

**MUNICIPALITY OF SKOWHEGAN
REQUEST FOR PROPOSALS
PROFESSIONAL SERVICES FOR PLANNING FEASIBILITY STUDY**

The Municipality of Skowhegan (Municipality), in cooperation with The Maine Department of Transportation (MaineDOT) is soliciting proposals for professional services for 103.6 Planning-Feasibility Studies, MaineDOT WIN 026684.00. Proposers must provide: a.) a technical proposal; and b.) a price proposal in a separate, sealed package. *Price shall not be part of the technical proposal; otherwise, that proposal shall be rejected.*

The Municipality is undertaking this Planning Partnership Initiative (PPI) study with funding from the Maine Department of Transportation (MaineDOT). This project is subject to applicable federal and state laws, regulations, policies and procedures, including but not limited to those described in the MaineDOT Local Project Administration Manual: <http://www.maine.gov/mdot/lpa/manual/>

1. APPENDICES:

Appendix A – Proposer’s Cost Proposal Form, which is available on the MaineDOT’s Local Project Administration website under the heading labeled *Consultants*:
<http://www.maine.gov/mdot/lpa/lpadocuments/>.

Appendix B – Town of Skowhegan VPI Scope Proposal

2. PROPOSALS ARE TO BE RECEIVED NO LATER THAN:

Date Due: **Tuesday, October 11, 2022**

Local Time: **12:00 pm EST**

Any proposal, portion of a proposal, or unrequested proposal revision received at the Municipality after the time and date specified above **will not** be accepted.

3. COMMUNICATIONS:

Communications regarding the RFP must be submitted by email and directed to the RFP Coordinator listed below. The subject line must reference the project name, RFP title and Project WIN.

Name and Title: Christine Almand

Office Phone: 207-474-6907

Email: calmand@skowhegan.org

4. REQUEST FOR CLARIFICATION/RFP AMENDMENTS.

All requests for clarification and additional information must be submitted by email to the RFP Coordinator listed above by **12:00 pm on Monday, September 26, 2022**. Late requests will not be accepted. When appropriate, responses will be e-mailed to all consulting firms provided a copy of this RFP no later than close of business on Thursday, September 29, 2022.

5. PROPOSAL SCOPE OF WORK and LOCATION MAP

The scope of work of the project is as follows:

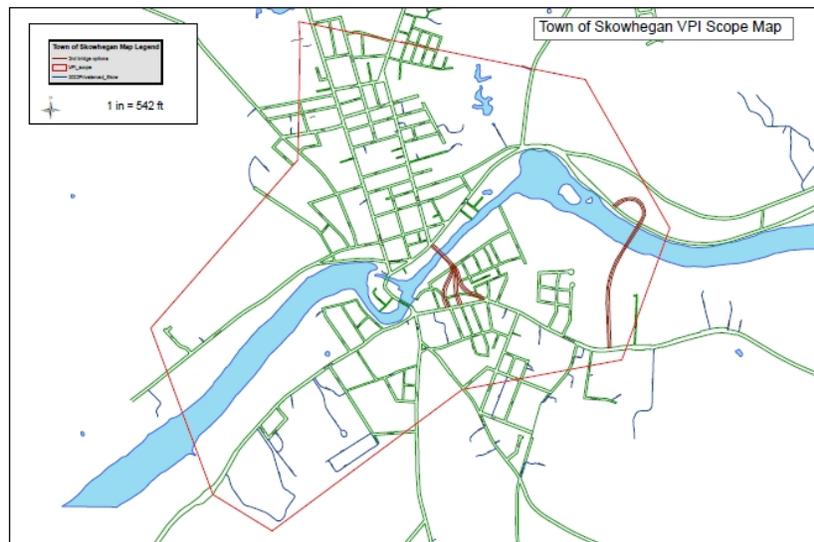
Town of Skowhegan
Master Plan Transportation Study:
Accessibility, Safety and Economic Development Improvements
Scope of Work

Introduction

The Town of Skowhegan and the Maine Department of Transportation (MaineDOT) are conducting a feasibility study to answer the following questions:

- (1) How will ongoing and proposed development impact transportation in Skowhegan and what short-term (3 to 5 year) improvements will be necessary for safety, mobility and accessibility while complimenting economic development?
- (2) What additional long-term (5+ year) transportation investments are most important to compliment ongoing growth, safety, mobility and economic development activities in Skowhegan?
- (3) To what extent, if any, will recommendations in the 2021 Skowhegan Second Bridge Feasibility Study change with full consideration of development underway in Skowhegan?
- (4) Will two-way traffic be viable, and if desired, what improvements are necessary understanding that this is not a two-way traffic study but rather a once in a generation downtown transportation study which should evaluate reasonable alternatives to improve transportation and downtown Skowhegan?

As part of addressing these questions, the study will identify both short-term and potential transformative transportation recommendations to improve accessibility, safety and economic development in Skowhegan. Study analysis and recommendations will consider policy guidance relative to MaineDOT's Community-Based Initiatives described on www.mainedot.gov. Recommendations should show whether projects have independent utility or need to be combined with others. While parking, active transportation improvements and features such as benches, lighting, etc., are anticipated to be evaluated in the entire study area below, highway safety and mobility improvements are only anticipated predominantly on major routed highways serving downtown Skowhegan such as Route 2, 150, 201, Norridgewock Avenue, High Street and Jewett Street. The study will consider pending and future development and provide additional information regarding potential second bridge Locations. Highway improvement recommendations that impact safety and mobility should include a cost/ benefit analysis. A list of ongoing and potential development projects in Skowhegan are listed in in the Town of Skowhegan VPI Scope Proposal included in Appendix B.



Task 1 – Project Coordination Study Team and Public and Elected Official Meetings

Project Coordination Team

The consultant will work closely with the Project Coordination Team throughout completion of the scope of services. The Project Coordination Team is anticipated to be primarily municipal and MaineDOT Staff involved in study management. Six Project Coordination Team meetings are anticipated. These include the study kick-off and an onsite meeting associated with a safety audit. At a minimum, the kick-off meeting should accomplish the following:

- Identify and understand local issues, economic development opportunities, relevant state, and local regulatory requirements
- Identify available information, schedule and point of contact associated with all known projects and development efforts underway
- Finalize the project schedule and scope of work
- Identify at least a preliminary range of alternatives to be evaluated
- Draft a preliminary study purpose and need

Public Involvement/ Local Committee(s)

The consultant team’s proposal should also include an approach to effectively inform and solicit feedback from the public and other stakeholders throughout the process. This could include a range of virtual and in-person meetings, social media surveys, etc. MaineDOT assumes a minimum of eight Skowhegan VPI Committee meetings which may overlap with Project Coordination Team meeting, up to two public meetings, and up to two Select Board meetings. MaineDOT and Skowhegan assume there will be appropriate scale visualization materials to assist with this process.

Deliverable: Meeting agendas, minutes, presentation materials at all above meetings.

Task 2 – Existing Conditions

The consultant team will document existing conditions within the study area. The team will also perform a site review including a safety audit with appropriate stakeholders. The existing conditions analysis will also include review of available information and previous planning documents provided by Skowhegan and MaineDOT. Information includes, but will not be limited to, the following:

- Local Comprehensive Plan (2010)
- Skowhegan Strategic Plan for Community Transformation (2016)

- Skowhegan Bridge Feasibility Study (2021)
- Available transportation data including crash history and traffic counts
- Bicycle and pedestrian deficiency analysis
- Other relevant reports, studies, and policies.
- Desktop screening of environmental conditions to identify known environmental resources in the study area such as
 - Registered historic properties or properties likely eligible
 - Public parks and recreation areas
 - Wetlands
 - Endangered species such as bald eagle nests
 - Etc.

Deliverable: Visualization materials emphasizing challenges and opportunities for transportation in downtown Skowhegan. Technical memorandum on existing conditions including safety audit summary and results. The memorandum should describe known deficiencies relative to safety and active transportation.

Task 3 – Assessment of Future Scenarios and Improvement Alternatives

The consultant team will evaluate future traffic volume based on traditional growth forecasts and take known development and land use changes underway into account. It will include:

- A 2045 forecast of traffic volumes in the study area, based on historical traffic data and available MaineDOT traffic forecasts
 - Include growth and reasonable traffic projections associated with planned and ongoing changes in Appendix B.
 - Preliminary evaluation of the viability two-way traffic in downtown Skowhegan including a discussion on the types of improvements necessary to accommodate two-way traffic, parking and other impacts, etc. This is not a two-way traffic study but rather a once in a generation downtown transportation study which should evaluate reasonable alternatives to improve transportation and downtown Skowhegan.
 - Evaluation of Second Bridge Alternatives listed in Task 7 to keep separate for cost estimating purposes.
- Evaluation of reasonable alternatives to improve accessibility for all transportation modes, safety and speed limit compliance while facilitating economic growth.
- Recommendations should include planning level cost estimates, benefit/ cost assessment, predicted mobility and crash rate changes and a narrative discussing any potential implementation issues such as challenges associated with local, state and federal regulatory requirements. Recommended conceptual alternatives should be presented on latest available aerial photography.

Deliverable: Visualization materials emphasizing challenges and opportunities for transportation in downtown Skowhegan. Matrix depicting alternatives and technical memorandum.

Task 4 – Parking Analysis

The consultant team will include an analysis of parking showing existing use, projected needs and recommendations. The parking analysis is expected to include a methodology consistent with the following approach:

- Identification of number of parking spots in the designated downtown area (not necessarily the same as the study area) anticipated to primarily include the existing one-way section of downtown Skowhegan.
- Identification of number of parking spots an estimated 5 minute or less walk to the downtown area and 5-10 minute walk.
- Identification of number of parking spots, if applicable, that do not meet current design standards such as MaineDOT setback requirements from entrances, crosswalks, etc.,
- Identification of any restrictions on parking spots above (handicap, internet order pick-up, 2 hour parking, private, municipal sticker, etc.)
- Typical Day Use and Typical or Event Evening Use
 - Evaluate parking capacity during a typical weekday at multiple times such as 10, 12, 2, and 4 PM during an average weekday.
 - Evaluate parking capacity again during an evening at times such as 6 and 8pm during an evening event such as something at the Opera House.
 - This analysis should include both the number/ % of parking spots at capacity and some degree of duration such as # of cars parked 2 hours or less, 2-4 hours and greater than 4 hours.

Deliverable: Technical memorandum on existing conditions including the following:

- Indication of percent capacity of existing parking at different times.
- Indication of estimated percent capacity under future conditions at different times.
- Documentation of study methodology such that parking analysis may be repeated periodically as conditions change.
- Provide assessment of parking needs and recommendations to improve parking. Recommendations may range from policy changes such as time restrictions, way-finding signage, evaluation of other existing parking facilities for public use and construction of new parking facilities.
- Visualization materials emphasizing challenges and opportunities for transportation in downtown Skowhegan.

Task 5 – Second Bridge Engineering Opinion

The consultant will review the 2021 Second Bridge Feasibility Study and provide an engineering opinion of the following:

- Extent to which development underway compliments or conflicts with the two build alternatives proposed to be carried forward from this study. These alternatives are shown in the above study area map.
- Extent to which if any, development underway, provides substantive data driven information warranting the reconsideration of alternatives considered but not carried forward in the recent bridge study.
- Extent to which if any, new bridge alternatives should be considered based on data driven substantive information.

Deliverable: Technical memorandum summarizing analysis including a matrix depicting pros/ cons of each potential second bridge location. This analysis is anticipated to be a focal point of at least one Project Coordination Team Meeting, public outreach and a Select Board Meeting.

Task 6 – Draft Feasibility Report and Recommendations

The consultant will prepare a draft report with recommendations and project phasing where applicable.

Deliverable: Draft Feasibility Report including detailed cost estimating showing cost for any additional environmental analysis, preliminary engineering, right-of-way construction and construction engineering. The report will include concepts on latest available aerials.

Task 7 – Develop Final Report

The Consultant will create a final narrative report documenting the project and including conceptual plans, profiles, and cost estimates. The report should provide an understanding of the steps required to move the project through the design and permitting phases and onto construction. The report should identify proposed improvements, narrative associated with any environmental permitting issues, provide an appropriate location for the projects and an estimate of construction costs, and identify right-of-way issues.

Deliverable: Final Report

6. PROPOSAL RATING AND SELECTION PROCESS

- a. Technical proposals will be reviewed and scored using the responses to the criteria in the “Proposer Information” section below.
- b. This is a qualifications-based selection process, meaning that technical proposals alone will be used to select the successful Proposer. Upon selecting the successful Proposer, the Municipality will open that Proposer’s price proposal and begin negotiations. *Price proposals from all other Proposers will remain sealed during negotiations and returned unopened upon contract award.*

7. PROPOSER INFORMATION

- a. **Quality of Consultant Team** – (20 points) How strong is the project team; are key personnel on staff or if subcontracted, are relationships well established? How will information be presented or published during the process? Has the consultant adequately defined the human resources necessary to complete the project? Who will be performing the key elements of the project?
- b. **Project Understanding** (25 points) – How well does the consultant understand all aspects of this project? What elements of the process require extraordinary focus to achieve meaningful recommendations and meet the schedule?
- c. **Prior experience** (20 points) – Has the consultant presented a proven history of study similar to that set forth in the scope of work?
- d. **Public and Stakeholder Engagement Process** (15 points) – How will the consultant engage and effectively solicit feedback from the public and different stakeholders as part of this process?
- e. **References** (10 points) – Proposers should include contact information for similar projects completed within the last five years. Similar projects performed by personnel proposed for this study will be evaluated more favorably. Respondents should focus on projects that have progressed beyond planning to implementation.
- f. **Schedule Quality** (10 points)- The Proposal should demonstrate that the team has the availability and necessary human resources to respond to and deliver this project. The proposal should lay out timelines for the various elements and identify responsibilities of all parties as they relate to schedule deadlines.
- g. **Contact Information:** Provide the name, address, phone number, and email address of Proposer.
- h. **Signature Page:** Signature pages must be included with the technical and price proposals stating that “I certify that all of the information in this technical/price proposal is true and accurate.”

8. PACKAGING AND SUBMITTING YOUR TECHNICAL AND PRICE PROPOSALS

Organization and Format: Your technical proposal, which should be organized in the format and sequence indicated in these proposal instructions, must be submitted as outlined below.

- a. **RFP Title.** The Proposer’s full business name and address as well as the RFP title must be written on your proposal package, with reference to Project WIN 026684.00.

- b. **Hard Copy.** Technical proposals must be submitted as follows: Eight (8) copies of the technical proposal must be submitted in hard copy format accompanied by two (2) electronic copies in .pdf format.
- c. **Price proposal:** The price proposal (**Appendix A**) must be provided in a separate, sealed envelope that will be opened only if the initial scoring of technical proposals results in a Proposer being ranked as best qualified. **NO MENTION OF PRICE WILL BE INCLUDED IN THE TECHNICAL PROPOSAL; OTHERWISE THAT PROPOSAL WILL BE REJECTED.**
- d. **Proposal Package Submittal:** Proposal packages must be mailed/delivered as follows:

Regular Mail Delivery	Hand Carried Delivery	Federal Express/UPS Delivery
Address to: Christine Almand, Town Manager Town of Skowhegan 225 Water Street Skowhegan, ME 04976	Address to: Christine Almand, Town Manager Town of Skowhegan 225 Water Street Skowhegan, ME 04976	Address to: Christine Almand, Town Manager Town of Skowhegan 225 Water Street Skowhegan, ME 04976
Proposal envelope or package must be sealed with the type of proposal clearly indicated on the outside "Planning Feasibility Study".		

9. TERMS & CONDITIONS / GENERAL INFORMATION

- a. The contract type used for this project will be a stand-alone project contract, and the method of payment will be adjustable burdened hourly rate.
- b. The initial contract term will be for three (3) years, commencing upon execution of the contract documentation. The Municipality reserves the right to modify the initial contract term at its discretion, as well as to award additional phases of the Project.
- c. This RFP does not commit the Municipality to pay costs incurred in preparing and submitting your proposal.

10. PROPOSAL PRICING

Price proposal and supporting data must be submitted on the standard Cost Proposal Form (Appendix A), which is available on the MaineDOT’s Local Project Administration website under the heading labeled *Consultants*: <http://www.maine.gov/mdot/lpa/lpadocuments/>.

The price proposal must include the following:

- Project WIN, location, firm name and address, contact name, and email address.
- **Employee Classifications and Direct Labor Rates:**
The Proposal must include each employee’s classification and rate of pay. *Note: A cap on direct labor of \$62.00 per hour for the project manager, and \$50.00 per hour for all other personnel, applies to this project.*
- **Overhead Rate:**
The price proposal will reflect the Consultant’s latest Audited Overhead Rate approved by the MaineDOT’s Office of Audit. *(Note: Use of a fixed commercial rate will be accepted for small firms without an Audited Overhead Report.)*

- **Fixed Fee/Profit:**
The proposed fixed fee/profit is based on factors such as degree of risk, relative difficulty of work, and the size of the job. It must fall within the range of 6 percent to 15 percent.
- **Direct Expenses:**
This will consist of project expenses such as mileage (45 cents per mile), tolls, printing, postage, and subconsultant costs that are not included in direct labor, overhead and profit.
Note: Markup on direct costs is prohibited.
- **Total Proposed Cost:**
This is the maximum amount proposed.

Section B: Proposal Pricing Attachments

- **Insurance Certificates:**
Insurance certificates for the coverages listed below must be included with the Consultant’s Cost Proposal Form:
 - Professional Liability;
 - Commercial General Liability, listing the Municipality as additional insured;
 - Automobile Liability;
 - Worker’s Compensation;
 - Excess/Umbrella Liability (if applicable).

Consultants must provide current insurance certificates by email to calmand@skowhegan.org .

Section C: Subconsultant Proposal

If a subconsultant will work on the project, the prime consultant must submit the subconsultant’s proposal as supporting documentation.

11. DEBARMENT CERTIFICATION

The signature pages required in Section 7, “Proposer Information,” must have the following statement:

“By submitting to this RFP, I certify to the best of my knowledge and belief that the organization, its principals, and any subconsultants named in this proposal:

- a. Are not debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from bidding or working on contracts issued by any governmental agency.
- b. Have not within three (3) years of submitting the proposal for this contract been convicted of or had a civil judgment rendered against them for:
 - i. fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a federal, state or local government transaction or contract.
 - ii. violating federal or state antitrust statutes or committing embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

- iii. are not currently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- iv. have not within a three (3) year period preceding this proposal had one or more federal, state or local government transactions terminated for cause or default.”

Failure to provide this certification may result in the disqualification of the proposal.

12. INDEMNIFICATION.

The Municipalities agreement with the successful proposer will include language stating the successful proposer will indemnify and hold MaineDOT harmless, their agents and employees from all claims, suits or liabilities arising from any negligent or wrongful act, error or omission by the successful proposer, its consultants, or contractors. Nothing herein shall waive any defense immunity or limitation of liability that may be available under the Maine Tort Claims Act (14 M.R.S. Section 8101 et seq.) or any other privileges or immunities provided by law.

13. FREEDOM OF ACCESS ACT: CONFIDENTIALITY.

Under Maine’s Freedom of Access Act, 1 M.R.S.A. §401, et seq., “public records” are available for public inspection and copying once an award notification has been made.

Information submitted in response to this RFP will be considered “public records” available for inspection and copying once an award notification is made. If a Proposer contends that parts of its Proposal fall under an exception set forth in 1 M.R.S.A. §402(3), the Proposer may submit those parts of its Proposal in a separate envelope marked “Confidential,” with each page marked “Confidential.” Included in the envelope should be a non-confidential statement of the basis for the Proposer’s claim that those parts of its Proposal fall within one or more exceptions to the definition of “public records.” Designating parts of a Proposal “Confidential” does not by itself ensure that they will stay confidential.

If the Municipality receives a request to inspect or copy parts of a Proposal marked confidential, the Municipality will notify the Proposer. Within 14 days of receiving the Municipality’s notice, any Proposer claiming documents are confidential must send the Municipality a list identifying each document that it claims is confidential. The Municipality will notify the party requesting disclosure that the documents will be withheld. If the party seeking disclosure files a legal action to gain access to the confidential information, the Proposer must retain counsel and join the legal action to defend its position that the release of information should be denied. Proposer’s failure to join the action and defend its position will constitute a waiver of its claim that the information is confidential. The Municipality will comply with the order issued by the court reviewing the case.

MAINE DEPARTMENT OF TRANSPORTATION

Standards to be used in Soliciting Proposals

Any Transportation improvements would need to meet the following conditions if applicable:

- 1) All design features must reflect MaineDOT design guidance for Highway Corridor Priorities (HCPs).
- 2) All capacity, queuing, and level-of-service analyses will be done in accordance with the 2010 Highway Capacity Manual (HCM) methodologies. Signalized and stop sign controlled intersections will be modeled using the latest version of Synchro/SimTraffic. Computer modeling showing impacts of queuing and level of service will be provided to MaineDOT.
- 3) The design hour volumes will be based on estimated 30th highest hourly volumes for the design year.
- 4) Design year traffic estimates will be 2040.
- 5) Design speed – match existing posted speed.
- 6) Clear zone – per corridor priority 3 standards.
- 7) Side slopes 4:1 or flatter or as approved by MaineDOT.
- 8) Safety analysis of any proposed design will include an inventory of existing crashes, a prediction of crashes with the proposed design, and a comparative evaluation. Crash analysis will be based on the most recent five years of data available from MaineDOT. Safety analysis will generally follow Highway Safety Manual methodologies.
- 9) Drainage – needs to match into surrounding drainage structures.
- 10) Signing shall be in accordance with MUTCD (including potential changes to existing overhead signage in the area).
- 11) Any proposed lighting shall meet minimum AASHTO light levels.
- 12) The Design Vehicle for the major intersections shall be a WB-67, all other intersection shall be for a bus/fire truck.
- 13) Any new traffic signal recommendations must be accompanied by a warrant analysis justifying the recommendation.

APPENDIX B

To: Maine Department of Transportation
From: Town of Skowhegan
Re: Village Partnership Initiative Scope

Introduction

The Town of Skowhegan seeks to partner with Maine Department of Transportation through the Village Partnership Initiative (VPI) to develop and implement a master design plan for Skowhegan's commercial core.

Purpose and Need

Skowhegan has a number of major projects underway:

- Second bridge planning
- Jewett Street/Madison Avenue MPI
- Commercial Street/Madison Avenue traffic signal
- Norridgewock Avenue sidewalk (currently to Margaret Chase Smith Library, extend to Mary Street housing project)
- New MSAD 54 school planned for Heselton Street
- Bus garage moving to Jewett Street
- Skowhegan River Park and riverfront development on both sides of the gorge
- Two-mile riverfront promenade extending from the Old Mill Pub to Kennebec Banks on Route 2 East
- Trail development/master trail plan for the town (specific focus on downtown trail network)
- Construction of the new Maine Appalachian Trail Center on Malbons Mills Road overlooking the Big Eddy
- New Public Safety Building
- New Ballfield Compound
- Revitalization of 800+ seat historic opera house
- Downtown mural project
- Mixed use redevelopment project at 7 Island Ave that will add housing, retail, and a new restaurant, while serving as the future home of Bigelow Brewing
- Mixed use new construction project on Court Street that will expand products and services of Maine Grains, while adding community space, retail, and housing
- Madison Avenue drainage and paving
- Whitten Brook project through Conservation Commission in conjunction with Madison Avenue drainage
- Possible new parking garage

Instead of moving forward with these projects individually, the Town of Skowhegan and local residents desire a more comprehensive approach that will take all projects into account as part of a greater planning effort that emphasizes an all-voices-in approach with significant community engagement, transparency, and two-way communication.

VPI Vision & Goals

The vision for Skowhegan's future, as defined in the Skowhegan Strategic Plan for Community

Transformation, is for the town to become a thriving economic, cultural, and recreational destination where residents enjoy a high quality of life.

The Town of Skowhegan, with the help of many community leaders and organizational partners, is laying the groundwork for this vision. With a number of major projects underway that will impact mobility, traffic, parking, community development, and economic growth, the next logical steps are to consider all current and future infrastructure initiatives comprehensively, engage residents in the process, develop a master design plan, and implement projects accordingly.

A placemaking initiative at its core, the goal of a VPI collaboration between the Town of Skowhegan and MaineDOT is to develop and implement a master design plan for Skowhegan's commercial core that will improve the quality of life for residents while promoting economic growth, enhancing the visitor experience, and guiding future development of Skowhegan.

Proposed Outcomes include:

- A redeveloped riverfront that connects the Kennebec River Gorge to the commercial district on both sides of the river
- A safer downtown that eases traffic congestion and slows traffic speeds
- A more business-friendly commercial district where people meet, walk, shop, eat, and recreate
- Improved bicycle and pedestrian infrastructure
- Connectivity of green spaces, parks, and multi-use trail networks
- A recreational trail concept design plan that incorporates all current and proposed multiuse trail networks accessible via the commercial core

To achieve this, we propose the following Outputs:

- A master design of Skowhegan's commercial district (defined in geographic scope maps/documents below) with renderings of the full geographic scope and individual project areas
- A project plan for implementation with action steps and bid specs
- Strategies for ensuring plan adherence in all future project development processes

Leadership Team & Community Engagement Process

The Town of Skowhegan will bring together a cross-section of community members, civic leaders, and residents to lead this project and serve as the VPI Committee.

Main Street Skowhegan's Design Committee will also play a supporting role through the identification and implementation of test projects, community engagement, and public outreach.

In addition to the above committees, the Town recommends engaging a third-party facilitator to assist with public engagement.

References

[Skowhegan Strategic Plan for Community Transformation](#) (approved in 2016)

In 2015-16 a team of community leaders, residents, and stakeholders led by Main Street Skowhegan spent six months reviewing data and town plans and engaging more than 500 members of the community through surveys, focus groups, and public meetings to craft a strategic plan for Skowhegan. In June 2016, Skowhegan residents adopted the Skowhegan

Strategic Plan for Community Transformation at the annual town meeting. The plan's goal is to make Skowhegan a thriving economic, cultural, and recreational destination where residents enjoy a high quality of life. Strategies for achieving this vision include supporting local businesses and attracting entrepreneurs, investing in infrastructure, enhancing recreation opportunities, expanding the agricultural food hub, and cultivating the creative economy.

[Skowhegan River Park](#) (Run of River Project)

A community development project 20 years in the making, the Skowhegan River Park will redevelop our industrial downtown river corridor into an accessible outdoor recreation asset with an expanded trail network and enhanced whitewater. The river park will not only benefit community members through improved river access and free recreation opportunities, but it will also bolster the regional economy by attracting visitors, businesses, and new residents.

Also of related note:

[River Park/River Front Development Renderings](#)

[1999 Riverfront Renaissance Plan](#)

[Somerset County Rural Cultural Plan](#) (finalized in 2017)

This regional rural cultural plan emphasizes inclusion and celebration of the arts, outdoor recreation, and agriculture in Skowhegan and beyond.

[Kennebec Valley CEDS](#) (approved in 2017, updated version in development)

[Skowhegan Comprehensive Plan](#) (approved in 2010, updated version in development)

Proposed Geographic Scope

Please see the attached map for the proposed geographic scope, which captures current projects within its boundaries.