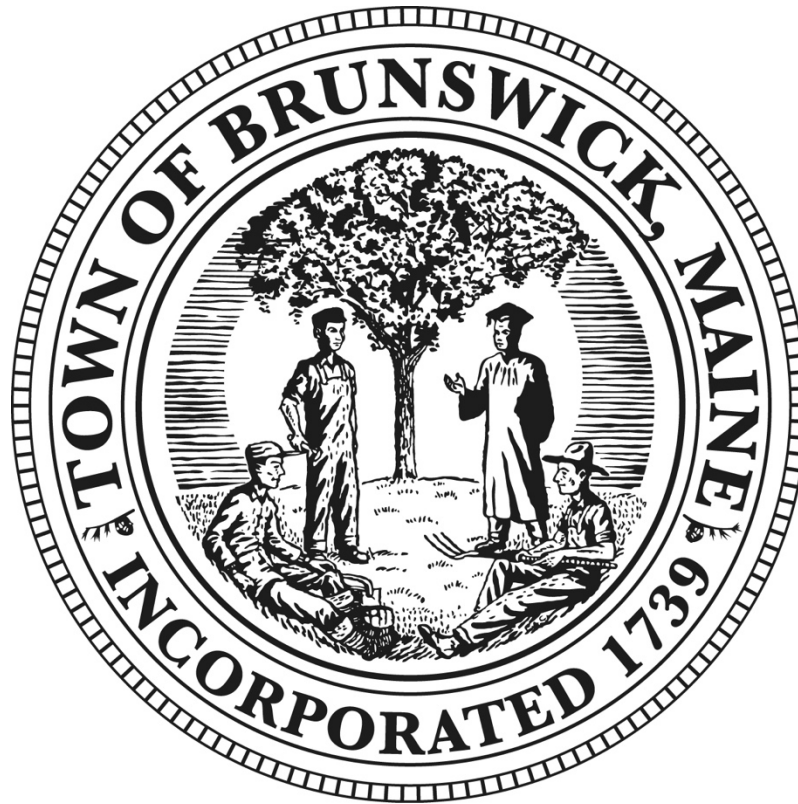


Town of Brunswick, Maine



**Capital Improvement Program
Fiscal Years Ending 2019-2023**

Adopted May 14, 2018

Presented to Council: March 5, 2018
Public Hearing: May 3, 2018
Council Adoption: May 14, 2018

Town of Brunswick, Maine
Capital Improvement Program
Adopted May 14, 2018
For Fiscal Years Ending 2019-2023

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Capital Improvement Program
Adopted May 14, 2018
For Fiscal Years Ending 2019-2023

PROJECTS	Approved	Recommended					TOTALS
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	
Facilities - Improvements	\$ 28,500,000	\$ 600,000	\$ 9,000,000	\$ 859,562	\$ 7,120,000	\$ -	\$ 17,579,562
Infrastructure	2,529,250	575,000	-	502,000	-	-	1,077,000
Capital Acquisitions / Other	730,207	130,500	400,000	-	-	-	530,500
Municipal vehicle/equip replacement	662,703	675,958	689,477	703,267	717,332	731,679	3,517,713
Municipal facilities repair program	-	-	200,000	200,000	200,000	200,000	800,000
Municipal annual work programs	800,000	800,000	1,025,000	1,025,000	1,050,000	1,120,000	5,020,000
School vehicle replacement	185,400	190,962	196,691	202,592	208,670	214,930	1,013,845
School annual work programs	338,534	486,770	364,050	696,150	239,175	326,550	2,112,695
TOTALS	\$ 33,746,094	\$ 3,459,190	\$ 11,875,218	\$ 4,188,571	\$ 9,535,177	\$ 2,593,159	\$ 31,651,315
FUNDING SOURCES							
General Obligation Bonds	\$ 29,930,207	\$ -	\$ 9,400,000	\$ -	\$ -	\$ -	\$ 9,400,000
General Fund Balance	500,000	1,075,500	-	-	480,000	-	1,555,500
Municipal Revenues - Annual Prog	1,462,703	1,475,958	1,914,477	1,928,267	1,967,332	2,051,679	9,337,713
School Revenues - Annual Programs	523,934	677,732	560,741	898,742	447,845	541,480	3,126,540
State of Maine	815,850	24,000	-	340,000	-	-	364,000
Impact Fees	131,400	-	-	-	-	-	-
TIF Revenues	125,000	206,000	-	162,000	-	-	368,000
Reserves	-	-	-	-	6,640,000	-	6,640,000
Other	257,000	-	-	859,562	-	-	859,562
TOTALS	\$ 33,746,094	\$ 3,459,190	\$ 11,875,218	\$ 4,188,571	\$ 9,535,177	\$ 2,593,159	\$ 31,651,315

Project Summary

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL	FUNDING
I. PROJECTS RECOMMENDED FOR FUNDING								
<i>Capital Improvements</i>								
Facilities								
Elementary School Construction	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	G.O. Bonds
27 Facilities Reserve	400,000	300,000	-	-	-	-	300,000	Gen. Fund Bal.
29 BHS Crooker Theater AC Unit	-	300,000	-	-	-	-	300,000	Gen. Fund Bal.
31 BHS Track Replacement	-	-	-	859,562	-	-	859,562	Other
33 Central Fire Station	100,000	-	-	-	-	-	-	Gen. Fund Bal.
33 Central Fire Station	-	-	9,000,000	-	-	-	9,000,000	G.O. Bonds
35 Landfill Closure	-	-	-	-	480,000	-	480,000	Gen. Fund Bal.
35 Landfill Closure	-	-	-	-	6,640,000	-	6,640,000	Reserves
Total Facilities	28,500,000	600,000	9,000,000	859,562	7,120,000	-	17,579,562	
Infrastructure								
26 PW - Road Reconstruction	-	345,000	-	-	-	-	345,000	Gen. Fund Bal.
Adm Fitch-Gurnet Connector	125,000	-	-	-	-	-	-	TIF Revenues
Adm Fitch-Gurnet Connector	1,200,000	-	-	-	-	-	-	G.O. Bonds
Adm Fitch-Gurnet Connector	815,850	-	-	-	-	-	-	M.D.O.T
Adm Fitch-Gurnet Connector	131,400	-	-	-	-	-	-	Impact Fees
Adm Fitch-Gurnet Connector	257,000	-	-	-	-	-	-	Other
37 Cedar St Parking	-	24,000	-	340,000	-	-	364,000	M.D.O.T
37 Cedar St Parking	-	6,000	-	162,000	-	-	168,000	TIF Revenues
39 Downtown Sidewalks & Lighting	-	200,000	-	-	-	-	200,000	TIF Revenues
Total Infrastructure	2,529,250	575,000	-	502,000	-	-	1,077,000	
Capital Acquisitions / Other								
Police Cruisers outfit project	80,207	-	-	-	-	-	-	Gen. Fund Bal.
Engine 2 Replacement	650,000	-	-	-	-	-	-	G.O. Bonds
41 Tank 2 Replacement	-	-	400,000	-	-	-	400,000	G.O. Bonds
43 WAN - Private Dark Fiber	-	130,500	-	-	-	-	130,500	Gen. Fund Bal.
Total Capital Acquisitions/Other	730,207	130,500	400,000	-	-	-	530,500	
Total Capital Improvements	\$ 31,759,457	\$ 1,305,500	\$ 9,400,000	\$ 1,361,562	\$ 7,120,000	\$ -	\$ 19,187,062	

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL	FUNDING
<i>Annual Programs/Reserves</i>								
Municipal Vehicle/Equipment Replacement Program								
18 Fire Vehicle Replacement	\$ 108,243	\$ 110,408	\$ 112,616	\$ 114,868	\$ 117,166	\$ 119,509	\$ 574,567	Munic. Rev.
19 Police Vehicle Replacement	152,000	155,040	158,141	161,304	164,530	167,820	806,834	Munic. Rev.
20 PW Vehicle Replacement	347,460	354,410	361,498	368,728	376,103	383,625	1,844,365	Munic. Rev.
21 P&R Vehicle Replacement	55,000	56,100	57,222	58,366	59,534	60,724	291,947	Munic. Rev.
	<u>662,703</u>	<u>675,958</u>	<u>689,477</u>	<u>703,267</u>	<u>717,332</u>	<u>731,679</u>	<u>3,517,713</u>	
Annual Public Works Programs								
22 PW - Sidewalks	50,000	50,000	50,000	50,000	50,000	50,000	250,000	Munic. Rev.
23 PW - Street Resurfacing	750,000	750,000	775,000	775,000	800,000	800,000	3,900,000	Munic. Rev.
26 PW - Road Reconstruction	-	-	200,000	200,000	200,000	270,000	870,000	Munic. Rev.
Total annual work programs	<u>800,000</u>	<u>800,000</u>	<u>1,025,000</u>	<u>1,025,000</u>	<u>1,050,000</u>	<u>1,120,000</u>	<u>5,020,000</u>	
27 Facilities Repair Program	-	-	200,000	200,000	200,000	200,000	800,000	Munic. Rev.
Total Municipal Programs/Reserves	\$ 1,462,703	\$ 1,475,958	\$ 1,914,477	\$ 1,928,267	\$ 1,967,332	\$ 2,051,679	\$ 9,337,713	
School Department								
School Vehicle Replacement	185,400	190,962	196,691	202,592	208,670	214,930	1,013,845	School Rev.
School Annual Work Program	338,534	486,770	364,050	696,150	239,175	326,550	2,112,695	School Rev.
Total School Programs/Reserves	\$ 523,934	\$ 677,732	\$ 560,741	\$ 898,742	\$ 447,845	\$ 541,480	\$ 3,126,540	
Total Annual Programs/Reserves	<u>\$ 1,986,637</u>	<u>\$ 2,153,690</u>	<u>\$ 2,475,218</u>	<u>\$ 2,827,009</u>	<u>\$ 2,415,177</u>	<u>\$ 2,593,159</u>	<u>\$ 12,464,253</u>	
Total Recommended Prog./Res.	<u>\$ 33,746,094</u>	<u>\$ 3,459,190</u>	<u>\$ 11,875,218</u>	<u>\$ 4,188,571</u>	<u>\$ 9,535,177</u>	<u>\$ 2,593,159</u>	<u>\$ 31,651,315</u>	

Project Summary

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL	FUNDING
II. PROJECTS IN DEVELOPMENT								
<i>Capital Improvements</i>								
Facilities								
45 Junior High School Solution	\$ -	\$ -	\$ -	\$ 5,711,088	\$ -	\$ -	\$ 5,711,088	G.O. Bonds
47 People Plus Expansion	-	-	1,146,000	-	-	-	1,146,000	Other
49 Vehicle Wash Bay	-	-	255,000	-	-	-	255,000	Gen. Fund Bal.
51 Town Hall HVAC	-	-	-	400,000	-	-	400,000	G.O. Bonds
53 Rec Center Roof	-	-	-	250,000	-	-	250,000	Gen. Fund Bal.
55 Tennis Courts	-	-	-	-	208,060	-	208,060	Gen. Fund Bal.
57 Aquatics Facility	-	-	-	-	2,987,520	-	2,987,520	Other
Total Facilities	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,401,000</u>	<u>\$ 6,361,088</u>	<u>\$ 3,195,580</u>	<u>\$ -</u>	<u>\$ 10,957,668</u>	
Infrastructure								
59 Gurnet-Thomas Pt connector	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	G.O. Bonds
61 Weymouth St Parking	-	395,000	-	-	-	-	395,000	TIF Revenues
63 Parking Garage	-	-	-	-	-	5,000,000	5,000,000	G.O. Bonds
63 Parking Garage	-	-	-	-	-	5,000,000	5,000,000	Other
65 Maine St Sidewalks/Lighting	-	50,000	50,000	50,000	-	-	150,000	TIF Revenues
67 Riverwalk	64,000	-	800,000	-	-	-	800,000	M.D.O.T
67 Riverwalk	16,000	-	200,000	-	-	-	200,000	Other
69 People Plus Parking Lot	-	-	-	100,000	-	-	100,000	Gen. Fund Bal.
71 Rec Center Front Parking Lot	-	-	-	150,000	-	-	150,000	Gen. Fund Bal.
73 Range Road Culvert	-	-	20,000	-	-	-	20,000	Gen. Fund Bal.
73 Range Road Culvert	-	-	-	150,000	-	-	150,000	Gen. Fund Bal.
Total Infrastructure	<u>\$ 80,000</u>	<u>\$ 445,000</u>	<u>\$ 1,070,000</u>	<u>\$ 450,000</u>	<u>\$ 1,500,000</u>	<u>\$ 10,000,000</u>	<u>\$ 13,465,000</u>	
Total Projects in Development	<u>\$ 80,000</u>	<u>\$ 445,000</u>	<u>\$ 2,471,000</u>	<u>\$ 6,811,088</u>	<u>\$ 4,695,580</u>	<u>\$ 10,000,000</u>	<u>\$ 24,422,668</u>	

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL	FUNDING
III. PROPOSED BY DEPARTMENTS BUT NOT RECOMMENDED								
<i>Capital Improvements</i>								
Facilities								
75 Lamb Boat Launch	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ 120,000	I.F.W. - D.O.C.
75 Lamb Boat Launch	-	-	-	-	30,000	-	30,000	Gen. Fund Bal.
77 Androscoggin Bike Path	-	-	-	-	330,000	-	330,000	G.O. Bonds
77 Androscoggin Bike Path	-	-	-	-	110,000	-	110,000	Impact Fees
77 Androscoggin Bike Path	-	-	-	-	1,760,000	-	1,760,000	U.S. D.O.T.
79 Fitzgerald-Bike Path connection	-	-	-	-	-	37,000	37,000	Gen. Fund Bal.
79 Fitzgerald-Bike Path connection	-	-	-	-	-	148,000	148,000	U.S. D.O.T.
81 BHS Egress Road	-	-	-	-	-	1,500,000	1,500,000	G.O. Bonds
83 Land for Brunswick's Future	-	50,000	50,000	50,000	50,000	50,000	250,000	Gen. Fund Bal.
85 East Brunswick Fields	-	-	-	250,000	250,000	-	500,000	G.O. Bonds
87 Skate Park	-	-	-	-	-	125,000	125,000	G.O. Bonds
Total Proposed/Not Recommended	<u>\$ -</u>	<u>\$ 50,000</u>	<u>\$ 50,000</u>	<u>\$ 300,000</u>	<u>\$ 2,650,000</u>	<u>\$ 1,860,000</u>	<u>\$ 4,910,000</u>	
IV. NON-TOWN PROJECTS								
Route 1 bridge (Cooks Corner)	300,000	-	-	-	-	-	-	M.D.O.T.
Mill Street drainage	900,000	-	-	-	-	-	-	M.D.O.T.
Swinging Bridge pedestrian route	-	80,000	-	-	-	-	80,000	M.D.O.T.
Durham Road paving	-	122,000	-	-	-	-	122,000	M.D.O.T.
Rts 196, 24 & 1 vegetation mgmt	-	257,000	-	-	-	-	257,000	M.D.O.T.
Interstate 295 ramp paving	-	629,682	-	-	-	-	629,682	M.D.O.T.
Route 1/Maine St ramp	-	-	65,000	-	-	-	65,000	M.D.O.T.
Route 1 Hwy preservation paving	-	-	819,000	-	-	-	819,000	M.D.O.T.
Maine St bridge over Route 1	-	-	-	1,400,000	-	-	1,400,000	M.D.O.T.
Old Bath Rd culvert	-	-	-	270,000	-	-	270,000	M.D.O.T.
Crosswalk lights (4)	-	-	-	246,320	-	-	246,320	M.D.O.T.
Route 1/Stanwood intersection	-	-	-	1,350,000	-	-	1,350,000	M.D.O.T.
Frank Wood Bridge	-	-	-	14,900,000	-	-	14,900,000	M.D.O.T.
Total Non-Town Projects	<u>\$ 1,200,000</u>	<u>\$ 1,088,682</u>	<u>\$ 884,000</u>	<u>\$ 18,166,320</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 20,139,002</u>	

Projects with Proposed Debt

	Bond Tier	Bond Year	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									
Elementary School (smoothed 25 yrs)	25	35	2020-21	28,000,000	25	3.40%	1,794,585	4.31%	40,960,642
Engine 2 Replacement	10	33	2018-19	650,000	10	2.90%	83,850	0.20%	753,675
Adm Fitch-Gurnet Connector	10	34	2019-20	1,200,000	10	3.00%	156,000	0.38%	1,398,000
				\$ 29,850,000			\$ 2,034,435		\$ 43,112,317
From Other Sources									
TIF Revenues - Cook's Corner				1,200,000			156,000	0.38%	1,398,000
Net Debt Authorized But Not Issued				\$ 28,650,000			\$ 1,878,435		\$ 41,714,317
Debt on Recommended Projects									
Central Fire Station	20	35	2020-21	9,000,000	20	3.30%	747,000	1.80%	12,118,500
Tank 2 Replacement	10	35	2020-21	400,000	10	3.10%	52,400	0.13%	468,200
				\$ 9,400,000			\$ 799,400		\$ 12,586,700
Debt on Projects in Development									
Junior High School Solution	10	36	2021-22	5,711,088	10	3.20%	753,864	1.81%	6,716,239
Town Hall HVAC	10	36	2021-22	400,000	10	3.20%	52,800	0.13%	470,400
Gurnet-Thomas Point Connector	15	37	2022-23	1,500,000	15	3.40%	151,000	0.36%	1,908,000
Parking Garage	20	38	2023-24	5,000,000	20	3.60%	430,000	1.03%	6,890,000
				\$ 12,611,088			\$ 1,387,664		\$ 15,984,639
From Other Sources									
Maine DOE school construction subsidy				\$ 5,711,088			\$ 753,864		\$ 6,716,239
TIF Revenues - Cook's Corner				1,500,000			151,000		1,908,000
TIF Revenues - Downtown				5,000,000			430,000		6,890,000
Net Debt on Projects in Development				\$ 5,400,000			\$ 482,800		\$ 7,360,400

(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.

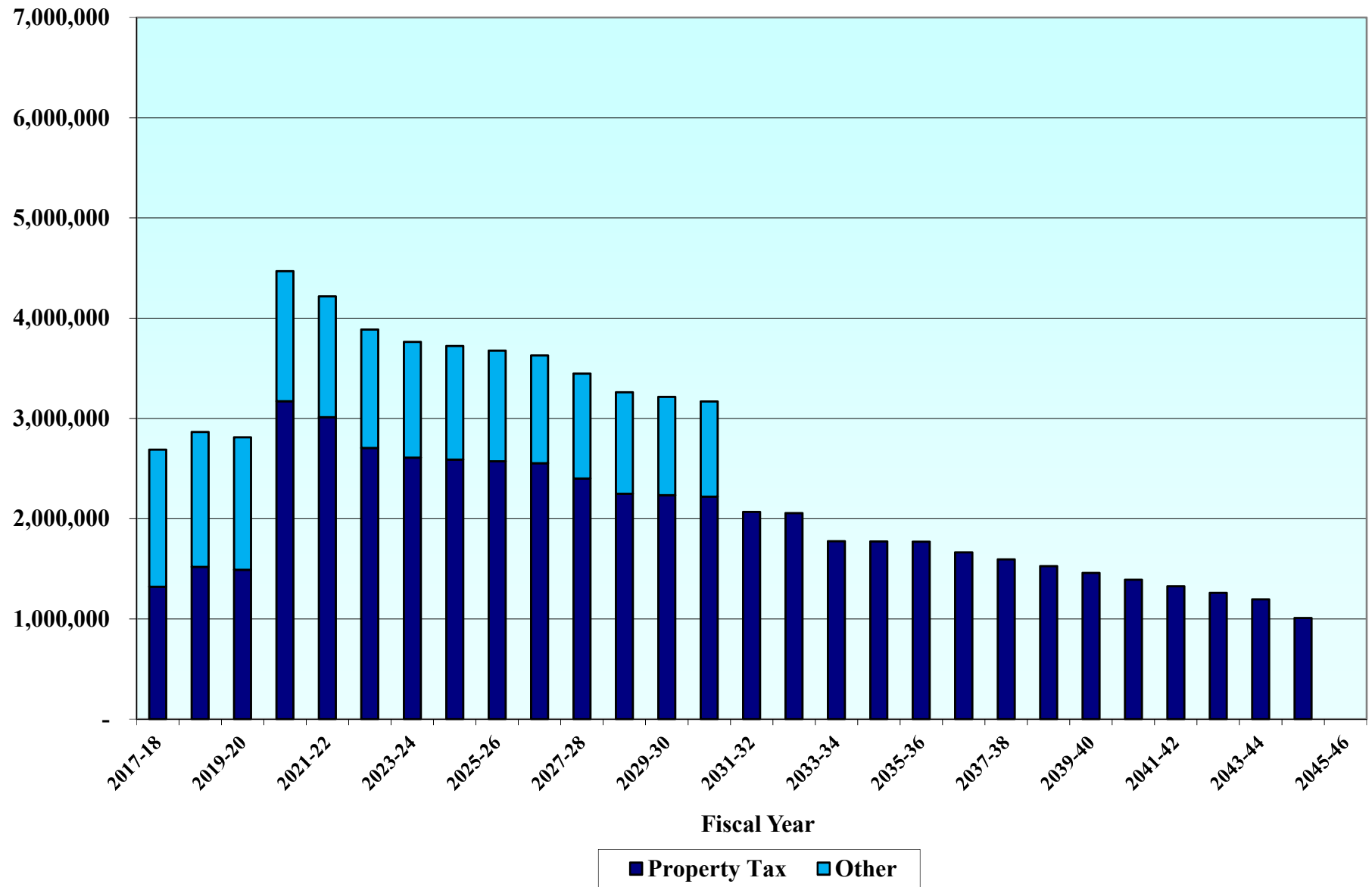
(b) Assumes a 1% Tax Rate increase equals:

\$416,000

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

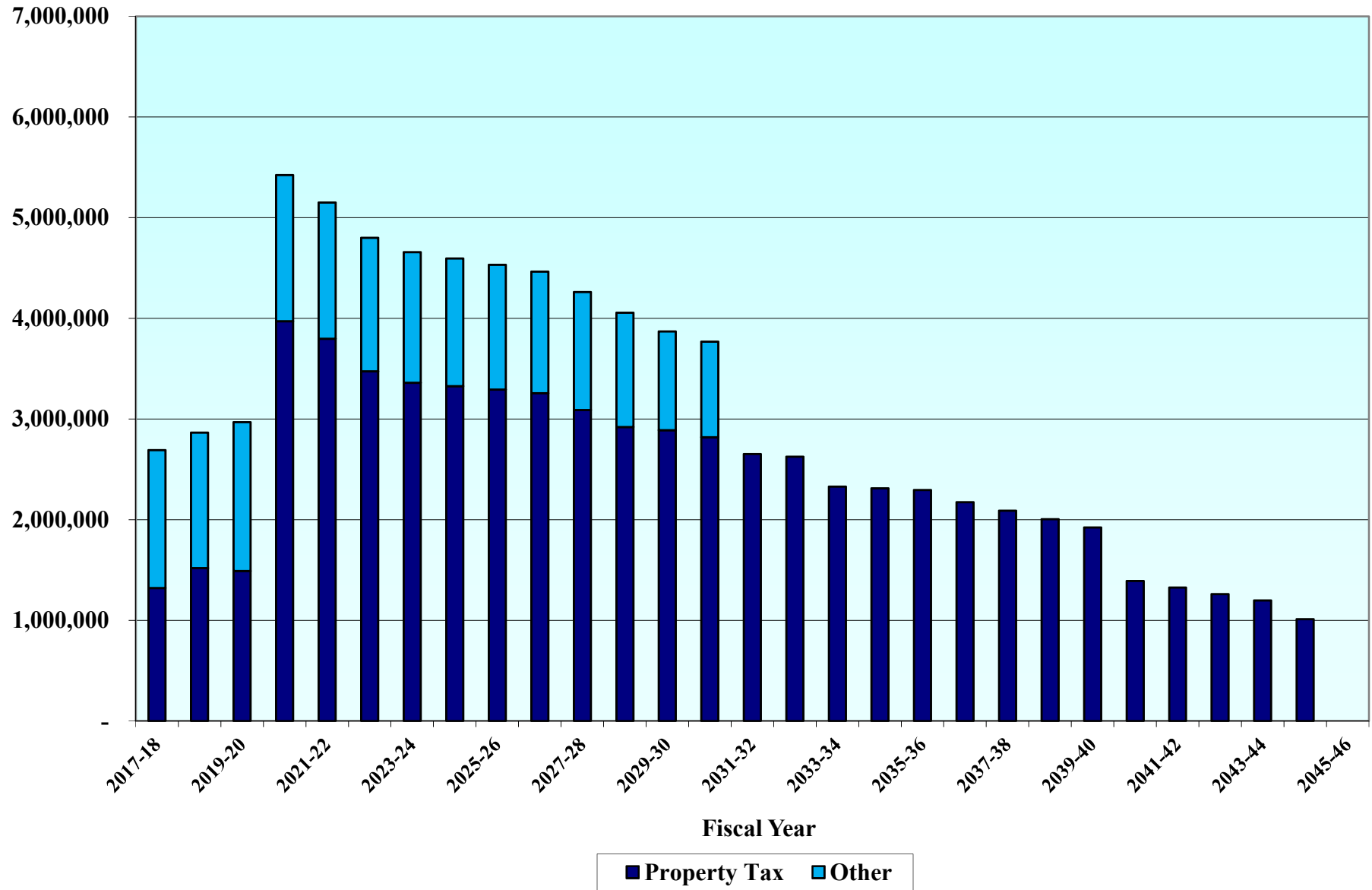
Town of Brunswick
Capital Improvement Program

Debt Service - Existing Debt and Authorized Debt



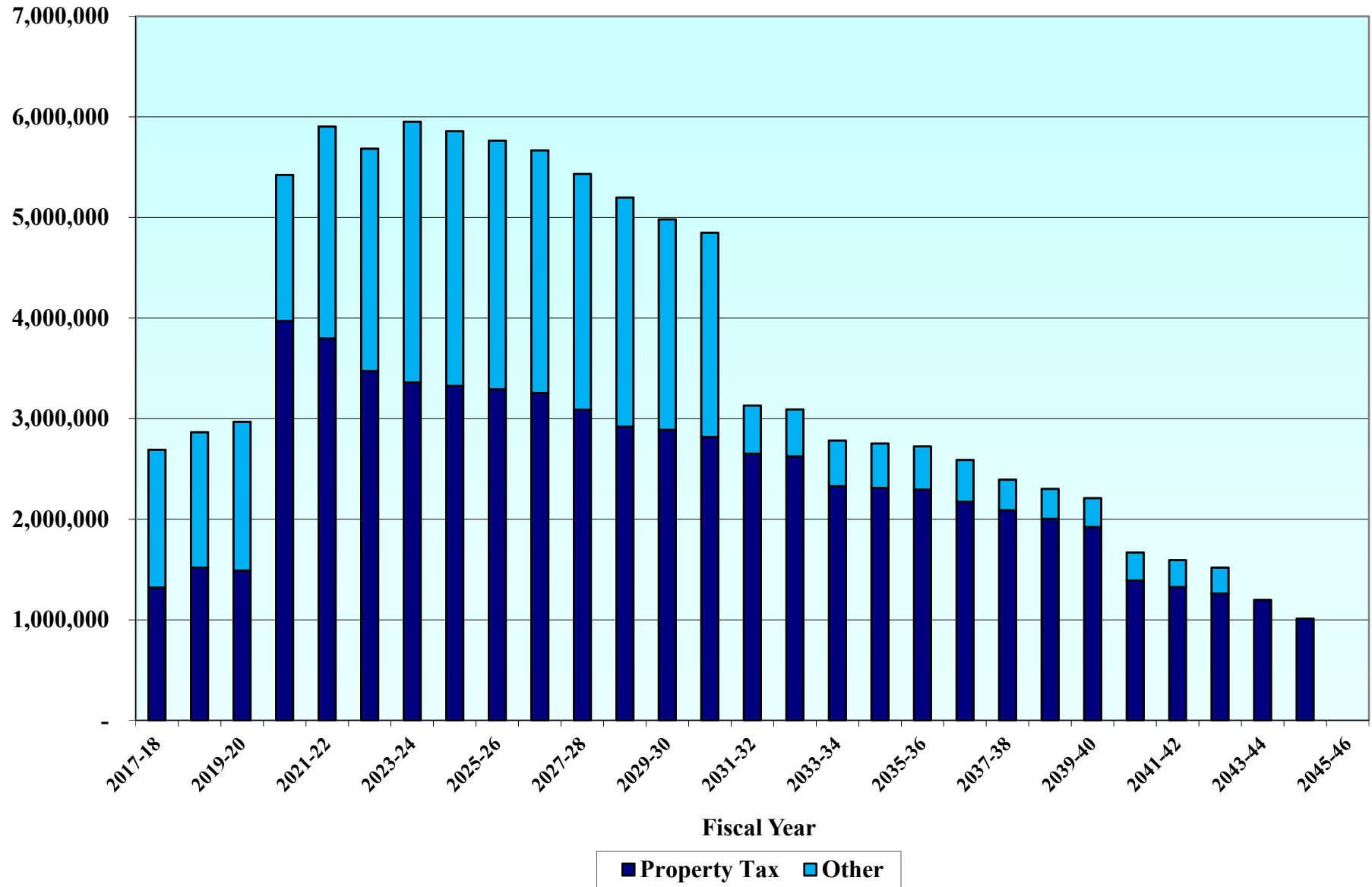
Town of Brunswick
Capital Improvement Program

Debt Service - Existing, Authorized, and Proposed



Town of Brunswick
Capital Improvement Program

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



	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
TAX IMPACT OF RECOMMENDED PROJECTS						
Projects Financed with Debt						
Existing Debt Service						
Existing Debt Service	\$ 2,689,792	\$ 2,780,974	\$ 2,730,278	\$ 2,595,920	\$ 2,347,329	\$ 2,017,991
TIF Subsidy (on 35 Union St debt)	(76,245)	(74,175)	(72,105)	(70,035)	-	-
School Subsidy (estimated)	(1,292,704)	(1,272,507)	(1,250,665)	(1,228,216)	(1,205,159)	(1,181,192)
Existing Debt Service - Net	1,320,843	1,434,292	1,407,508	1,297,669	1,142,170	836,799
New Debt Service						
Authorized But Not Issued	-	83,850	237,965	2,027,065	2,020,316	2,013,526
Proposed Debt Service	-	-	-	799,400	783,310	767,220
TIF Subsidy (Cook's Corner road)	-	-	(156,000)	(152,400)	(148,800)	(145,200)
New Debt Service - Net	-	83,850	81,965	2,674,065	2,654,826	2,635,546
Existing and New Debt Service - Net	1,320,843	1,518,142	1,489,473	3,971,734	3,796,996	3,472,345
Change from Previous Year	176,062	197,299	(28,668)	2,482,260	(174,738)	(324,651)
Tax Rate Impact - Debt Service	0.42%	0.47%	-0.07%	5.97%	-0.42%	-0.78%
Projects Financed with other than Debt						
Non-Debt Sources						
Municipal Revenues	1,462,703	1,475,958	1,914,477	1,928,267	1,967,332	2,051,679
School Revenues	523,934	677,732	560,741	898,742	447,845	541,480
Non-Debt Projects	1,986,637	2,153,690	2,475,218	2,827,009	2,415,177	2,593,159
Change from Previous Year	166,809	167,053	321,528	351,791	(411,832)	177,982
Tax Rate Impact - Non-Debt Projects	0.40%	0.40%	0.77%	0.85%	-0.99%	0.43%
Projects Financed Debt and Non-Debt						
Debt and Non-Debt Projects	3,307,480	3,671,832	3,964,692	6,798,743	6,212,173	6,065,504
Change from Previous Year	342,871	364,352	292,860	2,834,051	(586,570)	(146,669)
Tax Rate Impact - Capital Projects	0.82%	0.88%	0.70%	6.81%	-1.41%	-0.35%

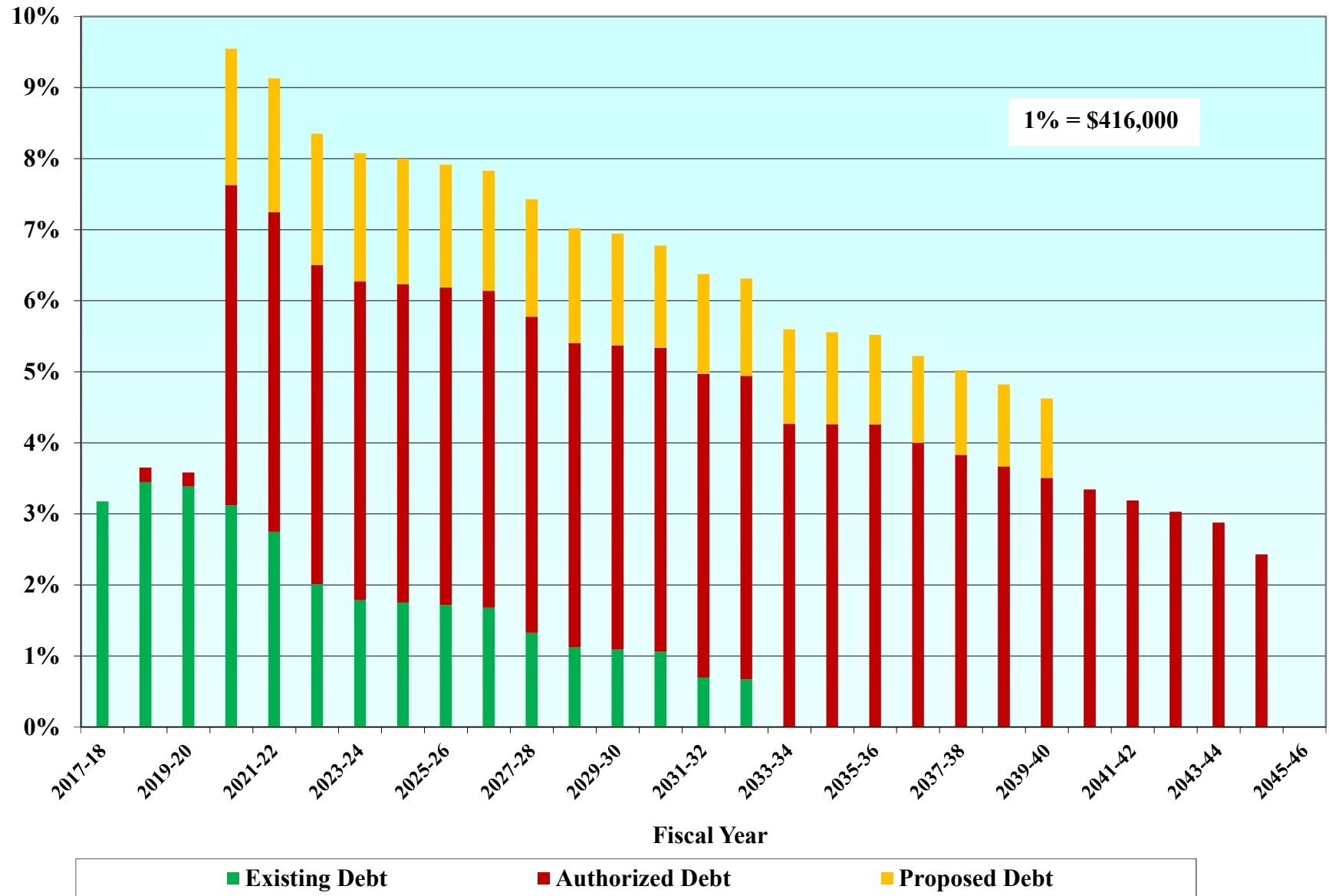
	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Operating Costs Related to New Projects						
Operating Costs	-	(20,000)	(32,826)	(17,802)	(6,177)	(6,099)
Change from Previous Year	-	(20,000)	(12,826)	15,024	11,625	78
<i>Tax Rate Impact - Operating Costs</i>	0.00%	-0.05%	-0.03%	0.04%	0.03%	0.00%
Recommended Projects & Operating Costs - Total	3,307,480	3,651,832	3,931,866	6,780,941	6,205,996	6,059,405
Change from Previous Year	342,871	344,352	280,034	2,849,075	(574,945)	(146,591)
<i>Tax Rate Impact - Projects & Operating</i>	0.82%	0.83%	0.67%	6.85%	-1.38%	-0.35%
Estimates assume a 1% tax increase is equal to:	\$416,000	\$416,000	\$416,000	\$416,000	\$416,000	\$416,000

TAX IMPACT OF ADDING PROJECTS UNDER DEVELOPMENT

Projects Under Development						
Estimated Debt Service	-	-	-	-	806,664	938,108
TIF Subsidy (Cook's Corner road)	-	-	-	-	-	(151,000)
School Subsidy (BJHS)	-	-	-	-	(753,864)	(735,588)
Under Development Debt Service - Net	-	-	-	-	52,800	51,520
Change from Previous Year	-	-	-	-	52,800	(1,280)
<i>Tax Rate Impact - Projects under Development</i>	0.00%	0.00%	0.00%	0.00%	0.13%	0.00%
Total Proposed and Projects Under Development	3,307,480	3,651,832	3,931,866	6,780,941	6,258,796	6,110,925
Change from Previous Year	342,871	344,352	280,034	2,849,075	(522,145)	(147,871)
<i>Tax Rate Impact - Recommended Projects and Projects Under Development</i>	0.82%	0.83%	0.67%	6.85%	-1.26%	-0.36%
Estimates assume a 1% tax increase is equal to:	\$416,000	\$416,000	\$416,000	\$416,000	\$416,000	\$416,000

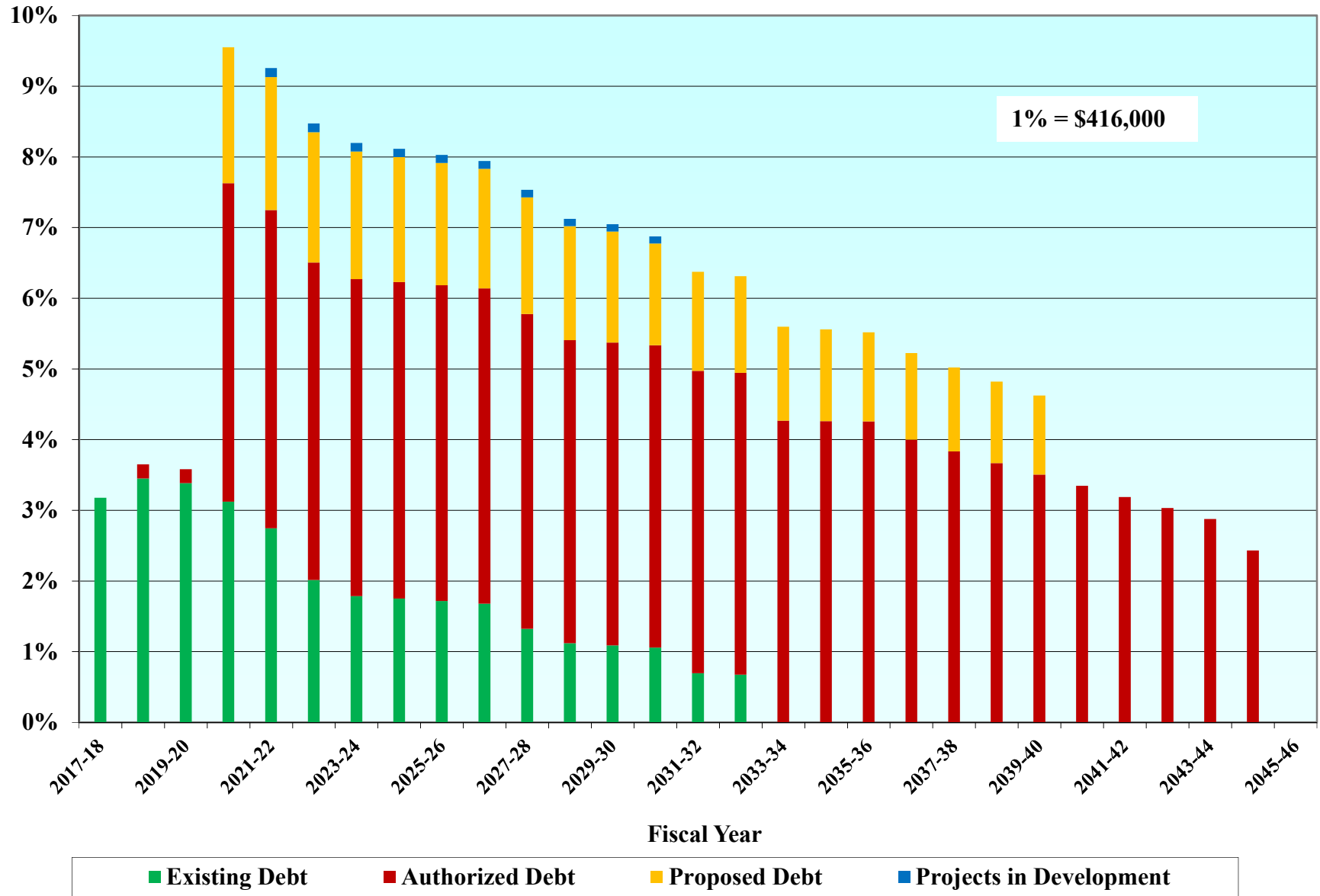
**Town of Brunswick
Capital Improvement Program**

Net Debt Service Effect on Tax Rate



**Town of Brunswick
Capital Improvement Program**

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



Town of Brunswick, Maine
Capital Improvement Program
Assumptions

Tier	Bond Years	Bond Year Start								
		30	31	32	33	34	35	36	37	38
5	0-5	2.50%	2.60%	2.70%	2.80%	2.90%	3.00%	3.10%	3.20%	3.30%
10	6-10	2.60%	2.70%	2.80%	2.90%	3.00%	3.10%	3.20%	3.30%	3.40%
15	11-15	2.70%	2.80%	2.90%	3.00%	3.10%	3.20%	3.30%	3.40%	3.50%
20	16-20	2.80%	2.90%	3.00%	3.10%	3.20%	3.30%	3.40%	3.50%	3.60%
25	21-25	2.90%	3.00%	3.10%	3.20%	3.30%	3.40%	3.50%	3.60%	3.70%
30	26-30	3.00%	3.10%	3.20%	3.30%	3.40%	3.50%	3.60%	3.70%	3.80%
Base:	2.50%									
Year Inc.	0.10%									
Tier Inc:	0.50%									

Bond Year	Fiscal Year	
30	2015-16	Harriet Beecher Stowe Elementary School
31	2016-17	State Subsidy: 87.04%
32	2017-18	
33	2018-19	Taxes
34	2019-20	One percent: \$416,000
35	2020-21	
36	2021-22	
37	2022-23	
38	2023-24	

- (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: **\$416,000**
- (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
Adopted May 14, 2018
For Fiscal Years Ending 2019-2023**

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 plan future projects.

Fire Department Vehicle/Equipment Reserve	18
Police Department Vehicle/Equipment Reserve	19
Public Works Department Vehicle/Equipment Reserve	20
Parks & Recreation Department Vehicle/Equipment Reserve	21
Public Works Annual Sidewalk Program	22
Public Works Annual Paving Program	23
Public Works Road Reconstruction Program	26
Facilities Reserve	27

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
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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.	45
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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.	75
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Brunswick Fire Department
Vehicle Replacement Schedule
2019-2023 Capital Improvement Program

Brunswick Fire Department Vehicle Replacement Schedule													
Year	Make	Model	General Description	Date In service	Useful Life	Year To Replace	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023	FY 2023-2024
2017	PL Custom	E-450 Gas	Ambulance-(2017 remount)	Mar-17	6	2023							250,000
1999	Central States	American LaFrance	1500 Pumper	Apr-99	20	2018	650,000						
2011	PL Custom	E-450	Ambulance	Dec-11	6	2017	101,834						
2011	Chevy	Tahoe	Staff Vehicle	Nov-10	7	2016		40,000					
2011	Chevy	Tahoe	Staff Vehicle	Nov-10	7	2017		40,000					
2011	Chevy	Tahoe	Staff Vehicle	Nov-10	7	2018			40,000				
2008	Ford	F-450	Brush Truck	Jun-05	10	2018				55,000			
2013	PL Custom	E-450 (gas)	Ambulance	Oct-13	6	2019			120,000				
1994	Central States	Ford 8000	1500 gal Tanker/ 1250 pump	Apr-94	25	2019			400,000				
2010	Ford	F-350	4x4 Pick up w/ plow	Feb-10	10	2020				55,000			
2014	Ford	F-250	Crew Cab Pick up	Dec-13	10	2023							55,000
2006	Hackney	Spartan	Technical Rescue	Jun-05	20	2026							
2009	E-One	Cyclone	1500 Pumper	Jun-09	20	2029							
2009	E-One	Cyclone	1500 Pumper	Jun-09	20	2029							
2006	Pierce	Arrow	100 Aerial Platform	Jun-05	25	2031							
2016	PL Custom	E-450 (gas)	Ambulance	Sep-16	6	2022							150,000
2018	Lowe's Boat		Rescue Boat				30,000						
							781,834	80,000	560,000	110,000	-	-	455,000
			Less Equipment expected to be funded outside vehicle reserves				(680,000)	-	(400,000)	-	-	-	-
							101,834	80,000	160,000	110,000	-	-	455,000
			Amount in reserve fund	Beginning balance			12,810	19,219	49,627	2,243	7,111	124,277	243,786
				Additions per CIP			108,243	110,408	112,616	114,868	117,166	119,509	121,899
				Expenditures			101,834	80,000	160,000	110,000	-	-	455,000
				Ending balance			19,219	49,627	2,243	7,111	124,277	243,786	(89,315)

Brunswick Police Department
Capital Plan for Vehicles
2019-2023 Capital Improvement Program

Year	Make	Model	Use	Placed in Service	Useful Life	Cost of Vehicle Plus Necessary Equipment & Installation					
						FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
2006	Chev	Silverado	ACO	2012	5	35,000					
		HP Engine	MRO/HM		10	7,000					
2011	Ford	Crown Vic	Detective	2010	5	36,000					40,000
2013	Chev	Caprice PPV	SRO	2013	5	36,000					40,000
2002	Yankee	Airboat	MRO/HM	2002	15	35,000					40,000
2002	ONTR	Airboat Trailer	MRO/HM	2002	10	6,500					
		Skiff Trailer	MRO/HM		10	5,500					
2013	Chev	Caprice PPV	Commander	2013	5		37,000				
2013	Chev	Caprice PPV	SRO	2013	5		37,000				
2013	Chev	Caprice PPV	Detective	2013	5		37,000				
2014	Chev	Caprice PPV	Patrol	2014	5		37,000				
2005	Suzuki	115 HP	MRO/HM	2008	10		15,000				
2014	Chev	Caprice PPV	Patrol	2014	5			38,000			
2014	Chev	Caprice PPV	MRO/HM	2014	5			38,000			
2015	Ford	Explorer	Patrol (Supervisor)	2015	5			38,000			
2015	Ford	Explorer	Patrol	2015	5			38,000			
2015	Ford	Explorer	Patrol	2015	5				39,000		
2016	Ford	Explorer	Patrol	2016	5				39,000		
2016	Ford	Explorer	Patrol	2016	5				39,000		
2016	Ford	Explorer	Patrol	2016	5				39,000		
2006	Carolina	19ft. Skiff	MRO/HM	2015	15				25,000		
2006	Magic	Magic Boat Trailer	MRO/HM	2008	15				8,500		
2016	Dodge	Ram	MRO/HM	2016	5					44,000	
2017	Ford	Explorer		2017	5					40,000	
2017	Ford	Explorer		2017	5					40,000	
2017	Ford	Explorer		2017	5					40,000	
1989	Amer	M998	SRT (Military Surplus)	2015	N/A						
1999	Chev	G3500 Van	SRT (Military Surplus)	2009	N/A						
2006	Maritime	21 Ft Fiberglass	MRO/HM	2008	20						
Average Amount Needed Each Year						\$158,250.00					
						\$161,000.00	\$163,000.00	\$152,000.00	\$189,500.00	\$164,000.00	\$120,000.00
Annual Vehicle Reserve						152,000.00	155,040.00	158,141.00	161,304.00	164,530.00	167,821.00
Trade-in allowances						8,000.00	8,000.00	8,000.00	8,000.00	8,000.00	8,000.00
Vehicle Reserve Balance (Cumulative)						11,802.73	11,842.73	25,983.73	5,787.73	14,317.73	70,138.73

Brunswick Public Works Department - 5 Year Equipment Replacement Plan (2019-2023)
(CIP Account No. 43000-56000-304)

JAF, Town Engineer, BPWD

Print Date: October 26, 2017

No.	PWD No.	Year	Make	Model	General Vehicle Description/Use	Put in Service Date	Orig. Purchase Price	FY 2017 -2018 (Act to Date)	FY 2018 -2019	FY 2019 -2020	FY 2020 -2021	FY 2021 -2022	FY 2022 -2023	
1	19A	2008	Ford	F-450	One Ton Dump Truck w/ plow	8/18/2008	\$ 45,645	\$ 58,302	--	--	--	--	--	
2	24	2008	Chevrolet	Silverado	Extend Cab w/plow	7/2/2008	\$ 24,051	\$ 34,269	--	--	--	--	--	
3	23A	2007	Ford	F-350, Super Duty	One Ton Dump Truck w/plow	3/8/2007	\$ 40,000	\$ 60,352	--	--	--	--	--	
4	37	2006	Sterling	SL8500	Single Axle Dump W/ Rev. Plow/W	5/1/2006	\$ 119,033	\$ 146,410	--	--	--	--	-	
5	8	1993	Ing-Rand	P185	Portable Air Compressor	12/9/1992	\$ 14,060	\$ 29,000	--	--	--	--	--	
6	43	2001	Freightliner	FLD112645D	Tandem Axle Dump Truck Plow/Wi	4/4/2001	\$ 110,659	--	\$ 195,000	--	--	--	--	
7	26A	2008	Ford	F-350 Super Duty	Stake Body Pickup w/Liftgate	1/29/2008	\$ 32,419	--	\$ 44,000	--	--	--	--	
8	16A	2007	John Deere	624J	Wheel Loader w/plow and wing	12/12/2006	\$ 190,000	--	--	\$ 279,000	--	--	--	
9	SD-11	1992	Morbark	E-Z 20/36	Wood Chipper	4/27/1992	\$ 18,776	--	--	\$ 42,000	--	--	-	
10	33A	2009	International	7500 SFA 4x2	Single Axle Dump Truck Plow/Wing	5/1/2009	\$ 150,773	--	--	\$ 203,000	--	--	--	
11	7	2005	Ford	F-150	4x4 PU, Ext Cab	8/2/2005	\$ 28,024	--	--	--	\$ 44,000	--	--	
12	12	2004	GMC	TG33503	Sign Truck	4/20/2004	\$ 22,170	--	--	--	\$ 36,000	--	--	
13	61	1997	Trailer	Utility	Trailer w/ Goosen Hay Baler	7/20/1999	\$ 6,670	--	--	--	\$ 12,000	--	--	
14	63	1993	Wells Cargo	Trailer	Trailer & culvert ThawerModel PGH	7/9/1993	\$ 9,995	--	--	--	\$ 22,000	--	--	
15	SD-16	2005	John Deere	328	Skid Steer Loader	6/17/2005	\$ 37,890	--	--	--	\$ 55,000	--	--	
15	30	1999	John Deere	4600	Farm Tractor	9/23/1999	\$ 25,918	--	--	--	\$ 48,000	--	--	
16	25A	2007	GMC	Sierra 3500	Mechanic's Service Truck w/Tool B	8/1/2007	\$ 35,395	--	--	--	\$ 52,000	--	--	
17	20	1995	Catepillar	CB-224C	Compaction Roller	8/2/1995	\$ 29,994	--	--	--	\$ 55,000	--	--	
18	56A	2005	John Deere	772D	Motor Grader	4/20/2005	\$ 251,153	--	--	--	--	\$ 403,000	--	
19	69	1995	Custom	1YB331531S1B11	12 ton Equipment Trailer	8/8/1995	\$ 4,956	--	--	--	--	\$ 11,000	--	
20	51A	2006	John Deere	180CW	Rubber Tire Excavator	2/10/2010	\$ 118,000	--	--	--	--	--	\$ 190,000	
21	27A	2010	GMC	Sierra 1500	1/2 ton Pickup w/auxilliary tank for f	8/5/2010	\$ 19,790	--	--	--	--	--	\$ 30,000	
Total Annual Projected Expenditure:								\$ 329,000	\$ 238,000	\$ 523,000	\$ 324,000	\$ 414,000	\$ 220,000	
Scheduled Budget Funding Amount:								\$ 347,460	\$ 354,410	\$ 361,498	\$ 368,728	\$ 376,103	\$ 383,625	
Running Balance, Equipment Replacement Fund (FY2016-17 Carry Forward):								\$ 17,259	\$ 35,719	\$ 152,129	\$ (9,373)	\$ 35,483	\$ (2,129)	\$ 161,040

**Brunswick Parks Recreation Dept.
Vehicle/Equipment Replacement Plan
2019-2023 Capital Improvement Program**

Year	Make	Model	General Vehicle Description/Use	Put in Service Date	Useful Life (yrs)	Year to Replace	FY2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022	FY 2022-2023
1995	Deere	F935	Riding mower w/vacuum system		22	2017	23,400					
2009	GMC	1/2 ton	Parks work truck; plow	1/5/2010	9	2018	45,000					
	Genie		Scissor lift for Rec Center		20		15,000					
	MB		Boom-mounted flail mower		15		18,000					
1993	Kromer	B100	Infield groomer	6/15/1905	24	2017		16,000				
2010	GMC	3/4 ton	Parks work truck; plow	12/22/2009	9	2019		40,000				
1993	Yamaha	VT480	Snowmobile (used)	10/20/2000	27	2020			5,000			
2008	Chevrolet	Impala	Parks Foreman transport		12	2020			5,000			
1996	Deere	GS30	Walk behind mower	1/1/1996	23	2019			4,400			
2001	Deere	4300	Loader w/snowblower, cab, broom	6/18/2001	19	2020			42,000			
1998	Deere		Walk behind mower	8/10/1998	22	2020				4,400		
2004	Ford	Crown Victoria	Parks crew transport		17	2021				10,000		
2006	Deere	1435	Riding mower 24HP	8/1/2006*	15	2021				21,000		
2007	Toro	Workman 2110	Utility cart, infield groomer	6/28/2007	14	2021				18,000		
2000	North		16' trailer	8/3/2000	21	2021				3,400		
2007	Ford	Crown Victoria	Parks crew transport		14	2021					10,000	
2013	Ford	3/4 ton F250	Parks work truck; plow	6/5/2013	9	2022					45,000	
2008	Ford	F250	Parks work truck	12/1/2016*	14	2022					10,000	
2008	Chevrolet	Impala	Parks & Facilities Mgr transport	1/15/2017*	15	2023						8,000
			14' trailer									3,400
	Morbark	M12D	12" wood chipper		15							33,000
			Totals				101,400	56,000	56,400	56,800	65,000	44,400
			Amount in reserve fund	Beginning balance			46,458	58	158	980	2,547	(2,920)
				Additions			55,000	56,100	57,222	58,366	59,534	60,724
				Expenditures			101,400	56,000	56,400	56,800	65,000	44,400
				Ending balance			58	158	980	2,547	(2,920)	13,405

Town of Brunswick Tentative Sidewalk Improvement Program 2019-2023

D R A F T

Prepared by: John Foster, Town Engineer/Public Works Director

Wednesday, November 29, 2017

Proposed Locations of Sidewalk Improvements

Street	From	To	Length (ft)	Width (ft)	FY 2018 - 19	FY 2019 -20	FY 2020- 21	FY 2021- 22	FY 2022- 23
Longfellow Ave - Nort	Coffin St	Harpwell Rd	940	5	\$60,000	\$0	\$0	\$0	\$0
Bath Rd - North Side	Maine St	No Name St	150	5	\$0	\$10,000	\$0	\$0	\$0
Bath Rd - North Side	North Campus	Federal St	250	5	\$0	\$15,000	\$0	\$0	\$0
Noble St - North Side	290' W Maine S	575' W Maine St	285	5	\$0	\$25,000	\$0	\$0	\$0
Potter St - North Side	Maine St	180'W Maine St	180	5	\$0	\$15,000	\$0	\$0	\$0
Columbia Ave - North	Spring St	Douglas St	380	5	\$0	\$0	\$25,000	\$0	\$0
Columbia Ave - North	Douglas St	Curtis St	400	5	\$0	\$0	\$26,000	\$0	\$0
Columbia Ave - North	Curtis St	Barrows St	390	5	\$0	\$0	\$24,000	\$0	\$0
Elm St - North Side	Middle St	Union St	400	5	\$0	\$0	\$0	\$30,000	\$0
Everett St - North Side	Maine St	Middle St	560	5	\$0	\$0	\$0	\$40,000	\$0
Weymouth St - South	Union St	Spring St	1100	5	\$0	\$0	\$0	\$0	\$60,000
Total Cost Per Year:					\$60,000	\$65,000	\$75,000	\$70,000	\$60,000
Total Length of Sidewalk Work:					940 ft.	865 ft.	1,170 ft.	960 ft.	1,100 ft.
Cost Per Foot of Sidewalk Length:					\$63.83 / ft.	\$75.14 / ft	\$64.10 / ft	\$72.92 / ft	\$54.55 / ft
Cost Per Square Foot of Sidewalk:					\$12.77 /sf	\$15.03 /sf	\$12.82 /sf	\$14.58 /sf	\$10.91 /sf

Brunswick Public Works Dept. 5 Year Tentative Sidewalk Plan

Wednesday, November 29, 2017

Town of Brunswick
Proposed Street Resurfacing 5 Year Plan: FY 2019-2023

Street	From	To	Length (ft)	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Basswood Dr	Wildwood Dr	Hickory Dr	1,280	\$ 60,000	\$ -	\$ -	\$ -	\$ -
Belmont St	Spring St	Barrows St	1,245	\$ 45,000	\$ -	\$ -	\$ -	\$ -
Blue Heron Rd	Middle Bay Rd	Dead End	990	\$ 35,000	\$ -	\$ -	\$ -	\$ -
Brackett Rd	Durham Rd	Dead End	4,505	\$ 145,000	\$ -	\$ -	\$ -	\$ -
Church Rd	Greenwood Rd	Raymond Rd	3,000	\$ 140,000	\$ -	\$ -	\$ -	\$ -
Garden Ln	Riverview Dr	Merrymeeeting Rd	690	\$ 35,000	\$ -	\$ -	\$ -	\$ -
Hickory Dr	Wildwood Dr	Basswood Rd	848	\$ 40,000	\$ -	\$ -	\$ -	\$ -
Joan St	Jordan Ave	Katherine St	290	\$ 15,000	\$ -	\$ -	\$ -	\$ -
Justamere Rd	Minat Ave	Merrymeeeting Rd	550	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Katherine St	Wadsworth Rd	Dead End	905	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Wadsworth Rd	Jordan Ave	Dead End	850	\$ 40,000	\$ -	\$ -	\$ -	\$ -
Wheeler Park	Jordan Ave	Dead End	1,168	\$ 60,000	\$ -	\$ -	\$ -	\$ -
Wheeler Park Spur	Wheeler Park	Dead End	195	\$ 10,000	\$ -	\$ -	\$ -	\$ -
Woodside Rd	Church Rd	Arrowhead Dr	840	\$ 30,000	\$ -	\$ -	\$ -	\$ -
Woodside Rd	540'S Arrowhead Dr	Pleasant Hill R	2,100	\$ 70,000	\$ -	\$ -	\$ -	\$ -

Town of Brunswick
Proposed Street Resurfacing 5 Year Plan: FY 2019-2023

Street	From	To	Length (ft)	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Cedar St	Union St	MCRR	680	\$ -	\$ 25,000	\$ -	\$ -	\$ -
Columbus Dr	Cressey Rd	Dead End	700	\$ -	\$ 25,000	\$ -	\$ -	\$ -
Cressey Rd	Mason St	Columbus Dr	1,212	\$ -	\$ 50,000	\$ -	\$ -	\$ -
Farley Rd	Old Bath Rd	290'W Old Bath	290	\$ -	\$ 15,000	\$ -	\$ -	\$ -
Farley Rd	965'W Old Bath Rd	1550'W Old Bath	585	\$ -	\$ 20,000	\$ -	\$ -	\$ -
Haywood Ln	River Rd	Dead End	700	\$ -	\$ 30,000	\$ -	\$ -	\$ -
MacMillan Dr	Baribeau Dr	Barrows St	1,682	\$ -	\$ 80,000	\$ -	\$ -	\$ -
Mere Point Rd	Simpsons Pt Rd	720'S Rossmore	3,940	\$ -	\$ 185,000	\$ -	\$ -	\$ -
Peary Dr	Baribeau Dr	Barrows St	1,581	\$ -	\$ 75,000	\$ -	\$ -	\$ -
River Rd	2176'N Haywood	1368'E Lisbon Rd	2,250	\$ -	\$ 105,000	\$ -	\$ -	\$ -
River Rd	750'W Hacker Rd	Durham Line	2,470	\$ -	\$ 100,000	\$ -	\$ -	\$ -
Weymouth St	Stanwood St	Dead End	580	\$ -	\$ 30,000	\$ -	\$ -	\$ -
Davis St	Garrison St	Dead End	1,190	\$ -	\$ -	\$ 40,000	\$ -	\$ -
Everett St	Maine St	Middle St	560	\$ -	\$ -	\$ 30,000	\$ -	\$ -
Merrymeeting Rd	Riverview Dr	Dead End	2,610	\$ -	\$ -	\$ 130,000	\$ -	\$ -
Minat Ave	Jordan Ave	Merrymeeting Rd	950	\$ -	\$ -	\$ 45,000	\$ -	\$ -
Pleasant Hill Rd	310'W Baribeau	Church Rd	8,040	\$ -	\$ -	\$ 380,000	\$ -	\$ -
Princes Point Rd	2550' S Rte 24	5850 S Rte 24	3,300	\$ -	\$ -	\$ 120,000	\$ -	\$ -
Riverview Dr	Jordan Ave	Minat Ave	1,430	\$ -	\$ -	\$ 65,000	\$ -	\$ -

5 Year Capital Street Improvement Plan

Town of Brunswick
Proposed Street Resurfacing 5 Year Plan: FY 2019-2023

Street	From	To	Length (ft)	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Amoskegan Dr	Cushnoc Ln	Schoduk Ln	530	\$ -	\$ -	\$ -	\$ 25,000	\$ -
Braemar Rd	Meadowbrook Rd	Breckan Rd	328	\$ -	\$ -	\$ -	\$ 20,000	\$ -
Breckan Rd	Meadowbrook Rd	Meadowbrook Rd	1,395	\$ -	\$ -	\$ -	\$ 65,000	\$ -
Chamberlain Ave	Hawthorne St	Chamberlain Ct	523	\$ -	\$ -	\$ -	\$ 30,000	\$ -
Cushing St	Mill St	Pleasant St	1,324	\$ -	\$ -	\$ -	\$ 80,000	\$ -
Cushnoc Ln	Penacook Dr	Amoskegan Dr	835	\$ -	\$ -	\$ -	\$ 45,000	\$ -
Garrison St	Pollard Ave	Hambleton Ave	1,964	\$ -	\$ -	\$ -	\$ 80,000	\$ -
Hambleton Ave	Harpswell Rd	Garrison St	786	\$ -	\$ -	\$ -	\$ 30,000	\$ -
Heath St	Garrison St	Dead End	350	\$ -	\$ -	\$ -	\$ 25,000	\$ -
Locust Ln	Beech Dr	Dead End	1,360	\$ -	\$ -	\$ -	\$ 55,000	\$ -
Meadowbrook Rd	Stowe Ln	Breckan Rd	2,050	\$ -	\$ -	\$ -	\$ 80,000	\$ -
Old Bath Rd	Footer/Stewart's	Bay Bridge Rd	6,070	\$ -	\$ -	\$ -	\$ 265,000	\$ -
Chestnut Rd	Sumac Dr	Dead End	1,330	\$ -	\$ -	\$ -	\$ -	\$ 60,000
Fox Run Dr	River Rd	Dead End	790	\$ -	\$ -	\$ -	\$ -	\$ 30,000
Middle St	Pleasant St	Elm St	728	\$ -	\$ -	\$ -	\$ -	\$ 35,000
Ocean Dr	Pennell Way	Dead End	1,260	\$ -	\$ -	\$ -	\$ -	\$ 40,000
Pennell Way	Pennellville Rd	Simpsons Pt Rd	2,910	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Princes Point Rd	5850 S Rte 24	Dead End	2,840	\$ -	\$ -	\$ -	\$ -	\$ 90,000
Schoduk Ln	Cushnoc Ln	Amoskegan Dr	600	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Sumac Dr	Locust Ln	Dead End	2,532	\$ -	\$ -	\$ -	\$ -	\$ 110,000
Wilson Ave	Pollard Ave	Dead End	1,305	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Woodward Point Rd	Board Rd	Dead End	5,010	\$ -	\$ -	\$ -	\$ -	\$ 185,000
Total Cost Per Year				\$ 785,000	\$ 740,000	\$ 810,000	\$ 800,000	\$ 725,000
		Total Length of Road Work:		\$ 19,456	\$ 16,670	\$ 18,080	\$ 17,515	\$ 19,305
		Cost Per Lineal Foot of Road:		\$ 40.35 /ft.	\$ 44.30 /ft.	\$ 44.80 /ft.	\$ 45.68 /ft.	\$ 37.56 /ft.
		Cost Per Square Foot of Road:		\$ 1.74 /sf	\$ 1.79 /sf	\$ 1.69 /sf	\$ 1.80 /sf	\$ 1.76 /sf

5 Year Capital Street Improvement Plan

Town of Brunswick

Proposed Road Reconstruction 5 Year Plan: FY 2019-2023

Prepared by: John Foster, Town Eng/Public Works Director

Print Date: Feb 21, 2018

Street	From	To	Length (ft)	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23
Kimberley Cir	All	All	3,070	\$ 165,000	\$ -	\$ -	\$ -	\$ -
Merryman Ln	Durham Rd	Dead End	770	\$ 30,000	\$ -	\$ -	\$ -	
Moody Rd	Durham Rd	Dead End	2,960	\$ 150,000	\$ -	\$ -	\$ -	
Oak St	Union St	Cushing St	904	\$ -	\$ 200,000	\$ -	\$ -	\$ -
Bank St	Maine St	Federal St	482	\$ -	\$ -	\$ 65,000	\$ -	\$ -
Berry St	All		480	\$ -	\$ -	\$ 30,000	\$ -	\$ -
Bowdoin St	All		740	\$ -	\$ -	\$ 55,000	\$ -	\$ -
Whittier St	All	190'E Maine St	695	\$ -	\$ -	\$ 50,000	\$ -	\$ -
Bowker St	Harpswell Rd	Pine St	1,550	\$ -	\$ -	\$ -	\$ 200,000	\$ -
Maine St	Gilman Ave	Pleasant St	1,220	\$ -	\$ -	\$ -	\$ -	\$ 270,000
Total Cost Per Year				\$ 345,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 270,000
	Total Length of Road Work:			6,800 ft	904 ft	2,397 ft	1,550 ft	1,220 ft
	Cost Per Foot of Road Length			\$ 50.74 /ft.	\$ 221.24 /ft.	\$ 83.44 /ft.	\$ 129.03 /ft.	\$ 221.31 /ft.
	Cost Per Square Foot of Road			\$ 2.33 /sf	\$ 11.06 /sf	\$ 4.17 /sf	\$ 5.61 /sf	\$ 2.63 /sf

Town of Brunswick
Facilities Reserve Schedule
2019-2023 Capital Improvement Program

Building	Category	Project	17-18	18-19	19-20	20-21	21-22	22-23	5-year total
Central Fire	Structural	Parapet Wall repair			60,000				60,000
Central Fire	Exterior	Repoint/repair Hose Tower		15,000					15,000
Central Fire	Structural	Apparatus floor repair		40,000					40,000
Central Fire	Structural	Roof Replacement				55,000			55,000
Curtis Mem Library	Equipment	Boiler burners (2) replacement	35,263						-
Curtis Mem Library	Equipment	Flushing sprinkler system				15,000			15,000
Curtis Mem Library	Equipment	HVAC Compressors					70,000		70,000
Curtis Mem Library	Interior	Carpet Second Floor			100,000				100,000
Curtis Mem Library	Interior	Carpet First Floor		58,000					58,000
Curtis Mem Library	Interior	Carpet - moving books			44,620				44,620
Curtis Mem Library	Interior	Painting			15,000	10,000	10,000	10,000	45,000
Curtis Mem Library	Structural	Ice Dam solution		15,000					15,000
Curtis Mem Library	Equipment	LED Lighting upgrade	21,750						-
Emerson Station	Exterior	Exterior Paint/Trim	21,543						-
People Plus	Structural	Roof Maintain - sections 4, 4a, 4b & 5			13,000				13,000
People Plus	Structural	Roof Replacement - sections 1 & 2				55,000			55,000
PW 9 Industry Rd	Interior	Renovations to first floor, parts room cage		96,500					96,500
PW 10 Industry Rd	Interior	Re-establish restroom	6,411						-
PW 10 Industry Rd	Exterior	Paint building		10,000					10,000
PW 9 Industry Rd	Grounds	Paving rear yard	26,830						-
PW 9 Industry Rd	Structural	Repair concrete floor/add drainage in maintenance bay		17,500					17,500
PW 9 Industry Rd	Exterior	Paint exterior main garage building & OH doors		16,000					16,000
PW 9 Industry Rd	Structural	Roof Replacements - 2-bay storage bldg			7,000				7,000
PW 9 Industry Rd	Structural	Roof Replacements - PW Office/Garage				60,000			60,000
PW 9 Industry Rd	Structural	Roof Replacement - Recycle Center						25,200	25,200
Rec Center	Equipment	Generator		100,000					100,000
Rec Center	Equipment	HVAC - HVAC system			30,000				30,000
Rec Center	Structural	Roof Restore - sections 3, 5 & 8				32,000			32,000
Town Hall	Exterior	Exterior Paint/Trim	100,000						-
Town Hall	Structural	Roof Restore - sections 1 & 1d		35,000					35,000
Town Hall	Structural	Roof Replacement - section 2					50,000		50,000
		Annual total:	\$ 211,797	\$ 403,000	\$ 269,620	\$ 227,000	\$ 130,000	\$ 35,200	\$ 1,064,820
	Funding		\$ 400,000	300,000	200,000	200,000	200,000	200,000	
	Estimated balance:		188,203	85,203	15,583	(11,417)	58,583	223,383	

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TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019 - 2023

PROJECT TITLE			PROJECT NO.	
AC Unit Replacement - Crooker Theater				
DEPARTMENT	PROJECT MANAGER		DEPT. PRIORITY	
School Department	School's Facilities Director			
PROJECT LOCATION	TIF (Y or N)	DISTRICT	USEFUL LIFE (years)	
Brunswick High School				25

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

Replace the air conditioning unit at Crooker Theater. The unit is 24 years old and original to the building. Currently the AC is only working at half capacity. After reviewing our options with Siemens Industry Inc, it was determined that repairing the unit is no longer a viable option.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Gen Fund Balance		300,000					300,000
							-
							-
							-
							-
TOTAL SOURCES	-	300,000	-	-	-	-	300,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
AC Project at BHS		300,000					300,000
							-
							-
							-
							-
							-
							-
							-
TOTAL USES	-	300,000	-	-	-	-	300,000

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

Quote from Siemens Industry Inc 8/21/17

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?

I am not aware of any other projects that this project could be combined with.

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)	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Efficiency Maine Incentive	(2,500)					(2,500)
Average repair cost savings	(4,150)	(4,150)				(8,300)
Energy savings	(2,500)	(2,500)	(2,500)	(2,500)	(2,500)	(12,500)
Refrigerant savings	(600)	(600)	(600)	(600)	(600)	(3,000)
						-
						-
						-
TOTALS (net)	(9,750)	(7,250)	(3,100)	(3,100)	(3,100)	(26,300)

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

The only changes in the operating budget will be the savings in energy and refrigeration costs and repair cost.

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 is to replace the coils in the condensing unit at a cost of \$125,000. This option might extend the life of the unit for possibly up to 10 more years.

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

The ASHREA life cycle expectation of the new unit is 20 years.

The Crooker Theater is used year around by the school department, community groups and outside groups. This is one of the most heavily used spaces in the school department.

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

PROJECT TITLE Brunswick High School Track Resurfacing			PROJECT NO.	
DEPARTMENT Brunswick School Department		PROJECT MANAGER School Facilities Manager		DEPT. PRIORITY
PROJECT LOCATION Brunswick High School		TIF (Y or N)	DISTRICT	USEFUL LIFE (years) 15

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

This project calls for the replacement of the existing bituminous/rubberized surface of the High School track that was constructed in 1994-95. The track has been resurfaced once, but currently is exhibiting surface failure and cave-ins, indicating washouts of the track base.

A quote for resurfacing was obtained in 2014. Subsequent discussions about the scope of the project and the associated facilities for field events led to questions about the best approach to the facility overall. In the fall of 2015, the School Dept obtained quotes and contracted with Huntress Associates for landscape architectural services to include a complete survey, facility design and construction management services.

Huntress delivered specifications and bid documents in February 2016; cost estimate in May 2016.

A community nonprofit group called RunBrunswick has formed and has begun fundraising for this project.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Fundraising				859,562			859,562
							-
							-
							-
							-
TOTALS	-	-	-	859,562	-	-	859,562
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Gen conditions/site prep				80,684			80,684
400 Meter Track & Field				737,946			737,946
5% Constr contingency				40,932			40,932
							-
							-
							-
							-
TOTALS	-	-	-	859,562	-	-	859,562

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

Maine Tennis and Track - resurfacing quote 2014

Huntress Associates - survey/design/construction mgmt quote 2015; construction estimate May 2016

CONSISTENCY WITH PLANS AND STUDIES						
Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.						
The High School track surface is past the expected life.						
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 track is used by the High School athletic program, the Town's Recreation Department, other community and state organizations.						
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)	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
		-	-	-	-	-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
TOTALS (net)	-	-	-	-	-	-
Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues. etc.)						
Preventive maintenance cost and spot repairs of the bituminous/rubberized surface, but should not exceed amounts currently expended.						
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 track will be unusable for track competition.						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						
None						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

PROJECT TITLE			PROJECT NO.	
Central Fire Station				
DEPARTMENT	PROJECT MANAGER		DEPT. PRIORITY	
Fire Department	Town Manager			
PROJECT LOCATION	TIF (Y or N)	DISTRICT	USEFUL LIFE (years)	
To Be Determined			50	

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

This project replaces/renovates the Central Fire Station. The 2004 plan called for the renovation and expansion of the existing station on Maine Street. Land surrounding the station has been purchased. Responding to concerns about renovation at the current location, due to the current traffic and commercial changes at Town Hall Place, the Fire Station Planning Task Force has been exploring other sites.

The existing Central Fire Station is undersized and seriously outdated and not suited for today's demands on the Fire Department. Further, without extensive repairs, renovations and requirements the station will continue to deteriorate.

The Fire Station Planning Task Force (FSTF) has contracted with an architectural design firm to evaluate program requirements to establish the size of a new station.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
General Fund	100,000						-
G.O. Bonds					9,000,000		9,000,000
							-
							-
							-
TOTAL SOURCES	100,000	-	-	-	9,000,000	-	9,000,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Planning	100,000						-
Land acquisition					2,000,000		2,000,000
Construction					7,000,000		7,000,000
							-
							-
							-
							-
							-
TOTAL USES	100,000	-	-	-	9,000,000	-	9,000,000

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

Cost estimates are provided by the Fire Department. An analysis of programming needs is underway. It will provide a better construction cost estimate.

CONSISTENCY WITH PLANS AND STUDIES						
Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.						
Re-evaluating the 2004 decision to renovate and expand the existing station.						
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?						
Fire Department only.						
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)	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
TOTALS (net)	-	-	-	-	-	-
Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)						
<p>There will be savings in heat, electric, etc. due to more energy efficiency in the renovated building. There will be increased cost due to added square footage. These costs are expected to offset.</p> <p>The cost of this project will continue to rise and additional funds will continue to be required to maintain the existing building a renovation or replacement is delayed.</p>						
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 Council has discussed alternatives to construction. The FSTF has determined that a new facility be constructed at a new site.						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						
When the Town Council decided that a renovation/expansion on the current site was the preferred alternative, it indicated a willingness to purchase land for a west Brunswick station. That has not occurred. The FSTF and Town Manager believe a two-station situation is preferable to the three-station plan proposed in 2004.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

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	10	
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 has been working with its consultant, Woodard and Curran, to explore alternatives to resolve both wastewater and groundwater issues. Unfortunately, all of the technologies and methods reviewed appear to be cost prohibitive, leading the Town to consider an accelerated closure of the landfill.</p> <p>Based on its collaboration with MDEP, the Town actively investigated the possibility of closing the landfill, contracting 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, and is in negotiations with MDEP to resolve the longstanding issues with the landfill wastewater discharge license.</p>							
PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)							
Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
General Fund Balance					480,000		480,000
Pay-per-bag reserves					3,300,000		3,300,000
Landfill reserves					3,340,000		3,340,000
							-
							-
TOTAL SOURCES	-	-	-	-	7,120,000	-	7,120,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Construction					7,120,000		7,120,000
							-
							-
							-
							-
							-
							-
							-
TOTAL USES	-	-	-	-	7,120,000	-	7,120,000
What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)							
Woodard & Curran 9/18/17 estimate of closure costs. Does not include postclosure costs - estimated at approx \$70K/yr for 30 years.							

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 others.

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)	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
TOTALS (net)	-	-	-	-	-	-

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 is currently researching the alternatives.

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 2019 - 2023

PROJECT TITLE			PROJECT NO.	
Cedar Street Park and Ride Lot Improvements			1	
DEPARTMENT	PROJECT MANAGER		DEPT. PRIORITY	
Planning and Development	Anna Breinich			1
PROJECT LOCATION	TIF (Y or N)	DISTRICT	USEFUL LIFE (years)	
Existing Cedar Street Park and Ride Lot Location	Y	6		20
PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.				

The Town has requested the reestablishment of the Cedar Street Park and Ride Lot by the Maine Department of Transportation (MDOT) 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 MDOT property. The MDOT has agreed to reestablish the lot first through the replacement of directional signage and basic improvements to the lot, such as new gravel cover and regrading where needed. As MDOT funding becomes available in State FY 2020, more substantial improvements would be completed.

An approximately 220-space paved parking lot was originally proposed to service the Maine Street Station development, with the last funding request being made by the Town to MDOT and denied in 2008 (application attached). With the increased daily and long-term park and ride demand due to train and transit ridership now available, MDOT staff has indicated a willingness to request FY 2020 funding based on the Town's previous application. Total project funding is based on an 80% state contribution for daily park and ride spaces; Brunswick's contribution will be 20% for park and ride spaces. For CIP purposes, an additional funding match of 12% is estimated to provide designated long-term parking within the parking lot but that number will be further refined at a later date, as stated above.

Engineering and construction costs include preliminary and final design, site remediation, excavation and fill, storm drainage, paving, lighting, internal sidewalks, painting and landscaping. Total cost is estimated to be \$527,000. At this time, staff is discussing other potential funding opportunities, in addition to MDOT, with Portland Metro.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
MDOT (80%)		24,000		340,000			364,000
Town (20%) TIF Revenues		6,000		85,000			91,000
Town TIF Revenues				77,000			77,000
							-
							-
TOTAL SOURCES	-	30,000	-	502,000	-	-	532,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Environmental Evaluation				30,000			30,000
Preliminary Design		30,000					30,000
Construction Engineering				22,000			22,000
Construction				450,000			450,000
							-
							-
							-
TOTAL USES	-	30,000	-	502,000	-	-	532,000

What is the source and date of your cost estimate? preliminary estimate in consultation with MDOT

Preliminary estimate by engineering consultant in 2008 and confirmed in 2017 with MDOT staff.

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 MDOT 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, 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)	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Winter maintenance	-	-	9,000	18,000	18,000	45,000
Sweeping	-	-	600	1,200	1,200	3,000
Striping	-	-	-	750	750	1,500
Electricity	-	-	450	900	900	2,250
Misc	-	-	750	1,500	1,500	3,750
						-
						-
						-
						-
						-
						-
TOTALS (net)	-	-	10,800	22,350	22,350	55,500
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 MDOT 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 2019 - 2023

PROJECT TITLE			PROJECT NO.	
Downtown Sidewalks and Lighting			1	
DEPARTMENT		PROJECT MANAGER		DEPT. PRIORITY
Public Works		PW Director		1
PROJECT LOCATION		TIF (Y or N)	DISTRICT	USEFUL LIFE (years)
Maine St and Park Row		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. Though the annual revenues would not be sufficient to complete the full downtown sidewalk project, it is recommended that the Town designate a certain amount in 2018-19 to be used for this project.

Downtown Sidewalk Project: est costs based on \$24.30/sf for pavers and \$175/sf for detectable warning fields (DWF):
Maine Street

East Side - Frank Wood Bridge to School St - 21,308 sf pavers, 90 sf DWF = \$533,534

West Side - Frank Wood Bridge to Pleasant St - 25,289 sf pavers, 130 sf D = \$637,273

East Side - School St to Station Ave - 6,552 sf pavers, 40 sf DWF = \$166,214

West Side - Pleasant St to Station Ave - 9,598 sf pavers, 80 sf DWF = \$247,232

Park Row

Both sides - 6,818 sf pavers, 56 sf DWF = \$175,479

School St

South Side - Park Row to Maine St - 572 sf pavers, 8 sf DWF = \$15,300

Mall

Internal sidewalks - 2,194 sf pavers = \$53,314

Traffic Control: \$125,000

Mobilization: \$165,000

Construction Mgmt (8%): \$169,468

Total: \$2,287,811

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Downtown TIF revenues		200,000	?	?	?	?	200,000
							-
							-
							-
							-
TOTAL SOURCES	-	200,000	-	-	-	-	200,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
							-
Sidewalks		200,000	?	?	?	?	200,000
Lighting		?	?	?	?	?	-
							-
							-
							-
							-
							-
TOTAL USES	-	200,000	-	-	-	-	200,000

What is the source and date of your cost estimate? preliminary estimate in consultation with MDOT

Preliminary estimate by PW Director Feb 2018.

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?						
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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019-2023

PROJECT TITLE			PROJECT NO.	
Tank 2 Replacement			1	
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.				

Tank 2 was purchased in 1994 and is due for replacement in 2019-20.

This truck's primary role is to help shuttle water to fires that are not within the hydrant area of the Town. Brunswick has a large portion of the town that does not have hydrants for fire protection. When we have fires in these area we need to bring the water to the fire. The truck is also used as a back up when we have multiple calls going on and when we have multiple trucks out of service.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
G.O. Bonds			400,000				400,000
							-
							-
							-
							-
TOTAL SOURCES	-	-	400,000	-	-	-	400,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Acquisition			400,000				400,000
							-
							-
							-
							-
							-
							-
							-
TOTAL USES	-	-	400,000	-	-	-	400,000

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

Vendor estimates.

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?						
None 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)	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
TOTALS (net)	-	-	-	-	-	-
Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues. etc.)						
No changes.						
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?						
Extending the use of Engine 2 beyond its scheduled replacement is likely to result in additional maintenance cost and could potentially be a safety concern.						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019 - 2023

PROJECT TITLE						PROJECT NO.	
Wide Area Network - Private Dark Fiber							
DEPARTMENT			PROJECT MANAGER			DEPT. PRIORITY	
Information Technology			Bryan Cobb				
PROJECT LOCATION			TIF (Y or N)		DISTRICT	USEFUL LIFE (years)	
All Municipal buildings			No			20-30	
PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.							
<p>The new proposed Wide Area Network would continue to use Town Hall as the network hub. A minimum of 12 strands of fiber would be run to the Rec, Emerson Fire, Central Fire, and Public Works buildings. 24 strands would be run between Town Hall and Police facilities since each building serves as the Disaster Recovery site for the other. The total cost for running the fiber between buildings is \$111,103.</p> <p>Network equipment will need to be reconfigured to allow direct connections between the buildings via fiber and work at the full speed capacities of the new network. FairPoint currently provides the fiber to copper handoff and limits the speed to 20-50 Mbps. The new proposed equipment is designed to run between 1,000 Mbps and 10,000 Mbps, depending on which laser modules are chosen. The prior dark fiber network ran at 1,000 Mbps. Building out a new Private Dark Fiber Network would allow for a dedicated video surveillance network which would tie back to the PD from Town Hall, Public Works, Central Station, Emerson Station, and the Rec Department.</p> <p>Ongoing maintenance costs for the fiber will be approximately \$5101 which includes leasing space on the poles and a 4 four hour Service Level Agreement (SLA) in case a fiber is cut or damaged. This matches the current SLA under the FairPoint contract. Our network vendor did not provide maintenance fees as part of their budgetary quote, but a conservative estimate would be \$1500 per year for the new hardware.</p>							
PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)							
Source of Funds:	Thru 6/30/19	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
							-
Gen Fund Balance		130,500					130,500
							-
							-
							-
TOTAL SOURCES	-	130,500	-	-	-	-	130,500
Use of Funds:	Thru 6/30/19	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Fiber		111,100					111,100
Switch reconfiguration		7,400					7,400
Contingency		12,000					12,000
							-
							-
							-
							-
TOTAL USES	-	130,500	-	-	-	-	130,500
What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)							
Fiber quote - Currently from MaineCom, Maine Fiber wasn't interested, Lighttower \$500k verbal estimate, FairPoint (Lease only), Oxford Networks (Lease only)							

CONSISTENCY WITH PLANS AND STUDIES						
Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.						
This project restores the network capacity formerly available from the Comcast i-NET prior to moving the Police, Rec, and Town Hall. It also allows for exponential increases in throughput due to new laser transmission technology thus future proofing the investment.						
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?						
Leasing the network from FairPoint is prohibitively expensive. Buildings on the WAN have experienced a 95-98 percent reduction in network speeds. The data transfer speed to the Emergency Operations Center and Disaster Recovery sites is not adequate. Fire investigation reports are hard to create due to current network limitations.						
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)	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Fees, SLA, SMARTnet	750	1,500	1,500	1,500	1,500	6,750
CMP Pole Attachments	1,500	2,725	2,725	2,725	2,725	12,400
Maine Fiber Co. (3 Ring Binder)	1,500	2,447	2,520	2,596	2,674	11,737
FairPoint WAN	(14,000)	(32,248)	(32,248)	(32,248)	(32,248)	(142,992)
						-
						-
						-
						-
						-
						-
						-
TOTALS (net)	(10,250)	(25,576)	(25,503)	(25,427)	(25,349)	(112,105)
Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues. etc.)						
<p>Ongoing IT Department costs will increase by \$6601 per year to maintain the new fiber and equipment but the costs will be offset by eliminating the FairPoint charges of \$32,248.56 per year.</p> <p>MaineCom does not have pre-built fiber available going from McKeen Street to Emerson Station or Rec. They suggested leveraging use of the "Three Ring Binder" instead of building that segment from scratch.</p>						
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 could continue to lease the fiber network from FairPoint, but the reduced network speeds have decreased employee efficiency and morale. The FairPoint network is highly complex and can only be troubleshot by Systems Engineering and FairPoint which incurs fees of \$185 per hour for a Senior Network Engineer. Other leased fiber arrangements from Oxford Networks and Comcast have higher cumulative costs after a 12 year period and don't provide as many strands						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						
During Cable Franchise negotiations, Comcast stated they would no longer provide Private Dark Fiber to the Town under the agreement. However, they would be willing to provide a payment as part of the new agreement to offset costs of the Town building its own Private Dark Fiber network, or other IT/Cable TV costs.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

PROJECT TITLE						PROJECT NO.													
Brunswick Junior High School Solution																			
DEPARTMENT			PROJECT MANAGER			DEPT. PRIORITY													
Brunswick School Department			Superintendent of Schools																
PROJECT LOCATION			TIF (Y or N)		DISTRICT	USEFUL LIFE (years)													
65 Columbia St.						10													
PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.																			
<p>This project involves a solution to the condition and configuration of the Brunswick Junior High School. Repair projects outlined by PDT include:</p> <table style="width: 100%;"> <tr> <td style="width: 50%;">Pavement repairs/ADA improvements</td> <td style="width: 50%;">Masonry pointing/sealant</td> </tr> <tr> <td>Reconfigure student restrooms</td> <td>Window replacements</td> </tr> <tr> <td>Reconfigure faculty restrooms</td> <td>Exterior door replacements</td> </tr> <tr> <td>Security vestibule</td> <td>Roofing repair/replace</td> </tr> <tr> <td>Elevate & secure floors</td> <td>Remove PCBs</td> </tr> <tr> <td>PA/phones/clock system</td> <td>Ceilings & lighting</td> </tr> </table> <p>An application for state funding was submitted to the State in March of 2017. The State will visit the BJHS in November of 2017 and the results of the application will be announced sometime within the next year.</p>								Pavement repairs/ADA improvements	Masonry pointing/sealant	Reconfigure student restrooms	Window replacements	Reconfigure faculty restrooms	Exterior door replacements	Security vestibule	Roofing repair/replace	Elevate & secure floors	Remove PCBs	PA/phones/clock system	Ceilings & lighting
Pavement repairs/ADA improvements	Masonry pointing/sealant																		
Reconfigure student restrooms	Window replacements																		
Reconfigure faculty restrooms	Exterior door replacements																		
Security vestibule	Roofing repair/replace																		
Elevate & secure floors	Remove PCBs																		
PA/phones/clock system	Ceilings & lighting																		
PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)																			
Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL												
Maine DOE School Construction funding				5,711,088			5,711,088												
							-												
							-												
							-												
							-												
TOTALS	-	-	-	5,711,088	-	-	5,711,088												
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL												
Construction				4,630,214			4,630,214												
Admin Costs & Reserves				241,511			241,511												
Fees & Services				673,021			673,021												
3% escalation for time				166,342			166,342												
							-												
							-												
							-												
							-												
TOTALS	-	-	-	5,711,088	-	-	5,711,088												
What is the source and date of your cost estimate? (e.g. preliminary estimate - 6/30/13, design - 12/31/12, etc....)																			
PDT estimate of repairs October 19, 2016																			

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)	2018-19	2019-20	2020-21	2021-22	2022-23	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.						
Project is included in CIP for planning purposes only. The eventual solution will be determined based upon the availability of state funding and other considerations.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Other			1,146,000				1,146,000
							-
							-
							-
							-
TOTALS	-	-	1,146,000	-	-	-	1,146,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019-2023

PROJECT TITLE Vehicle Wash Bay Addition			PROJECT NO.	
DEPARTMENT Public Works Department		PROJECT MANAGER Town Engineer		DEPT. PRIORITY
PROJECT LOCATION 9 Industry Road		TIF (Y or N)	DISTRICT	USEFUL LIFE (years) 50

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

A 24' x 50' addition is proposed to provide a vehicle wash bay area along with incidental vehicle storage. The wash bay would provide an underbody wash system along with a high pressure wash system for use by an operator. All wash water would be collected and recycled or pre-treated and released to the sanitary sewer system.

Presently all vehicle washing takes place outside with the resultant wash water going into the yard storm drain system which drains to an adjacent stream and then directly into the Androscoggin River. New EPA Stormwater Phase II requirements became effective in 2003 which restrict this outside type of vehicle washing. We propose to construct an indoor washing facility to allow proper maintenance of our trucks, especially during winter operations.

In winter conditions when our equipment has been exposed to corrosive materials (salt) vehicle washing is often not possible at all due to the below freezing weather conditions so such essential maintenance is deferred. This results in accelerated deterioration of the metal and often expensive vehicle repairs to repair or replace rusted vehicle components.

In 2016 Public Works engaged CWS Architects to explore options for location and size of the facility. Based on the interest to wash school buses, the building was proposed to be larger than initially envisioned, and the cost estimates came in significantly higher than the original estimates: in the range of \$600-650K. Understanding that this is likely an unreasonable cost, the PW Dept has maintained its original cost estimate for the purposes of the CIP, and is continuing to explore other options.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Gen. Fund Bal	20,000						-
GO Bonds			255,000				255,000
							-
							-
							-
TOTAL SOURCES	20,000	-	255,000	-	-	-	255,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Engineering Design	20,000		15,000				15,000
Building Construction			240,000				240,000
							-
							-
							-
							-
							-
TOTAL USES	20,000	-	255,000	-	-	-	255,000

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

In-house, very preliminary estimate based on unit prices (\$200/s.f.) with 15% engineering cost.
Estimates from CWS Architects are anticipated.

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. The wash facility could be available for use by other Town Departments (school buses, Police, Fire and Parks Dept vehicles).						
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)	2018-19	2019-20	2020-21	2021-22	2022-23	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?						
An exterior wash area could be constructed (i.e., no building) but it would not be available in the winter time which for Public Works is the most important time. Also, existing space in the rear garage bay could be converted for a wash area but this will further reduce our much needed vehicle storage space and would still require a substantial capital expenditure.						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						
Delaying this request will put us in violation of EPA Stormwater Regulations effective as of 3/10/2003 but more importantly, increases our fleet maintenance costs, capital equipment replacement costs and results in increased downtime for our vehicles.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

PROJECT TITLE Town Hall HVAC solution			PROJECT NO.	
DEPARTMENT Administration		PROJECT MANAGER Town Manager		DEPT. PRIORITY
PROJECT LOCATION Town Hall - 85 Union St		TIF (Y or N)	DISTRICT	USEFUL LIFE (years) 15

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

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.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
GO Bonds			-	400,000	-		400,000
							-
							-
							-
							-
TOTAL SOURCES	-	-	-	400,000	-	-	400,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
HVAC Upgrade				400,000			400,000
							-
							-
							-
							-
							-
							-
							-
TOTAL USES	-	-	-	400,000	-	-	400,000

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

This is based on a verbal estimate provided during the renovatons of the McLellan Building. A formal evaluation and engineered design would be necessary in order to provide a better estimate.

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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019 - 2023

PROJECT TITLE				PROJECT NO.	
Recreation Center Gynasium Roof Replacement					
DEPARTMENT		PROJECT MANAGER		DEPT. PRIORITY	
Parks and Recreation		Thomas Farrell			
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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Gen Fund Balance				\$250,000			250,000
							-
							-
							-
							-
TOTAL SOURCES	-	-	-	250,000	-	-	250,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Reroofing Contract				250,000			250,000
							-
							-
							-
							-
							-
							-
TOTAL USES	-	-	-	250,000	-	-	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 source of the estimate corresponds with a roofing audit performed by Independent Roof Services Inc. (IRSI) dated May 10, 2013. This is further supported by new cost data and info from IRSI dated 11/27/17 and 11/29/17.

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)	2018-19	2019-20	2020-21	2021-22	2022-23	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.)						
<p>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.</p>						
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?						
<p>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.</p>						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						
<p>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.</p>						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

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.

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.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Gen Fund Balance		-			208,060		208,060
							-
							-
							-
							-
TOTALS	-	-	-	-	208,060	-	208,060
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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....)

Preliminary estimate 2003-04, continually updated since. Does not include installation of lighting, utilities, or any support amenities (bathrooms, concessions, 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?						
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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019-2023

PROJECT TITLE			PROJECT NO.	
Outdoor Aquatic Facility				
DEPARTMENT		PROJECT MANAGER		DEPT. PRIORITY
Parks and Recreation		Parks & Recreation Director		FY 16-17
PROJECT LOCATION		TIF (Y or N)	DISTRICT	USEFUL LIFE (years)
Brunswick Recreation Center at Brunswick Landin		N		TBD
PROJECT DESCRIPTION Describe the project and summarize why the project is necessary. Address evaluation criteria.				

The project proposes construction of a new outdoor aquatic facility to be located on property adjacent to the Town's current Recreation Center located at Brunswick Landing. 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. This 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 Town contracted with Bargmann Hendrie + Archetype, Inc. for this work, and in December, 2016 a report was delivered to the Town. The Recreation Commission and the consultant presented the report to the Town Council on February 21, 2017, and on March 16, 2017 also appeared before the Finance Committee.

Currently, the group is exploring the option of partnering with the Midcoast Youth Hockey Association to combine fundraising with the proposed Brunswick Landing Ice Arena.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
							-
Fundraising, Donations, grants					2,987,520		2,987,520
							-
							-
							-
TOTAL SOURCES	-	-	-	-	2,987,520	-	2,987,520
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Construction					2,670,000		2,670,000
Design & Engineering Fees					213,600		213,600
Testing during construction					6,000		6,000
Loose Deck Safety Equipment					25,000		25,000
Lifeguard Building Equipment					10,000		10,000
Phone/data/security					10,000		10,000
Soft cost contingency					52,920		52,920
							-
TOTAL USES	-	-	-	-	2,987,520	-	2,987,520

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

Community Aquatic Facility - Feasibility Study, Bargmann Hendrie + Archetype, Inc

CONSISTENCY WITH PLANS AND STUDIES						
Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.						
The 2002 Parks, Recreation and Open Space Plan identified the need to create a master plan for the Coffin Pond property. The Coffin Pond swimming area and existing chlorination system has a limited lifespan remaining and requires an alternate facility be considered.						
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)	2018-19	2019-20	2020-21	2021-22	2022-23	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.)						
Based on the feasibility study, the facility is projected to operate at breakeven or at a modest net revenue annually.						
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?						
Coffin Pond has been an active swimming and water recreation area in its current configuration since 1982. It has served as the Town's municipal outdoor swimming area since 1963. Coffin Pond's infrastructure is aging and will require updates in future years that will pose significant cost implications and environmental challenges. The Coffin Pond site limits the Town's ability to add other aquatic programming spaces in the future within the existing swimming area. As the facility continues to age it will become more costly to operate and require closure..						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						
A new facility would be designed consistent with today's highest standards for safety. The eventual closure of Coffin Pond will result in the community having no outdoor swimming area.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

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. Sitalines 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 (\$1,600,000), 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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
G.O. Bonds				-	1,500,000		1,500,000
(debt service from TIF)							-
							-
							-
							-
TOTALS	-	-	-	-	1,500,000	-	1,500,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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....)

Sitalines 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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019 - 2023

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 longterm / 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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
							-
TIF Revenues		395,000	-	-	-	-	395,000
							-
							-
							-
TOTAL SOURCES	-	395,000	-	-	-	-	395,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
							-
Property Acquisition		200,000					200,000
Construction		195,000					195,000
							-
							-
							-
							-
							-
TOTAL USES	-	395,000	-	-	-	-	395,000

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

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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019 - 2023

PROJECT TITLE			PROJECT NO.	
Parking Garage				
DEPARTMENT		PROJECT MANAGER		DEPT. PRIORITY
Eco Dev		Linda Smith		
PROJECT LOCATION		TIF (Y or N)	DISTRICT	USEFUL LIFE (years)
Station Avenue		Y		

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

The overall increase in the economic vitality of the region and the Town, notably the new apartments created at Station Avenue and increased business activities downtown, are generating the need for more parking options. In the 2017-18 budget, the Town included funds to do some preliminary designs and cost estimates for a parking garage facility.

Possible locations under consideration are the Town Hall parking lot on Station Avenue, or the municipal lot on Bank Street. Based on the limited research conducted to date, the estimates are \$20,000 to \$50,000 per parking slot. For a 300-slot parking garage, this would be \$6,000,000 to \$15,000,000 and the Town would need a funding partnership and/or external financing resources.

TIF revenues from the Downtown Development TIF could be used toward this project

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
2017-18 budget	50,000						-
GO Bonds/TIF revenues		-	-	-	-	5,000,000	5,000,000
Other - grants, contributions						5,000,000	5,000,000
							-
							-
TOTAL SOURCES	50,000	-	-	-	-	10,000,000	10,000,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Research/planning	50,000						-
Construction				-		10,000,000	10,000,000
							-
							-
							-
							-
							-
TOTAL USES	50,000	-	-	-	-	10,000,000	10,000,000

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)	2018-19	2019-20	2020-21	2021-22	2022-23	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?						
This project is one of several being considered. A parking lot on Weymouth St, 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 2019-2023

PROJECT TITLE			PROJECT NO.	
Maine Street Sidewalks and Lighting				
DEPARTMENT		PROJECT MANAGER		DEPT. PRIORITY
Public Works		Town Engineer		
PROJECT LOCATION		TIF (Y or N)	DISTRICT	USEFUL LIFE (years)
Maine Street		Y		20

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

The sidewalks and lighting on Maine Street are in need of repair and, in some cases, replacement. Several organizations are willing to partner with the Town to address the issues and work to maintain a vibrant downtown. This project proposes initial funding of \$50,000 each year over three years to stimulate and facilitate cooperative projects.

The funding is proposed to be from the Downtown TIF fund.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
TIF Revenues		50,000	50,000	50,000			150,000
							-
							-
							-
							-
TOTAL SOURCES	-	50,000	50,000	50,000	-	-	150,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Maine St sidewalks & lighting		50,000	50,000	50,000			150,000
							-
							-
							-
							-
							-
							-
TOTAL USES	-	50,000	50,000	50,000	-	-	150,000

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

CONSISTENCY WITH PLANS AND STUDIES						
Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.						
Consistent with maintenance/upgrades in 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?						
No impact						
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)	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
TOTALS (net)	-	-	-	-	-	-
Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)						
No operating impact except possible lower electricity costs due to energy efficient LED bulbs.						
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 alternative considered.						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

PROJECT TITLE			PROJECT NO.	
Riverwalk (Mill Street Section)			1	
DEPARTMENT	PROJECT MANAGER		DEPT. PRIORITY	
Parks & Recreation	Parks & Recreation Director		1	
PROJECT LOCATION	TIF (Y or N)	DISTRICT	USEFUL LIFE (years)	
Mill Street	N		50	

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. 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

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
MDOT	64,000		800,000				800,000
Other (contributions)	16,000		200,000				200,000
							-
							-
							-
TOTAL SOURCES	80,000	-	1,000,000	-	-	-	1,000,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Planning	80,000						-
ROW/Construction			1,000,000				1,000,000
							-
							-
							-
							-
							-
TOTAL USES	80,000	-	1,000,000	-	-	-	1,000,000

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

Wright-Pierce Engineers Estimate prepared in June 2010.

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.						
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)	2018-19	2019-20	2020-21	2021-22	2022-23	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?						
No alternatives considered. If MDOT awards the 80% share of the total project cost and the local 20% share is not funded the Federal pass through funds will be awarded to another project elsewhere in the state.						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

PROJECT TITLE			PROJECT NO.	
People Plus Parking Lot				
DEPARTMENT		PROJECT MANAGER		DEPT. PRIORITY
Administration		Town Manager		
PROJECT LOCATION		TIF (Y or N)	DISTRICT	USEFUL LIFE (years)
35 Union Street				50

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

This is to partially reconstruct and resurface the parking lot at People Plus (35 Union Street). The lot is in poor condition. It will require reconstruction in places to improve drainage.

Continued deterioration of the lot will result in higher reconstruction costs. The uneven surfaces may pose trip hazards for those using the facility.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Gen. Fund Bal.				100,000			100,000
							-
							-
							-
							-
TOTAL SOURCES	-	-	-	100,000	-	-	100,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Construction				100,000			100,000
							-
							-
							-
							-
							-
							-
							-
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 estimate. An engineered plan and specifications will need to be prepared for this project in order to get an accurate cost estimate. Paving costs continue to escalate.

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)	2018-19	2019-20	2020-21	2021-22	2022-23	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?						
Continued deterioration of the lot will result in higher future costs to reconstruct and resurface						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023

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.							
<p>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.</p> <p>This project is necessary to preserve the parking lot surface which has begun to experience cracking and degradation over time.</p>							
PROJECT SOURCES AND USES OF FUNDS (estimates should cover entire cost of project)							
Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Gen Fund Bal				150,000			150,000
							-
							-
							-
							-
TOTAL SOURCES	-	-	-	150,000	-	-	150,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Overlay Parking Area		-		150,000			150,000
							-
							-
							-
							-
							-
							-
							-
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....)							
Estimate provided by Bob Walton of Ray Labbe & Sons, Inc. in September 2015 and reviewed by John Foster, Town Engineer/ Director of Public Works							

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)	2018-19	2019-20	2020-21	2021-22	2022-23	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.)						
<p>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.</p>						
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 2019-2023

PROJECT TITLE			PROJECT NO.	
Range Road Culvert Replacement			1	
DEPARTMENT	PROJECT MANAGER		DEPT. PRIORITY	
Public Works Department	Public Works Director			1
PROJECT LOCATION	TIF (Y or N)	DISTRICT	USEFUL LIFE (years)	
Range Road	N			50

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

A 60 l.f. existing 60 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 several 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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Gen. Fund Bal			20,000				20,000
G.O. Bonds				150,000			150,000
							-
							-
							-
TOTAL SOURCES	-	-	20,000	150,000	-	-	170,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Engineering & Permitting			20,000				20,000
Construction, etc.				150,000			150,000
							-
							-
							-
							-
							-
							-
TOTAL USES	-	-	20,000	150,000	-	-	170,000

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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 their 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 2019-2023
[REDACTED]

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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
IFW/DOC					120,000		120,000
Gen. Fund Bal.					30,000		30,000
							-
							-
							-
TOTAL SOURCES	-	-	-	-	150,000	-	150,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019-2023

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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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)	2018-19	2019-20	2020-21	2021-22	2022-23	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.)						
<p>The cost to maintain the facility are projected to be approximately \$20,000 based on our experience operating the existing path.</p>						
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?						
<p>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 .</p>						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						

TOWN OF BRUNSWICK, MAINE
CAPITAL OUTLAY PROJECT SUMMARY
FY 2019-2023
[REDACTED]

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.

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.

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.

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.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019-2023
[REDACTED]

PROJECT TITLE			PROJECT NO.	
BHS Egress Road				
DEPARTMENT		PROJECT MANAGER		DEPT. PRIORITY
Brunswick School Department		Superintendent of Schools		
PROJECT LOCATION		TIF (Y or N)	DISTRICT	USEFUL LIFE (years)
Brunswick High School				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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
G.O. Bonds				-		1,500,000	1,500,000
							-
							-
							-
							-
TOTALS	-	-	-	-	-	1,500,000	1,500,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019-2023
[REDACTED]

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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 2019-2023
[REDACTED]

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.						

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.

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.

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

Source of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
G.O. Bonds				250,000	250,000		500,000
							-
							-
							-
							-
TOTAL SOURCES	-	-	-	250,000	250,000	-	500,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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)	2018-19	2019-20	2020-21	2021-22	2022-23	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 OUTLAY PROJECT SUMMARY
FY 2019-2023
[REDACTED]

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 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
G.O. Bonds						125,000	125,000
							-
							-
							-
							-
TOTAL SOURCES	-	-	-	-	-	125,000	125,000
Use of Funds:	Thru 6/30/18	2018-19	2019-20	2020-21	2021-22	2022-23	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)	2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
Maintenance		2,000	2,000	2,000	2,000	8,000
						-
						-
						-
						-
						-
						-
						-
						-
						-
						-
TOTALS (net)	-	2,000	2,000	2,000	2,000	8,000
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.						