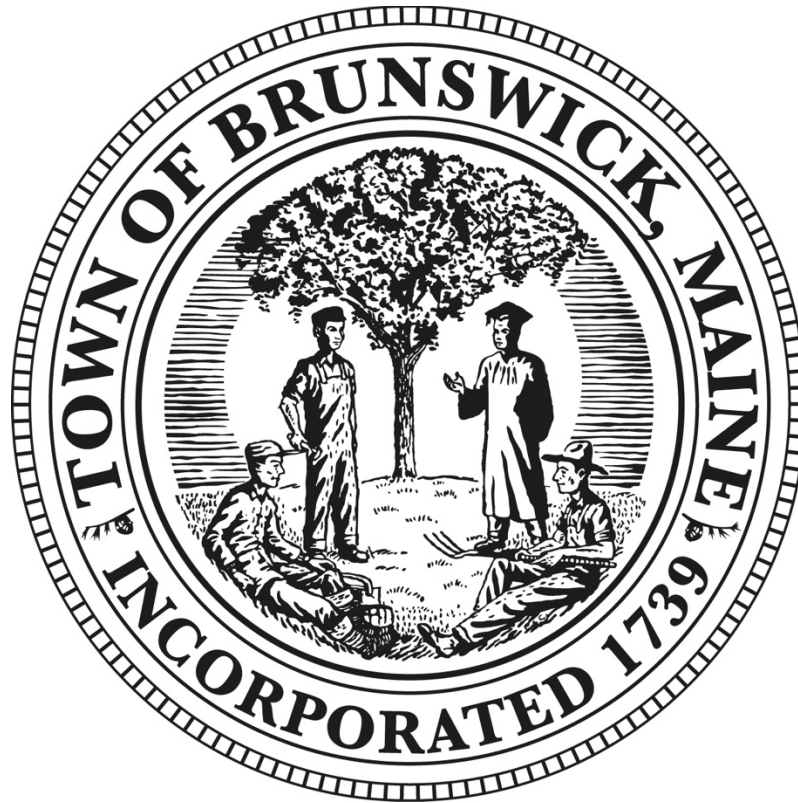


Town of Brunswick, Maine



**Capital Improvement Program
Fiscal Years Ending 2022-2026**

Adopted May 13, 2021

**Presented to Council: March 1, 2021
Public Hearing: April 20, 2021
Council Adoption: May 13, 2021**

**Town of Brunswick, Maine
Capital Improvement Program
For Fiscal Years Ending 2022-2026**

Table of Contents

| | <u>Page</u> |
|---|--------------------|
| Summary of Sources and Uses | 1 |
| Projects Recommended for funding | |
| Capital Improvements | 2 |
| Annual Programs/Reserves | 3 |
| Projects in Development | 4 |
| Proposed by Departments but not Recommended | 5 |
| Non-Town Projects | 5 |
| Debt Service and Tax Impact Exhibits | 5 |
| Projects with Proposed Debt | 6 |
| Debt Service charts | |
| Existing and Authorized Debt | 7 |
| Existing, Authorized and Proposed Debt | 8 |
| Existing, Authorized, Proposed and Projects in Development Debt | 9 |
| Estimated Tax Impacts - Summary | 10 |
| Tax Rate charts - Net Debt Service Effect on Tax Rate | |
| Existing, Authorized and Proposed Debt | 12 |
| Existing, Authorized, Proposed and Projects in Development Debt | 13 |
| Assumptions | 14 |
| Terms Used - Project Classifications | 15 |
| Terms Used - Definitions | 16 |
| Exhibits | |
| Fire Department Vehicle/Equipment Replacement | 18 |
| Police Department Vehicle/Equipment Replacement | 19 |
| Public Works Department Vehicle/Equipment Replacement | 20 |
| Parks & Recreation Department Vehicle/Equipment Replacement | 21 |
| Municipal Facilities Repair Program | 22 |
| IT/Cable TV Equipment | 23 |
| School Department Facilities Program | 24 |
| Proposed Street Resurfacing Schedule | 26 |
| Proposed Sidewalk Rehabilitation Schedule | 28 |
| Proposed Municipal Partnership Initiative Projects Schedule | 28 |
| Project Detail Sheets | 29 |
| Other Projects and Considerations | 109 |

Capital Improvement Program

For Fiscal Years Ending 2022-2026

| PROJECTS | Approved | Recommended | | | | | TOTALS |
|--|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | |
| Facilities - Improvements | \$ - | \$ 7,200,000 | \$ - | \$ - | \$ - | \$ - | \$ 7,200,000 |
| Infrastructure | 1,654,844 | 5,185,000 | 5,800,000 | 4,345,000 | 1,780,000 | 1,019,000 | 18,129,000 |
| Capital Acquisitions / Other | 685,000 | 135,000 | - | - | - | 1,500,000 | 1,635,000 |
| Municipal vehicle/equipment/facilities | 698,000 | 1,075,920 | 1,118,957 | 1,163,715 | 1,210,264 | 1,258,674 | 5,827,530 |
| Municipal annual work programs | 1,140,000 | 1,620,000 | 1,735,000 | 1,900,000 | 2,081,500 | 2,281,150 | 9,617,650 |
| School vehicle replacement | 161,660 | 240,962 | 196,691 | 202,592 | 208,670 | 214,930 | 1,063,845 |
| School annual work programs | 465,500 | 1,662,895 | 1,080,250 | 970,650 | 742,150 | 300,000 | 4,755,945 |
| TOTALS | \$ 4,805,004 | \$ 17,119,777 | \$ 9,930,898 | \$ 8,581,957 | \$ 6,022,584 | \$ 6,573,754 | \$ 48,228,970 |
| FUNDING SOURCES | | | | | | | |
| General Obligation Bonds | \$ 425,000 | \$ - | \$ 500,000 | \$ - | \$ - | \$ 1,500,000 | \$ 2,000,000 |
| GO Bonds - TIF funded | - | 3,000,000 | 770,500 | - | - | - | 3,770,500 |
| General Fund Balance | 841,000 | 1,106,230 | 280,000 | - | - | - | 1,386,230 |
| Municipal Revenues - Annual Prog | 1,838,000 | 2,695,920 | 2,853,957 | 3,063,715 | 3,291,764 | 3,539,824 | 15,445,180 |
| School Revenues | 627,160 | 1,903,857 | 1,276,941 | 1,173,242 | 950,820 | 514,930 | 5,819,790 |
| State of Maine | 356,922 | 835,700 | 2,707,000 | 2,085,800 | 922,500 | 369,500 | 6,920,500 |
| Donations/Grants | - | 42,000 | 220,000 | - | - | - | 262,000 |
| TIF Revenues | 611,922 | 807,300 | 1,232,500 | 1,924,200 | 522,500 | 419,500 | 4,906,000 |
| Reserves | 105,000 | 6,708,770 | 50,000 | 50,000 | 50,000 | 50,000 | 6,908,770 |
| Other | - | 20,000 | 40,000 | 285,000 | 285,000 | 180,000 | 810,000 |
| TOTALS | \$ 4,805,004 | \$ 17,119,777 | \$ 9,930,898 | \$ 8,581,957 | \$ 6,022,584 | \$ 6,573,754 | \$ 48,228,970 |

Project Summary

| | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL | FUNDING |
|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|
| I. PROJECTS RECOMMENDED FOR FUNDING | | | | | | | | |
| <i>Capital Improvements</i> | | | | | | | | |
| Facilities | | | | | | | | |
| 29 Landfill Closure | \$ - | \$ 6,608,770 | \$ - | \$ - | \$ - | \$ - | \$ 6,608,770 | Reserves |
| 29 Landfill Closure | - | 591,230 | - | - | - | - | 591,230 | Gen. Fund Bal. |
| Total Facilities | - | 7,200,000 | - | - | - | - | 7,200,000 | |
| Infrastructure | | | | | | | | |
| 31 MaineDOT Municipal Partnership | - | 330,000 | 380,000 | 425,000 | 322,500 | 369,500 | 1,827,000 | TIF Revenues |
| 31 MaineDOT Municipal Partnership | 250,000 | 330,000 | 380,000 | 425,000 | 322,500 | 369,500 | 1,827,000 | M.D.O.T |
| 33 Pleasant St Corridor | 46,922 | 140,000 | 238,000 | 270,000 | 150,000 | - | 798,000 | TIF Revenues |
| 33 Pleasant St Corridor (PPI for plan) | 46,922 | 70,000 | 952,000 | 1,080,000 | 600,000 | - | 2,702,000 | M.D.O.T |
| 35 Cedar St Parking | 15,000 | 43,000 | - | - | - | - | 43,000 | TIF Revenues |
| 35 Cedar St Parking | 60,000 | 172,000 | - | - | - | - | 172,000 | M.D.O.T |
| 37 Downtown Improvements | 500,000 | 3,000,000 | - | - | - | - | 3,000,000 | G.O. Bonds - TIF |
| 39 Riverwalk | - | 42,000 | 220,000 | - | - | - | 262,000 | Donations/Grants |
| 39 Riverwalk | - | 168,000 | 880,000 | - | - | - | 1,048,000 | M.D.O.T |
| 41 250th Anniv Park/Bridge amenities | - | - | 330,000 | - | - | - | 330,000 | TIF Revenues |
| MerePoint Wastewater Forcemain | 200,000 | - | - | - | - | - | - | Gen. Fund Bal. |
| Simpsons Point Road Parking | 105,000 | - | - | - | - | - | - | Reserves |
| 43 Bath Road Signal Upgrades | 50,000 | 100,500 | - | - | - | - | 100,500 | TIF Revenues |
| 43 Bath Road Signal Upgrades | - | 49,500 | 379,500 | - | - | - | 429,000 | M.D.O.T |
| 43 Bath Road Signal Upgrades | - | - | 770,500 | - | - | - | 770,500 | G.O. Bonds - TIF |
| 45 Bath Rd Culvert (Thompson Pond) | - | 75,000 | - | - | - | - | 75,000 | Gen. Fund Bal. |
| 45 Bath Rd Culvert (Thompson Pond) | - | - | 500,000 | - | - | - | 500,000 | G.O. Bonds |
| 47 LED Streetlights | 381,000 | 285,000 | - | - | - | - | 285,000 | Gen. Fund Bal. |
| 49 Cumberland Street Drainage | - | 20,000 | 280,000 | - | - | - | 300,000 | Gen. Fund Bal. |
| 51 Perryman Drive Extension | - | 93,800 | 234,500 | 1,179,200 | - | - | 1,507,500 | G.O. Bonds - TIF |
| 51 Perryman Drive Extension | - | 46,200 | 115,500 | 580,800 | - | - | 742,500 | M.D.O.T |
| 53 Cooks Corner Pedestrian Improv. | - | 20,000 | 40,000 | 285,000 | 285,000 | 180,000 | 810,000 | TIFs/Impact Fees |
| 55 Cooks Corner Revitalization | - | 200,000 | 100,000 | 100,000 | 100,000 | 100,000 | 600,000 | TIF Revenues |
| Total Infrastructure | 1,654,844 | 5,185,000 | 5,800,000 | 4,345,000 | 1,780,000 | 1,019,000 | 18,129,000 | |

| | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL | FUNDING |
|---|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|------------------|
| Capital Acquisitions / Other | | | | | | | | |
| Tank 2 Replacement | 425,000 | - | - | - | - | - | - | G.O. Bonds |
| SCBA Replacement | 260,000 | - | - | - | - | - | - | Gen. Fund Bal. |
| 57 Cardiac Monitors | - | 135,000 | - | - | - | - | 135,000 | Gen. Fund Bal. |
| 59 FD Tower 1 Replacement | - | - | - | - | - | 1,500,000 | 1,500,000 | G.O. Bonds |
| 61 Communications System | - | 389,332 | - | - | - | - | 389,332 | Donations/Grants |
| Total Capital Acquisitions/Other | 685,000 | 135,000 | - | - | - | 1,500,000 | 1,635,000 | |
| Total Capital Improvements | \$ 2,339,844 | \$ 12,520,000 | \$ 5,800,000 | \$ 4,345,000 | \$ 1,780,000 | \$ 2,519,000 | \$ 26,964,000 | |
| <i>Annual Programs/Reserves</i> | | | | | | | | |
| Municipal Vehicle/Equipment/Facilities/IT Reserves | | | | | | | | |
| 18 Fire Vehicle/Equip Replacement | \$ 113,000 | \$ 117,520 | \$ 122,221 | \$ 127,110 | \$ 132,194 | \$ 137,482 | \$ 636,526 | Munic. Rev. |
| 19 Police Vehicle/Equip Replacement | 160,000 | 166,400 | 173,056 | 179,978 | 187,177 | 194,664 | 901,276 | Munic. Rev. |
| 20 PW Vehicle/Equip Replacement | 365,000 | 379,600 | 394,784 | 410,575 | 426,998 | 444,078 | 2,056,036 | Munic. Rev. |
| 21 P&R Vehicle/Equip Replacement | 60,000 | 62,400 | 64,896 | 67,492 | 70,192 | 72,999 | 337,979 | Munic. Rev. |
| 22 Facilities Repair Program | - | 225,000 | 234,000 | 243,360 | 253,094 | 263,218 | 1,218,673 | Munic. Rev. |
| 23 IT/Cable TV Equipment | - | 125,000 | 130,000 | 135,200 | 140,608 | 146,232 | 677,040 | Munic. Rev. |
| | 698,000 | 1,075,920 | 1,118,957 | 1,163,715 | 1,210,264 | 1,258,674 | 5,827,530 | |
| Annual Public Works Programs | | | | | | | | |
| 26 PW - Sidewalks | 40,000 | 70,000 | 85,000 | 85,000 | 85,000 | 85,000 | 410,000 | Munic. Rev. |
| 24 PW - Street Resurfacing/Rehab | 1,100,000 | 1,550,000 | 1,650,000 | 1,815,000 | 1,996,500 | 2,196,150 | 9,207,650 | Munic. Rev. |
| Total annual work programs | 1,140,000 | 1,620,000 | 1,735,000 | 1,900,000 | 2,081,500 | 2,281,150 | 9,617,650 | |
| Total Municipal Programs/Reserves | \$ 1,838,000 | \$ 2,695,920 | \$ 2,853,957 | \$ 3,063,715 | \$ 3,291,764 | \$ 3,539,824 | \$ 15,445,180 | |
| School Department | | | | | | | | |
| School Vehicle Replacement | 161,660 | 240,962 | 196,691 | 202,592 | 208,670 | 214,930 | 1,063,845 | School Rev. |
| School Annual Work Program | 465,500 | 1,662,895 | 1,080,250 | 970,650 | 742,150 | 300,000 | 4,755,945 | School Rev. |
| Total School Programs/Reserves | \$ 627,160 | \$ 1,903,857 | \$ 1,276,941 | \$ 1,173,242 | \$ 950,820 | \$ 514,930 | \$ 5,819,790 | |
| Total Annual Programs/Reserves | \$ 2,465,160 | \$ 4,599,777 | \$ 4,130,898 | \$ 4,236,957 | \$ 4,242,584 | \$ 4,054,754 | \$ 21,264,970 | |
| Total Recommended Prog./Res. | \$ 4,805,004 | \$ 17,119,777 | \$ 9,930,898 | \$ 8,581,957 | \$ 6,022,584 | \$ 6,573,754 | \$ 48,228,970 | |

The Vehicle/Equipment Reserves were established in 2013, with the intention that funding would eventually be adequate to cover replacement of existing vehicle and equipment. At the time it was understood that full funding of the reserves would not be possible immediately, and to date, the funding has been at a lower level than recommended. The Facilities Repair Reserve was established in 2017 and the Cable TV/IT Reserve was established in 2018. All the reserves have served to smooth budget funding and to provide flexibility in replacement scheduling. The School Department Annual Work Program is funded through the School Department budget.

Project Summary

| | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL | FUNDING |
|--------------------------------------|------------------|-------------------|---------------------|---------------------|---------------------|----------------------|----------------------|------------------|
| II. PROJECTS IN DEVELOPMENT | | | | | | | | |
| <i>Capital Improvements</i> | | | | | | | | |
| Facilities | | | | | | | | |
| 63 Public Works Facility | \$ - | \$ - | \$ 120,000 | \$ - | \$ - | \$ - | \$ 120,000 | Gen. Fund Bal. |
| 63 Public Works Facility | - | - | - | - | - | 12,000,000 | 12,000,000 | G.O. Bonds |
| 65 Town Hall HVAC | - | - | - | 400,000 | - | - | 400,000 | G.O. Bonds |
| 67 Rec Center Roof | - | - | 316,250 | - | - | - | 316,250 | Gen. Fund Bal. |
| 69 Outdoor Recreation Complex | 50,000 | - | - | - | 2,987,520 | - | 2,987,520 | Donations/Grants |
| Total Facilities | <u>\$ 50,000</u> | <u>\$ -</u> | <u>\$ 436,250</u> | <u>\$ 400,000</u> | <u>\$ 2,987,520</u> | <u>\$ 12,000,000</u> | <u>\$ 15,823,770</u> | |
| Infrastructure | | | | | | | | |
| 71 Downtown Parking Structure | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,000,000 | \$ 5,000,000 | G.O. Bonds - TIF |
| 71 Downtown Parking Structure | - | - | - | - | - | 10,700,000 | 10,700,000 | Other |
| 73 Turner St Extension | - | - | 1,323,333 | 990,000 | - | - | 2,313,333 | G.O. Bonds |
| 73 Turner St Extension | - | - | 661,667 | 495,000 | - | - | 1,156,667 | M.D.O.T |
| 75 Range Road Culvert | - | 50,000 | - | - | - | - | 50,000 | Gen. Fund Bal. |
| 77 Bunganuc Rd Culvert | - | 50,000 | - | - | - | - | 50,000 | Gen. Fund Bal. |
| 77 Bunganuc Rd Culvert | - | - | 350,000 | - | - | - | 350,000 | G.O. Bonds |
| 79 River Road Culvert | - | - | 50,000 | 250,000 | - | - | 300,000 | Gen. Fund Bal. |
| 81 Rec Center Front Parking Lot | - | - | - | 191,000 | - | - | 191,000 | Gen. Fund Bal. |
| Total Infrastructure | <u>\$ -</u> | <u>\$ 100,000</u> | <u>\$ 2,385,000</u> | <u>\$ 1,926,000</u> | <u>\$ -</u> | <u>\$ 15,700,000</u> | <u>\$ 20,111,000</u> | |
| Other Projects | | | | | | | | |
| 83 Bay Bridge Water Main Extension | - | - | 100,000 | 2,400,000 | - | - | 2,500,000 | Grants |
| 85 Establishment of MS4 Permit | - | - | 100,000 | - | - | - | 100,000 | Gen. Fund Bal. |
| Total Other Projects | <u>\$ -</u> | <u>\$ -</u> | <u>\$ 200,000</u> | <u>\$ 2,400,000</u> | <u>\$ -</u> | <u>\$ -</u> | <u>\$ 2,600,000</u> | |
| Total Projects in Development | <u>\$ 50,000</u> | <u>\$ 100,000</u> | <u>\$ 3,021,250</u> | <u>\$ 4,726,000</u> | <u>\$ 2,987,520</u> | <u>\$ 27,700,000</u> | <u>\$ 38,534,770</u> | |

| | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL | FUNDING |
|---|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|-----------------|
| III. PROPOSED BY DEPARTMENTS BUT NOT RECOMMENDED | | | | | | | | |
| <i>Capital Improvements</i> | | | | | | | | |
| Facilities & Infrastructure | | | | | | | | |
| 87 People Plus Expansion | \$ - | \$ - | \$ - | \$ 1,146,000 | \$ - | \$ - | \$ 1,146,000 | Other |
| 89 Tennis Courts | - | - | - | - | 208,060 | - | 208,060 | Gen. Fund Bal. |
| 91 Skate Park | - | - | - | - | - | 125,000 | 125,000 | Gen. Fund Bal. |
| 93 Gurnet-Thomas Pt connector | - | - | 1,500,000 | - | - | - | 1,500,000 | G.O. Bonds |
| 95 Lamb Boat Launch | - | - | - | - | 120,000 | - | 120,000 | I.F.W. - D.O.C. |
| 95 Lamb Boat Launch | - | - | - | - | 30,000 | - | 30,000 | Gen. Fund Bal. |
| 97 Androscoggin Bike Path | - | - | - | - | 330,000 | - | 330,000 | G.O. Bonds |
| 97 Androscoggin Bike Path | - | - | - | - | 110,000 | - | 110,000 | Impact Fees |
| 97 Androscoggin Bike Path | - | - | - | - | 1,760,000 | - | 1,760,000 | U.S. D.O.T. |
| 99 Fitzgerald-Bike Path connection | - | - | - | - | - | 37,000 | 37,000 | Gen. Fund Bal. |
| 99 Fitzgerald-Bike Path connection | - | - | - | - | - | 148,000 | 148,000 | U.S. D.O.T. |
| 101 Weymouth St Parking | - | - | - | 425,000 | - | - | 425,000 | TIF Revenues |
| 103 BHS Egress Road | - | - | - | - | - | 1,500,000 | 1,500,000 | G.O. Bonds |
| 105 Land for Brunswick's Future | - | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 250,000 | Gen. Fund Bal. |
| 107 East Brunswick Fields | - | - | - | 250,000 | 250,000 | - | 500,000 | G.O. Bonds |
| Total Proposed/Not Recommended | <u>\$ -</u> | <u>\$ 50,000</u> | <u>\$ 1,550,000</u> | <u>\$ 1,871,000</u> | <u>\$ 2,858,060</u> | <u>\$ 1,860,000</u> | <u>\$ 8,189,060</u> | |
| IV. NON-TOWN PROJECTS | | | | | | | | |
| Route 1/Maine St ramp | 65,000 | - | 400,000 | 3,770,000 | - | - | 4,170,000 | M.D.O.T. |
| Route 1 Hwy preservation paving | 819,000 | - | - | - | - | - | - | M.D.O.T. |
| Route 123 light capital paving | - | 200,000 | - | - | - | - | 200,000 | M.D.O.T. |
| Old Bath Rd culvert | 270,000 | - | - | - | - | - | - | M.D.O.T. |
| Crosswalk lights (4) | 300,000 | - | - | - | - | - | - | M.D.O.T. |
| Frank Wood Bridge | - | 19,800,000 | - | - | - | - | 19,800,000 | M.D.O.T. |
| Old Portland Road LCP | - | 690,000 | - | - | - | - | 690,000 | M.D.O.T. |
| Exit 28 Lighting Upgrades | - | 866,000 | - | - | - | - | 866,000 | M.D.O.T. |
| Route 1/Stanwood intersection | - | - | 1,490,000 | - | - | - | 1,490,000 | M.D.O.T. |
| Maine St bridge over Route 1 | - | - | - | 1,400,000 | - | - | 1,400,000 | M.D.O.T. |
| Total Non-Town Projects | <u>\$ 1,454,000</u> | <u>\$ 21,556,000</u> | <u>\$ 1,890,000</u> | <u>\$ 5,170,000</u> | <u>\$ -</u> | <u>\$ -</u> | <u>\$ 28,616,000</u> | |

Projects with Proposed Debt

| | Fiscal Year | Estimated Project Cost | Assumed Bond Years | Assumed Interest Rate | Projected First Year Debt Service (a) | Estimated First Yr Tax Rate Impact (b) | Estimated Total Debt Service (c) |
|--|------------------------|---------------------------------------|-------------------------------|--------------------------------------|--|---|---|
| Debt Authorized But Not Issued | | | | | | | |
| Central Fire Station (level principal) | 2021-22 | \$ 13,500,000 | 25 | 2.70% | \$ 904,500 | 1.87% | \$ 18,238,500 |
| Fire Tank 2 | 2021-22 | 425,000 | 10 | 2.45% | 52,913 | 0.11% | 482,269 |
| | | \$ 13,925,000 | | | \$ 957,413 | | \$ 18,720,769 |
| From Other Sources | | | | | | | |
| TIF Revenues | | \$ - | | | \$ - | | \$ - |
| Net Debt Authorized But Not Issued | | \$ 13,925,000 | | | \$ 957,413 | | \$ 18,720,769 |
| Debt on Recommended Projects | | | | | | | |
| Downtown Improvements | 2022-23 | \$ 3,000,000 | 10 | 2.05% | \$ 361,500 | 0.75% | \$ 3,338,250 |
| Bath Rd Signal Upgrades | 2023-24 | 770,500 | 10 | 2.15% | 93,616 | 0.19% | 861,612 |
| Bath Rd Culvert (Thompson Pond) | 2023-24 | \$ 500,000 | 10 | 2.15% | \$ 60,750 | 0.13% | \$ 559,125 |
| Perryman Drive Extension | 2024-25 | \$ 1,507,500 | 10 | 2.25% | \$ 184,669 | 0.38% | \$ 1,694,053 |
| FD Tower 1 Replacement | 2026-27 | 1,500,000 | 10 | 2.45% | 186,750 | 0.39% | 1,702,125 |
| | | \$ 7,278,000 | | | \$ 887,285 | | \$ 8,155,165 |
| From Other Sources | | | | | | | |
| TIF Revenues | | \$ 5,278,000 | | | \$ 639,785 | | \$ 5,893,915 |
| Net Proposed Debt in CIP | | \$ 2,000,000 | | | \$ 247,500 | | \$ 2,261,250 |
| Debt on Projects in Development | | | | | | | |
| Public Works Facility | 2026-27 | \$ 12,000,000 | 20 | 2.95% | \$ 954,000 | 1.97% | \$ 15,717,000 |
| Town Hall HVAC | 2024-25 | 400,000 | 10 | 2.25% | 49,000 | 0.10% | 449,500 |
| Downtown Parking Structure | 2026-27 | 5,000,000 | 20 | 2.95% | 397,500 | 0.82% | 6,548,750 |
| Turner St Extension | 2024-25 | 2,313,333 | 15 | 2.50% | 212,056 | 0.44% | 2,776,000 |
| Bunganuc Road Culvert | 2023-24 | 350,000 | 10 | 2.15% | 42,525 | 0.09% | 391,388 |
| | | \$ 20,063,333 | | | \$ 1,655,081 | | \$ 25,882,637 |
| From Other Sources | | | | | | | |
| TIF Revenues | | \$ 5,000,000 | | | \$ 397,500 | | \$ 6,548,750 |
| Net Debt on Projects in Development | | \$ 15,063,333 | | | \$ 1,257,581 | | \$ 19,333,887 |

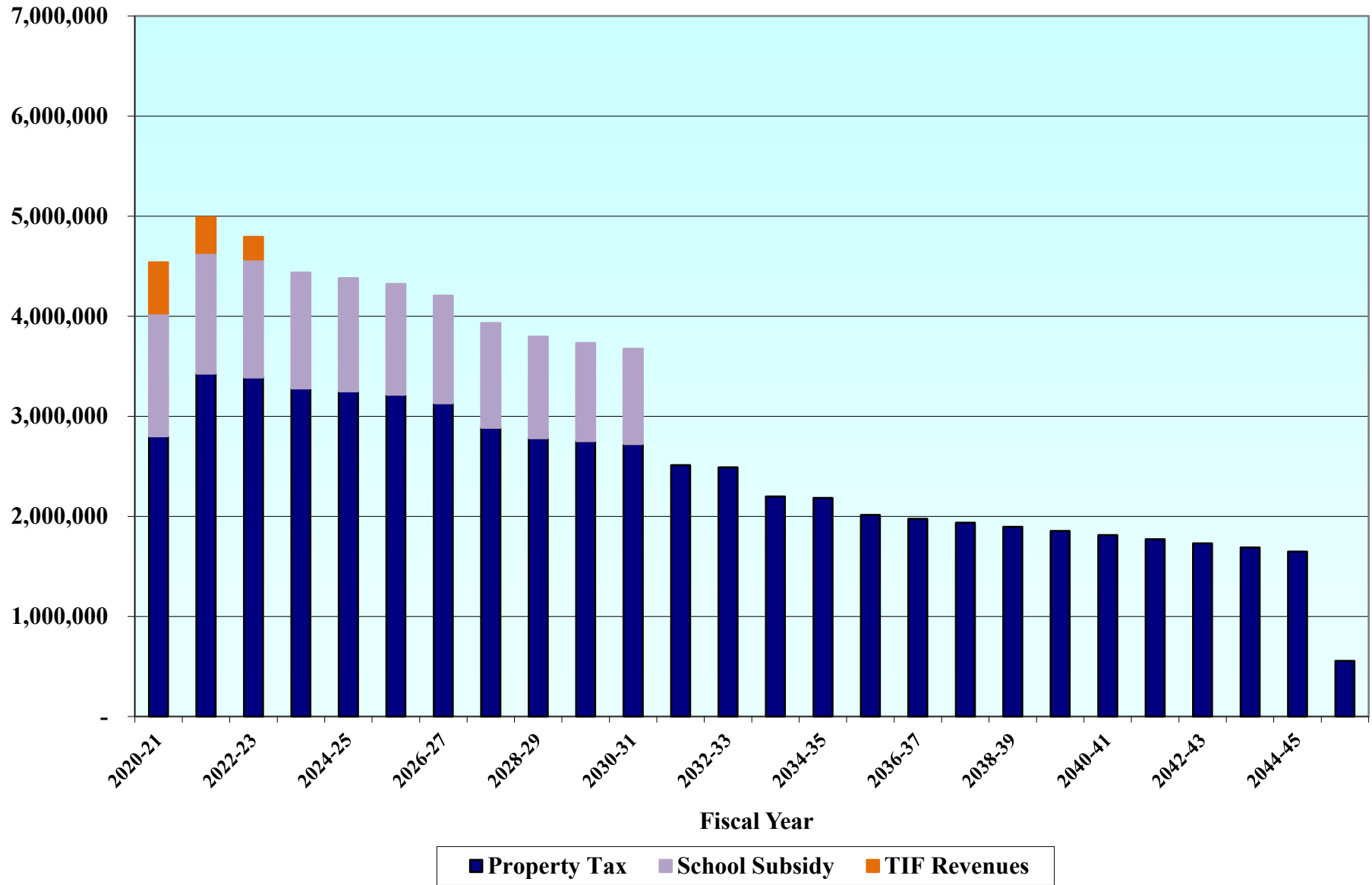
(a) The first year debt service payment is an estimate assuming level principal payments and the rates and terms shown. Actual rates and terms will be determined if and when bonds are issued.

(b) Assumes a 1% Tax Rate increase equals: **\$484,000**

(c) This is the estimated total debt service over the life of the bonds.

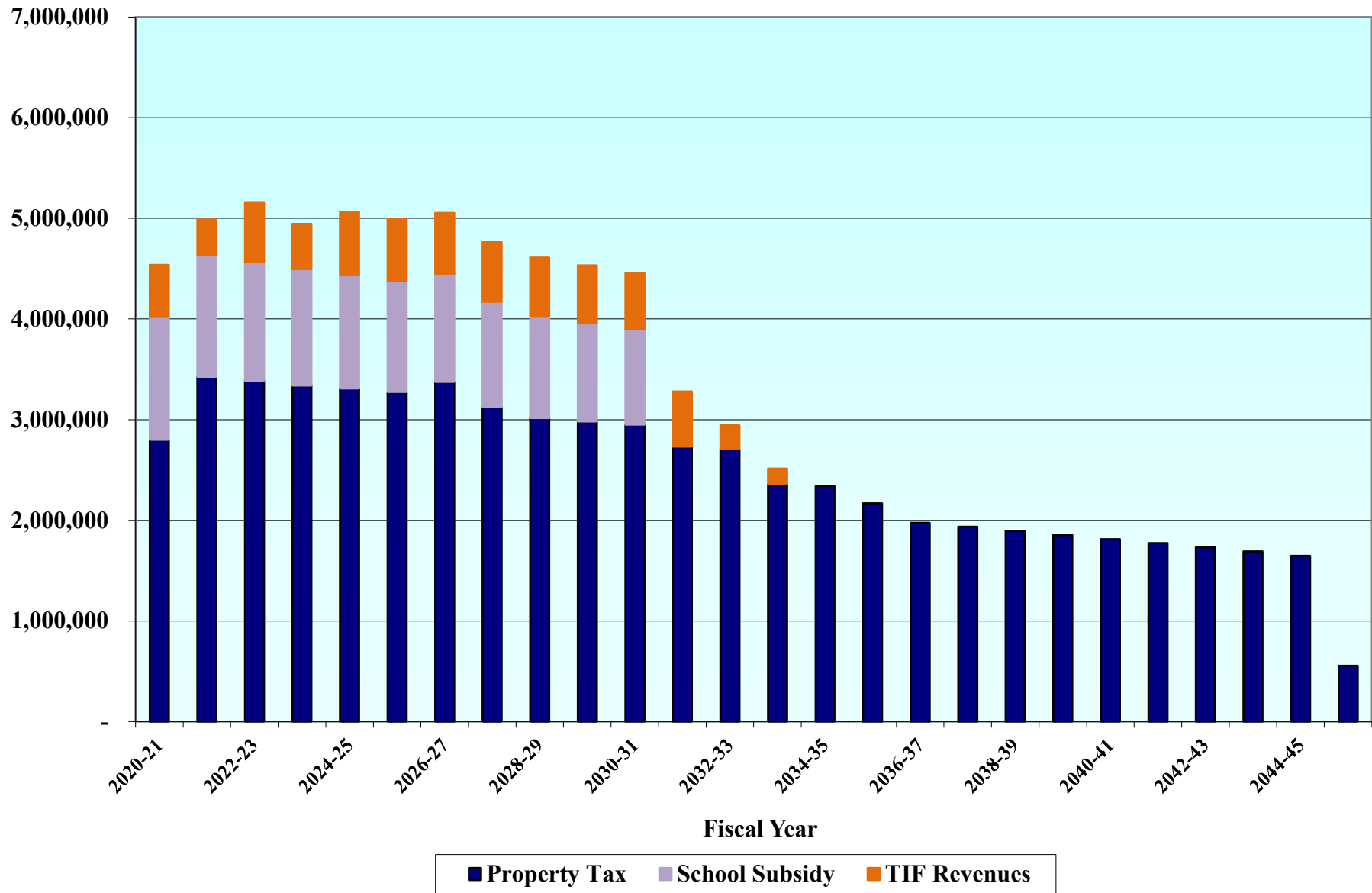
Town of Brunswick
Capital Improvement Program

Debt Service - Existing Debt and Authorized Debt



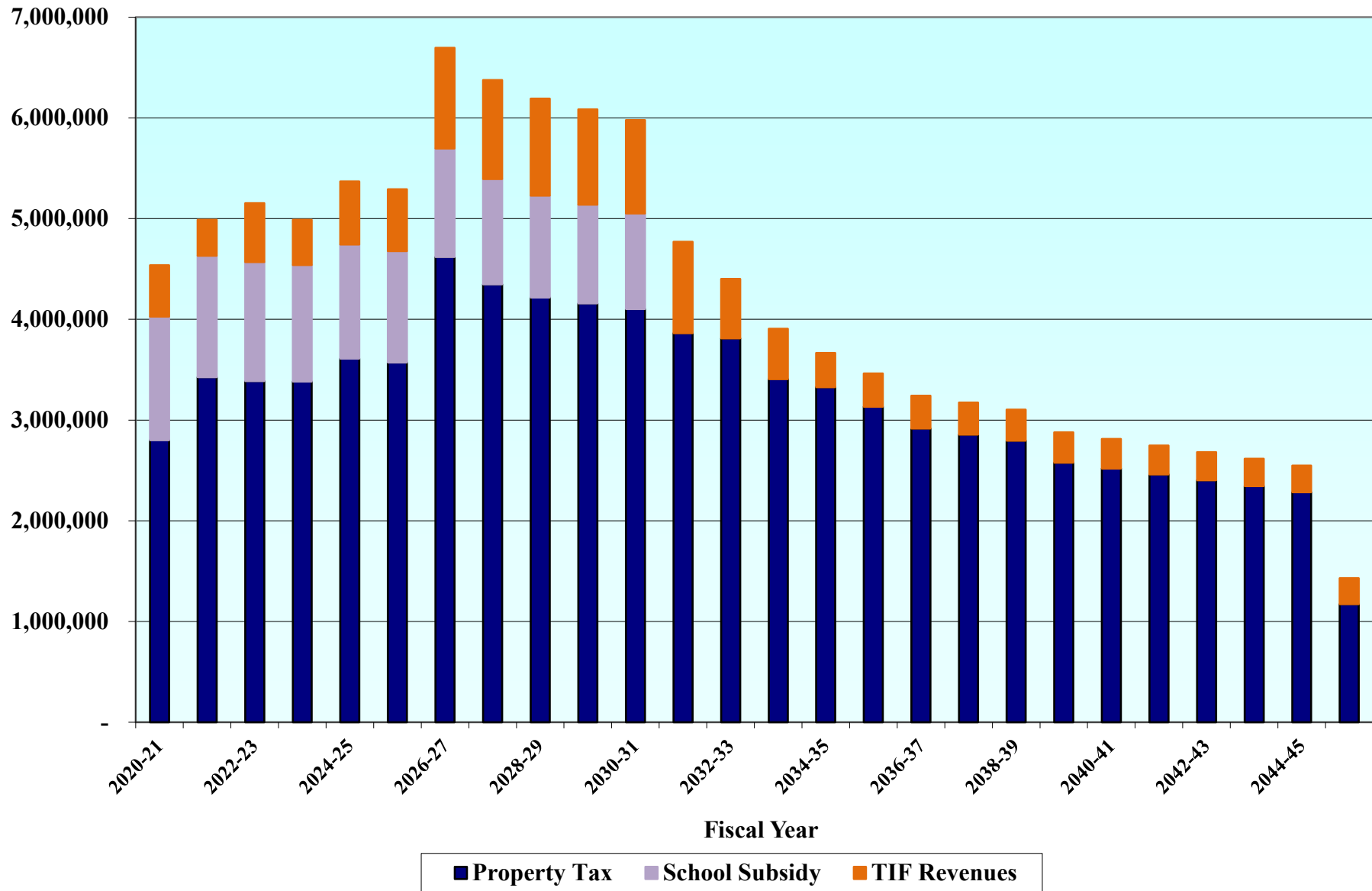
Town of Brunswick
Capital Improvement Program

Debt Service - Existing, Authorized, and Proposed



Town of Brunswick
Capital Improvement Program

Debt Service - Existing, Authorized, Proposed and Projects in Development



| | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 |
|---|------------------|------------------|------------------|------------------|------------------|------------------|
| TAX IMPACT OF RECOMMENDED PROJECTS | | | | | | |
| Projects Financed with Debt | | | | | | |
| Existing Debt Service | | | | | | |
| Existing Debt Service | \$ 4,537,770 | \$ 4,031,843 | \$ 3,850,930 | \$ 3,509,327 | \$ 3,469,813 | \$ 3,426,732 |
| TIF Revenues | (510,035) | (356,962) | (224,926) | - | - | - |
| School Subsidy (estimated) | (1,228,216) | (1,205,159) | (1,181,192) | (1,156,618) | (1,131,285) | (1,105,193) |
| Existing Debt Service - Net | 2,799,519 | 2,469,722 | 2,444,811 | 2,352,709 | 2,338,528 | 2,321,538 |
| New Debt Service | | | | | | |
| Authorized But Not Issued | - | 957,413 | 941,791 | 926,170 | 910,549 | 894,928 |
| Proposed Debt Service | - | - | 361,500 | 509,716 | 685,503 | 673,229 |
| TIF Revenues | - | - | (361,500) | (448,966) | (625,828) | (614,629) |
| New Debt Service - Net | - | 957,413 | 941,791 | 986,920 | 970,224 | 953,528 |
| Existing and New Debt Service - Net | 2,799,519 | 3,427,135 | 3,386,603 | 3,339,629 | 3,308,751 | 3,275,066 |
| Change from Previous Year | 1,002,768 | 627,615 | (40,532) | (46,973) | (30,878) | (33,686) |
| Tax Rate Impact - Debt Service | 2.07% | 1.30% | -0.08% | -0.10% | -0.06% | -0.07% |
| Projects Financed with other than Debt | | | | | | |
| Non-Debt Sources | | | | | | |
| Municipal Revenues | 1,838,000 | 2,695,920 | 2,853,957 | 3,063,715 | 3,291,764 | 3,539,824 |
| School Revenues | 627,160 | 1,903,857 | 1,276,941 | 1,173,242 | 950,820 | 514,930 |
| Non-Debt Projects | 2,465,160 | 4,599,777 | 4,130,898 | 4,236,957 | 4,242,584 | 4,054,754 |
| Change from Previous Year | (2,134,617) | 2,134,617 | (468,879) | 106,059 | 5,627 | (187,829) |
| Tax Rate Impact - Non-Debt Projects | -4.41% | 4.41% | -0.97% | 0.22% | 0.01% | -0.39% |
| Projects Financed Debt and Non-Debt | | | | | | |
| Debt and Non-Debt Projects | 5,264,679 | 8,026,912 | 7,517,500 | 7,576,586 | 7,551,335 | 7,329,820 |
| Change from Previous Year | (1,131,849) | 2,762,232 | (509,411) | 59,086 | (25,251) | (221,515) |
| Tax Rate Impact - Capital Projects | -2.34% | 5.71% | -1.05% | 0.12% | -0.05% | -0.46% |

| | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 |
|---|------------------|------------------|------------------|------------------|------------------|------------------|
| Operating Costs Related to New Projects | | | | | | |
| Operating Costs | 22,350 | 27,350 | 110,850 | 110,850 | 110,850 | 110,850 |
| Change from Previous Year | 22,350 | 5,000 | 83,500 | - | - | - |
| <i>Tax Rate Impact - Operating Costs</i> | 0.05% | 0.01% | 0.17% | 0.00% | 0.00% | 0.00% |
| Recommended Projects & Operating Costs - Total | 5,287,029 | 8,054,262 | 7,628,350 | 7,687,436 | 7,662,185 | 7,440,670 |
| Change from Previous Year | (1,109,499) | 2,767,232 | (425,911) | 59,086 | (25,251) | (221,515) |
| <i>Tax Rate Impact - Projects & Operating</i> | -2.29% | 5.72% | -0.88% | 0.12% | -0.05% | -0.46% |
| Estimates assume a 1% tax increase is equal to: | \$484,000 | \$484,000 | \$484,000 | \$484,000 | \$484,000 | \$484,000 |

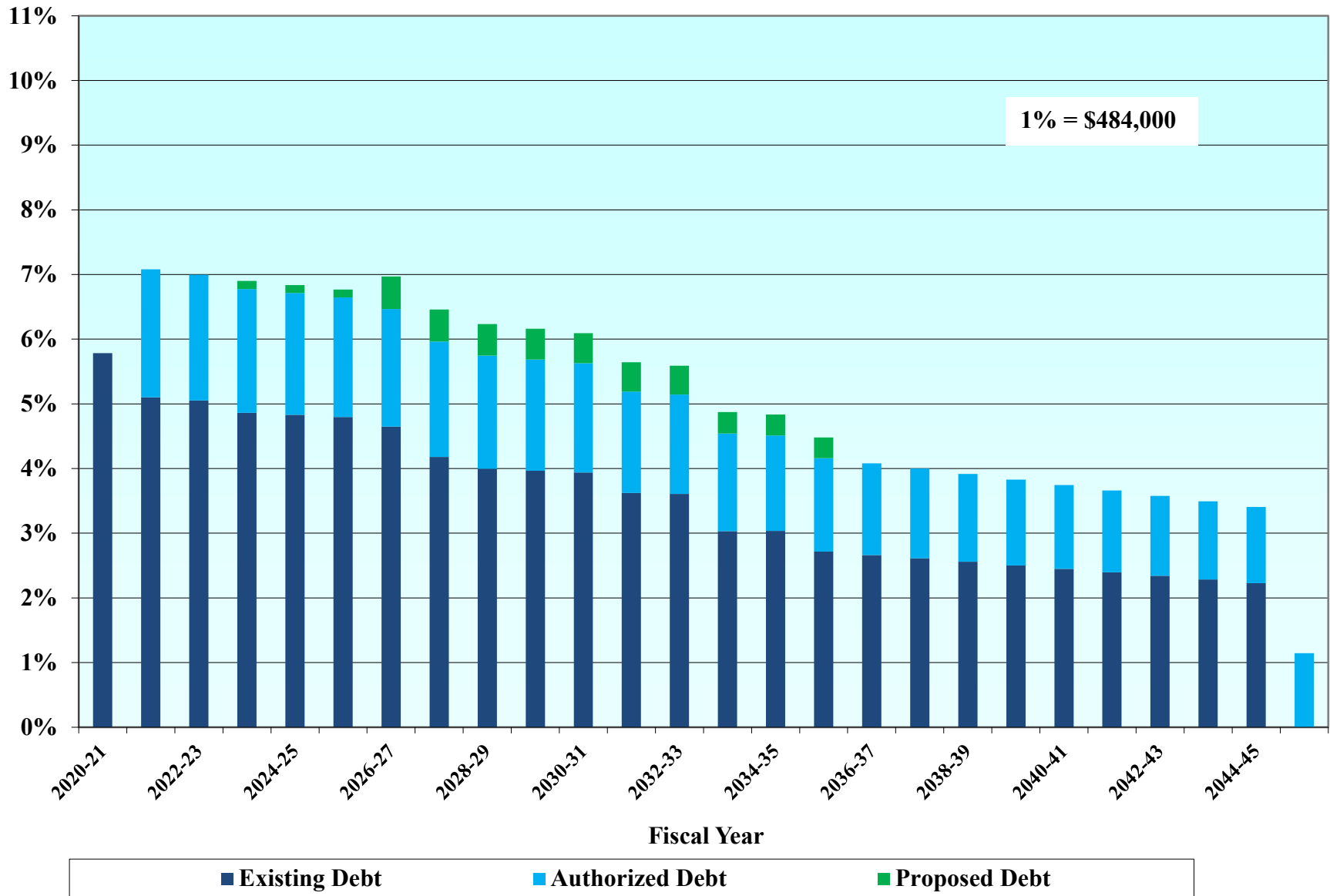
TAX IMPACT OF ADDING PROJECTS UNDER DEVELOPMENT

| | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Projects Under Development | | | | | | |
| Estimated Debt Service | - | - | - | 42,525 | 302,828 | 297,320 |
| Change from Previous Year | - | - | - | 42,525 | 260,303 | (5,508) |
| <i>Tax Rate Impact - Projects under Development</i> | 0.00% | 0.00% | 0.00% | 0.09% | 0.54% | -0.01% |
| Total Proposed and Projects Under Development | 5,287,029 | 8,054,262 | 7,628,350 | 7,729,961 | 7,965,013 | 7,737,990 |
| Change from Previous Year | (1,109,499) | 2,767,232 | (425,911) | 101,611 | 235,052 | (227,023) |
| <i>Tax Rate Impact - Recommended Projects and Projects Under Development</i> | -2.29% | 5.72% | -0.88% | 0.21% | 0.49% | -0.47% |
| Estimates assume a 1% tax increase is equal to: | \$484,000 | \$484,000 | \$484,000 | \$484,000 | \$484,000 | \$484,000 |

Town of Brunswick
Capital Improvement Program

Net General Fund Debt Service Effect on Tax Rate

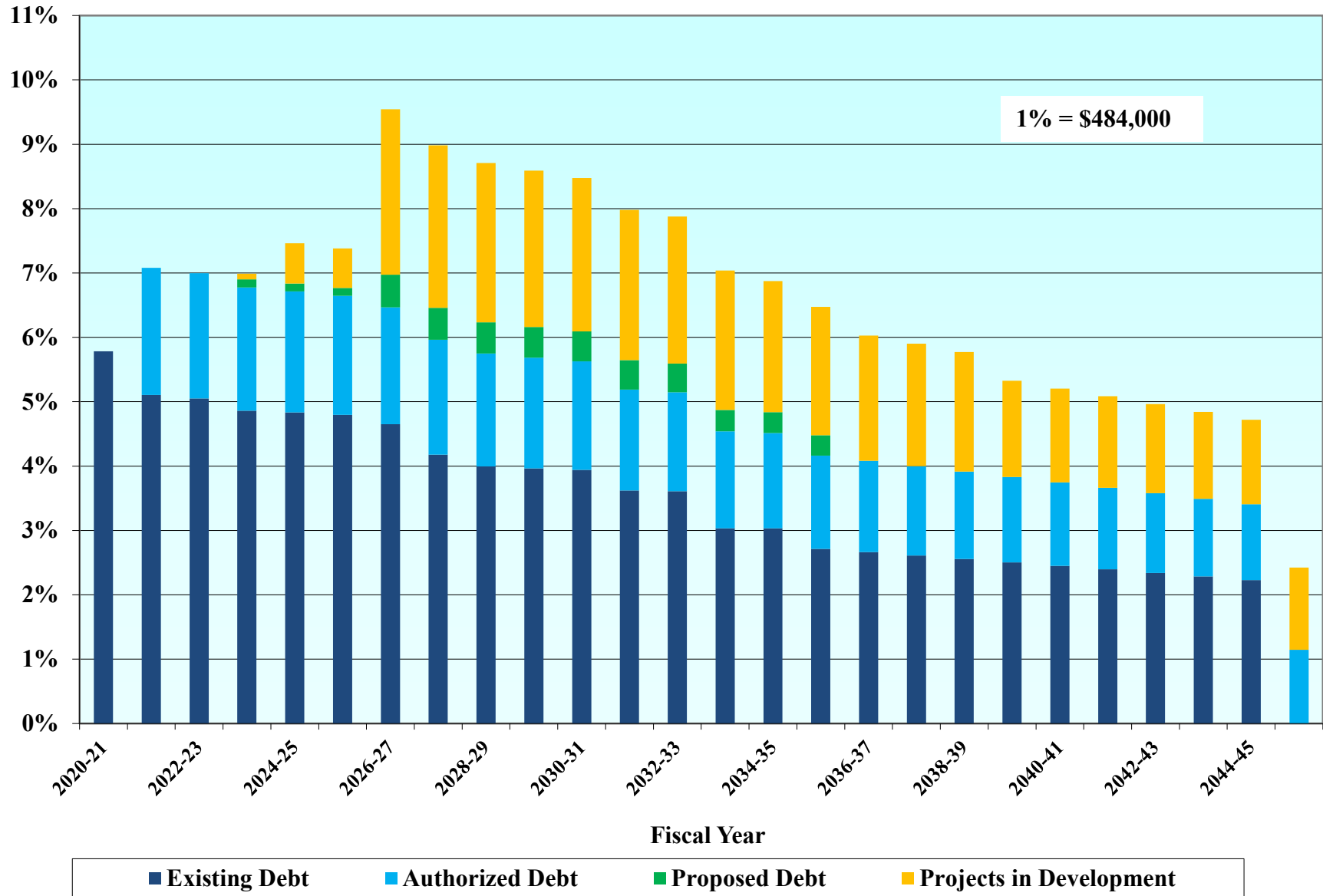
Note: Does not include debt service
proposed from TIF revenues



**Town of Brunswick
Capital Improvement Program**

**Net General Fund Debt Service Effect on Tax Rate
Including Projects in Development**

Note: Does not include debt service proposed from TIF revenues



Town of Brunswick, Maine
Capital Improvement Program
Assumptions

| Tier | Bond Years | Bond Year Start | | | | | | |
|------------------|--------------|-----------------|-------|-------|-------|-------|-------|-------|
| | | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
| 5 | 0-5 | 1.60% | 1.70% | 1.80% | 1.90% | 2.00% | 2.10% | 2.20% |
| 10 | 6-10 | 1.85% | 1.95% | 2.05% | 2.15% | 2.25% | 2.35% | 2.45% |
| 15 | 11-15 | 2.10% | 2.20% | 2.30% | 2.40% | 2.50% | 2.60% | 2.70% |
| 20 | 16-20 | 2.35% | 2.45% | 2.55% | 2.65% | 2.75% | 2.85% | 2.95% |
| 25 | 21-25 | 2.60% | 2.70% | 2.80% | 2.90% | 3.00% | 3.10% | 3.20% |
| 30 | 26-30 | 2.85% | 2.95% | 3.05% | 3.15% | 3.25% | 3.35% | 3.45% |
| Base: | 1.50% | | | | | | | |
| Year Inc. | 0.10% | | | | | | | |
| Tier Inc: | 0.50% | | | | | | | |

| Bond Year | Fiscal Year | |
|-----------|-------------|--|
| 35 | 2020-21 | Harriet Beecher Stowe Elementary School |
| 36 | 2021-22 | State Subsidy: 87.04% |
| 37 | 2022-23 | |
| 38 | 2023-24 | Taxes |
| 39 | 2024-25 | One percent: \$484,000 |
| 40 | 2025-26 | |
| 41 | 2026-27 | |

- (a) The first year debt service payment is an estimate assuming level principal payments and the rates and terms shown.
 Actual rates and terms will be determined if and when bonds are issued.
- (b) Assumes a 1% Tax Rate increase € **\$484,000**
- (c) This is the estimated total debt service over the life of the bonds. It assumes the rates and terms shown.

Terms used in this Capital Improvement Program

CIP Project Classifications

CIP Projects are classified in one of four classifications:

CIP Projects Recommended for Funding - Projects and acquisitions included have been sufficiently developed and defined as to clearly identify the scope and cost of the project and the recommended funding sources. It is highly likely that projects in this class will eventually be authorized for completion and funding.

CIP Projects In Development - Projects and acquisitions of this class are under active consideration but have not been sufficiently developed or defined to clearly identify the scope or cost of the project. Typically, projects in this category are being evaluated from several alternatives, or there is not sufficient confidence in the cost estimates to determine whether the project should be recommended for funding.

CIP Projects Not Recommended - Projects and acquisitions of this class have been identified or requested by departments or others but are either insufficiently developed or defined, or have been deemed to be beyond the funding capacity of the Town. These projects may receive consideration at a future date should circumstances warrant.

CIP Projects Non-Town Funded - Projects to be completed and funded solely by entities other than the Town, with an estimated operational cost impact to the Town of less than \$25,000, are of interest to the Town in its planning efforts. However, as they have a minimal, or no, impact on Town finances, they are shown separately from Town funded projects.

Terms used in this Capital Improvement Program

CIP Definitions

Capital Project or Acquisition – A CIP project, item, or a network or system of items must have a cost of at least \$100,000 and a life expectancy of five years or more. The terms “project” and “projects” shall include items that are acquisitions.

Network or System of Items - Items that are intended to be a part of a larger network or system, that when purchased individually may have a cost of less than \$100,000. For example, a computer network may be comprised of several components, each of which cost less than \$100,000, but as a group comprise a network costing \$100,000 or more.

Vehicle/Equipment Replacement Program – A systematic annual funding process for the replacement of fleet vehicles and equipment. These programs shall be included as items in the CIP even when the annual funding is less than \$100,000.

Facilities Reserve Program- A systematic annual funding of a reserve fund for facilities maintenance projects costing less than \$100,000 and more than \$25,000. These projects are larger than minor capital projects which would typically be included in the Town's annual operating budget.

Work Programs – Refers to capital project work generally performed by department or contracted resources and funded annually. These programs shall be included as items in the CIP.

Minor Capital – Refers to items that, although capital in nature, do not meet the above definitions of a project or acquisition, or of a system or network of items. Minor capital items should be included in the Town’s annual operating budget.

Operating costs – Refers to the ongoing annual costs associated with a capital project or acquisition. The Town shall identify the estimated annual operating cost impact (net increase or decrease) related to a project when those operating cost impact to the Town is estimated to be \$25,000 or greater.

Debt - Related Terminology

Existing Debt Service - The existing debt service costs taken from the current debt service schedules. It represents the actual current obligations of the Town.

Debt Authorized But Not Issued - This is an estimate of the debt service costs on projects that have been authorized but for which debt has not yet been issued. These are estimates. The actual costs will be determined by project costs, structure of the bond issues, and prevailing interest rates at the time the bonds are issued.

Proposed New Debt - The debt service costs for new projects proposed in the CIP. These are estimates. The actual costs will be determined by project costs, structure of the bond issues, and prevailing interest rates at the time the bonds are issued.

State School Construction Debt Service Subsidy - The State of Maine Department of Education (DOE) assists school units with state-approved construction projects under a complex arrangement. First, the DOE, after extensive review of a proposed school construction project, determines a level of project costs that it deems eligible for state subsidy. Then, the annual debt service for those eligible costs is included in the calculation of the unit’s annual subsidy of all of its education costs, using the State’s Essential Programs and Service (EPS) funding model. The EPS model uses a number of variables that will change annually. Further, the model is subject to change by the actions of the State Legislature and the DOE. Also, the annual level of EPS funding is determined in the State budget process. School debt service subsidy estimates are intended only for planning purposes. Future estimates and actual subsidy payments may be materially different.

**Town of Brunswick, Maine
Capital Improvement Program
0
For Fiscal Years Ending 2022-2026**

| Exhibits | Page |
|---|-------------|
| Annual Programs/Reserves | |
| Reserve funds have been established for a systematic annual funding process for the replacement of fleet vehicles and equipment, maintenance of facilities, and the annual road paving and sidewalk improvement programs. Through regular, level funding of the reserves, the Town avoids wide fluctuations in funding requirements from year to year. The reserves are managed with the use of replacement/project schedules, and have enabled department heads to better manage their fleets and equipment, and plan future projects. | |
| Fire Department Vehicle/Equipment Replacement Reserve | 18 |
| Police Department Vehicle/Equipment Replacement Reserve | 19 |
| Public Works Department Vehicle/Equipment Replacement Reserve | 20 |
| Parks & Recreation Department Vehicle/Equipment Replacement Reserve | 21 |
| Facilities Repair Program | 22 |
| IT/Cable TV Equipment Replacement Reserve | 23 |
| School Department Facilities Program | 24 |
| Proposed Street Resurfacing Schedule | 26 |
| Proposed Sidewalk Rehabilitation Schedule | 28 |
| Proposed Municipal Partnership Initiative Projects Schedule | 28 |
| Project Detail Sheets | |
| CIP Projects Recommended for Funding - Projects and acquisitions included have been sufficiently developed and defined as to clearly identify the scope and cost of the project and the recommended funding sources. It is highly likely that projects in this class will eventually be authorized for completion and funding. | 29 |
| CIP Projects In Development - Projects and acquisitions of this class are under active consideration but have not been sufficiently developed or defined to clearly identify the scope or cost of the project. Typically, projects in this category are being evaluated from several alternatives, or there is not sufficient confidence in the cost estimates to determine whether the project should be recommended for funding. | 63 |
| CIP Projects Not Recommended - Projects and acquisitions of this class have been identified or requested by departments or others but are either insufficiently developed or defined, or have been deemed to be beyond the funding capacity of the Town. These projects may receive consideration at a future date should circumstances warrant. | 87 |
| Other Projects and Considerations | 109 |

Brunswick Fire Department
Vehicle Replacement Schedule
2022-2026 Capital Improvement Program

Brunswick Fire Department Vehicle Replacement Schedule

| Year | Make | Model | General Description | Date In service | Useful Life | Year To Replace | FY 2020-2021 | FY 2021-2022 | FY 2022-2023 | FY 2023-2024 | FY 2024-2025 | FY 2025-2026 |
|------|----------------|-------------|--------------------------------|-----------------|-------------|-----------------|-------------------|------------------|-------------------|-------------------|-------------------|---------------------|
| 2011 | Chevy | Tahoe | Staff Vehicle (C-2) | Oct-10 | 7 | 2017 | 40,000 | | | | | |
| 2011 | Chevy | Tahoe | Staff Vehicle (C-1) | Nov-10 | 7 | 2017 | 40,000 | | | | | |
| 1994 | Central States | Ford 8000 | 1500 gal Tanker/ 1250 pump | Apr-94 | 25 | 2020 | 415,000 | | | | | |
| 2010 | Ford | F-350 | 4x4 Pick up w/ plow (U-2) | Feb-10 | 10 | 2020 | 55,000 | | | | | |
| 2008 | Ford | F-450 | Brush Truck (B-2) | Jun-05 | 10 | 2018 | | 55,000 | | | | |
| 2014 | Ford | F-250 | Crew Cab Pick up (U-1) | Dec-13 | 10 | 2023 | | | | 65,000 | | |
| 2015 | Ford | F-550 | Brush Truck (B-1) | May-15 | 10 | 2025 | | | | | | |
| 2006 | Hackney | Spartan | Technical Rescue (S-4) | Jun-05 | 20 | 2026 | | | | | | |
| 2009 | E-One | Cyclone | 1500 Pumper (E-1) | Jun-09 | 20 | 2029 | | | | | | |
| 2009 | E-One | Cyclone | 1500 Pumper (E-3) | Jun-09 | 20 | 2029 | | | | | | |
| 2006 | Pierce | Arrow | 100 Aerial Platform (T-1) | Jun-05 | 20 | 2026 | | | | | | 1,500,000 |
| 2016 | PL Custom | E-450 (gas) | Ambulance (R-4) | Sep-16 | 6 | 2022 | | | 150,000 | | | |
| 2018 | Lowe's Boat | Tunnel Jet | Rescue Boat (Marine 2) | Apr-18 | 30 | 2048 | | | | | | |
| 2017 | PL Custom | E-450 Gas | Ambulance-(2017 remount) (R-3) | Mar-17 | 6 | 2023 | | | | 150,000 | | |
| 2018 | PL Custom | E-450 | Ambulance (Remount) (R-2) | Dec-11 | 6 | 2024 | | | | | 150,000 | |
| 2018 | E-One | Typhoon | 1500 Pumper (E-2) | Nov-18 | 20 | 2038 | | | | | | |
| 2019 | Chevy | Tahoe | Staff Vehicle (C-3) | Nov-18 | 7 | 2025 | | | | | | 48,000 |
| 2013 | PL Custom | E-450 (gas) | Ambulance (R-1) | Nov-20 | 6 | 2026 | | | | | | 150,000 |
| | | | | | | | \$ 550,000 | \$ 55,000 | \$ 150,000 | \$ 215,000 | \$ 150,000 | \$ 1,698,000 |

Less Equipment expected to be funded outside vehicle reserves

| | | | | | |
|-------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| (415,000) | - | - | - | - | (1,500,000) |
| \$ 135,000 | \$ 55,000 | \$ 150,000 | \$ 215,000 | \$ 150,000 | \$ 198,000 |

Amount in reserve fund

Beginning balance
Additions per CIP
Expenditures
Ending balance

| | | | | | |
|------------------|-------------------|-------------------|------------------|-------------------|--------------------|
| 90,964 | 68,964 | 131,484 | 103,705 | 15,814 | (1,992) |
| 113,000 | 117,520 | 122,221 | 127,110 | 132,194 | 137,482 |
| <u>135,000</u> | <u>55,000</u> | <u>150,000</u> | <u>215,000</u> | <u>150,000</u> | <u>198,000</u> |
| \$ 68,964 | \$ 131,484 | \$ 103,705 | \$ 15,814 | \$ (1,992) | \$ (62,510) |

Brunswick Police Department
Capital Plan for Vehicles
2022-2026 Capital Improvement Program

| Year | Make | Model | Use | Cost of Vehicle Plus Necessary Equipment & Installation | | | | | |
|------|-----------------|-------------------|------------------------|---|-------------------|-------------------|-------------------|-------------------|-------------------|
| | | | | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
| 2018 | Ford | Exlporer | Chief | | | | 45,000 | | |
| 2018 | Ford | Explorer | Commander (PRH) | | | | 45,000 | | |
| 2016 | Ford | Explorer | Commander (MSR) | 44,000 | | | | | 46,000 |
| 2020 | Ford | Explorer | Patrol | | | | | 46,000 | |
| 2020 | Ford | Explorer | Patrol | | | | 45,000 | | |
| 2019 | Ford | Explorer | Patrol | | | | | 46,000 | |
| 2020 | Ford | Explorer | Patrol | | | | | | 46,000 |
| 2019 | Ford | Explorer | Patrol | | | | 45,000 | | |
| 2020 | Ford | Explorer | Patrol | | | | 45,000 | | |
| 2020 | Harley Davidson | FLHTP | Patrol | 28,863 | | | | 29,863 | |
| 2017 | Ford | Explorer | CID (WPM) | | 45,000 | | | | |
| 2016 | Ford | Explorer | SRO (CDB) | | 45,000 | | | | |
| 2016 | Dodge | Ram | MRO/HM | | | 35,000 | | | |
| 2016 | Ford | Explorer | ACO | | 45,000 | | | | 46,000 |
| 1999 | Chevy | G3500Van | SRT (Military Surplus) | | | | | | |
| 2020 | Ford | Explorer | Patrol | | | | | 46,000 | |
| 2016 | Ford | Explorer | CID (GDM) | | | 45,000 | | | 46,000 |
| 2017 | Ford | Explorer | SRO (KPW) | 44,000 | | | | | 46,000 |
| 2016 | Ford | Explorer | CID (JBV) | | 45,000 | | | | |
| 2017 | Ford | Explorer | CID (JPR) | | | 45,000 | | | |
| 2019 | Ford | Explorer | K-9 | | | 45,000 | | | |
| 1999 | Chevy | G3500 Van | SRT (Military Surplus) | | | | | | |
| 1989 | Amer | M998 | SRT (Military Surplus) | | | | | | |
| 2006 | Magic | Boat trailer | MRO/HM | | 8,500 | | | | |
| 2006 | Maritime | 21 Ft. Fiberglass | MRO/HM | | | 35,000 | | | |
| 2019 | Diamondback | Airboat trailer | MRO/HM | | | | | | |
| 2019 | Ram-Lin | Airboat trailer | MRO/HM | | | | | | |
| 2020 | Yamaha motor | 115HP | MRO/HM | | | | | | |
| | | | | \$ 116,863 | \$ 188,500 | \$ 205,000 | \$ 225,000 | \$ 167,863 | \$ 230,000 |

| | | | | | | |
|--|------------------|------------------|------------------|--------------------|------------------|--------------------|
| Beginning Reserve Balance | 8,538 | 63,675 | 49,575 | 25,631 | (11,391) | 15,923 |
| Annual Vehicle Reserve Funding | 160,000 | 166,400 | 173,056 | 179,978 | 187,177 | 194,664 |
| Trade-in allowances & Insurance recoveries | 12,000 | 8,000 | 8,000 | 8,000 | 8,000 | 8,000 |
| Ending Vehicle Reserve Balance | \$ 63,675 | \$ 49,575 | \$ 25,631 | \$ (11,391) | \$ 15,923 | \$ (11,413) |

PUBLIC WORKS DEPARTMENT

Vehicle/Equipment Replacement Schedule - CIP FY 2021-22

Reserve Account # 43000-56000-304

| Vehicle # | Year | Make | Model | Use | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|-----------|------|----------------|-------------|---|------------|------------|------------|------------|------------|------------|
| 30 | 1999 | John Deere | 4600 | Farm Tractor ** Replace with backhoe/loader ** | 122,000 | | | | | |
| ***NEW*** | | | | Bucket truck (shared with Parks & Rec) | 120,000 | | | | | |
| 22 | 2016 | MB | MSV | Tractor/Sidewalk Plow | 90,000 | | | | | |
| 32A | 1988 | International | S1900 | Stetco CB cleaner | 82,500 | | | | | |
| 25A | 2007 | GMC | Sierra | 1-Ton Mechanic Service Truck | 50,000 | | | | | |
| 7A | 2011 | Chevrolet | Tahoe | 4x4 Sport Utility (Director) | 35,000 | | | | | |
| 16A | 2007 | John Deere | 624J | Wheel Loader w/ plow and wing | | 250,000 | | | | |
| 28A | 2015 | MB | MSV009 | Tractor/Sidewalk Plow | | 150,000 | | | | |
| SD-11 | 1992 | Morbark | E-Z 20/36 | Wood Chipper | | 95,000 | | | | |
| 8 | 1992 | Ingersoll-Rand | P185 CWJD | Portable Air Compressor | | 25,000 | | | | |
| 49 | 2000 | Johnston | 3000 | Johnston Street Sweeper | | | 200,000 | | | |
| SD-16 | 2005 | John Deere | 328 | Skid-Steer Loader | | | 125,000 | | | |
| 26A | 2008 | Ford | F-350 | 3/4-Ton Stake BodyPick-Up w/lift gate | | | 60,000 | | | |
| 12 | 2004 | GMC | TG3353 | Box Truck | | | 50,000 | | | |
| 36A | 2014 | International | 7400 SFA | Single Axle Dump Truck w/ plow, wing, and integral sander | | | | 190,000 | | |
| 5A | 2008 | Chevrolet | Trailblazer | Sport Utility (staff) | | | | 35,000 | | |
| 63 | 1993 | Wells Cargo | Trailer | Trailer & culvert Thawer | | | | 25,000 | | |
| 17A | 2013 | John Deere | 524K | Wheel Loader | | | | | 190,000 | |
| 35A | 2014 | Freightliner | 108SD | Single Axle Dump Truck w/ plow, wing, and integral sander | | | | | 190,000 | |
| 51A | 2006 | John Deere | 180 CW | Rubber Tire (or tracked) Excavator | | | | | 150,000 | |
| 15A | 2014 | John Deere | 524K | Wheel Loader | | | | | | 200,000 |
| 39A | 2014 | Freightliner | 114SD | Tandem Axle Dump Truck w/ plow, wing and integral sander | | | | | | 190,000 |
| 27A | 2010 | GMC | 1500 Sierra | 1/2-Ton Pick-Up | | | | | | 50,000 |

| | | | | | | |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Total | 499,500 | 520,000 | 435,000 | 250,000 | 530,000 | 440,000 |
| PW Vehicle/Equipment Reserve | | | | | | |
| Beginning balance | 380,323 | 245,823 | 98,123 | 42,869 | 180,210 | 45,298 |
| Additions | 365,000 | 372,300 | 379,746 | 387,341 | 395,088 | 402,989 |
| Expenditures | 499,500 | 520,000 | 435,000 | 250,000 | 530,000 | 440,000 |
| Ending balance | 245,823 | 98,123 | 42,869 | 180,210 | 45,298 | 8,287 |

**Brunswick Parks and Recreation Department
Vehicle/Equipment Replacement Plan
2022-2026 Capital Improvement Program**

| Year | Make | Model | General Vehicle Description/Use | Put in Service Date | Purchase Price w/o trade/Alts | Year to Replace | FY 2020-2021 | FY 2021-2022 | FY 2022-2023 | FY 2023-2024 | FY 2024-2025 | FY 2025-2026 |
|------|-----------|-------------------|---|---------------------|-------------------------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|
| NEW | Deere | - | 24 h.p. riding mower | - | - | 2020 | 22,000 | | | | | |
| 2001 | Deere | 4300 | Loader w/ snowblower and broom | 6/18/2001 | 24,871 | 2020 | 41,000 | | | | | |
| 2008 | Chevrolet | Impala | 4-door sedan (Parks Foreman) | | | 2020 | 10,000 | | | | | |
| 2009 | GMC | Sierra 1500 | 1/2-ton truck w/ plow | 1/5/2010 | 23,919 | 2021 | | 44,000 | | | | |
| 2010 | GMC | Sierra 2500 | 3/4-ton truck w/ plow | 12/22/2009 | 29,731 | 2021 | | 44,000 | | | | |
| 2006 | Deere | 1435 | 24 h.p. riding mower | 8/1/2006 | 15,991 | 2021 | | 24,000 | | | | |
| 2007 | Toro | Workman 2110 | Utility cart, infield groomer | 6/28/2007 | 11,511 | 2021 | | 18,000 | | | | |
| 1995 | Deere | F935 | Riding mower w/ vacuum system | | | 2022 | | | 22,000 | | | |
| 2008 | Chevrolet | Impala | 4-door sedan (Parks & Facilities Manager) | 1/15/2017 | 3,200 | 2022 | | | 10,000 | | | |
| 2008 | Ford | F250 | 3/4-ton truck w/ crew cab | 12/1/2016 | 8,000 | 2022 | | | 40,000 | | | |
| 1993 | Kromer | B100 | Infield groomer | 1993 | | 2023 | | | | 16,000 | | |
| 2013 | Ford | F250 | 3/4-ton truck w/ plow | 6/5/2013 | 29,422 | 2023 | | | | 44,000 | | |
| 2014 | GMC | 3500 HD | 1-ton truck w/ plow, sander, stake body | | 42,038 | 2024 | | | | | 55,000 | |
| 2015 | Chevrolet | Silverado 2500 HD | 3/4-ton truck w/ plow | 3/13/2015 | 37,580 | 2025 | | | | | 45,000 | |
| 2014 | Chevrolet | Caprice | 4-door sedan | 8/21/2020 | 6,000 | 2026 | 6,000 | | | | | 10,000 |
| 2013 | Chevrolet | Caprice | 4-door sedan | 8/18/2020 | 6,000 | 2026 | 6,000 | | | | | 10,000 |
| 2010 | Deere | 1435 | Riding mower 24HP | 6/9/2010 | 16,254 | 2027 | | | | | | 25,000 |
| 2012 | Deere | 4320 | Loader w/ snowblower | 2/8/2012 | 46,104 | 2027 | | | | | | |
| 2013 | Deere | 1026R | Compact tractor w/ mower and snowblower | 5/7/2013 | 21,032 | 2029 | | | | | | |
| 2015 | MB | MSV | Utility machine w/ snowblower and v-plow | | 100,943 | 2029 | | | | | | |
| 2020 | Ford | F-250 | 3/4 ton truck w/plow | 12/2/2020 | 37,707 | 2030 | | | | | | |
| 2020 | Ford | F350 | 1 ton truck w/plow | 12/2/2020 | 39,395 | 2030 | | | | | | |
| 2013 | Bobcat | S590 | Skidsteer w/ various attachments | 10/14/2013 | 45,654 | 2031 | | | | | | |
| 2014 | Deere | 1025R | Compact tractor w/ mower | 9/1/2014 | 13,333 | 2032 | | | | | | |

| | | | | | | | | | | | | |
|------------------------|-----------------------|--|--|--|--|--|-------------------|-------------------|------------------|------------------|-------------------|------------------|
| Totals | | | | | | | \$ 85,000 | \$ 130,000 | \$ 72,000 | \$ 60,000 | \$ 100,000 | \$ 45,000 |
| Amount in reserve fund | Beginning balance | | | | | | 140,456 | 115,731 | 48,131 | 41,027 | 48,519 | 18,711 |
| | Additions | | | | | | 60,275 | 62,400 | 64,896 | 67,492 | 70,192 | 72,999 |
| | Expenditures | | | | | | 85,000 | 130,000 | 72,000 | 60,000 | 100,000 | 45,000 |
| | Ending balance | | | | | | \$ 115,731 | \$ 48,131 | \$ 41,027 | \$ 48,519 | \$ 18,711 | \$ 46,710 |

**Town of Brunswick
Facilities Reserve Schedule
Capital Improvement Program 2022-2026**

| Building | Category | Project | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 |
|----------------------|------------|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Central Fire Station | Structural | Building study - SMRT | 22,500 | | | | | |
| Curtis Mem Library | Equipment | Flushing sprinkler system | | 15,000 | | | | |
| Curtis Mem Library | Equipment | HVAC Chiller Replacement | | | | 70,000 | | |
| Curtis Mem Library | Interior | Carpet Second Floor | | | 100,000 | | | |
| Curtis Mem Library | Interior | Carpet First Floor | 88,104 | | | | | |
| Curtis Mem Library | Interior | Painting Youth Services Area Wall and Ceilings | 8,900 | | | | | |
| Curtis Mem Library | Interior | Painting - 1904 Building Walls and Ceilings | 18,060 | | | | | |
| Curtis Mem Library | Structural | Ice Dam solution | | | | | 15,000 | |
| Curtis Mem Library | Equipment | LED Lighting upgrade | 9,398 | | | | | |
| Emerson Station | Interior | Carpet/Alternative Flooring | | | 40,000 | | | |
| Emerson Station | Interior | LED Lighting Upgrade | 11,000 | | | | | |
| Emerson Station | Equipment | Replacement of Two Condensing Units | | 10,000 | | | | |
| Emerson Station | Structural | Shingle Roof Replacement | | | | | 30,000 | |
| Emerson Station | Interior | Interior Paint/Trim | | 10,000 | | | | |
| Emerson Station | Structural | Spray Foam Attic Insulation Alternative | | | | 45,000 | | |
| Emerson Station | Exterior | Sod and irrigation - Cloutiers | 12,850 | | | | | |
| Police Station | Exterior | Sod and irrigation - Cloutiers | 19,300 | | | | | |
| People Plus | Structural | Roof Maintain - sections 4, 4a, 4b & 5 | 13,000 | | | | | |
| People Plus | Structural | Roof Replacement - sections 1 & 2 | 55,000 | | | | | |
| People Plus | Interior | LED Lighting upgrade | 6,613 | | | | | |
| PW 10 Industry Rd | Exterior | Paint building | | 10,000 | | | | |
| PW 9 Industry Rd | Structural | Repair concrete floor/add drainage in maintenance bay | | 17,500 | | | | |
| PW 9 Industry Rd | Exterior | Paint exterior main garage building & OH doors | | 16,000 | | | | |
| PW 9 Industry Rd | Structural | Roof Replacements - PW Office/Garage | 60,000 | | | | | |
| PW 9 Industry Rd | Structural | Roof Replacement - Recycle Center | | | 25,200 | | | |
| Rec Center | Structural | Roof Restore - sections 3, 5 & 8 | | 32,000 | | | | |
| Rec Center | Interior | Interior Corridor/Renovation | 50,000 | 300,000 | | | | |
| Town Hall | Interior | LED Lighting upgrade | | 78,500 | | | | |
| Town Hall | Exterior | Exterior Paint/Trim | | 50,000 | 50,000 | | | |
| Town Hall | Structural | Roof Restore - sections 1 & 1d | | | | 48,000 | | |
| Town Hall | Structural | Roof Replacement - section 2 | | | | 55,000 | | |
| | | Annual total: | \$ 352,225 | \$ 539,000 | \$ 215,200 | \$ 218,000 | \$ 45,000 | \$ - |
| | | Beginning balance | 468,451 | 116,226 | 102,226 | 121,026 | 146,386 | 354,480 |
| | | Other Funding | | 300,000 | | | | |
| | | Budget Funding | - | 225,000 | 234,000 | 243,360 | 253,094 | 263,218 |
| | | Ending balance | \$ 116,226 | \$ 102,226 | \$ 121,026 | \$ 146,386 | \$ 354,480 | \$ 617,698 |

Town of Brunswick
IT/Cable TV Equipment Replacement Schedule
2022-2026 Capital Improvement Program

| Project | Date Installed | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
|--|----------------|-------------------|-------------------|------------------|-------------------|-------------------|------------------|
| Information Technology | | | | | | | |
| Datacenter | 2019 | | 11,000 | | | 275,000 | |
| UPS for Datacenter's | 2012 | | 30,000 | | | | |
| UPS for PC's | Yearly | 2,500 | 1,800 | 1,800 | 1,800 | 1,800 | 1,800 |
| PC Replacments | Yearly | 27,500 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| Firewall (Town Hall and PD) | 2018 | | | | 30,000 | | |
| TH - Core Switching and Routing | 2018 | | | | 40,000 | | |
| TH - Wireless Access Points | 2017 | | | 17,500 | | | |
| PD - Core Switching and Routing | 2012 | 47,724 | | | | | |
| PD - Wireless Access Points | 2013 | | 12,000 | | | | |
| Phone Servers at Town Hall and PD | | | 31,875 | | | | |
| Rec Switch | | | 10,000 | | | | |
| DPW Switch | | | 10,000 | | | | |
| Central Switch | | | 10,000 | | | | |
| Emerson Switch | | | 10,000 | | | | |
| Town Hall 2nd Floor Switch | | | 18,000 | | | | |
| TOTAL - Phone system/switching/routing | 2012 | | 89,875 | | | | |
| PD Roll Call Projector | 2017 | | 2,160 | | | | |
| PD Conference Room Projector | 2017 | | 2,160 | | | | |
| Exacqvision Server with 38 Total Enterprise Licenses | | 21,200 | | | | | |
| Six replacement cameras with audio | | 4,320 | | | | | |
| TOTAL - PD Surveillance | | 25,520 | | | | | |
| Town Hall Surveillance | | 10,000 | 12,000 | | | | |
| Servers and non-camera Broadcast Equipment | | | | | | | |
| Video on Demand Server (VOD - TRMS) | 2019 | | | | | 11,000 | |
| TV3 Broadcast Server (SX - TRMS) | 2019 | | | | | 20,000 | |
| Bulletin Board and Signage (Carousel - TRMS) | 2019 | | | | | 2,000 | |
| Livestream Server (TRMS) | 2019 | | | | | 3,000 | |
| TOTAL - TV3 Core Servers | | | | | | 36,000 | |
| Computer Graphics (Compix) | 2011 | | 16,000 | | | | |
| Broadcast Converter (Black Magic Teranex 2D) | 2014 | | | 2,000 | | | |
| Video Matrix (Black Magic Smart Video Hub 12x12) | 2014 | | | 1,500 | | | |
| Video Editing Station (Apple iMac) | 2014 | 6,100 | | | | | |
| Switcher and Council Cameras | | | | | | | |
| Switcher (Panasonic AG-HMX100) | 2014 | | | 20,000 | | | |
| PTZ Cameras (four Sony SRG-300E) | 2016 | | | | 16,000 | | |
| Camera Controller (Sony RM-BR300) | 2016 | | | | 1,700 | | |
| Wide shot camera (Marshall CV502-MB) | 2016 | | | | 4,000 | | |
| Remote Equipment (Room 206 and offsite) | | | | | | | |
| Portable Camera (Canon XA-35) | 2013 | | | 3,000 | | | |
| Portable Microphones (Sennheiser EW100 G3 ENG) | 2013 | | | 1,700 | | | |
| Livestream PC (new service allows 3 streams) | Never | | | | | | 3,000 |
| Projector | 2014 | | 2,160 | | | | |
| Council Sound and Presentation System | | | | | | | |
| Audio Mixers (two Shure SCM820) | 2013 | | 2,900 | | | | |
| Wireless Microphones | Varies | | | | | | 4,000 |
| Council Audio Public Address System | Varies | | 8,000 | | | | |
| Council Projector (NEC PA500U) | 2013 | | | 3,000 | | | |
| Council Lighting | Never | | | 12,000 | | | |
| Digital Signage (Carousel Players) | 2014 | | | 1,600 | | | |
| Annual total: | | \$ 119,344 | \$ 220,055 | \$ 94,100 | \$ 123,500 | \$ 342,800 | \$ 38,800 |

| | | | | | | |
|--|-----------|-------------|-------------|-----------|--------------|-----------|
| Beginning balance: | \$ 84,348 | \$ 4 | \$ (60,051) | \$ 10,849 | 57,549 | (109,643) |
| Funded outside IT/TV3 Equipment Reserve | - | - | - | - | - | - |
| CIP - Annual Funding | | 125,000 | 130,000 | 135,200 | 140,608 | 146,232 |
| Comcast capital funding(10 years 2017-18 to 2026-27) | 35,000 | 35,000 | 35,000 | 35,000 | 35,000 | 35,000 |
| Estimated ending balance: | \$ 4 | \$ (60,051) | \$ 10,849 | \$ 57,549 | \$ (109,643) | 32,789 |

Brunswick School Department
Capital Projects Less than \$100,000
FY22 through FY26

| Title | | | Location | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
|---------------------------|--|--------|----------|------------------|------------------|------------------|------------------|------------------|
| Coffin | | | | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
| Systems | Access controls install/PM | Coffin | | \$500 | \$500 | \$500 | \$800 | \$800 |
| | Provide fiber optics to data closets | Coffin | | | | | \$10,500 | |
| | Provide new ceiling/lighting in kit/café | Coffin | | | | | | \$41,000 |
| | Ductwork cleaning & PM | Coffin | | | \$15,000 | | | \$15,000 |
| Exterior | Seal masonry | Coffin | | \$10,000 | \$10,000 | | | |
| | Seal egress doorways | Coffin | | | \$20,000 | | | |
| | Investigate sewer systems | Coffin | | \$24,000 | | | | |
| | Roofing PM | Coffin | | \$3,000 | \$3,000 | \$3,000 | \$4,000 | |
| Finishes | Painted finishes | Coffin | | | \$10,000 | | \$10,000 | |
| | Repair and upgrade bathrooms | Coffin | | | \$45,000 | \$35,000 | | |
| Grounds | Playground chips | Coffin | | | \$3,000 | | \$3,000 | |
| | Pavement upgrades | Coffin | | \$50,000 | \$50,000 | | \$50,000 | |
| Equipment | Custodial equipment | Coffin | | \$3,000 | \$3,000 | \$3,000 | \$3,000 | |
| Coffin Total | | | | \$90,500 | \$159,500 | \$41,500 | \$81,300 | \$56,800 |
| HBS | | | | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
| Systems | Increase/maintain access controls | HBS | | | \$5,000 | | | |
| | Heat Pump repair/replacements | HBS | | | \$20,000 | | \$20,000 | |
| | Access controls install/PM | HBS | | \$500 | \$500 | \$500 | \$500 | |
| | Ductwork cleaning | HBS | | \$15,000 | | | \$15,000 | |
| Exterior | Kitchen equipment replacement | HBS | | | \$15,000 | | | |
| | Window Glass replacements | HBS | | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 |
| | Roofing PM | HBS | | \$3,000 | \$3,000 | \$3,000 | \$4,000 | |
| | Gym floor finish | HBS | | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$4,000 |
| Grounds | Repaint playground surfaces | HBS | | | | \$3,000 | | |
| | Playground chips | HBS | | \$3,000 | | \$3,000 | | |
| Equipment | Concrete sealant | HBS | | \$20,000 | | | \$20,000 | |
| | Custodial equipment | HBS | | \$3,000 | \$3,000 | \$3,000 | \$3,000 | |
| HBS Total | | | | \$53,000 | \$55,000 | \$21,000 | \$71,000 | \$9,000 |
| BJHS | | | | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
| Life safety | Replace stairwell doors w/fire rated | BJHS | | | | \$6,000 | | |
| | Upgrade and improve security vestibule | BJHS | | \$86,250 | | | | |
| ADA | Add ADA signage throughout | BJHS | | | \$10,000 | | | |
| | Update hdwe to access & ADA | BJHS | | | | | \$56,550 | |
| | Provide ADA drinking fountains | BJHS | | | | \$50,000 | | |
| | Kitchen upgrade/addition | BJHS | | | | \$350,000 | | |
| Structural Systems | boiler replacement (2 boilers) | BJHS | | | | | \$80,000 | |
| | Replace ceiling slat/light systems | BJHS | | \$87,100 | | | | |
| | Access controls install/PM | BJHS | | \$500 | \$500 | \$500 | \$500 | |
| | Upgrade emergency eye/showers | BJHS | | | \$35,000 | | | |
| Finishes | Add ventilation on faculty copiers | BJHS | | | | \$15,000 | | |
| | Upgrade security cameras | BJHS | | \$5,000 | \$5,000 | \$5,000 | \$5,000 | |
| | Technology outlets, wiring | BJHS | | | \$20,000 | | | |
| | upgrade data closet | BJHS | | | \$75,000 | | | |
| | Ductwork cleaning & PM | BJHS | | \$20,000 | | \$20,000 | | \$25,000 |
| | Replace Flooring | BJHS | | | \$40,000 | | \$40,000 | |
| | Provide new flooring in abated areas | BJHS | | \$50,000 | | | | |
| | Carpet replacements | BJHS | | \$50,000 | \$50,000 | | | |
| | Paint finishes updates | BJHS | | \$10,000 | \$10,000 | \$10,000 | \$20,000 | \$10,000 |
| | Upgrade bathroom stalls and fixtures | BJHS | | \$10,000 | \$10,000 | \$10,000 | | \$10,000 |
| | Window treatments | BJHS | | | \$30,000 | | \$30,000 | |
| | Install transom windows in 300 wing | BJHS | | \$10,000 | | | | |
| Hazmat | Locker replacements | BJHS | | \$26,000 | \$20,000 | | | \$25,000 |
| | Gym floor finish | BJHS | | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$4,000 |
| | Remove lead paint and repaint | BJHS | | | | | \$65,000 | |
| | Asbestos Abatement (flooring) | BJHS | | \$30,000 | \$40,000 | | | |
| Exterior | Roofing PM | BJHS | | \$2,800 | \$2,800 | \$2,800 | \$3,500 | \$3,500 |
| | Roofing restoration & replacement | BJHS | | \$45,000 | | \$15,000 | | \$60,000 |
| | Masonry restoration / sealant | BJHS | | \$62,000 | \$15,000 | | | |
| | Window replacements | BJHS | | \$64,400 | \$50,000 | | \$50,000 | |
| Grounds | exercise area improvements | BJHS | | | | | \$58,000 | |
| | Update site lighting | BJHS | | | \$25,000 | | | |
| Equipment | Custodial equipment | BJHS | | \$6,000 | \$3,000 | \$3,000 | \$6,000 | \$3,000 |
| BJHS Total | | | | \$568,550 | \$444,800 | \$490,800 | \$418,050 | \$140,500 |

**Brunswick School Department
Capital Projects Less than \$100,000
FY22 through FY26**

| | Title | Location | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
|-------------------|-------------------------------------|----------|--------------------|------------------|------------------|------------------|------------------|
| BHS | | | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
| | Access controls install/PM | BHS | \$500 | \$500 | \$500 | \$600 | \$600 |
| | Plumbing fixture replacements | BHS | \$1,000 | \$1,000 | \$1,000 | \$1,000 | |
| | Water fountain updates | BHS | \$10,000 | | | | |
| | HVAC equipment updates | BHS | | | | | \$30,000 |
| | Ductwork cleaning | BHS | \$20,000 | | | \$20,000 | |
| | Pump station cleaning | BHS | \$500 | \$500 | \$500 | \$800 | \$800 |
| | Replace kitchen equipment | BHS | | \$15,000 | | \$15,000 | |
| Finishes | Seat Replacement-Crooker Theater | BHS | | | | | \$43,000 |
| | lighting upgrades | BHS | | \$8,000 | | \$15,000 | |
| | Replace Carpet and Tile | BHS | | | \$35,000 | | |
| | Replace 100 large lockers /Boys | BHS | \$17,000 | | | | |
| | Gym floor finish | BHS | \$4,000 | \$4,000 | \$4,000 | \$4,000 | |
| | Upgrade water fountains | BHS | | \$25,000 | | | |
| | Expand music room | BHS | \$95,000 | | | | |
| | Classroom furnature replacement | BHS | \$12,000 | \$12,000 | \$12,000 | \$14,000 | |
| Exterior | Roof Life Repairs/replace/extension | BHS | \$75,000 | \$75,000 | \$60,000 | | |
| | Roofing PM | BHS | \$3,500 | \$3,500 | \$3,500 | \$4,000 | |
| | Window sash replacements | BHS | \$5,000 | \$1,000 | \$1,000 | \$1,000 | |
| Grounds | Front paver sealant | BHS | \$45,000 | \$3,500 | | | |
| | Back paver sealant | BHS | \$65,000 | \$6,200 | | | |
| | Paving PM coat | BHS | \$60,000 | | \$36,200 | | |
| Equipment | Custodial equipment | BHS | \$3,000 | \$3,000 | \$3,000 | \$3,000 | |
| | BHS Total | | \$416,500 | \$158,200 | \$156,700 | \$78,400 | \$74,400 |
| M.O. | | | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
| Systems | Access controls install/PM | MO | \$250 | \$250 | \$250 | \$300 | |
| Exterior | Roofing PM | MO | \$700 | \$700 | \$700 | \$800 | |
| | Roofing repair/replace | MO | \$4,000 | | | \$4,000 | |
| Finishes | Repair and replace 5 broken toilets | MO | \$20,000 | | | | |
| | Flooring repair and refinishing | MO | | \$25,000 | | \$25,000 | |
| | Carpet replacement | MO | \$30,000 | | | | |
| Equipment | Custodial equipment | MO | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,500 |
| | Mn Office Total | | \$55,950 | \$26,950 | \$1,950 | \$31,100 | \$1,500 |
| SYS | | | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
| | Storm Drain and Paving Repair | Sys Wide | \$40,000 | | \$60,000 | | |
| | Replace pick up truck | Sys Wide | \$50,000 | | | | |
| | Sys Wide Total | | \$90,000 | \$0 | \$60,000 | \$0 | \$0 |
| BGT | | | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 |
| Structural | Expand bus garage | BGT | \$190,000 | | | | |
| Exterior | pave bus parking area | BGT | \$76,000 | | | | |
| | Roofing PM | BGT | \$700 | \$700 | \$700 | \$800 | \$800 |
| | Roofing repairs/replacements | BGT | | | \$17,000 | | \$17,000 |
| Grounds | Playground chips | BGT | | \$1,000 | | \$1,500 | |
| Equipment | Grounds Equipment | BGT | | \$65,000 | | \$60,000 | |
| | Fac/Grds Total | | \$266,700 | \$66,700 | \$17,700 | \$62,300 | \$17,800 |
| Totals | Yearly Total | | \$1,541,200 | \$911,150 | \$789,650 | \$742,150 | \$300,000 |

Town of Brunswick
Proposed Street Resurfacing 5 Year Plan (FY2022-2026)**

| Street | From | To | Treatment | Length(FT) | Thru 6/30/21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---------------------|---------------------|---------------------|---------------------------|------------|--------------|------------|------------|------------|------------|------------|
| Board Road | Gurnet Road | Meadow Road | Light Capital | 2,000 | \$ 65,000 | | | | | |
| Meadow Road | Thomas Point Road | Board Road | Light Capital | 3,640 | \$ 130,000 | | | | | |
| Oak Street | Cushing Street | Union Street | Light Capital | 930 | \$ 50,000 | | | | | |
| Pennell Way | Pennellville Road | Simpson Pt. Road | Light Capital | 2,920 | \$ 120,000 | | | | | |
| Pleasant Street | #75 Pleasant Street | Maine Street | Mill & Fill (MPI Project) | 2,615 | \$ 250,000 | | | | | |
| Simpson Point Road | Mere Point Road | 800' N/O Pennel Way | Light Capital | 5,500 | \$ 150,000 | | | | | |
| Simpson Point Road | 800' N/O Pennel Way | End | Reclaim (Inc. Add. Fundir | 2,250 | \$ 250,000 | | | | | |
| Woodward Point Road | Board Road | End | Light Capital | 5,010 | \$ 245,000 | | | | | |
| Abijah Street | Pine Street | Hawthorne Street | Light Capital W/BTWD | 390 | | \$ 35,000 | | | | |
| Armory Street | Hennessey Avenue | End | Strip and Pave | 670 | | \$ 75,000 | | | | |
| Baribeau Drive | McKeen Street | Pleasant Hill Road | Overlay | 4,730 | | \$ 225,000 | | | | |
| Bowker Street | Harpswell Road | Pine Street | Strip and Pave | 1,610 | | \$ 275,000 | | | | |
| Cedar Street | Union Street | Spring Street | Stip and Pave W/BTWD | 1,100 | | \$ 175,000 | | | | |
| Church Road | Greenwood Road | Pleasant Hill Road | Shim & Overlay | 2,600 | | \$ 300,000 | | | | |
| Hawthorne Avenue | Chamberlain Avenue | Abijah Street | Light Capital W/BTWD | 1,510 | | \$ 75,000 | | | | |
| Pine Street | Bowker Street | Abijah Street | Overlay | 1,050 | | \$ 55,000 | | | | |
| Raymond Road | Church Road | Pleasant Hill Road | Overlay | 6,540 | | \$ 25,000 | | | | |
| Weymouth Street | Stanwood Street | End | Strip and Pave | 660 | | \$ 85,000 | | | | |
| Woodside Road | Pleasant Hill Road | Church Road | Overlay | 3,480 | | \$ 200,000 | | | | |
| Adams Road | Howards Point | Bull Rock Road | Light Capital | 3,000 | | | \$ 70,000 | | | |
| Bickford Street | Harpswell Road | End | Strip and Pave | 790 | | | \$ 85,000 | | | |
| Braeman Road | Brekan Road | Meadowbrook Road | Light Capital | 370 | | | \$ 15,000 | | | |
| Columbia Avenue | Maine Street | Baribeau Drive | Overlay | 3,570 | | | \$ 235,000 | | | |
| Garrison Street | Harpswell Road | Hambleton Ave | Overlay | 2,520 | | | \$ 195,000 | | | |
| Hambleton Ave | Harpswell Road | Garrison Street | Overlay | 800 | | | \$ 55,000 | | | |
| Harding Road | Bull Rock Road | Bath Road | Light Capital | 2,410 | | | \$ 55,000 | | | |
| Harding Road | Bath Road | End | Light Capital | 2,600 | | | \$ 60,000 | | | |
| Lavalle Avenue | Pleasant Street | Paul Street | Strip and Pave | 240 | | | \$ 30,000 | | | |
| Meadowbrook Road | Maine Street | Brechan Road | Light Capital | 3,500 | | | \$ 190,000 | | | |
| Mere Point Road | Simpson Point Road | Gundalo Gap Road | Light Capital/Overlay | 8,260 | | | \$ 300,000 | | | |
| Owen Street | Church Road | Robinson Avenue | Strip and Pave | 340 | | | \$ 35,000 | | | |
| Paul Street | Church Road | End | Strip and Pave | 800 | | | \$ 75,000 | | | |
| Robinson Avenue | Pleasant Street | Owen Street | Strip and Pave | 440 | | | \$ 45,000 | | | |
| Sparwell Lane | Meadowbrook Lane | Dead End | Light Capital | 1,970 | | | \$ 50,000 | | | |
| Stowe Lane | Meadowbrook Road | Sparwell Lane | Light Capital | 200 | | | \$ 5,000 | | | |
| Bibber Parkway | Industrial Parkway | End | Overlay | 1,400 | | | | \$ 75,000 | | |
| Blue Heron Road | Middle Bay Road | End | Light Capital | 990 | | | | \$ 45,000 | | |
| Business Parkway | Industrial Parkway | End | Overlay | 1,500 | | | | \$ 100,000 | | |
| Haywood Lane | River Road | End | Strip and Pave | 720 | | | | \$ 75,000 | | |
| Hillside Road | Greenwood Road | End | Light Capital | 7,400 | | | | \$ 330,000 | | |
| Industrial Parkway | Church Road | Greenwood Road | Overlay | 3,500 | | | | \$ 185,000 | | |
| Middle Bay Road | Mere Point Road | Harpswell Road | Light Capital | 6,100 | | | | \$ 150,000 | | |
| Princes Point Road | 2250' s/o RTE 24 | End | Light Capital | 6,140 | | | | \$ 275,000 | | |
| Thomas Point Road | Bath Road | Meadow Road | Reclaim | 1,850 | | | | \$ 250,000 | | |

Town of Brunswick
Proposed Street Resurfacing 5 Year Plan (FY2022-2026)**

| Street | From | To | Treatment | Length(FT) | Thru 6/30/21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 |
|---|--------------------|--------------------|-------------------------|------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Bridle Road | Bath Road | BIW + 50' | Reconstruct | 550 | | | | | \$ 105,000 | |
| Curtis Street | Boody Street | Columbia Avenue | Overlay/Strip and Pave | 765 | | | | | \$ 70,000 | |
| Cushing Street | Mill Street | Pleasant Street | Reconstruct | 1,400 | | | | | \$ 355,000 | |
| Douglas Street | Belmont Street | Thompson Street | Overlay/ Strip and Pave | 740 | | | | | \$ 70,000 | |
| High Street | Sweet Street | Cushing Street | Mill & Fill | 370 | | | | | \$ 45,000 | |
| Highland Avenue | Old Portland Road | Pleasant Hill Road | Light Capital | 8,450 | | | | | \$ 380,000 | |
| Highland Avenue | Pleasant Hill Road | Bunganoc Road | Light Capital | 8,660 | | | | | \$ 390,000 | |
| South Street | Park Row | 320' E/O Park Row | Strip and Pave | 320 | | | | | \$ 50,000 | |
| Swett Street | Mill Street | High Street | Overlay | 380 | | | | | \$ 45,000 | |
| Bank Street | Maine Street | Federal Street | Mill & Fill | 530 | | | | | | \$ 60,000 |
| Cleveland Street | Maine Street | Federal Street | Mill & Fill | 600 | | | | | | \$ 50,000 |
| Dunlap Street | Maine Street | Federal Street | Mill & Fill | 510 | | | | | | \$ 40,000 |
| Elm Street | Maine Street | Union Street | Mill & Fill | 1,030 | | | | | | \$ 84,000 |
| Graham Road | Lisbon Falls Road | End | Light Capital | 1,930 | | | | | | \$ 75,000 |
| Lisbon Falls Road | River Road | TL | Light Capital | 5,160 | | | | | | \$ 190,000 |
| Magean Street | Maine Street | Barrows Street | Overlay | 1,710 | | | | | | \$ 45,000 |
| Marriner Street | Church Road | Dead End | Strip and Pave | 870 | | | | | | \$ 115,000 |
| Noble Street | Maine Street | Union Street | Mill & Fill | 1,030 | | | | | | \$ 70,000 |
| Old Bath Road | Wilderness Way | Town Line | Light Capital | 9,600 | | | | | | \$ 300,000 |
| Spring Street | Cedar Street | McKeen Street | Mill & Fill | 1,570 | | | | | | \$ 125,000 |
| Union Street | Pleasant Street | McKeen Street | Mill & Fill | 2,560 | | | | | | \$ 210,000 |
| Zeitler Farm Road | Maine Street | Dead End | Overlay | 1,500 | | | | | | \$ 111,000 |
| Total Cost Per Year: | | | | | \$ 1,260,000 | \$ 1,525,000 | \$ 1,500,000 | \$ 1,485,000 | \$ 1,510,000 | \$ 1,475,000 |
| Total Length of Road Work (Feet): | | | | | 24,865 | 24,340 | 31,810 | 29,600 | 21,635 | 28,600 |
| Total Length of Road Work (Miles): | | | | | 4.7 | 4.6 | 6.0 | 5.6 | 4.1 | 5.4 |

** Proposed Work Plan current as of the date of publication. This schedule is subject to change.

Please note that this year the recommended treatment is included for each road section. For more information on the different treatment methods please see the Town Engineer's presentation of November 14, 2019.

Town of Brunswick
Proposed Sidewalk Rehabilitation 5 Year Plan (FY2021-2025)

| Street | From | To | Length (FT) | Thru 6/30/21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 | |
|---------------------------------------|------------------|------------------|-------------|--------------|------------|------------|------------|------------|------------|-----------|
| Jordan Ave | Jordan Avenue | Edwards Field | 200 | | \$ 5,000 | | | | | |
| Federal Street (West) | Dunlap Street | Mason Street | 225 | | \$ 15,000 | | | | | |
| Federal Street (East) | Cleavland Street | RR Bridge | 325 | | \$ 10,000 | | | | | |
| Mckeen Street (South) | 156 McKeen | Palmer Street | 575 | | \$ 25,000 | | | | | |
| Mckeen Street | At Spring Street | | | | \$ 10,000 | | | | | |
| Spring Street (East) | Columbia Avenue | Thompson Street | 300 | | | \$ 15,000 | | | | |
| Spring Street (West) | Columbia Avenue | Belmont | 350 | | | \$ 15,000 | | | | |
| Spring Street (East) | McKeen Street | Page Street | 320 | | | \$ 15,000 | | | | |
| Spring Street (West) | Weymouth Street | Page Street | 165 | | | \$ 10,000 | | | | |
| Spring Street (East) | Weymouth Street | Hennessey Avenue | 185 | | | \$ 10,000 | | | | |
| Spring Street (East) | Cedar Street | Pleasant Street | 550 | | | \$ 20,000 | | | | |
| Columbia Ave. (North) | Barrows Street | Spring Street | 1125 | | | | \$ 35,000 | | | |
| Columbia Ave. (North) | Spring Street | Maine Street | 725 | | | | \$ 35,000 | | | |
| Columbia Avenue | At School Drive | | | | | | \$ 15,000 | | | |
| Bath Road (North) | Maine Street | Bath Road Split | 225 | | | | | \$ 10,000 | | |
| Maine Street (West) | Columbia Avenue | Boody Street | 450 | | | | | \$ 15,000 | | |
| Maine Street (West) | Boody Street | College Street | 175 | | | | | \$ 10,000 | | |
| Noble (North) | Brunswick Inn | Station Avenue | 275 | | | | | \$ 25,000 | | |
| Sills Drive (East) | College Avenue | Xwalk for Track | 225 | | | | | \$ 10,000 | | |
| Longfellow Ave (South) | Maine Street | Coffin Street | 1500 | | | | | | \$ 35,000 | |
| Longfellow Ave (North) | Coffin Street | Harpswell Road | 950 | | | | | | \$ 20,000 | |
| Longfellow Ave. (South) | 42 Longfellow | Harpswell Road | 375 | | | | | | \$ 10,000 | |
| Total Cost Per Year: | | | | | \$ - | \$ 65,000 | \$ 85,000 | \$ 85,000 | \$ 70,000 | \$ 65,000 |
| Total Length of Sidewalk Work (Feet): | | | | | - | 1,325 | 1,850 | 1,870 | 1,350 | 2,825 |

Town of Brunswick
Proposed MPI 5 Year Plan (FY2022-2026)

| Street | From | To | Treatment | Length (FT) | Thru 6/30/21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 | |
|------------------------------------|-----------------|-----------------|-------------|-------------|--------------|------------|------------|------------|------------|------------|------------|
| Pleasant Street | House #74 | Maine Street | Mill & Fill | 2,615 | \$ 500,000 | | \$ - | \$ - | \$ - | \$ - | |
| Church Road | Pleasant Street | Woodside Road | Mill & Fill | 6,270 | | \$ 660,000 | | | \$ - | \$ - | |
| McKeen Street | Church Road | Stanwood Street | Mill & Fill | 5,625 | | \$ - | \$ 760,000 | | \$ - | \$ - | |
| Maine Street | Mere Point Road | Park Row | Mill & Fill | 4,400 | | | | \$ 740,000 | | | |
| Maine Street | Bath Road | Magean Street | Mill & Fill | 3,170 | | \$ - | \$ - | \$ - | \$ 645,000 | | |
| Maine Street | Gilman Avenue | Bath Road | Mill & Fill | 2,655 | | \$ - | \$ - | \$ - | | \$ 850,000 | |
| Total Cost Per Year: | | | | | | \$ 500,000 | \$ 660,000 | \$ 760,000 | \$ 740,000 | \$ 645,000 | \$ 850,000 |
| Town Share Per Year: | | | | | | \$ 250,000 | \$ 330,000 | \$ 380,000 | \$ 370,000 | \$ 322,500 | \$ 425,000 |
| MaineDOT Share Per Year: | | | | | | \$ 250,000 | \$ 330,000 | \$ 380,000 | \$ 370,000 | \$ 322,500 | \$ 425,000 |
| Total Length of Road Work (Feet): | | | | 2,615 | 6,270 | 5,625 | 4,400 | 3,170 | 2,655 | | |
| Total Length of Road Work (Miles): | | | | 0.5 | 1.2 | 1.1 | 0.8 | 0.6 | 0.5 | | |

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | | | |
|--|--------------|------------------------|-----------|-----------------------|-----------|----------------------------|-----------|
| PROJECT TITLE | | | | PROJECT NO. | | | |
| Graham Road Landfill - Closure | | | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | | | |
| Public Works Department | | Public Works Director | | | | | |
| PROJECT LOCATION | | TIF (Y or N) | | DISTRICT | | USEFUL LIFE (years) | |
| Graham Road Landfill | | | | 3 | | n/a | |
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | | | |
| <p>The Town has operated the Graham Road Landfill since 1984. The facility is licensed by the Maine Department of Environmental Protection under two licenses – one, issued by the MDEP Bureau of Remediation and Waste Management, governs the operation of the landfill and a second, issued by the MDEP Bureau of Land and Water Quality, governs the discharge of wastewater to the Androscoggin River. The Town worked with its consultant, Woodard and Curran, and MDEP, to explore alternatives to resolve both wastewater and groundwater issues. Unfortunately, all of the technologies and methods reviewed appear to be cost prohibitive.</p> <p>Based on its collaboration with MDEP, the Town contracted with a consultant to analyze the operations of the landfill and to explore different solid waste alternatives available to the Town. In October, 2016, the Town received confirmation from the Maine DEP that the landfill closure met the requirements for cost-sharing through the Maine Landfill Closure and Remediation Program, in accordance with 38 MRS §1310-F. Eventual funding could be reimbursement of up to 75% of closure costs after the landfill closure is complete. Reimbursement is contingent both on the Town's compliance with its closure agreement with MDEP, and funds being available within the state program.</p> <p>In November, 2016, with the intention to facilitate full use of the available space at the landfill before closure, the Town Council amended the Solid Waste Ordinance to allow out-of-town trash to be accepted. In December, 2016, the Council authorized the Town Manager to negotiate and execute documents related to the accelerated closure of the landfill. These included an agreement to accept out-of-town trash, and a Schedule of Compliance (SOC) with MDEP, establishing a schedule for cessation of use of the landfill and implementation of a MDEP-approved alternative solid waste management plan. The Schedule of Compliance was executed in June, 2017, and establishes a task list and timeline to discontinue use of the landfill in April, 2021. The Town is currently proceeding with the schedule, has entered into a trash-brokerage agreement to fill the available landfill space, has received the required closure license from MDEP and has awarded a contract for closure construction.</p> | | | | | | | |
| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Pay-per-bag reserves | | 4,200,430 | | | | | 4,200,430 |
| Landfill reserves | | 2,408,340 | | | | | 2,408,340 |
| General Fund Balance | | 591,230 | | | | | 591,230 |
| | | | | | | | - |
| TOTAL SOURCES | - | 7,200,000 | - | - | - | - | 7,200,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Construction | | 6,000,000 | | | | | 6,000,000 |
| Construction Inspection | | 1,200,000 | | | | | 1,200,000 |
| | | | | | | | - |
| TOTAL USES | - | 7,200,000 | - | - | - | - | 7,200,000 |
| What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....) | | | | | | | |
| Sargent construction contract, plus inspection costs estimated by Woodard & Curran. Does not include estimated postclosure costs totalling \$2,145,000 over 30 years - average of \$71,500/yr. | | | | | | | |

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

For many years the Town has been aware of the eventual need to close the landfill. The 2008 Comprehensive Plan included the action: to explore all options to ensure a smooth transition to the next solid waste disposal solution.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

New solid waste solution may affect public works staffing configuration.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|-------------------------------------|---------|-----------|---------|-----------|-----------|---------|
| | | | | | | - |
| Monitoring | | 71,500 | 71,500 | 71,500 | 71,500 | 286,000 |
| (Woodard & Curran estimate 8/22/19) | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | 71,500 | 71,500 | 71,500 | 71,500 | 286,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Closure of the Graham Road Landfill will correspond with an alternative solid waste disposal solution. The Town has entered into a contract with Pine Tree Waste for collection and disposal of curbside trash, and is exploring its options for a processing facility.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

The Town has committed with Maine DEP to close the landfill by April 2021. To keep operating the landfill the Town would be forced to implement a costly wastewater management system, and would be likely to face fines.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| MaineDOT Municipal Partnership Initiative | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Engineering | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| MaineDOT Eligible Roads | | N | | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

MaineDOT's Municipal Partnership Initiative (MPI) is intended to be a demand response program, which can rapidly react to Municipal requests, such as responding to changing local transportation needs on State and State-Aid highways, developing economic opportunities, and safety concerns on or adjacent to these highways. The program is designed to promote partnerships between MaineDOT and municipalities, public utilities, private businesses and other entities by leveraging additional resources on a voluntary basis to match limited state resources. It will make improvements to State and State-Aid highways often utilizing more flexible project delivery methods when the nature of the highway and project allow. The program requires a 50% match from the municipality, the MaineDOT share is capped at \$500,000 per project.

MaineDOT Approved Projects:

Through 6/30 - Pleasant Street (House 74 to Maine Street) - Mill and Fill with ADA Upgrades

Anticipated Projects:

2021-22 - Church Road (Pleasant Street to Greenwood Road) - Mill and Fill

2022-2023 - McKeen Street (Church Road to Stanwood Street) - Mill and Fill with ADA Upgrades

2023-24 - Maine Street (Gilman Avenue to Bath Road) - Mill and Fill to be completed following the Downtown Streetscape Enhancement project

2024-25 - Maine Street (Bath Road to Park Row) - Mill and Fill with ADA Upgrades

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| TIF revenues | 250,000 | 330,000 | 380,000 | 425,000 | 322,500 | 369,500 | 1,827,000 |
| MaineDOT | 250,000 | 330,000 | 380,000 | 425,000 | 322,500 | 369,500 | 1,827,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | 500,000 | 660,000 | 760,000 | 850,000 | 645,000 | 739,000 | 3,654,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Construction | 450,000 | 600,000 | 685,000 | 765,000 | 575,000 | 665,000 | 3,290,000 |
| Construction Admin. | 50,000 | 60,000 | 75,000 | 85,000 | 70,000 | 74,000 | 364,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | 500,000 | 660,000 | 760,000 | 850,000 | 645,000 | 739,000 | 3,654,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary budgets based on estimates completed by Town staff.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works/Engineering

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Reduced costs in maintenance of roadways

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Continued deterioration of roadways

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022- 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Pleasant Street Corridor Improvements | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Engineering | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Pleasant Street | | N | | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The MaineDOT Planning Partnership Initiative Pilot (PPI) Pilot was developed in early 2014 in order to respond to time-sensitive locally initiated planning and feasibility studies in between MaineDOT's annual Work Plan cycle. This initiative is an innovative method to study, evaluate, plan and scope transportation projects on or adjacent to the state transportation system, with MaineDOT as a partner. The program requires a 50% match from the municipality. The completed study will provide concept plans and budgets to be used in negotiation with MaineDOT to be included in the MaineDOT Work Plan.

The Town has entered into an agreement with MaineDOT to complete the Pleasant Street Corridor Transportation Study anticipated to be completed in the Summer of 2020.

Potential Future Projects:

2021-22 - Begin phasing design of future project to secure additional funding from MaineDOT (Possible BPI Funding)

2022-23 - River Road Intersection Improvements - Reconstruct Pleasant Street to include left turn lanes onto River Road and Webster Street and a right turn lane onto River Road. (Possible LAP Funding)

2023-24 - Reconstruct Mill Street to provide two dedicated lanes onto Pleasant Street at an unsignalized intersection. (Possible LAP Funding)

2024-25 - Adaptive Traffic System - Upgrade the existing traffic signals to include an adaptive signalization system (Possible LAP Funding)

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|---------------------------|---------------|----------------|------------------|------------------|----------------|-----------|------------------|
| TIF Revenues | 46,922 | 140,000 | 238,000 | 270,000 | 150,000 | - | 798,000 |
| MaineDOT | 46,922 | 70,000 | 952,000 | 1,080,000 | 600,000 | - | 2,702,000 |
| G.O. Bonds - TIF revenues | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | 93,844 | 210,000 | 1,190,000 | 1,350,000 | 750,000 | - | 3,500,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Corridor Study | | | | | | | - |
| Design and Permitting | 93,844 | 210,000 | 95,000 | 150,000 | 200,000 | | 655,000 |
| Construction | | | 950,000 | 1,100,000 | 500,000 | | 2,550,000 |
| Construction Admin. | | | 95,000 | 100,000 | 50,000 | | 245,000 |
| Right of Way | | | 50,000 | | | | 50,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | 93,844 | 210,000 | 1,190,000 | 1,350,000 | 750,000 | - | 3,500,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary budgets based on estimates completed by Town staff.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works/Engineering

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Reduced capacity of the roadways as traffic volumes continue to increase

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|--|-----------------------------|---|--|
| PROJECT TITLE Cedar Street Park and Ride Lot Improvements | | | | PROJECT NO. | |
| DEPARTMENT Engineering | | PROJECT MANAGER Town Engineer | | DEPT. PRIORITY | |
| PROJECT LOCATION Existing Cedar Street Park and Ride Lot Location | | TIF (Y or N) Y | DISTRICT 6 | USEFUL LIFE (years) 20 | |

| | | | | | |
|---|--|--|--|--|--|
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |
| <p>The Town has requested the reestablishment of the Cedar Street Park and Ride Lot by the Maine Department of Transportation (MaineDOT) in order to better manage increased daily and long-term parking for transit and train users. The lot is located between Union and Spring Streets on MaineDOT property. The MaineDOT agreed to fund a planning effort in 2018-19. Due to funding and possible delays the project has been phased to allow for the construction of the parking lot in 2021.</p> <p>Phase 1 of the project will consist of a park and ride with 110 parking spaces with a transit stop and sidewalk connection to Cedar Street. The project is currently under design and has received approval from the MaineDOT and Town Council for funding. Phase 1 is scheduled to be constructed in the summer of 2021.</p> <p>Phase 2 of the project will include a new pedestrian crossing of the railroad tracks and a path parallel to the tracks to Union Street. This phase requires coordination with the railroad and has possible right of way impacts both of which could delay the project. This phase has received approval for design by the MaineDOT, once design is complete it will be eligible for construction funding through the MaineDOT work plan program.</p> <p>Phase 3 if determined necessary based on the parking demand at the facility would include expanding the parking lot to include an additional 40 parking spaces for a total of 150 spaces. This phase has not been included in this request as it is not known if it will be necessary at this time.</p> | | | | | |

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|----------------|----------------|-----------|----------|-----------|-----------|----------------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| MDOT (80%) | 612,000 | 172,000 | - | | | | 172,000 |
| Town TIF Revenues | 153,000 | 43,000 | - | | | | 43,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | 765,000 | 215,000 | - | - | - | - | 215,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Preliminary Engineering | 155,000 | | | | | | - |
| Right of Way | 30,000 | | | | | | - |
| Construction | 520,000 | 190,000 | | | | | 190,000 |
| Construction Engineering | 60,000 | 25,000 | | | | | 25,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | 765,000 | 215,000 | - | - | - | - | 215,000 |

| | |
|--|--|
| What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....) | |
| Phase 2 estimates are based on preliminary estimates completed by the consultant designing phase 1. There is a potential cost savings depending on what is required for gates and protection at the propose pedestrian crossing, however, that won't be known until the design is complete | |

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

This project improves an existing park and ride lot on MaineDOT property which was included as a parking option within the Maine Street Station public/private development plan (See Policy Area 7 of the Brunswick 2008 Comprehensive Plan).

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works, Parks & Rec, Police

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Winter maintenance | 18,000 | 18,000 | 18,000 | 18,000 | 18,000 | 90,000 |
| Sweeping | 1,200 | 1,200 | 1,200 | 1,200 | 1,200 | 6,000 |
| Striping | 750 | 750 | 750 | 750 | 750 | 3,750 |
| Electricity | 900 | 900 | 900 | 900 | 900 | 4,500 |
| Misc | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 7,500 |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | 22,350 | 22,350 | 22,350 | 22,350 | 22,350 | 111,750 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Operating budgets would increase by estimated amount to cover annual maintenance costs.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

No other alternatives are being considered at this time. If Town does not match MaineDOT funding, the park and ride lot will remain as a gravel lot with no lighting and other amenities.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Downtown Improvements Project | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Economic Development and Engineering | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Contiguous with Downtown TIF boundaries | | Y | 6 | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The Downtown TIF District development program allows for expenditure of TIF revenues on projects consistent with the Downtown Master Plan. Since the annual revenues from the Downtown TIF would not be sufficient to complete the full downtown improvements project, it is recommended that the Town bond or take an advance for the project and repay the debt annually at approximately \$200,000 for 10-15 years to be used for this project.

The project as currently designed includes a combination of reinforced concrete sidewalks and brick sidewalks. The final design has not yet been completed and the outcome of the final design may increase the cost of the project.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|-------------------------|----------------|------------------|------------------|----------|-----------|-----------|------------------|
| TIF Revenues | 500,000 | 200,000 | | | | | 200,000 |
| TIF Bond/Revenues | | 2,800,000 | - | | | | 2,800,000 |
| | - | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | 500,000 | 3,000,000 | - | - | - | - | 3,000,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Planning | 200,000 | | | | | | - |
| Construction | 300,000 | 1,200,000 | 1,500,000 | | | | 2,700,000 |
| Construction Inspection | | 150,000 | 150,000 | | | | 300,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | 500,000 | 1,350,000 | 1,650,000 | - | - | - | 3,000,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary estimate completed by the consultant in June of 2020. Assumes the hybrid (concrete and brick) installation. An all brick alternative could increase the estimated cost by \$500,000 to \$1,000,000

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

Downtown Master Plan

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works / Engineering, Planning,

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Reduced time/funds spent on repairs to sidewalks.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Continued deterioration of downtown sidewalks.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Riverwalk (Mill Street Section) | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Public Works Department | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Mill Street | | N | | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The Androscoggin Brunswick-Topsham Riverwalk will cover a 1.25 mile loop starting in Brunswick at the corner of Maine and Cabot Streets in front of Fort Andross. It will run along Cabot Street to Bow Street to Mill Street (Route One Blue Star Memorial Highway) to the Androscoggin Swinging Bridge located near the intersection of Mill and Cushing Streets. On the Swinging Bridge, the Riverwalk will cross the Androscoggin River to Topsham near the intersection of Union and Bridge Streets in Topsham. It will follow Mill Road, a "paper" street along the riverbank to Summer Street. The Riverwalk will run along Summer Street to the rear of the Border Trust Business Center at 2 Main Street. From there it will connect with a semicircular overlook with stairs located between the Border Trust parking lot and the river. It will then intersect with Maine Street (Route 24) via the Frank Wood Bridge. The loop will be completed at the Maine and Cabot streets in Brunswick, in front of Fort Andross. This particular project will involve all improvements along Mill Street from the Androscoggin Swinging Bridge to Maine, Cabot and Bow Streets near Fort Andross.

The Council previously voted to submit an application for Maine Department of Transportation Quality Community Program, and in February 2017 \$64,000 in funding was approved for a feasibility study and possible preliminary design of a multi-use pathway connecting the Swinging Bridge to the Frank J. Wood Bridge. The \$16,000 match was provided by the Riverwalk Committee through their fundraising efforts. A copy of the application is on file in the Director of Parks and Recreation office which details the full scope of the project.

The scope of the project will be affected by the renovation or replacement of the Frank Wood Bridge and the Reconstruction of the Pool Table. This project is currently in development by MDOT, and is expected to address pedestrian and bicycle access across the full span and on the approach to the Brunswick end of the bridge. There may be some cost savings of Brunswick's share of the overall project cost dependent upon where the MDOT bridge project improvements extend south onto Maine Street.

The MaineDOT is currently completing a feasibility study of the pathway to determine the best route for the project and the

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|-------------------------|--------------|---------|-----------|---------|-----------|-----------|-----------|
| MDOT | | 168,000 | 880,000 | | | | 1,048,000 |
| Other (contributions) | | 42,000 | 220,000 | | | | 262,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 210,000 | 1,100,000 | - | - | - | 1,310,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Design/ROW | | 210,000 | | | | | 210,000 |
| Construction | | | 1,000,000 | | | | 1,000,000 |
| Construction Inspection | | | 100,000 | | | | 100,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 210,000 | 1,100,000 | - | - | - | 1,310,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

TY Lin Estimate prepared in September 2020.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

The project is consistent with recommendations in the recently adopted Master Plan for Downtown Brunswick & the Outer Pleasant Street Corridor. The plan was adopted by the Town Council on January 24, 2011.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

The project will be further developed in conjunction with work on the Frank Wood Bridge and Pool Table project.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|---------------------------------------|---------|-----------|---------|-----------|-----------|--------|
| Sidewalk maintenance and snow removal | | 5,000 | 5,000 | 5,000 | 5,000 | 20,000 |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | 5,000 | 5,000 | 5,000 | 5,000 | 20,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

There will be a need to perform a spring clean up of sand left from winter road and sidewalk sanding operations along the Mill, Cabot, Bow and Maine Street corridor. In addition, crews will need to remove snow from the sidewalks upon the pedestrian way after winter storms.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

The MaineDOT is currently completing a feasibility study to determine the best route and design of the pathway and the cost to construct the path

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Frank J. Wood Bridge - Bridge Replacement Project - Amenities | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Economic Development | | Sally Costello | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| 250th Anniversary Park | | Y | 5 | 100 | |

| | | | | | |
|---|--|--|--|--|--|
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |
| <p>The project includes various amenities to the Department of Transportation's new curved bridge replacement project (currently the Frank J. Wood Bridge) that connects the Town of Brunswick to the Town of Topsham across the Androscoggin River. The scope of these amenities reflects the design recommendations of the Brunswick-Topsham Design-Advisory Committee (DAC) whose members were appointed by the Town governments. The advisory effort of the DAC was to create an even stronger connection between the two villages, showcase the scenic overlooks at both ends of the bridge, and celebrate the historic importance of this special site. Interpretive panels that memorialize the history of the site will be installed on both sides of the bridge as part of the bridge replacement project.</p> <p>Brunswick side of the new bridge:</p> <p>Redevelopment/enhancement of Anniversary Park - The improvements include a pathway leading to a newly created scenic Overlook area and a landscaped ampitheatre public park space. The existing structural brudge abutment will be utilized in the construction of the Overlook looking downstream.</p> | | | | | |

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|--------------|---------|---------|---------|---------|---------|---------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| TIF Revenues | | | 330,000 | | | | 330,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | 330,000 | - | - | - | 330,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Amenities for new bridge | | | 330,000 | | | | 330,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | 330,000 | - | - | - | 330,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

DOT Budget - January 2020

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

The Downtown Comprehensive plan contemplates traffic improvements that facilitate the connection between Brunswick and Topsham. Incorporation of amenities to Anniversary Park was a goal of the Town of Brunswick Downtown Master Plan.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| N/A | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

There will be operating costs associated with maintaining the park - snow removal/ice treatment for walkway and steps, and ground maintenance of landscaping. Although located just outside the Downtown TIF District, the development program provides for use of funds outside of the District that relate to immediate road connections and traffic improvements.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

DOT is providing the funding for the new replacement bridge; the cost of the amenities needs to be incorporated into the scope of work as part of the overall bridge construction.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

The amenities will showcase the views of the Androscoggin River, encourage greater use of Anniversary Park, and memorialize the history of this special site. Historic placards highlighting the unique use of the site will be installed both in Anniversary Park and on a bridge overlook as part of the amenities in the overall new bridge replacement project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Bath Road Signal Upgrades | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Public Works Department | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Bath Road, Gurnett Road, Admiral Fitch | | Y | | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The Bath Road corridor has been experiencing an increase in traffic and congestion in recent years. To better accommodate traffic coming to and from Route 1 to the Brunswick Naval Air Station, retail sites east of the Route 1 Ramps, and West Bath this project would improve the efficiency of the signal timing and coordinate the signals to reduce travel times and delays. The project would include traffic signal timing changes, signal coordination, and any required ADA upgrades to the signals at:

Admiral Fitch Avenue @ Connector Road
Bath Road @ Merrymeeting Plaza
Bath Road @ Admiral Fitch Avenue
Bath Road @ Mall Entrance
Bath Road @ Gurnett Road
Bath Road @ Tibbets Drive
Bath Road @ Old Bath Road
Bath Road @ Medical Center Drive
Gurnett Road @ Mall Entrance
Gurnett Road @ Connector Road

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|----------------------------------|---------------|----------------|------------------|----------|-----------|-----------|------------------|
| TIF Revenues | 50,000 | 100,500 | | | | | 100,500 |
| MDOT | | 49,500 | 379,500 | | | | 429,000 |
| G.O. Bonds - TIF Revenues | | | 770,500 | | | | 770,500 |
| Impact Fees | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | 50,000 | 150,000 | 1,150,000 | - | - | - | 1,300,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Signal Inventory/Recommendations | 50,000 | | | | | | - |
| Signal Design | | 150,000 | | | | | 150,000 |
| Construction | | | 1,000,000 | | | | 1,000,000 |
| Construction Inspection | | | 150,000 | | | | 150,000 |
| | | | | | | | |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | 50,000 | 150,000 | 1,150,000 | - | - | - | 1,300,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary Budget Based on cost experienced in similar communities

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Police - The coordinated system will be maintained by the Police Department similar to the existing coordinated system on Pleasant Street.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|--------|
| Maintenance | | | 10,000 | 10,000 | 10,000 | 30,000 |
| Dark Fiber Rental | | | 2,000 | 2,000 | 2,000 | 6,000 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | 12,000 | 12,000 | 12,000 | 36,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

The addition of the Bath Road Corridor to the existing coordinated signal system on Pleasant Street will require periodic maintenance by a certified consultant and may require dark fiber rental to provide connectivity to the existing system located at the Police Department.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Bath Road Culvert Repair at Thompson Pond | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Engineering | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Bath Road at Thompson Pond | | N | 1 | 50 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The Town was notified in 2019 that the culvert crossing Bath Road at Thompson Pond may be causing water to pond on the upstream (North) side of the roadway. The Town attempted to review the condition of the culvert, however, it was fully submerged on the upstream and downstream sides making visual inspection impossible due to a downstream dam (Maine DEP Site #D0442).

In January 2020, the Public Works Department hired a contractor to clean the culvert. There was no obstruction until they got within ten feet of the inlet opening and then they could go no farther. We resolved to investigate further in the spring when ice cover would allow access and visibility of the inlet opening. Seeing no visible problems in late spring, we monitored the situation, however it was apparent that the culvert still was not functioning properly.

In September 2020, a diver was hired to help determine whether the cause of the obstruction was debris from the roadside shoulder, or if a portion of the culvert had collapsed. With the diver's assistance, materials consistent with the shoulder composition was found in front of the inlet. An attempt was made with an excavator to free the inlet, but that work was only partially successful due to the limited reach of the excavator bucket and limited visibility in the water. Water flow through the culvert increased, but only temporarily.

Heavy rainfall combined with snow melt in December 2020 once again resulted in higher water on the inlet end versus the outlet end. We inspected the site again at that time but found the water level too high to adequately inspect the situation.

Based on research we have determined that the culvert is likely a 4'x3' box culvert that was installed prior to 1937. Due to the age of the culvert and the downstream dam condition we believe that the culvert is likely undersized and is in need of replacement. The culvert replacement will require approvals from the MaineDOT, MaineDEP, and Army Corp of Engineers and could take 12-18 months to permit due to the agencies involved.

A consultant would be hired to survey, design, and permit the culvert as soon as possible. The estimates for this project are based on similar projects in the area, however, the estimates may need to be adjusted once the consultant is able to visually inspect the culvert.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|-------------------------|--------------|---------|-----------|---------|-----------|-----------|---------|
| General Fund Balance | - | 75,000 | - | - | - | - | 75,000 |
| G.O. Bonds | - | | 500,000 | | | | 500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 75,000 | 500,000 | - | - | - | 575,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Design | | 75,000 | | | | | 75,000 |
| Construction | | | 450,000 | | | | 450,000 |
| Construction Inspection | | | 50,000 | | | | 50,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 75,000 | 500,000 | - | - | - | 575,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary budgets based on estimates completed by Town staff.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works/Engineering

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Reduced costs in maintenance

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Continued flooding and deterioration of the roadway bed.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Streetlight Conversion to Municipally Owned and Maintained LED Fixtures | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Engineering | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Various | | N | | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

Maine's municipalities incur significant annual costs related to street lighting, the majority of those costs being paid to utility providers for leasing of street light fixtures. By converting to municipally owned LED street light fixtures the Town anticipates an annual savings of approximately \$125,000 annually on leasing of equipment and a reduction of approximately \$30,000 annually on electrical supply and delivery.

Anticipated Phasing:

2020-21 - Complete Investment Grade Audit, Buyout existing contract from CMP, convert 50% of street lights

2021-22 - Convert 50% of street lights, networking and maintenance cost for converted lights

2022-23 - networking and maintenance cost

2023-24 - networking and maintenance cost

2024-25 - networking and maintenance cost

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|-------------------------|----------------|----------------|-----------|----------|-----------|-----------|----------------|
| General Fund Balance | 381,000 | 285,000 | - | - | - | - | 285,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | 381,000 | 285,000 | - | - | - | - | 285,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Equipment Buyout | 96,000 | | | | | | - |
| Fixture Replacement | 285,000 | 285,000 | | | | | 285,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | 381,000 | 285,000 | - | - | - | - | 285,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary budgets based on costs experienced by other municipalities

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works/Engineering

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|--|---------|-----------|---------|-----------|-----------|---------|
| | | | | | | | - |
| Networking | | 33,000 | 66,000 | 66,000 | 66,000 | 66,000 | 297,000 |
| Maintenance | | 13,000 | 26,000 | 26,000 | 26,000 | 26,000 | 117,000 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | |
| | | | | | | | - |
| TOTALS (net) | | 46,000 | 92,000 | 92,000 | 92,000 | 92,000 | 414,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Reduced costs in rental of equipment from CMP and electrical supply and delivery

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Continue to pay rental and increased rates to CMP

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Cumberland Street Drainage Improvements | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Engineering | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Cumberland Street & Town Hall Place | | N | 6 | 50 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The Union Street Stormdrain improvement project was completed in 2018 to mediate surcharging and flooding that occurred on Union Street particularly in the areas of Cumberland Street and Lincoln Street. The Union Street project served as a first phase in improving the drainage in the neighborhood. The second phase of the project includes extending a new stormdrain from the Union Street closed drainage system to Town Hall Place to alleviate surcharging and flooding that occurs in the Town parking lot adjacent to the Central Fire Station.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|-------------------------|--------------|---------|-----------|---------|-----------|-----------|--------------|
| General Fund | - | 20,000 | 280,000 | - | - | - | 300,000 |
| | - | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 20,000 | 280,000 | - | - | - | 300,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Design | | 20,000 | | | | | 20,000 |
| Construction | | | 255,000 | | | | 255,000 |
| Construction Inspection | | | 25,000 | | | | 25,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 20,000 | 280,000 | - | - | - | 300,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary budgets based on estimates completed by Town staff.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works/Engineering

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Reduced costs in maintenance

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Continued flooding and deterioration of the undersized stormdrain system

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|--|-----------------------------|---|--|
| PROJECT TITLE Perryman Drive Extension | | | | PROJECT NO. | |
| DEPARTMENT Engineering | | PROJECT MANAGER Town Engineer | | DEPT. PRIORITY | |
| PROJECT LOCATION Perryman Drive | | TIF (Y or N) Y | DISTRICT 1 | USEFUL LIFE (years) 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The intersection of Bath Road and Thomas Point Road currently function at a Level of Service of F indicating that those utilizing the intersection experience significant delay when entering and existing the intersection. The intersection is classified as a high crash location by the MaineDOT and is considered a contributing factor in the high crash location at the intersection of Bath Road and Gurnet Road.

The MaineDOT has indicated that no projects that will require a turning movement permit consisting of 100 trips in the peak hour will be granted on Thomas Point Road until the Level of Service and accident pattern have been addressed, preventing any significant development on Thomas Point Road.

To address both the Level of Service and accident concerns of the MaineDOT Perryman Drive will be constructed from the new signal installed at the intersection of Landing Drive and extended to Thomas Point Road. This work would provide the existing businesses and future businesses on Thomas Point to access the Cooks Corner area through a signalized intersection and would reduce the need for motorist to utilize Bath Road to access Thomas Point Road.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|---------------------------|--------------|---------|-----------|-----------|-----------|-----------|-----------|
| G.O. Bonds - TIF revenues | - | 93,800 | 234,500 | 1,179,200 | - | - | 1,507,500 |
| MaineDOT | - | 46,200 | 115,500 | 580,800 | - | - | 742,500 |
| Impact Fees | | | - | - | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 140,000 | 350,000 | 1,760,000 | - | - | 2,250,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Design/Permitting | | 140,000 | | | | | 140,000 |
| Right of Way | | | 350,000 | | | | 350,000 |
| Construction | | | | 1,620,000 | | | 1,620,000 |
| Construction Inspection | | | | 140,000 | | | 140,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 140,000 | 350,000 | 1,760,000 | - | - | 2,250,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary budgets based on estimates completed by Town staff.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works/Engineering

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|--------------------------------------|---------|-----------|---------|-----------|-----------|--------|
| Electrical Service for Street Lights | | | 2,000 | 2,000 | 2,000 | 6,000 |
| Roadway Maintenance | | | 10,000 | 10,000 | 10,000 | 30,000 |
| Sidewalk Maintenance | | | 5,000 | 5,000 | 5,000 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | 17,000 | 17,000 | 17,000 | 36,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Increase in cost to maintain new street lights and winter maintenance of the roadway

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Continued deterioration of the safety of the intersection

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Cooks Corner Access Management and Pedestrian Improvements | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Engineering | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Bath Road and Gurnet Road | | Y | 1/5 | 20 | |

| | | | | | |
|--|--|--|--|--|--|
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |
| <p>Through decades of development and continued growth in the Cooks Corner area projects have been completed without a consistent and cohesive approach to access management and pedestrian access. As part of the Bath Road impact fee study currently being completed in the area locations with poor access management and lack of pedestrian facilities were identified. Where the Bath Road project focuses primarily on vehicular safety and mobility through Cooks Corner this project will focus on pedestrian access and circulation. The project will be designed so that improvements can be phased with future development in the area to create pedestrian access to the areas it doesn't currently exist. Possible phasing could include:</p> <p>Phase 1 - Bath Road (Cooks Corner Mall to Gurnet Road) Gurnet Road West Side (Gurnet Road to Landing Drive)</p> <p>Phase 2 - Bath Road (Gurnet Road to Tibbetts Drive) Gurnet Road East Side Connections (Gurnet Road to Landing Drive)</p> <p>Phase 3 - Internal Circulation and Access Management</p> | | | | | |

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|--------------|---------|-----------|---------|-----------|-----------|---------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| TIF revenues | | 10,000 | 20,000 | 142,500 | 142,500 | 90,000 | 405,000 |
| Impact Fees | | 10,000 | 20,000 | 142,500 | 142,500 | 90,000 | 405,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 20,000 | 40,000 | 285,000 | 285,000 | 180,000 | 810,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Conceptual/Outreach | | 20,000 | | | | | 20,000 |
| Design/Permitting | | | 20,000 | 20,000 | 15,000 | | 55,000 |
| Right of Way | | | 20,000 | 15,000 | 10,000 | | 45,000 |
| Construction | | | | 215,000 | 225,000 | 155,000 | 595,000 |
| Construction Inspection | | | | 35,000 | 35,000 | 25,000 | 95,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 20,000 | 40,000 | 285,000 | 285,000 | 180,000 | 810,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary budgets based on estimates completed by Town staff.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works/Engineering

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|--|---------|-----------|---------|-----------|-----------|--------|
| Sidewalk Maintenance | | | | 5,000 | 10,000 | 15,000 | 30,000 |
| | | | | | | | - |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | |
| | | | | | | | - |
| TOTALS (net) | | - | - | 5,000 | 10,000 | 15,000 | 30,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Increase in Cost in Sidewalk Maintenance

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

continued pedestrian access issues in Cooks Corner

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|------------------------------------|--|--------------------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Cooks Corner Revitalization | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Economic Development | | Economic Development Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Cooks Corner | | N | | TBD | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The Cook's Corner Commercial Corridors Revitalization Plan is a coordinated effort between the public and private sectors to plan and implements improvements that will position the Cook's Corner commercial area for long-term viability. In order to help guide these strategic investments, in March 2021 the Town Council approved the establishment of an Advisory Committee composed of stakeholders from the public and private sections that will provide expertise in their respective fields.

There are guiding documents in the Cook's Corner Master plan and associated Design Standards that provide a vision and foundation for improvements to the area which need to be updated to reflect the current built landscape and future emerging commercial trends. The use of the TIF funds will be for hiring a consultant to plan and run the community engagement process and conduct a market study that will inform these updates/revisions to the guiding documents for planning and development. This community unput from various stakeholders including property owners, businesses, lenders and residents will inform the updated vision and strategic objectives of the Revitalization Plan as well as help to prioritize the implementation of future improvements.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|-----------------------------------|--------------|---------|---------|---------|---------|---------|--------------|
| | | | | | | | - |
| Cook's Corner TIF Revenues | | 200,000 | 100,000 | 100,000 | 100,000 | 100,000 | 600,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 200,000 | 100,000 | 100,000 | 100,000 | 100,000 | 600,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| | | | | | | | - |
| Market Study/Community Engagement | | 100,000 | | | | | 100,000 |
| | | | | | | | - |
| Infrastructure Improvements | | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 200,000 | 100,000 | 100,000 | 100,000 | 100,000 | 600,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|---|-----------------|---|--|
| PROJECT TITLE Cardiac Monitors (3) | | | | PROJECT NO. | |
| DEPARTMENT Fire | | PROJECT MANAGER Fire Chief | | DEPT. PRIORITY High | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) 15 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

We use cardiac monitors on the rescues on a daily basis. They have many capabilities. Monitoring cardiac rythms, Oxygen levels in the body, defibrillation, cardiac pacing, blood pressure to name a few. These devices are necessary for us to maintain our Paramedic level of service. In the most severe cases these devices are critical to our life saving skills.

Cardiac monitors require annual maintenance/ service. Our current monitors receive this each year. However, Physio Control, who makes these devices is moving to a newer monitor and are starting to put an end of life on our current monitors, where they will no longer provide updates or support.

In the spring of 2020 we had one of our monitors stop working. It was determined that the mother board was finished. Because it was a first generation it was no longer repairable. In speaking with the maintenance technician he advised us that the first and second generation motherboards were not repairable and that we should look at moving up our replacement schedule. Where these devices are so critical to our EMS operations I felt it prudent to follow their advice and move up the replacement of the monitors.

I'm estimating that the monitors will be approximately \$45,000 each.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | 6/30/2021 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|----------------------|-----------|---------|---------|---------|---------|---------|---------|
| General Fund Balance | | 135,000 | | | | | |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 135,000 | - | - | - | - | 135,000 |
| Use of Funds: | 6/30/2021 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Acquisition | | 135,000 | | | | | 135,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 135,000 | - | - | - | - | 135,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

I spoke with our current vendor about pricing and at this time it is a best guess.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

N/A

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| Annual maintenance | - | 5,500 | - | - | | 5,500 |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | 5,500 | - | - | - | 5,500 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

We currently budget for annual service and updates. There should be little no changes in cost of this.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

These devices are required to maintain our EMS License and provide Medical services. Not changing these out in a timely fashion could interrupt our ability to service the community that we provide EMS to.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026
[REDACTED]

| | | | | | |
|---|--|-------------------|----------|---------------------|-----------|
| PROJECT TITLE | | | | PROJECT NO. | |
| Tower 1 Replacement | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Fire Department | | Fire Chief | | | 1 |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Fire Department | | N | | | 20 |
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |

Tower one is a 2006 Pierce and is due for replacement in 2025-26.

Tower 1 is the departments aerial device and is critical to our operations for not only tall buildings, but all high angle work and the ability for reaching out 100' and providing a stable work platform for firefighters. This truck carries a great deal of equipment and has a large pump on it for supplying the waterway on the aerial device. Where we only have one aerial device it is imperative to plan for its replacement. Specifications for a truck like this can take months to complete and a year or more to build. My plan would be to start working on the specifications prior to 2025 so that we can get these out to bid in a timely manner.

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|---|--------------|---------|---------|---------|---------|-----------|-----------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| G.O. Bonds | | | | | | 1,500,000 | 1,500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | - | - | - | 1,500,000 | 1,500,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Acquisition | | | | | | 1,500,000 | 1,500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | - | - | - | 1,500,000 | 1,500,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Speaking with vendors and observing the current market

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

The Downtown and surrounding neighborhoods are very old and have some large multi story buildings and it is very important to have an aerial device in service and available to respond to fires in these area. The truck has been used to assist other departments when available for access to high areas.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

We currently have a Tower and operating costs along with maintenance costs are already figured into the budget.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

We rely on the Tower for many different situations and it is part of our current ISO rating. The replacement of the departments previous ladder truck was delayed and the truck had to be put out of service. The Town went without an aerial for almost a year while the Tower was built. We need to avoid this same situation, aerial placement in an emergency is critical and sometimes very difficult. Having to wait additional time for a mutual aid truck to arrive can interrupt operations and have possible life saving consequences. Very important to coordinate this project so we can avoid going without aerial coverage in the town.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | | | |
|--|--------------|---------|------------------------|---------|-----------------|----------------------------|---------|
| PROJECT TITLE | | | | | | PROJECT NO. | |
| Communications System Upgrade | | | | | | | |
| DEPARTMENT | | | PROJECT MANAGER | | | DEPT. PRIORITY | |
| Police | | | Chief Scott J. Stewart | | | | |
| PROJECT LOCATION | | | TIF (Y or N) | | DISTRICT | USEFUL LIFE (years) | |
| Brunswick PD, Oak Hill, and 2 other sites TBD | | | | | | | |
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | | | |
| <p>This project includes upgrades to BPD's existing radio communication system to include dispatch consoles, portable radios, mobile radios, microwave, and hardware. We will transition from an analog voted system to a four (4) site digital-capable Simulcast radio system. The Brunswick Police Department's existing two-way communications system is a VHF conventional voting communications and dispatch system. The system is currently outdated, and many of the hardware components have reached their "end of life". A majority of the portable and mobile radios have also reached their end of life, and we have started replacing them in recent months as there are no longer parts being available to fix them. We have upgraded 10 of our portable radios and 4 of our mobile radios to newer models which support the digital mobile radio (DMR) system we are seeking. We are looking to upgrade our communication equipment to move away from the limitations of analog and toward digitally capable equipment and all of its capabilities.</p> <p>The existing system is a "voting" system, which simply means that receivers in the field "vote" the strongest signal to transmit back to the transmit tower on Oak Hill in Brunswick. With this system there are "dead spots" at various points throughout town, which cause officer safety issues. Our current system is antiquated and there are many town wide gaps resulting in routine transmission issues often causing officers to utilize their cell phones for vital information. Along with the existing dead spots, in-building transmissions pose a threat to first responders. Communication in and out of certain buildings in Brunswick is extremely difficult, if not impossible (e.g. Mid Coast Hospital, Walmart, Lowes, Hannaford, Bowdoin College facilities, the numerous schools in town). Digital radios will improve our ability to communicate in buildings such as these.</p> <p>This will greatly improve the current issues with dead spots, provide clearer and cleaner sound quality, and provide software applications which can integrate into existing computer networks and phone systems. By proactively switching to digital radios now, we will benefit immediately and simultaneously prepare for high efficiency app-driven innovations of the future. In addition, the microwave interconnection between the sites would be upgraded to a carrier-class licensed microwave system and we would update all of the Brunswick Police Department's remaining end of life portable radios and mobile radios, dispatch consoles, microwave, and all necessary communications equipment to a digital, safer, fully-functioning and supported system.</p> | | | | | | | |
| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| | | | | | | | - |
| MCEDD Grant | | 389,332 | | | | | 389,332 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 389,332 | - | - | - | - | 389,332 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| | | | | | | | - |
| DMR Simulcast radio system | | 389,332 | | | | | 389,332 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 389,332 | - | - | - | - | 389,332 |
| What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....) | | | | | | | |
| Verbal estimate from RCM in April of 2021. | | | | | | | |

| | | | | | | |
|---|---------|---------|---------|---------|---------|-------|
| CONSISTENCY WITH PLANS AND STUDIES | | | | | | |
| Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies. | | | | | | |
| | | | | | | |
| INTERDEPARTMENTAL OR INTERAGENCY IMPACT | | | | | | |
| Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each? | | | | | | |
| This communications system also serves the Fire Department and Public Works Department. | | | | | | |
| IMPACT ON OPERATING BUDGETS | | | | | | |
| Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative. | | | | | | |
| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |
| Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.) | | | | | | |
| | | | | | | |
| ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT | | | | | | |
| Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed? | | | | | | |
| There is no alternative to this project. A lot of our equipment and radios have been used far beyond their life expectancy. For the safety of our officers, we must improve the communications system and take advantage of the modern capabilities of digital radio. | | | | | | |
| OTHER CONSIDERATIONS Discuss any other information that should be considered for this project. | | | | | | |
| The yearly operational costs will be similar to what we already pay for the AVTEC annual maintenance (\$1,750.00 per position per year or \$5,250.00 year total). | | | | | | |

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|------------------------------|--|------------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Public Works Facility | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Public Works | | Public Works Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Industry Road | | | 6 | 50 | |

| | | | | | |
|---|--|--|--|--|--|
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |
| <p>This project proposes to construct a new 40,000 sf Public Works facility on Industry Road. The existing facility at 9 Industry Road is 16,972 sf and is severely undersized for the 26.5 FTE employees, 22 vehicles, and 34 pieces of equipment in the department. The main building (admin and garage) was constructed in 1956 of cinder blocks; it lacks basic environmental systems such as ventilation and separation of people and vehicle exhaust, and it has no insulation. The second floor offices are not ADA-accessible, and there is no dedicated lockers/bathrooms for female employees.</p> <p>This proposed project includes a new building for administrative offices for the Public Works and Engineering Departments, employee locker area with mens and womens bathroom (toilets/showers), employee break room, training/meeting room, repair bays, wash bay, tool storage, and heated and unheated covered parking for vehicles and equipment. A space needs and planning study will be undertaken to further define the size and other requirements for the new facility. Additionally, discussions with the Parks & Recreation Department will continue, with a goal of assessing their vehicle and equipment storage needs and determining how those needs can be met with this new facility. Currently, there is limited space to expand the existing Parks & Rec maintenance facility at Edwards Field.</p> <p>Existing storage buildings currently used for salt, sand, and equipment will be retained with necessary repairs and slight improvements.</p> | | | | | |

| | | | | | | | |
|--|--------------|---------|---------|---------|---------|------------|------------|
| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| General Fund Balance | | | 120,000 | | | - | 120,000 |
| G.O. Bonds | | | | | | 12,000,000 | 12,000,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | 120,000 | - | - | 12,000,000 | 12,120,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Needs analysis and planning/design | | | 120,000 | | | - | 120,000 |
| Arch/engineering, site prep., building, contingency | | | | | | 12,000,000 | 12,000,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | 120,000 | - | - | 12,000,000 | 12,120,000 |

| | |
|--|--|
| What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....) | |
| Preliminary in-house estimate based on a price per sf (\$300/s.f.) of similar facilities built within the past five years, and includes architecture, engineering, site development, building construction, and contingency. | |

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

To-be-determined pending further discussion and evaluation with the Parks & Recreation Department.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|--|---------|---------|---------|---------|---------|-------|
| TBD for electrical, heating/cooling, and maintenance costs/savings of buildings (and vehicles/equipment) | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Alternatives include repairing, renovating, and expanding some or all of the existing buildings.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

15

This project would reduce the current use of electric VAVs, replacing them with another heat source. The goal would be to reduce energy consumption, and to balance the heating and cooling needs of the building.

| | | | | | | | |
|------------|---|---|---|---------|---|---|---------|
| TOTAL USES | - | - | - | 400,000 | - | - | 400,000 |
|------------|---|---|---|---------|---|---|---------|

0 0 0 1

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

The estimated payback of the project needs to be determined, but it is anticipated that a more efficient heating and cooling system would provide significant savings.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

THIS IS A VERY PRELIMINARY ESTIMATE.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | | |
|---|--|-----------------------------|--|----------|---------------------|-------|
| PROJECT TITLE | | | | | PROJECT NO. | |
| Recreation Center Gymnasium Roof Replacement | | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | | DEPT. PRIORITY | |
| Parks and Recreation | | Parks & Recreation Director | | | | |
| PROJECT LOCATION | | TIF (Y or N) | | DISTRICT | USEFUL LIFE (years) | |
| 220 Neptune Drive at Brunswick Landing | | N | | | | 40-50 |
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | | |

The project involves the removal of the existing gymnasium roof at the Recreation Center and replacement with a new roofing system. The new roof would consist of a new adhered 0.060 EPDM roof membrane. The manufacturer would warranty the roof system for 20 years but anticipates a serviceable life of 40 to 50 years.

EPDM is an extremely durable synthetic rubber roofing membrane (ethylene propylene diene terpolymer) widely used in low-slope buildings in the United States and worldwide. Its two primary ingredients, ethylene and propylene, are derived from oil and natural gas. EPDM is available in both black and white, and is sold a broad variety of widths, ranging from 7.5 feet to fifty feet, and in two thicknesses, 45 and 60 mils. EPDM can be installed either fully adhered, mechanically attached or ballasted, with the seams of the roofing system sealed with liquid adhesives or specially formulated tape.

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|--------------|---------|---------|---------|---------|---------|--------------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Gen Fund Balance | | | 316,250 | | | | 316,250 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | 316,250 | - | - | - | 316,250 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Reroofing Contract | | | 316,250 | | | | 316,250 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | 316,250 | - | - | - | 316,250 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

The source of the estimate corresponds with a roofing audit performed by Independent Roof Services Inc. (IRSI) dated May 10, 2013. Further supported by new cost data and info from IRSI dated 11/27/17, 11/29/17 & 11/01/19.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

Priority and importance of maintaining municipal infrastructure used in the delivery of services to the public.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

None

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Annual roofing repairs | (2,500) | (3,000) | (3,500) | (4,000) | (4,500) | (17,500) |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | (2,500) | (3,000) | (3,500) | (4,000) | (4,500) | (17,500) |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

There will be a reduction in the annual maintenance costs associated with the old roof versus new roof. The roof due to its age and condition might have failures in any given future year that could cost well in excess of the numbers stated above in the (IMPACT ON OPERATING BUDGETS) section of the CIP request form.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

The effect of delaying the project could result in failure of the roof, that at worst could be challenging to repair dependent on season such a failure was to take place. A major roof failure could possibly result in the closure of the gymnasium and track space while specifications preparation, bid solicitation and repairs are being completed. This could result in a closure of the space for several weeks at minimum.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

There are several other flat roofing systems located at the Recreation Center that will require replacement in year 2025 based on the IRSI report of 2013 at which time total cost was estimated to be \$300,000. The two projects could be done together which could result in overall savings however there is not a need to replace the flat roof sections at this time based on the ISRI report.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | |
|--|--|--|--------------------|----------------------------|
| PROJECT TITLE | | | PROJECT NO. | |
| Outdoor Recreation Complex - Redevelopment of REC-11 | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY |
| Parks and Recreation | | Parks & Recreation Director | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) |
| Brunswick Recreation Center at Brunswick Landing | | N | | TBD |
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | |

The Outdoor Municipal Recreation Complex project is a redevelopment effort of parcel REC-11, adjacent to the Recreation Center at Brunswick Landing. The land was recently transferred from the Department of Interior through a Quitclaim Deed for public conveyance to be used and maintained exclusively as a public park or for public recreation by the Town. In 2019, the Town Council authorized the LC3 group (composed of public and private sector stakeholders) through an MOU to work to identify potential recreational uses for the parcel and funding sources for redevelopment.

The current concept includes: an outdoor aquatics facility, two turf fields, pickleball courts, basket ball courts, site lighting, and other amenities. In March 2021, the Rec Commission voted to approve a recommendation to the Town Council to sunset the LC3 Group and establish an Advisory Committee, and to fund \$50k from Rec Impact Fees for initial predevelopment costs. Following the approval by the Town Council, there will be an RFP process for hiring two consultants: a firm to run the community engagement process and an environmental consultant.

Previously, the project proposed construction of a new outdoor aquatic facility. In 2013, the Brunswick Town Council authorized the Recreation Commission to use \$28,700 from the department's recreation programs special revenue fund to complete a feasibility study, and the Town contracted with Bargmann Hendrie + Archetype, Inc. The effort included a statistically valid community survey, a needs assessment, development of facility and program content, completion of a preliminary design, estimation of construction cost, determination of viability of raising funds for capital construction, establishment of a final operations budget and completion of a comprehensive funding analysis. The cost estimate here continues to be based on the report from Bargmann Hendrie + Archetype, Inc.

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|---------------|---------|---------|---------|-----------|---------|--------------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Recreation Impact Fees | 50,000 | | | | | | - |
| Fundraising, Donations, grants | | | | | 2,987,520 | | 2,987,520 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | 50,000 | - | - | - | 2,987,520 | - | 2,987,520 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Consultants | 50,000 | | | | - | | - |
| Construction | | | | | 2,670,000 | | 2,670,000 |
| Design & Engineering | | | | | 213,600 | | 213,600 |
| Testing during construction | | | | | 6,000 | | 6,000 |
| Equipment | | | | | 45,000 | | 45,000 |
| Contingency | | | | | 52,920 | | 52,920 |
| | | | | | - | | - |
| | | | | | - | | - |
| | | | | | - | | - |
| | | | | | - | | - |
| TOTAL USES | 50,000 | - | - | - | 2,987,520 | - | 2,987,520 |

What is the source and date of your cost estimate?

Community Aquatics Facility - Feasibility study, Bargmann Hendrie + Archetype, Inc. (6/13)

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

No impacts on other departments anticipated.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|----------|----------|
| Estimated revenues | | | | | | - |
| Daily Admissions | | | | | 47,024 | 47,024 |
| Summer Passes | | | | | 53,010 | 53,010 |
| Rentals/Special Events | | | | | 6,380 | 6,380 |
| Aquatics Programs | | | | | 25,202 | 25,202 |
| Estimated expenditures | | | | | | - |
| Personnel | | | | | (85,396) | (85,396) |
| Services | | | | | (27,800) | (27,800) |
| Supplies | | | | | (11,000) | (11,000) |
| Other | | | | | (5,000) | (5,000) |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | 2,420 | 2,420 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Estimated operating costs are for the aquatics facility only and were determined in 2013. The final operating costs for the larger project will be estimated upon the final determination of the development program.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

According to the deed, the use of the parcels must be for recreation in perpetuity. Depending on the outcome of the community engagement process and fundraising efforts, the project timeline of the project could be phased over several years.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

The project's concept plan will be fully vetted through the community engagement process and the budget will be adjusted to reflect the final development program.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | | | |
|---|--------------|---------|-------------------------------|---------|-----------------|----------------------------|------------|
| PROJECT TITLE | | | | | | PROJECT NO. | |
| Downtown Parking Structure | | | | | | | |
| DEPARTMENT | | | PROJECT MANAGER | | | DEPT. PRIORITY | |
| Economic Development | | | Economic Development Director | | | | |
| PROJECT LOCATION | | | TIF (Y or N) | | DISTRICT | USEFUL LIFE (years) | |
| Bank Street | | | Y | | | | |
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | | | |
| <p>The economic vitality of the region and Town continue to be strong. Downtown Commercial space occupancy remains high and the demand for residential space is growing. As the residential and commercial markets in the immediate area expand and become more mixed-use, the need for more parking options is evident.</p> <p>In response to the parking demand, the Town appropriated funds in the 2017-2018 CIP Budget for development of a preliminary design and cost estimate for a downtown parking facility. In 2018, the Town engaged a consultant to conduct a feasibility study that would provide a site recommendation, preliminary design, and cost estimate. The draft report was received in 2019.</p> <p>The Bank Street municipal surface parking lot was determined to be the best option; the preliminary cost estimate for the five level garage (to include 449 spaces) is approximately \$15.7 million.</p> <p>TIF revenues from the Downtown Development TIF could be utilized for this project. Value Engineering options to reduce the cost are being explored and the Town will need to seek additional sources of funding.</p> | | | | | | | |
| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| | | | | | | | - |
| GO Bonds/TIF Revenues | | | | | | 5,000,000 | 5,000,000 |
| Other (grants, donations) | | | | | | 10,700,000 | 10,700,000 |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | - | - | - | 15,700,000 | 15,700,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Construction | | | | | | \$15,700,000 | 15,700,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | - | - | - | 15,700,000 | 15,700,000 |
| What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....) | | | | | | | |
| Draft report from the parking structure study - Consigli Construction Co. | | | | | | | |

| | | | | | | |
|---|---------|---------|---------|---------|---------|-------|
| CONSISTENCY WITH PLANS AND STUDIES | | | | | | |
| Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies. | | | | | | |
| | | | | | | |
| INTERDEPARTMENTAL OR INTERAGENCY IMPACT | | | | | | |
| Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each? | | | | | | |
| Engineering oversight required | | | | | | |
| IMPACT ON OPERATING BUDGETS | | | | | | |
| Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative. | | | | | | |
| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |
| Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.) | | | | | | |
| | | | | | | |
| ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT | | | | | | |
| Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed? | | | | | | |
| Town Council approved a supplementary Parking Demand & Management Study in January 2021 to determine potential parking options in lieu of the parking structure. | | | | | | |
| OTHER CONSIDERATIONS Discuss any other information that should be considered for this project. | | | | | | |
| | | | | | | |

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--------------------------------|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Turner Street Extension | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Engineering | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Turner Street | | N | | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

As part of Mill and Stanwood Intersection project that was being completed by the MaineDOT it was determined that the Pleasant Street Corridor needed to be looked at more holistically to determine how to best accomodate all modes of traffic on Outer Pleasant Street. One project identified that may help alleviate the concern of motorists attempting to make a left turn off Stanwood and a right turn onto Pleasant Street would be the extension of Turner Street to Stanwood Street. This project would require a new stream crossing.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|-------------------------|--------------|---------|-----------|-----------|-----------|-----------|--------------|
| G.O. Bonds | | | 1,323,333 | 990,000 | | | 2,313,333 |
| MaineDOT | | | 661,667 | 495,000 | | | 1,156,667 |
| TIF revenues | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | 1,985,000 | 1,485,000 | - | - | 3,470,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Corridor Study | | | | | | | - |
| Design and Permitting | | | 165,000 | | | | 165,000 |
| Construction | | | | 1,350,000 | | | 1,350,000 |
| Construction Admin. | | | | 135,000 | | | 135,000 |
| Right of Way | | | 1,820,000 | | | | 1,820,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 200,000 | 1,985,000 | 1,485,000 | - | - | 3,670,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary budgets based on estimates completed by Town staff.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Public Works/Engineering

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Reduced capacity of the roadways as traffic volumes continue to increase

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|--|-----------------|---|--|
| PROJECT TITLE Range Road Culvert Replacement | | | | PROJECT NO. | |
| DEPARTMENT Public Works Department | | PROJECT MANAGER Town Engineer | | DEPT. PRIORITY | |
| PROJECT LOCATION Range Road | | TIF (Y or N) N | DISTRICT | USEFUL LIFE (years) 50 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

A 60 l.f. existing 42 inch diameter reinforced concrete culvert that crosses Range Road about 400 feet in from Pleasant Street is in poor condition due to spalling and deterioration of the concrete. Sinkholes have developed in the roadway over the culvert at the inlet end due to the culvert's condition. Since the stream being handled by the culvert is under the Army Corps of Engineers jurisdiction we will need to apply for and get a permit to do the work from them. Our experience has been we will need at least six months time for a consultant to survey the site, prepare a culvert design meeting ACOE requirements and then submit an application and get a permit from the ACOE so we are requesting initial funding in one fiscal year for the design and permitting of the culvert replacement. Once it is designed and permitted we would expect to have a better cost estimate for the work.

Range Road is a dead end road with the Coastal Humane Society at the end of the road. There are also approximately 20 residences beyond the culvert on the dead end. When the culvert is replaced the road will have to be temporarily closed so our plan is to hire a contractor who can do the work in a minimum amount of time (1/2 day closure).

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|-------------------------|--------------|---------|---|---------|-----------|-----------|--------------|
| Gen. Fund Bal | | 50,000 | | | | | 50,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 50,000 | - | - | - | - | 50,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Design/Permitting | | 50,000 | | | | | 50,000 |
| Construction | | | Considering what side pipe would be needed vs. arch | | | | - |
| Construction Inspection | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 50,000 | - | - | - | - | 50,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Town Engineer, Preliminary Estimate (60 l.f. x \$2,000/ft + 25% Contingency, Engineering at 12.5% of Construction Cost, unit price is from the River Road project).

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

No known impact to other departments.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Minimal reduction is expected.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Replacement of the old culvert is the only option. Slip-lining the existing culvert is not feasible as the size is already too small and the road has flooded over in the past.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

If the project is delayed there is the possibility the existing culvert may have a major failure that will require us to close this road and that cuts off access to the Coastal Humane Society as well as to 20 residences which would be unacceptable.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Bunganuc Road Culvert Replacement | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Public Works Department | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Bunganuc Road | | N | | 50 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

A 75 l.f. existing 16 foot inch diameter pipe arch that crosses Bunganuc Road at Bunganuc Brook has been identified by a recent MaineDOT inspection as being poor condition corroding bolts and damaged plates which could lead to failure. Since the stream being handled by the culvert is under the Army Corps of Engineers jurisdiction we will need to apply for and get a permit to do the work from them. Our experience has been we will need at least six months for a consultant to survey the site, prepare a culvert design meeting ACOE requirements and then submit an application and get a permit from the ACOE so we are requesting initial funding in one fiscal year for the design and permitting of the culvert replacement. Once it is designed and permitted we would expect to have a better cost estimate for the work.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|--------------------------|--------------|---------|-----------------------------|---------|-----------|-----------|--------------|
| Gen. Fund Bal | | 50,000 | | | | | 50,000 |
| G.O. Bonds | | | 350,000 | | | | 350,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 50,000 | 350,000 | - | - | - | 400,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Engineering & Permitting | | 50,000 | | | | | 50,000 |
| Construction, etc. | | | revising based on shotcrete | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 50,000 | - | - | - | - | 50,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Town Engineer, Preliminary Estimate based on budget numbers received from CONTECH

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Police, Fire, & Public Works

The project will require the temporary closure of River Road to facilitate installing the culvert

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Minimal reduction is expected.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Replacement of the old culvert is the only option. Slip-lining the existing culvert is not feasible because of the size and type of the existing culvert.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

If the project is delayed there is the possibility the existing culvert may have a major failure that will require us to close this road.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---------------------------------------|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| River Road Culvert Replacement | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Public Works Department | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| River Road | | N | | 50 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

A 75 l.f. existing 10 foot inch diameter pipe arch that crosses River Road at Simpson Brook has been identified by a recent MaineDOT inspection as being poor condition due corrosion at the base of the arch which could lead to failure. Since the stream being handled by the culvert is under the Army Corps of Engineers jurisdiction we will need to apply for and get a permit to do the work from them. Our experience has been we will need at least six months for a consultant to survey the site, prepare a culvert design meeting ACOE requirements and then submit an application and get a permit from the ACOE so we are requesting initial funding in one fiscal year for the design and permitting of the culvert replacement. Once it is designed and permitted we would expect to have a better cost estimate for the work.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|--------------------------|--------------|---------|-----------|---------|-----------|-----------|--------------|
| Gen. Fund Bal | | | 50,000 | 250,000 | | | 300,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | 50,000 | 250,000 | - | - | 300,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Engineering & Permitting | | | 50,000 | | | | 50,000 |
| Construction, etc. | | | | 250,000 | | | 250,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | 50,000 | 250,000 | - | - | 300,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Town Engineer, Preliminary Estimate based on budget numbers received from CONTECH

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Police, Fire, & Public Works

The project will require the temporary closure of River Road to facilitate installing the culvert

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Minimal reduction is expected.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Replacement of the old culvert is the only option. Slip-lining the existing culvert is not feasible because of the size of the existing culvert.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

If the project is delayed there is the possibility the existing culvert may have a major failure that will require us to close this road.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|-------------------------------|----------|---------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Recreation Center Front Parking Lot Paving | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Parks and Recreation | | Parks and Recreation Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Recreation Center at 220 Neptune Drive | | | | | |
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |

The project involves cleaning of the pavement surface, crack filling, shimming and the application of 1.5 inches of new pavement overlay and associated striping of stalls for the front parking lot area of the Recreation Center located at 220 Neptune Drive. The parking lot area measures approximately 96,000 square feet.

This project is necessary to preserve the parking lot surface which has begun to experience cracking and degradation over time.

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|--------------|---------|---------|---------|---------|---------|--------------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Gen Fund Bal | | | | 191,000 | | | 191,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | - | 191,000 | - | - | 191,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Removing pavement surface | | - | | 67,200 | | | 67,200 |
| Hot mix asphalt 9.5 MM | | | | 93,000 | | | 93,000 |
| Bituminous tack coat | | | | 8,400 | | | 8,400 |
| White/yellow pvmt marking | | | | 5,000 | | | 5,000 |
| Mobilization | | | | 17,400 | | | 17,400 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | - | 191,000 | - | - | 191,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Estimate provided by Town Engineer October 2019.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|---------------------------------|---------|---------|---------|---------|---------|---------|
| Labor for vegetation management | | | (1,500) | (1,500) | (1,500) | (4,500) |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | (1,500) | (1,500) | (1,500) | (4,500) |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Currently the Town does not own the parking lot. It has yet to be conveyed to the Town by the Navy and subsequently U.S. Department of the Interior. As such, the parks and recreation department has to remove grass that grows through the cracks in the pavement surface at different intervals during the growing season.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

No alternatives considered.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|--|-----------------------------|---|--|
| PROJECT TITLE Bay Bridge Estates | | | | PROJECT NO. | |
| DEPARTMENT Public Works | | PROJECT MANAGER Town Engineer | | DEPT. PRIORITY | |
| PROJECT LOCATION Old Bath Road | | TIF (Y or N) Y | DISTRICT 1 | USEFUL LIFE (years) 50 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

Bay Bridge Estates is a mobile home park served by common water wells and a private distribution system. Early in 2018, the park had difficulty providing an adequate water supply to its tenants. In response, the Town trucked in water to supplement the system. Park ownership has attempted to reconnect a old well that was discontinued years ago. The old well contains unacceptable levels of arsenic. The park has made several attempts at treatment. Despite earlier protections, the park was still unable to connect the old well as of the summer.

In addition to the inadequate water in the park, several area residents, who have private wells, also experience water shortages in the summer of 2018. Additionally the lack of a public water supply means that the nearest fire hydrant is thousands of feet away.

A solution to correct the supply and fire protection problems. is to install a new 12" diameter water from Maplewood Park on Old Bath Road to Bay Bridge Estates, a distance of 11,100 feet. This project would provide a safe and reliable drinking supply to Bay Bridge Estates as well provide fire protection to the residences along the extension.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|----------------------|--------------|---------|-----------|-----------|-----------|-----------|-----------|
| Grants | | | 100,000 | 2,400,000 | | | 2,500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | 100,000 | 2,400,000 | - | - | 2,500,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Design & Permitting | | | 100,000 | | | | 100,000 |
| Construction | | | | 2,400,000 | | | 2,400,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | 100,000 | 2,400,000 | - | - | 2,500,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary estimate by Staff in 2018

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

The project will eliminate the need to deliver water to Bay Bridge Estates when water supplies are not adequate.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|------------------------|---------|-----------|---------|-----------|-----------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

The project will eliminate the need to deliver water to Bay Bridge Estates when water supplies are not adequate.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|------------------------------------|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Establishment of MS4 Permit | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Public Works Department | | Town Engineer | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Urbanized Area | | N | | 50 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

Based on the most recent census data it is anticipated that a portion of Brunswick will be designated as permitted Municipal Separate Stormwater System (MS4) community and be required to operate under a National Pollutant Discharge Elimination System (NPDES) MS4 Permit.

The NPDES MS4 permit requires permittees to develop and implement a comprehensive Stormwater Management Program (SWMP) that must include pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of storm water discharged to the storm drains and thence to waters of the United States.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|--------------------------|--------------|---------|-----------|---------|-----------|-----------|--------------|
| General Fund Balance | | | 100,000 | | | | 100,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | 100,000 | - | - | - | 100,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Engineering & Permitting | | | 75,000 | | | | 75,000 |
| Mapping and Plans | | | 25,000 | | | | 25,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | 100,000 | - | - | - | 100,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary Budget Based on cost experienced in similar communities

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Planning, Codes, and Public Works will be required to complete monthly and annual inspections of Town Facilities and construction projects within the urbanized area.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|--------------------------|---------|-----------|---------|-----------|-----------|---------|
| Engineering & Permitting | | | 75,000 | 75,000 | 75,000 | 225,000 |
| | | | | | | - |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | - |
| | | | | | | - |
| | | | | | | |
| | | | | | | - |
| TOTALS (net) | - | - | 75,000 | 75,000 | 75,000 | 225,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

The establishment and maintenance of the MS4 permit will require the use of consultants to ensure compliance with the MS4 permit.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

The establishment of the MS4 permit is a mandated by the EPA and MaineDEP, compliance with the permit is not voluntary.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---------------------------------------|--|-----------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| People Plus Building Expansion | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| People Plus | | People Plus Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| 35 Union St | | | | 40 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

Due to the high volume of youth that use the Teen Center space regularly, People Plus is considering a second story addition/expansion. The contemplated expansion would:

- Increase the second floor by building out over the section of the building that is a single story.
- Add bathrooms on second floor (currently there are none).
- Add a kitchenette with hot and cold running water and a sanitizing dishwasher.

People Plus contracted with Lincoln-Haney to investigate the structural feasibility of the expansion and to provide preliminary design and cost estimates. Lincoln-Haney's report proposes an expansion that would add approximately 3,600 square feet of program space at an estimated cost of \$1,146,000. The project contemplates funding from grants, foundations, and a capital campaign. CDBG funds have been identified as a potential source of funding.

As a Town building, any expansion would require approval of the Town Council.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| SOURCES OF FUNDS | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|--------------------------|--------------|---------|---------|-----------|---------|---------|-----------|
| Other | | | | 1,146,000 | | | 1,146,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTALS | - | - | - | 1,146,000 | - | - | 1,146,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| A/E Design fee | | | | 90,000 | | | 90,000 |
| Geotechnical engineering | | | | 3,000 | | | 3,000 |
| Permitting | | | | 5,000 | | | 5,000 |
| Construction | | | | 948,000 | | | 948,000 |
| 10% contingency | | | | 95,000 | | | 95,000 |
| Testing/inspections | | | | 5,000 | | | 5,000 |
| | | | | | | | - |
| | | | | | | | - |
| TOTALS | - | - | - | 1,146,000 | - | - | 1,146,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Lincoln-Haney report and estimate 1/11/17

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

ALTERNATIVES CONSIDERED Describe what was considered as an alternative to this project.**EFFECT OF DELAYING THIS PROJECT** What is the effect if this project is not funded or funding is delayed?**OTHER CONSIDERATIONS** Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|------------------------------|--|----------------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| BHS Tennis Courts | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| School Department | | School Facilities Manager | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Brunswick High School | | | | 15 | |

| | | | | | |
|--|--|--|--|--|--|
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |
| <p>This project proposes the construction of four additional tennis courts at a location in town to be determined. The current municipal courts on Stanwood Street were moved as part of the Harriet Beecher Stowe elementary school project. This will provide additional courts for both school and municipal use.</p> | | | | | |

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|--------------|---------|---------|---------|---------|---------|---------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Gen Fund Balance | | - | | | 208,060 | | 208,060 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTALS | - | - | - | - | 208,060 | - | 208,060 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Construction | | - | | | 208,060 | | 208,060 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTALS | - | - | - | - | 208,060 | - | 208,060 |

| | |
|--|--|
| What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....) | |
| <p>Preliminary estimate 2003-04, continually updated since. Does not include installation of lighting, utilities, or any support amenities (bathrooms, concessions, etc.).</p> | |

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Project serves both School and Parks/Recreation Departments as these courts can serve as the municipal tennis complex as well.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Maintenance is considered immaterial and can be provided with existing staff and funding.

ALTERNATIVES CONSIDERED Describe what was considered as an alternative to this project.

Overhaul/rebuild of Stanwood Street tennis complex by Parks/Recreation Department, which is no longer a viable option due to the HBS elementary school .

EFFECT OF DELAYING THIS PROJECT What is the effect if this project is not funded or funding is delayed?

Continued shortage of tennis courts to serve student and public use.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|-------------------------------|--|--|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Skate Park | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Parks & Recreation | | Parks & Recreation Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| NASB | | | | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The project proposes the relocation of the previous skate park previously located at the former old high school site to property adjacent to the Recreation Center at 220 Neptune Drive. This property is anticipated to be conveyed to the Town of Brunswick.

Elements of the former skate park have been removed and stored at the former Pleasant Hill Landfill site. A newly sited facility at the Naval Air Station would include some new ramps as well as some of the former concrete ramps used at the Old High School.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|-------------------------|--------------|---------|---------|---------|---------|---------|---------|
| Gen Fund Balance | | | | | | 125,000 | 125,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | - | - | - | 125,000 | 125,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Construction | | | | | | 125,000 | 125,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | - | - | - | 125,000 | 125,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Source of the estimate is based on costs that were incurred when the Town built its original skate park at the Old High School site in 1998 and adjusted for inflation.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| Maintenance | | | | | 2,000 | 2,000 |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | 2,000 | 2,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

It is anticipated that maintenance of the new park will costs approximately \$2,000 annually. Costs will be for maintenance personnel to visit the site on a daily basis to insure that ramp systems are in good repair and that the site is clean and safe for use

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Reuse of some of the former ramps to reduce cost for developing a new site location. Building a new facility without reuse of some of the existing ramp system would be more costly.

Youth will continue to be without a community skate park after having had one available at the Old High School site for approximately ten years.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|------------------------|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Gurnet - Thomas Pt Connector Road Development | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Administration | | Town Manager | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Cooks Corner | | | | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

On November 4, 2013, the Town Council authorized the Town to proceed with preliminary engineering for a road construction project that would make improvements to Thomas Point Road as well as add two new roads; one connecting Gurnet Road to Thomas Point Road and a second connecting Thomas Point Road to Tibbetts Drive. The proposed project had several goals, among them to make a connection between the Cook's Corner Mall and Wal-Mart, and to provide access to aid development in the area. Sitelines prepared the preliminary engineering report.

The engineering report was delayed by the need to secure commitments from abutting landowners. Those commitments included contribution of right-of-way and the extinguishment of certain shared easements.

In 2015, the Town prepared a project budget and tax increment financing model for the project. That model indicates that debt service related to the project could be recovered in ten to fifteen years, should the expected development occur.

Since the more recent estimated cost of the project exceeded the original estimated cost carried in the CIP (\$1,500,000), a number of efforts were undertaken to reduce the cost. Significantly, one of the abutting land owners agreed to fund and construct the Thomas Point to Tibbetts connection. This reduces the Town's estimated cost by approximately \$300,000. Additionally, the Town asked developers to make an additional \$200,000 cash contribution to the project.

The road improvement project was initially included in the Town's 2014-18 CIP, and appeared again in the 2016-20 CIP. Based on level of interest of the surrounding landowners and developers, the project was put on hold. More recently, with the sale of the Cooks Corner Mall property, interest has been revived, and the project is again in the CIP

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| SOURCES OF FUNDS | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
|--------------------------|--------------|---------|-----------|---------|-----------|-----------|-----------|
| G.O. Bonds/TIF Revenues | | | 1,500,000 | - | - | - | 1,500,000 |
| EDA grant? | | | | | | | - |
| Developer contributions? | | | | | | | - |
| | | | | | | | - |
| TOTALS | - | - | 1,500,000 | - | - | - | 1,500,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Constuction | | | 1,500,000 | - | - | - | 1,500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTALS | - | - | 1,500,000 | - | - | - | 1,500,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Sitelines engineering report, and Harry Crooker estimate October 2014

| | | | | | | |
|---|---------|-----------|---------|-----------|-----------|-------|
| CONSISTENCY WITH PLANS AND STUDIES | | | | | | |
| Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies. | | | | | | |
| Cooks Corner Master Plan | | | | | | |
| INTERDEPARTMENTAL OR INTERAGENCY IMPACT | | | | | | |
| Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each? | | | | | | |
| None | | | | | | |
| IMPACT ON OPERATING BUDGETS | | | | | | |
| Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative. | | | | | | |
| Type of Cost/(Savings) | 2021-22 | 2022-2023 | 2023-24 | 2024-2025 | 2025-2026 | TOTAL |
| Maintenance | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |
| Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.) | | | | | | |
| | | | | | | |
| ALTERNATIVES CONSIDERED Describe what was considered as an alternative to this project. | | | | | | |
| Regular repair of Thomas Point Rd would cost approx \$150,000. Thomas Point/Bath Road intersection is in need of reconfiguration for safety reasons. | | | | | | |
| EFFECT OF DELAYING THIS PROJECT What is the effect if this project is not funded or funding is delayed? | | | | | | |
| Delay development in the area. | | | | | | |
| OTHER CONSIDERATIONS Discuss any other information that should be considered for this project. | | | | | | |
| | | | | | | |

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|-------------------------------|--|--|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Lamb Park Boat Launch | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Parks & Recreation | | Parks & Recreation Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| River Road | | | 4 | 50 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

This project would involve the development of a hard surfaced concrete plank boat launching ramp along the banks of the Androscoggin River in Brunswick. The facility is proposed to be constructed at the only deep water access point along the Androscoggin that is currently owned by the Town of Brunswick. The site is eight acres in size and was formerly donated to the Town of Brunswick in memory of Mr. Darrell Lamb. The Town agreed to construct a public boat access facility upon the site and to use the site for public recreation purposes as part of the land transaction agreement. Once opened the site would be named in memory of Mr. Lamb. The project would also consist of establishing a parking area for vehicles and boat trailers and an upgrade of an existing gravel access road to the site.

The Town currently has no trailered boat access facility along this stretch of the Androscoggin River that provides all season launch capacity. The Mill Street Canoe Portage is located downstream of this location but is not designed to accommodate trailered boats. Also, this three mile stretch of the lower Androscoggin between the Pejepscot and Florida Power Dams has been identified by the Maine Department of Inland Fisheries and Wildlife as having an excellent smallmouth bass fishery to which they desire to provide public access. Both the Department of Inland Fisheries and Wildlife and the Department of Conservation have indicated a strong willingness to consider funding a large portion of the project costs as funds are available.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|-------------------------|--------------|---------|---------|---------|---------|---------|--------------|
| IFW/DOC | | | | | 120,000 | | 120,000 |
| Gen. Fund Bal. | | | | | 30,000 | | 30,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | - | - | 150,000 | - | 150,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Engineering | | | | | 15,000 | | 15,000 |
| Construction | | | | | 135,000 | | 135,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | - | - | 150,000 | - | 150,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

The cost estimate is based on the actual project costs associated with two similar facilities the Town has constructed; the Water Street Boat Landing and our Sawyer Park Boat Launch Facility.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

The Comprehensive Plan for the 1990's cites the need to establish additional public access sites to the Androscoggin River as did the 1988 Comprehensive Plan for Parks and Recreation and the recent Parks, Recreation and Open Space Plan for Brunswick, Maine.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

The Maine Department of Inland Fisheries and Wildlife consider this site important as a future boat launch access site. In 1999 Bob Williams of DIFW toured the site with Town officials and expressed a willingness to work with the Town to help finance a portion of both the design and construction costs for this project. At that time it was determined that the Town would have to first straighten the River Road S Curve to insure safe sight distance for people trailering boats to and from the site. The River Road work was completed in 2004.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| Maintenance | | | | 1,000 | 1,000 | 2,000 |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | 1,000 | 1,000 | 2,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

An additional \$1,000 would be budgeted in the operating budget for lawn care and trash pickup associated with the facility once it comes on line and is opened to use by the public.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

The Town considered putting this access in at the Mill Street Canoe Portage site. The depth of the water at the Mill Street property doesn't provide enough draft to float most trailered motorized boats during the peak boating season. More importantly, the Mill Street location is too close to the existing fast water that is located just above the spillway at the Florida Power Dam which could pose a safety hazard for boaters with engine troubles. Without this boat launch, the public will be unable to gain access to this section of the Androscoggin via motorized watercraft and the Town will not fulfill its agreement with the landowner who donated the land for this purpose.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

The Maine Department of Conservation may also share in the cost of building the facility thus saving the Town money.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|--|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Androscoggin River Bike Path Extension | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Parks & Recreation | | Parks & Recreation Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| US Route One R-O-W | | | | 100 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

This project would extend the bike path approximately 2.6 miles in an easterly direction from its current termination point on Grover Lane. This phase of the overall project would connect to Petersen Lane in Brunswick at its terminus.

The current bike path has been designated as a model segment of the East Coast Greenway, a bicycle and pedestrian trail system that stretches from Key West, Florida to Calais, Maine. The Town completed a feasibility study in 2004 in collaboration with the City of Bath for the purpose of linking the Androscoggin River Bicycle Path with bicycle and pedestrian facilities constructed as part of the Sagadahoc Bridge project. This study resulted in a proposed extension of the existing path along the US Route 1 corridor from Brunswick through West Bath and Bath and additional 7.21 miles to link to the Sagadahoc Bridge non motorized transportation facilities.

The Town has previously submitted project proposals in 2009 and 2010 for Federal funding to execute this project. Maine DOT has indicated that this project is in its queue and will be brought forward when funds become available.

The Town of Brunswick has previously appropriated \$20,000 and the City of Bath is holding \$25,000 in its reserve funds to serve as the local match for the preliminary engineering and design of the entire 7.21 mile corridor. MDOT is aware of the local funds being raised for this work and has yet to commit the federal pass through share of the monies for this work.

This particular section of the East Coast Greenway bike pedestrian path has been deemed a corridor of statewide significance by MDOT and is also part of a non motorized off road trail system that is being planned from Augusta to Bath known as the Capital to the Coast Trail.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|-------------------------|--------------|---------|---------|---------|-----------|---------|--------------|
| G.O. Bonds | | | | | 330,000 | | 330,000 |
| Impact Fees | | | | | 110,000 | | 110,000 |
| US D.O.T | | | | | 1,760,000 | | 1,760,000 |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | - | - | 2,200,000 | - | 2,200,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Construction | | | | | 2,200,000 | | 2,200,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | - | - | 2,200,000 | - | 2,200,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Feasibility Study conducted in 2004 and updated by Town Engineer John Foster in February 2010.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

Consistent with the Comprehensive Plan, the Open Space Plan and others.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|--------|
| Maintenance | | | 20,000 | 20,000 | 20,000 | 60,000 |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | 20,000 | 20,000 | 20,000 | 60,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

The cost to maintain the facility are projected to be approximately \$20,000 based on our experience operating the existing path.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

The 2004 feasibility study looked at alternatives to connect to Bath using the Old Bath Road in Brunswick as the primary route. It was determined to be the least preferred alternative due to the number of driveway and road crossings involved. Right of Way limitations in certain areas also proved challenging. US Route 1 is the safest alternative. Project costs will continue to rise and bicyclists and pedestrians will have to travel along roadways with limited shoulders making for a less safe manner in which to travel between Brunswick and Bath.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|--|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| William Fitzgerald Bike Path Connection | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Parks & Recreation | | Parks & Recreation Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Cpt William A. Fitzgerald Recreation and Conservation Area | | | | 50 | |

| | | | | | |
|---|--|--|--|--|--|
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |
| <p>One of the goals of the Captain William A. Fitzgerald Recreation and Conservation Area Management Plan (Fitzgerald Management Plan) was to provide and manage passive recreation use, active recreation facilities, and trail resources on the Captain William A. Fitzgerald USN, Recreation and Conservation Area , for their recreational value to enhance the quality of life in the Greater Brunswick area, and, specifically, in East Brunswick.</p> <p>This project is outlined as Phase III of the Plan, and is intended to connect the Fitzgerald recreation area to the Androscoggin River Bicycle Path and Androscoggin to the Kennebec Trail (A2K). It would likely be constructed after the existing bike path in Brunswick is extended to Bath. See also the Androscoggin Bike Path project herein.</p> <p>Following is the description of the project from the Fitzgerald Management Plan: Phase III includes the construction of a shared use path for bicyclists and pedestrians on the 64 Acre portion of the property, connecting to the Route 1 right-of-way. Costs associated with any needed construction or easements on adjacent CMP property are not included. This phase could be constructed at any time in the sequence. Based on the outcome of the Phase II archaeological survey, geotextile may be needed under some or all of the shared use path conducted under this phase. The cost for any necessary geotextile fabric is not included in the estimate below, but would be approximately \$3/SY or an additional \$30,000. The work would be awarded by competitive bid to an independent contractor.</p> | | | | | |

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|--------------|---------|---------|---------|---------|---------|---------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| General Fund Balance | | | | | | 37,000 | 37,000 |
| U.S. DOT | | | | | | 148,000 | 148,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | - | - | - | 185,000 | 185,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Construction | | | | | | 185,000 | 185,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | - | - | - | 185,000 | 185,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

The Captain William A. Fitzgerald Recreation and Conservation Area Management Plan, March 9, 2015.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

Consistent with the Captain William A. Fitzgerald Recreation and Conservation Area Management Plan, March 9, 2015.

.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

This project will be developed in coordination with the other phases of the Fitzgerald Management Plan, and the Androscoggin River Bicycle Path extension project.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| Maintenance | | | | | 3,000 | 3,000 |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | 3,000 | 3,000 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

The cost to maintain the facility are projected to be approximately \$3,000 based on our experience operating the existing path.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

No alternatives considered. Project is not expected to be initiated until the Androscoggin Bike Path is extended.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|-----------------|----------|---------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Parking Lot - Weymouth Street | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Eco Dev | | Linda Smith | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| 10 Weymouth Street | | Y | | | |
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |

The Town is considering making an offer to the Brunswick Development Corporation for its property at 10 Weymouth Street for the purpose of creating additional parking for its multi-modal facility on Station Avenue. The Town Engineer has done preliminary cost estimates (May 2017) for a long-term / park & ride parking lot with 53 spaces. The concept has been explored with the Town Planning & Development Department (May 2017); and the proposal has been presented as a concept to the BDC (July 2017).

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|--------------|---------|---------|---------|---------|---------|--------------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| | | | | | | | - |
| TIF Revenues | | | - | 425,000 | - | - | 425,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | - | 425,000 | - | - | 425,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| | | | | | | | - |
| Property Acquisition | | | | 200,000 | | | 200,000 |
| Construction | | | | 225,000 | | | 225,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | - | 425,000 | - | - | 425,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

May 2017 - parking lot cost estimate by Town Engineer - Revised September 2018 for current bid pricing

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

The parking lot is in the growth area (Comp Plan). The parking lot is on the edge of the downtown footprint which supports parking for commercial and retail activities (Master Plan for Downtown & Outer Pleasant Street).

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

The Planning & Development Department has been briefed; zoning is OK but neighborhood concerns must be thoroughly explored.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|--------------|--------------|--------------|--------------|--------------|---------------|
| | | | | | | - |
| Winter maintenance | 6,000 | 6,000 | 6,000 | 6,000 | 6,000 | 30,000 |
| Sweeping | 400 | 400 | 400 | 400 | 400 | 2,000 |
| Striping | 250 | 250 | 250 | 250 | 250 | 1,250 |
| Electricity | 300 | 300 | 300 | 300 | 300 | 1,500 |
| Misc | 500 | 500 | 500 | 500 | 500 | 2,500 |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | 7,450 | 7,450 | 7,450 | 7,450 | 7,450 | 37,250 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Operating budgets would increase by estimated amount to cover annual maintenance costs.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

This project is one of several being considered. A parking deck off Station Avenue, a park & ride lot at Cedar Street, and the possibility of metered (fee) parking in the downtown on Maine Street and in the Bank Street municipal lot are all being explored. Parking is a constant pressure point in the Town's development at this time and needs to be addressed.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|---|----------|---------------------|--|
| PROJECT TITLE BHS Egress Road | | | | PROJECT NO. | |
| DEPARTMENT Brunswick School Department | | PROJECT MANAGER Superintendent of Schools | | DEPT. PRIORITY | |
| PROJECT LOCATION Brunswick High School | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| | | | | 20 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

The project proposes to construct a 24 foot wide (2 lane) access road approx. 3,500 feet long from Brunswick High School to Pleasant Hill Road. Construction will be gravel base with paved surface, sides ditched as appropriate.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------|--------------|---------|---------|---------|---------|-----------|-----------|
| G.O. Bonds | | | | - | | 1,500,000 | 1,500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTALS | - | - | - | - | - | 1,500,000 | 1,500,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Constuction | | | | - | | 1,500,000 | 1,500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTALS | - | - | - | - | - | 1,500,000 | 1,500,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

Preliminary estimate continually updated. Does not include landscaping, grading of perimeter, lighting, or any Town/DOT-required approach requirements on Pleasant Hill Road.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

This initiative is consistent with security protocols for having more than one point of access.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Project has been strongly recommended for accomplishment by both Police and Fire Departments to improve both egress from campus and access to campus by emergency services.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| Maintenance | | | 400 | 400 | 800 | 1,600 |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | 400 | 400 | 800 | 1,600 |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)

Preventive maintenance cost and snow removal.

ALTERNATIVES CONSIDERED Describe what was considered as an alternative to this project.

None

EFFECT OF DELAYING THIS PROJECT What is the effect if this project is not funded or funding is delayed?

The lack of a second access/egress poses potential safety concerns.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|--|--|--|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| Land for Brunswick's Future (LBF) | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Parks & Recreation | | Parks & Recreation Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| TBD | | | | 100 | |

PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.

Establish a "Land for Brunswick's Future Fund" to provide funds for critical land acquisitions that meet the conservation and/or recreation needs of the community. Originally the plan was to capitalize the fund with bonds for \$1M, but the CIP is now recommending funding \$50,000 per year, and create a board to recommend acquisitions to the Town Council.

Land is a limited resource The Open Space and Recreation Task Force identified a strong interest throughout the community in protecting existing open spaces and providing for future recreational needs, while at the same time allowing thoughtfully planned residential and commercial growth to diversify the Town's tax base. The time to acquire land to meet our future needs is now while the opportunity still exists. Advisory referendum in 2006 supported LBF. On May 7, 2007 the Brunswick Town Council established the "Land for Brunswick's Future" Board as a standing advisory committee.

PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)

| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|-------------------------------|--------------|---------|---------|---------|---------|---------|---------|
| Gen. Fund Balance | | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 250,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 250,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Reserve fund for acquisitions | | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 250,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 250,000 |

What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)

The Town has first hand experience in entering public private partnerships to purchase and protect open space at the Town Commons and at Cox Pinnacle. In doing so the Town was able to considerably reduce the amount of general fund monies required to execute the purchases.

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

The Comprehensive Plan for the 1990's identified the need to acquire land for various purposes including recreation & open space. The Cooks Corner Master Plan adopted in June of 1998 also made specific land acquisition recommendations. Most recently the 2002 Parks, Recreation and Open Space Plan identified a number of land acquisition priorities.

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

This fund is intended to purchase open space for both active recreation facilities as well as conservation land for preservation purposes.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues. etc.)

Additional dollars would be required to maintain and monitor properties that would be acquired with monies from the proposed fund. It is difficult to project what these costs might be until specific sites are identified and facilities developed. For example; lands purchased for habitat value that are intended to remain unchanged would require little in the way of annual operating funds. Such properties would need to be monitored on an annual basis, but would not require a maintenance budget. However, properties bought with the intent to support new active recreation facilities such as ballfields, playgrounds, tennis courts, etc., would require more substantive operational and maintenance budgets.

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

Brunswick has become an increasingly desirable place for people to want to live. Land will become exceedingly more expensive to buy and suitable land for both active recreation facility development and or habitat protection less available in supply.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

No other information to be considered.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2022 - 2026

| | | | | | |
|---|--|--|-----------------|----------------------------|--|
| PROJECT TITLE | | | | PROJECT NO. | |
| East Brunswick Field Development - Phase I | | | | | |
| DEPARTMENT | | PROJECT MANAGER | | DEPT. PRIORITY | |
| Parks & Recreation | | Parks & Recreation Director | | | |
| PROJECT LOCATION | | TIF (Y or N) | DISTRICT | USEFUL LIFE (years) | |
| Captain William A. Fitzgerald Recreation/Cons. | | N | 1 | 100 | |

| | | | | | |
|--|--|--|--|--|--|
| PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria. | | | | | |
| <p>The need to provide a recreation area for residents in East Brunswick has been identified in the last two versions of the Town's Comprehensive Plan. With two large mobile home parks in this area, large numbers of children have no access to recreation facilities within reasonable traveling distance. The entire geographic area East of Cook's Corner has no public athletic facilities or playground areas. The Recreation Commission placed its highest priority prior to base closure on striving to work with the Navy to cooperatively develop a large recreation area on a 66 acre parcel that is controlled by BNAS. The previous Town Manager authorized the Parks and Recreation Director and Recreation Commission to proceed with active discussions involving the Navy to achieve the goal of securing access to the 66 acre site for a community recreation facility. In addition the Parks, Recreation and Open Space Plan for Brunswick, Maine approved in the fall of 2002 identifies this project as a priority. The Town Council voted on April 11, 2011 to accept this 66 acre parcel as part of its overall public benefit conveyance request. The Town received title to the property in December 2011.</p> <p>During 2014 the Captain William A. Fitzgerald Management Plan Committee met to create a management plan. The plan represents a conceptual master plan for improved access to the site, trails, parking, athletic fields, playground, concession/restroom building and a connection to the future Androscoggin to Kennebec Bike & Pedestrian Path. As importantly, the plan sets forth management goals to protect a majority of the property's high value habitat and natural resources. The master plan serves as a guide in the development of the site, which is envisioned to occur over time in a number of phases, and is reliant to a great degree on various sources of grant funding.</p> | | | | | |

| PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project) | | | | | | | |
|--|--------------|---------|---------|---------|---------|---------|---------|
| Source of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| G.O. Bonds | | | | 250,000 | 250,000 | | 500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL SOURCES | - | - | - | 250,000 | 250,000 | - | 500,000 |
| Use of Funds: | Thru 6/30/21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
| Construction | | | | 250,000 | 250,000 | | 500,000 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| TOTAL USES | - | - | - | 250,000 | 250,000 | - | 500,000 |

| | |
|---|--|
| What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....) | |
| Estimate is based on prior experience in developing Shulman Field. | |

CONSISTENCY WITH PLANS AND STUDIES

Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.

Comprehensive Plan. Open Space and Recreation Plan.
Captain William A. Fitzgerald Recreation and Conservation Area Management Plan

INTERDEPARTMENTAL OR INTERAGENCY IMPACT

Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?

Development of addition recreation fields would alleviate the overuse of other fields used by the Recreation and School Departments.

IMPACT ON OPERATING BUDGETS

Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.

| Type of Cost/(Savings) | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | TOTAL |
|------------------------|---------|---------|---------|---------|---------|-------|
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| | | | | | | - |
| TOTALS (net) | - | - | - | - | - | - |

Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues. etc.)

If a recreation area was constructed featuring the types of facilities mentioned above there would be a corresponding increase in part time seasonal maintenance staff, general supplies (grass seed, fertilizer, etc.), water, electricity, and capital equipment (commercial mower, truck).

ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT

Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?

The alternative of joint use of land owned by BNAS off Old Bath Road was pursued as part of the Navy's Dual Use Feasibility Study. The Town accepted the 66 acres as part of its public benefit conveyance from the Navy. If this project is delayed the existing park and recreation and school department athletic facilities will come under increasing use resulting in an inability to meet the demands of the community and in overtaxed and unsafe facilities.

OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.

The Comprehensive Plan projects that Brunswick will top out at a population of 65,000 to 70,000 people at current zoning. These types of facilities will increase in demand and become more cost prohibitive to acquire and build as time goes by.

Town of Brunswick, Maine Capital Improvement Program

Other Projects and Considerations

The Town of Brunswick's Capital Improvement Program (CIP) includes cost and scheduling information for capital projects that it proposes to undertake over the next five years. Brunswick's CIP is unique in that it also includes projects "in-development" that may ultimately be undertaken within five years. At a minimum, these "in-development" projects have had some level of scoping and discussion. However, beyond these "in-development" projects there are others that fall into two categories. First, there are those that have had minimal discussion that could materialize over the next five to ten years, if not sooner. Second, there are items that are likely to be undertaken in years five through ten. This section presents a list of items, from those two categories, that may be considered in future CIPs. They should receive consideration during deliberations on the current CIP. No reliable cost estimates have been developed for these projects so any mention of cost is speculative, at best.

Sidewalks on Maine Street Side Streets

Over the last thirty years, the Town of Brunswick has installed concrete pavers on sections of several Maine Street side streets. Those include Pleasant Street, Station Avenue, Park Row, Lincoln Street, Cumberland Street, Mason Street, Mill Street, Bank Street, and School Street. It is likely that the pavers on Station Avenue and Pleasant Street will need to be replaced within five to ten years.

MS4 (Municipal Separate Storm Sewer System)

The Town of Brunswick is not currently a MS4 community but it may be designated one as the result of the 2020 census of due to changes in environmental laws. Information about MS4 can be found at the Environmental Protection Agencies (EPA) website. <https://www.epa.gov/npdes/stormwater-discharges-municipal-sources>. Essentially MS4 communities are required to obtain permits for the discharge of stormwater.

Mare Brook Improvements

Mare Brook is designated as an urban-impaired stream by the Maine Department of Environmental Protection (MDEP). The Town anticipates that it will be undertaking projects to eliminate source pollution and improve stream crossings. No specific projects have been identified.

Brunswick Landing Infrastructure

As Brunswick Landing continues to develop, there will be increasing interest in having the Town assume responsibility for the infrastructure, streets and stormwater systems. The Town and the Midcoast Regional Redevelopment Authority (MRRA) have been collaborating on potential infrastructure improvements.

Brunswick Junior High School

Replacing or renovating the Brunswick Junior High School is often mentioned. The current CIP has a project that would involve minimal renovations. Should a more robust project be developed, it could be expected to be far more costly than the one currently presented.

Coffin School

The School Board is currently reviewing potential uses for Coffin School, an elementary school that was replaced in 2020 with the opening of the new Kate Furbish Elementary School. Renovations to Coffin for any use would likely result in significant capital expenditures.

Central Fire Station

The Town is in the process of permitting and constructing a new fire station to replace the central fire station located at Town Hall Place. The current station is over 100 years old and need of significant repair. The Town has commissioned a study to gauge the extent and cost of those repairs. Other uses for the site have been mentioned including a future home for a farmers market. Of course, the site may be recommended for sale to private development.