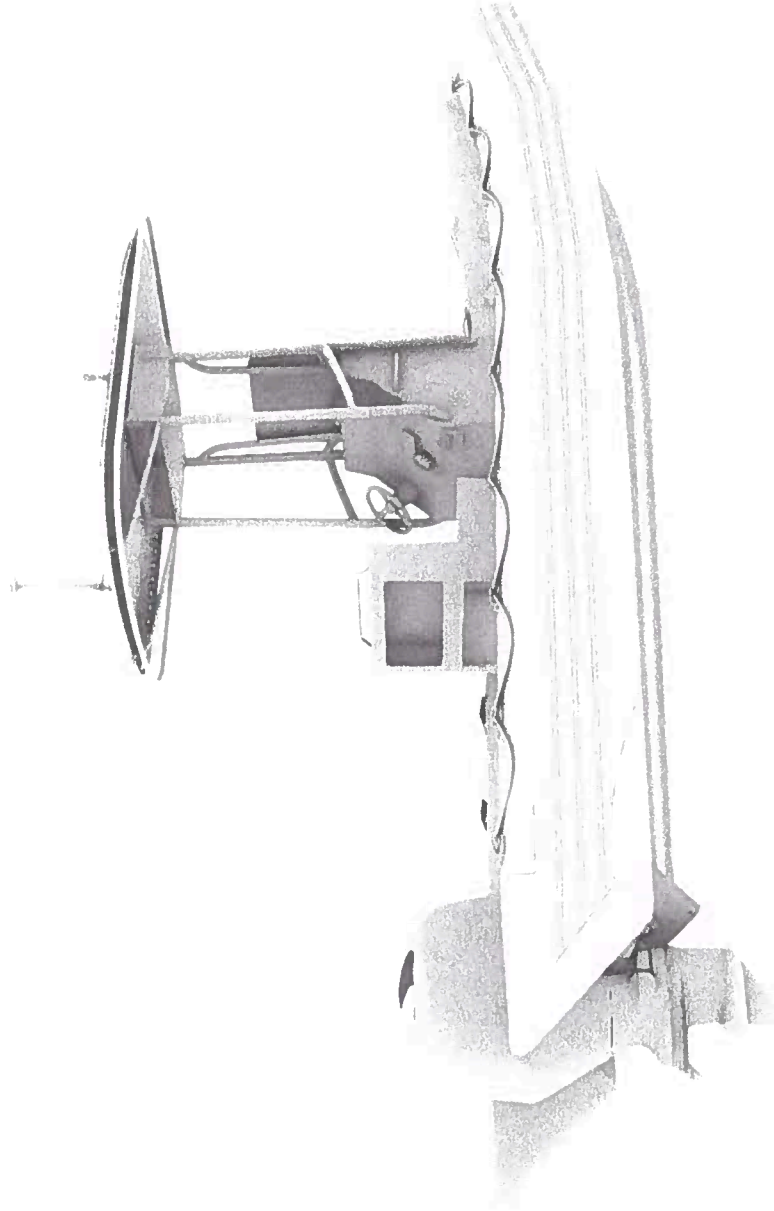
# ZODIAC MILPRO



# ZODIAC MILPRO

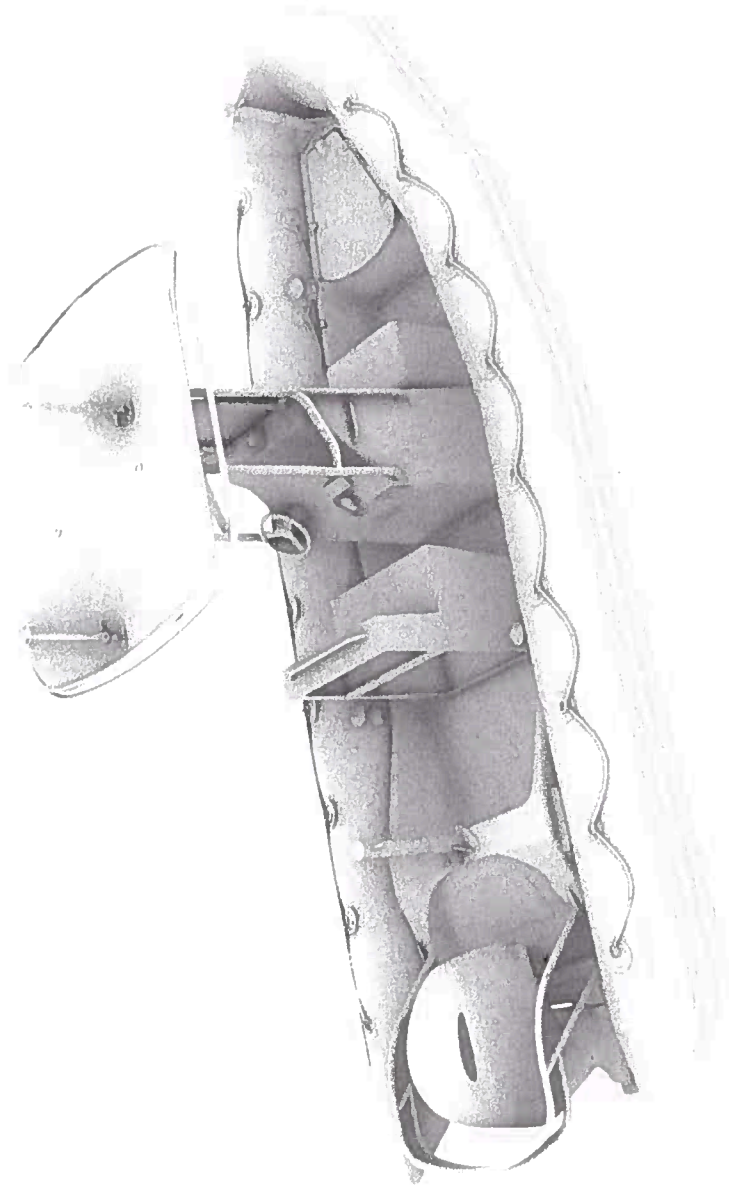


# ZODIAC MILPRO



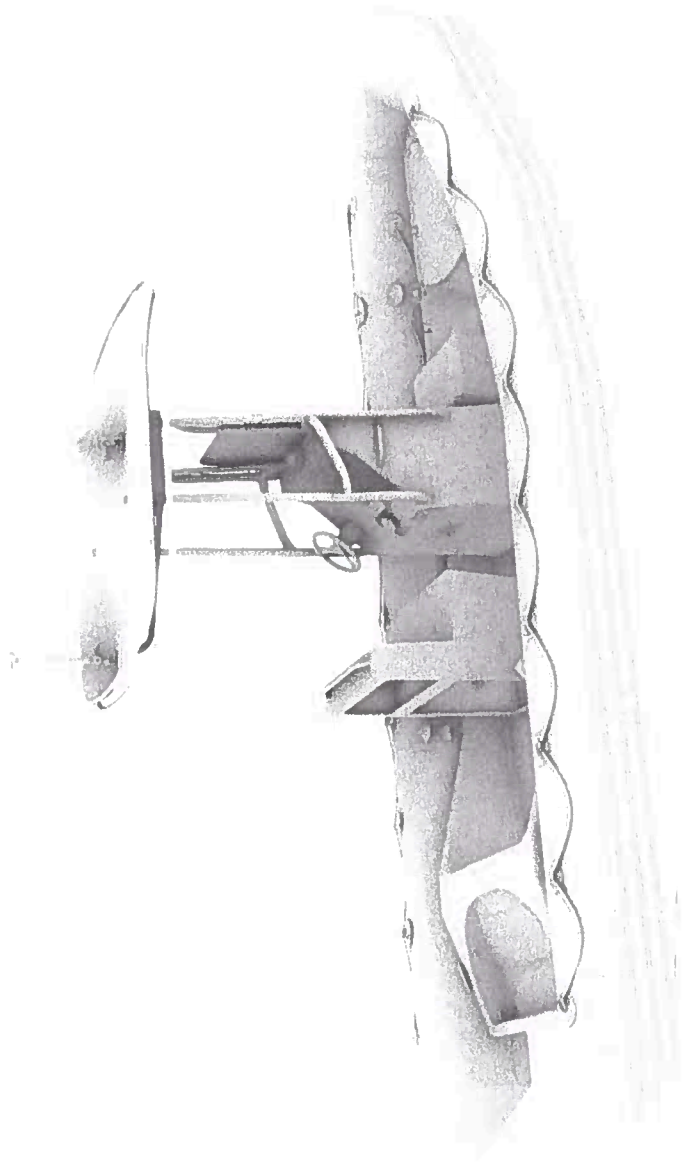
# ZODIAC MILPRO

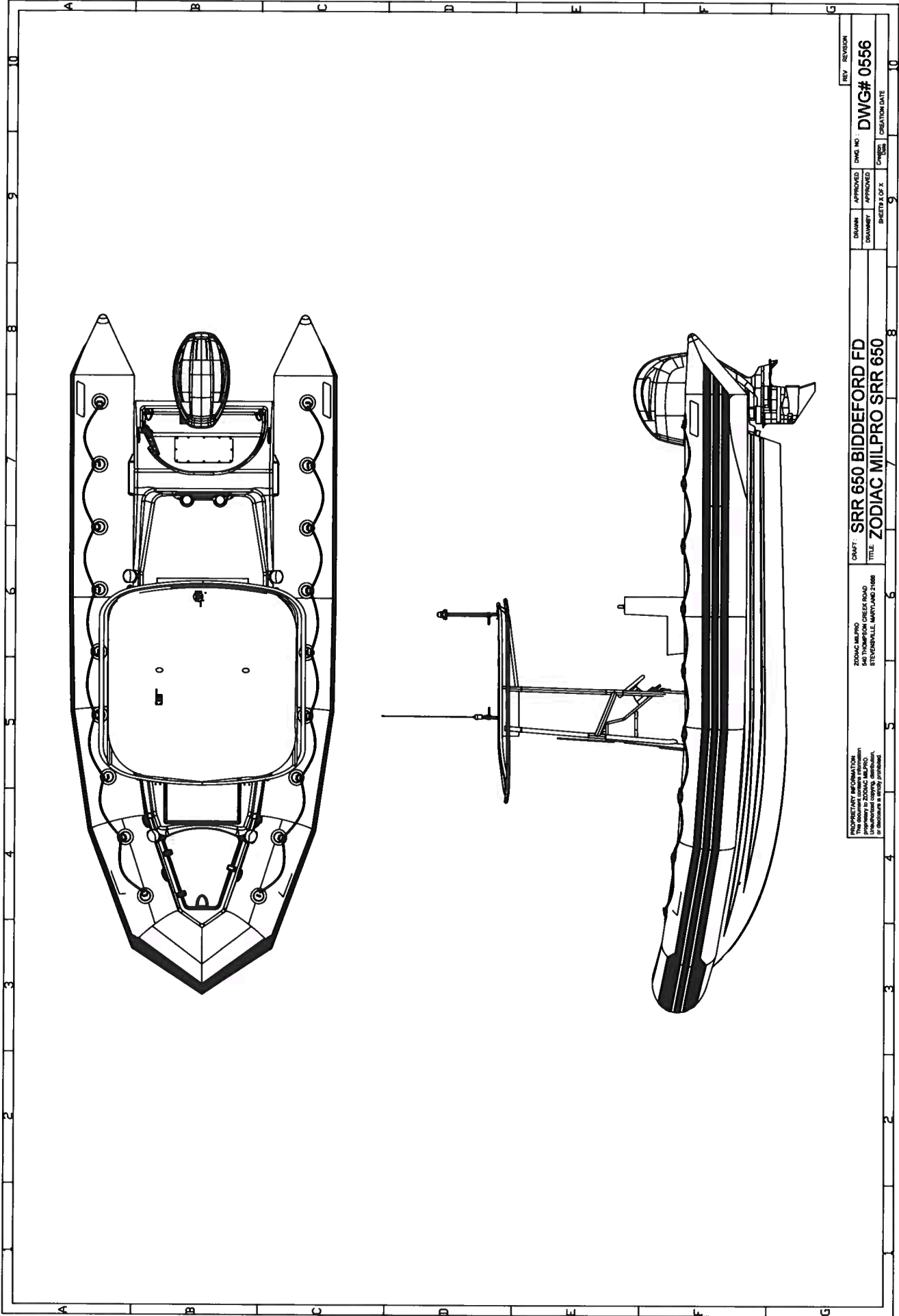
## SRRR 650 OPTIONAL TOWING PACKAGE



# ZODIAC MILPRO

## SRR 650 OPTIONAL OUTBOARD ENGINE “NON RIGGED PACKAGE”





**PROPRIETARY INFORMATION**  
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**ZODIAC MILPRO**  
 640 HICKORY CREEK ROAD  
 STEVENSVILLE, MARYLAND 21089

**CRAFT: SRR 650 BIDDEFORD FD**  
**TITLE: ZODIAC MILPRO SRR 650**

DATE	APPROVED	DWG. NO.	REV. / REVISION
08/08	APPROVED	DWC# 0556	
SHEETS # OF #		CREATION DATE	
9			



## Zodiac of North America, Inc. 1 Year Warranty Certificate

The warranty on this ZODIAC MilPro inflatable boat or rigid hull inflatable boat is limited to the original purchaser who registers their product with Zodiac of North America (ZNA), 540 Thompson Creek Road, Stevensville, MD 21666 within 30 days of first placing the boat into service by returning the completed warranty card to ZNA. This Warranty is transferable, provided the original purchase was registered, and provided written notification of the transfer of the boat is received by Zodiac within 30 days of transfer. Note: Boats built by Zodiac Hurricane Technologies (ZHT) are subject to the terms the ZHT warranty and are not covered by this Zodiac MilPro warranty.

The warranty period inception:

- If the product is sold by a dealer the warranty period begins on the date of sale to the end customer.
- If the boat is sold to the end customer by ZNA, the warranty period begins on the date the boat is placed in service, or one year from the date it is shipped from ZNA, whichever is earlier.
- If the boat is sold to the end customer through a federal contract (e.g. GSA), the warranty period begins on the date the boat is placed in service, or one year from the date it is shipped from ZNA, whichever is earlier.

Zodiac milpro warrants the fabric of the buoyancy tubes, air floors, keels, the transom, transom attachments, and fiberglass hull of the boat to be free from defects in materials and workmanship for a period of 1 (one) year from date of purchase or Zodiac will repair or replace said product (at its sole discretion) at no charge for labor and materials (excluding shipping costs). Zodiac retains the right to substitute comparable product. The air holding seams are warranted to meet the Zodiac manometer standards for a period of 1 (one) year. Zodiac parts, attachments and accessories, unless covered individually by a separate warranty, are warranted to be free from defects in material and structure for a period of 1 (one) year or Zodiac will repair or replace said product (at its sole discretion) at no charge for labor and materials (excluding shipping costs). Zodiac retains the right to substitute comparable product. This warranty will be void if the Hull Identification Number (H IN) plate attached to the transom is changed, defaced or detached in any way.

After inspection of the condition of the boat by an authorized service center, determination of any warranty action will be made by Zodiac of North America.

#### EXCLUSIONS FROM THIS WARRANTY

- a) All inboard and outboard engines, transmissions, jet drives, generators, air conditioning systems, batteries, appliances, antifouling bottom paint and any other components and accessories not manufactured by Zodiac. (See owner's packet received at sale for separate warranty details, if any, on these products.)
- b) Misuse, abuse or negligence, including without limitation, improper docking, beaching or towing, collision, punctures, tearing, ripping, abrasion, theft, fire, and over/under inflation of air chambers.
- c) Damage received as a result of insertion/extraction, by helicopter, airplane parachute, submarine and the like.
- d) Damages or corrosion from abnormal environmental conditions, including but not limited to, corrosive water environment, airborne fallout, tree sap, chemical spills, acid rain, hail, wind storm, lightning, etc.
- e) Damages from contact with hydrocarbon products, fuel, gasoline, diesel, JP4/5/8, etc.
- f) Damages or corrosion due to lack of maintenance, or premature wearing resulting from improper assembly, over/under inflation, etc.
- g) Damages resulting from improper storage.
- h) The use of outboard engine in excess of that specified on the capacity plate.

- i) Competition usage is not warranted.
- j) Damage received through Acts of God, including but not limited to, abnormal water, wind or weather conditions, etc., are not warranted.
- k) Damages resulting from improper trailering, lifting, cradling, or improper use of davits.
- l) Alteration or tampering, including but not limited to, transom modification, installation of an engine with incorrect shaft length, etc.
- m) Normal deterioration, wear, discoloration, dulling, crazing, osmotic blistering and aging of fabrics, metals, woods, plastic or fiberglass gel coat (including spider cracks).
- n) Cost of normal maintenance and cleaning.
- o) Costs resulting from loss of use, including but not limited to transportation or freight to service centers, rigging/de-rigging.
- p) Consequential or incidental damages.
- q) Moisture damage to wooden parts, wooden laminates or composite assemblies resulting from failure to maintain the protective coating of these parts (varnish, paint, caulking, etc.)
- r) Use of strong detergents or silicone based products (ArmorAll or like agents) placed on the buoyancy tubes will void this warranty.

#### PROCEDURES

To receive service under this warranty you must take your boat or claimed defective part with proof of purchase (bill of sale) to an authorized service center for inspection during normal working hours. For the location of the nearest service center you may contact us by telephone (410) 643-4141 or our web page [www.zodiacmilpro.com](http://www.zodiacmilpro.com) or by writing to: Zodiac of North America, 540 Thompson Creek Road, Stevensville, MD 21666. All warranty actions are handled by the service center. To be eligible for warranty determination, you must contact your nearest center within 30 days of occurrence of the claimed defect.

#### LIMITATION OF LIABILITY AND OTHER IMPORTANT INFORMATION

This warranty is exclusive and in lieu of all other expressed warranties. ALL IMPLIED WARRANTIES, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE SPECIFICALLY DISCLAIMED. If any implied warranties are found to exist, such implied shall not extend beyond the duration of the express warranties provided herein. It is expressly agreed that no warranties can be made by the boat dealer/retailer, except those stated above.

Zodiac Milpro's sole obligation, and your exclusive remedy under this warranty, is limited to repair or replacement in accordance with this warranty.

Zodiac Milpro shall not be liable for any consequential, incidental or contingent damages whatsoever. Some states and provinces do not allow (a) limitation on how long a warranty lasts, or (b) the exclusion or limitation of incidental or consequential damages; so these limitations or exclusions may not apply to you. This warranty gives you specific legal rights, which vary from province to province or state to state.

Zodiac Milpro reserves the right to make changes in the design and material of its inflatable boats without incurring any obligation to incorporate such changes in units already completed or in the hands of dealers or consumers. The entire obligation of Zodiac Milpro regarding the sale of its inflatable is stated within this written warranty, except as otherwise provided by law. The distributor, Zodiac of North America, 540 Thompson Creek Road, Stevensville, MD 21666, make these warranties to you.

Zodiac Milpro does not authorize its dealer or any other person to assume for it any other warranty or liability in connection with its products.

This warranty is effective as to all boats sold from September 1, 2006 and supersedes all previous warranties.

1/4/2021

Zodiac of North America, Inc.

540 Thompson Creek Road, Stevensville, MD 21666

Phone: (410) 643-4141 Fax: (410) 604-0121

**FY26 CIP - Capital Projects / Operations Committee Recommendation No. 1 - Summary**

Allocation Category	Preliminary Proposal	Committee Recommendation No. 1 (06/11/25)	Balance to be Allocated
Committee Discretion	\$ 20,000		\$ 20,000
Vehicles <sup>1</sup>	\$ 422,300	\$ 300,700	\$ 121,600
Paving	\$ 900,000	\$ 500,000	\$ 400,000
Project	\$ 806,410	\$ 35,000	\$ 771,410
Fund 001	\$ 2,148,710.00	\$ 835,700	\$ 1,313,010

<sup>1</sup>The Committee authorized the purchase of all recommended vehicles totaling \$422,300, with the following exceptions: Unit 213-Detective and Marine Unit 202-Rescue, be funded from Fund 268 and Fund 202, respectively. This leaves a balance of \$121,600.

Fund 268 -	\$41,600 for detective vehicle
Fund 202 -	\$80,000 for marine Unit 202 (rescue boat)
Fund 601 -	\$22,389 Lease pmt for 610 wastewater pump truck
Fund 601 -	\$25,000 Lease pmt for camera truck (new)

**FY2026 Capital Improvement Projects Recommendation No. 1 (A) - Vehicle Recommendations, General Fund 001**

Description	Year	Request	Cash or DP			Lease	Notes	Capital Projects / Operations Committee Recommendation		
			Cash	or DP				Cash or DP	Lease	Notes
213 Car for Detective	2010	\$ 41,600	\$ 41,600							Approved, charge to Asset Forfeiture Account
015 Front End Loader	2009	\$ 191,017	\$ 75,000	\$ 1,202	10-year lease		\$ 75,000	\$ 1,202		
698 Skid Steer Loader	2003	\$ 35,700	\$ 35,700				\$ 35,700			
Mid Excavator	New	\$ 170,000	\$ 75,000	\$ 985	10-year lease		\$ 75,000	\$ 985		
698 Mower (to zero steer)	2003	\$ 45,000	\$ 45,000				\$ 45,000			
61 F-600 (Recycling vehicle)	2011	\$ 70,000	\$ 70,000		Alternatively, repurpose retireing ambulance		\$ 70,000			
Marine Unit 202 (rescue boat)	2010	\$ 80,000	\$ 80,000							Approved, charge to Mooring Fund
328 Fire Truck Pumper	2005	\$ 650,000								Approved, authorized to place order
<b>General Fund</b>		<b>\$ 1,283,317</b>	<b>\$ 422,300</b>	<b>\$ 2,187</b>			<b>\$ 300,700</b>	<b>\$ 2,187</b>		
CIP Vehicle Allocation (Recommended)			\$ 422,300				\$ 422,300			
<b>Balance</b>			<b>\$ -</b>				<b>\$ 121,600</b>			<b>Balance to be allocated in Recommendation No. 2</b>
<b>Description</b>	<b>Year</b>	<b>Request</b>	<b>Cash</b>	<b>Lease</b>						
610 Waste Water Pump Truck	2010	\$ 180,000	\$	22,386	Lease payment = \$1,865/mo	Capital Allocation	\$ 22,386	Lease payment = \$1,865/mo		
Camera Truck (new)		\$ 400,000	\$	25,000	Lease payment = \$4,166/mo	35102-60603	\$ 25,000	Lease payment = \$4,166/mo		
<b>Wastewater Fund 601</b>		<b>\$ 580,000</b>	<b>\$</b>	<b>47,386</b>			<b>\$ 47,386</b>			
CIP Vehicle Allocation (Recommended)			\$	47,386			\$ 47,386			

**FY2026 Capital Improvement Projects Recommendation No. 2 - Vehicle Recommendations, General Fund 001**

Description	Year	Request	Cash or DP			Lease	Notes	Capital Projects / Operations Committee Recommendation		
			Cash	or DP				Cash or DP	Lease	Notes
004 Fire Dept Service Pick-up	2012	\$ 64,000	\$ 64,000				\$ 64,000.00			
Dropped off list in 2025										
<b>General Fund</b>		<b>\$ 64,000</b>	<b>\$ 64,000</b>	<b>\$ -</b>			<b>\$ 64,000</b>	<b>\$ -</b>		
CIP Vehicle Allocation (Recommended)			\$ 64,000				\$ 121,600			
<b>Balance</b>			<b>\$ -</b>				<b>\$ 57,600</b>			<b>Balance to be applied to CIP Project Allocation</b>

**CIP BUDGET**  
**BIDDEFORD CAPITAL IMPROVEMENT PROGRAM**  
**FY26 Viewing Sheet**  
**PROJECT DESCRIPTION FORM**

DEPARTMENT:	Fire Department
CIP NAME:	Marine Unit 202 Replacement

CIP NUMBER: (DEPT-YR-#)	BFD-FY26-005
DEPARTMENT NUMBER	005
PROJECT PRIORITY	1

ESTIMATED TOTAL COST	\$80,000
ESTIMATED COST FY2026	\$80,000
ESTIMATED COST FY2027-2030	\$

CITY SHARE FY2026	\$80,000
CITY SHARE FY2027-2030	\$

1. DESCRIPTION OF PROJECT	This project provides funding to replace the existing 1964, 60-year-old aluminum boat that does not meet the safety and rescue needs of our current water conditions.
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2. NEED AND IMPACT OF PROJECT	The 1964 aluminum boat is not stable enough or designed to allow rescuers to pull patients/victims from the water into the boat. On average the BFD responds to 12 incidents annually that necessitate the response of a marine unit.
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3. CONSISTENCY WITH THE ADOPTED PLANS OR OTHER RELETATED PALNNING DOCS:	The intent of this project is to replace Marine 202, the 1964 aluminum boat with a stable inflatable rigid hull type boat with a 115HP outboard motor. The boat would be on trailer and would be deployed as needed into the river either above or below the dams. This project is part of the FD CIP equipment replacement program.
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4. YEARS PREVIOUSLY ON THE BIDDICP; FUNDING RECVD IN PAST 5 YEARS (IF APPLICABLE)						
Reserve/Accrual	Year	FY2021	FY2022	FY2023	FY2024	FY2025
	Funding Recd	\$	\$	\$	\$	\$

5. NEW PERSONNEL, EQUIPMENT, OR SUPPLIES REQUIRED:	Boat, boat trailer, radios, GPS, other marine electronics, emergency lighting, search lighting.
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6. HOW PROJECT ORIGINATED AND HOW COST ESTIMATES WERE OBTAINED:	This project originated with FD Command Staff's review of our current water rescue operational capabilities and level of safety for both the FD/Rescue/EMS providers and the victims and patients we are assisting.
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7. ANY RELATED DEPARTMENT OR CITY PROJECTS:	N/A
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8. FINANCING POSSIBILITIES (BOND, GRANTS, FUND RAISE, COB, OTHER):	Funding Source	Agency	% Contribution	Dollar Amount	Notes
	COB	COB	100%	\$80,000	Fund through COB
	0	0	%	\$	0
	0	0	%	\$	0
	0	0	%	\$	0
	0	0	%	\$	0

9. JUSTIFICATION OF TIMING OF PROJECT AND SEGMENTS (IF APPLICABLE):	N/A
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10. OTHER INFO:	N/A
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IMPLEMENTATION SCHEDULE (FISCAL YEARS)						
	FY2025	FY2026	FY2027	FY2028	FY2029	FUTURE
TOTAL PROJECT COST	\$	\$80,000	\$	\$	\$	\$
NON CITY SHARE	\$	\$	\$	\$	\$	\$
CITY SHARE	\$	\$80,000	\$	\$	\$	\$

ATTACH ON SEPARATE PAGE(S) ANY ADDITIONAL INFO (IF NEEDED)

