

# Town of Brunswick Capital Improvement Program

- Required by Town Charter
- CIP Policy adopted in 2013, updated in 2018
- Develop CIP prior to annual budget process
- Allow for input from all stakeholders

# Brunswick Town Charter

## **ARTICLE VI. - CAPITAL PROGRAM**

### **Section 601. - Capital program.**

The manager shall prepare and submit to the council a 5-year capital program at the same time as the submission of the annual budget. The capital program shall include:

- (a) A clear, general summary of its contents;
- (b) A list of all capital improvements which are proposed to be undertaken during the 5 fiscal years next ensuing, with appropriate supporting information as to the necessities for such improvements;
- (c) Cost estimates, method of financing and recommended time schedules for each such improvement;
- (d) The estimated annual cost of operating and maintaining the facilities to be constructed and acquired.

(Amended November 8, 1994—Effective January 1, 1995)

### **Section 602. - Revision and extension of capital program.**

- (a) Each year the capital program shall be reviewed and extended with regard to capital improvements contemplated, still pending or in process of construction or acquisition.
- (b) The council shall fix a time and place for holding a public hearing on the capital program, and shall give public notice of such hearing.
- (c) The council shall adopt the capital program with or without amendments after such public hearing, but nothing in this article shall be deemed to prevent the authorization by the council of bonds or notes of the town to finance a capital improvement not included in the capital program.

# CIP Policy

adopted 2013, amended 2018

The purpose of this policy is to establish guidelines for the annual development of the Town's Capital Improvement Program (CIP). Further, it defines the components of the CIP documents and the definition of projects and items eligible for inclusion in the CIP.

- Background and Consideration
- Public and Stakeholder Participation
- CIP Project Classifications
- CIP Project Categories
- Project Funding Sources
- Vehicles/Equipment, Facilities Repair, IT/Cable TV and Annual Work Programs

# Proposed CIP Calendar

- Finance Committee/Council CIP review meetings
  - November 4, 2020 – CIP draft #1
  - November 23, 2020 – Engineering – infrastructure projects
  - November 30, 2020 – Fire Dept Cardiac Monitors, Riverwalk, 250<sup>th</sup> Anniversary Park & Landfill Closure
  - December 14, 2020 – CIP draft #2 & Cooks Corner projects
  - February 8, 2020 – CIP draft #3
- Manager delivers CIP to Council - March 1, 2021
- Budget/CIP Workshops – March & April 2021
- Proposed Public Hearing – April 29, 2021
- ➤ Proposed CIP adoption - May 13, 2021 •

# CIP – a financial management tool

A multi-year financial plan that identifies capital projects and acquisitions, along with funding sources and operational costs.

- Sets priorities
- Promotes coordination of efforts
- Guides debt financing decisions
- Links other plans with the budget process
- **Does NOT authorize funding**

# CIP – funding sources

- Debt Financing – Projects or acquisitions to be funded wholly or partially with debt issued by the Town of Brunswick **should have a cost to the Town of at least of \$325,000** and a life expectancy of five years or greater. However, the Town Council may authorize the issuance of debt for projects and acquisitions that have a cost to the Town of at least \$100,000. Debt shall never be issued for a term longer than the life expectancy of the project or acquisition.
- General Revenues – Projects or acquisitions funded from general revenues or property taxation. Annual funding from this source **should represent 4-7% of the total operating budget.**
- Fund Balances – Projects to be funded with fund balances shall be those that meet the purpose and intent of the fund. Funding from the unassigned general fund balance **should be consistent with the Town's General Fund Policy.**
- Reserves – Projects to be funded from reserves should be those that **meet the purpose and intent of the reserve.**
- Non-Town Sources – Projects to be funded from non-town sources should meet the restrictions requirements of the funding provider.

# Projects included in CIP

## Capital Projects or Acquisitions

- Minimum \$100,000 cost
- Minimum 5 year life

## Annual Programs/Reserves

- Public Works Programs
- Vehicle/Equipment Replacement
- Facilities Repair/Maintenance
- IT/TV3 Equipment Replacement

## Operating Costs

- \$25,000 or greater

# Project Classifications



Recommended for Funding



Under Development



Not Recommended



Non-Town Projects

CIP Policy Page 2

CIP Pages 2-5



# Brunswick's CIP Document

## Capital Projects – Pages 1- 5

- Summary By Funding Source
- By Classification & Category

## Funding Analysis – Pages 6 - 13

- Debt Service
- Impact on Tax Rates

## Reserve Schedules – Pages 18-26

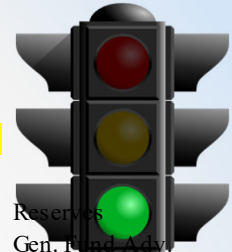
## Individual Project Summaries – Pages 27-98

# Summary of Projects

## Capital Improvement Program Manager's Proposed For Fiscal Years Ending 2022-2026

PROJECTS	Approved	Recommended					TOTALS
	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Facilities - Improvements	\$ -	\$ 7,200,000	\$ -	\$ -	\$ -	\$ -	\$ 7,200,000
Infrastructure	1,349,844	5,600,000	5,700,000	4,245,000	1,680,000	919,000	18,144,000
Capital Acquisitions / Other	685,000	135,000	-	-	-	1,500,000	1,635,000
Municipal vehicle/equipment/facilities	698,000	1,075,920	1,118,957	1,163,715	1,210,264	1,258,674	5,827,530
Municipal annual work programs	1,140,000	1,585,000	1,735,000	1,900,000	2,081,500	2,281,150	9,582,650
School vehicle replacement	161,660	240,962	196,691	202,592	208,670	214,930	1,063,845
School annual work programs	465,500	1,662,895	1,080,250	970,650	742,150	300,000	4,755,945
<b>TOTALS</b>	<b>\$ 4,500,004</b>	<b>\$ 17,499,777</b>	<b>\$ 9,830,898</b>	<b>\$ 8,481,957</b>	<b>\$ 5,922,584</b>	<b>\$ 6,473,754</b>	<b>\$ 48,208,970</b>
<b>FUNDING SOURCES</b>							
General Obligation Bonds	\$ 425,000	\$ -	\$ 500,000	\$ -	\$ -	\$ 1,500,000	\$ 2,000,000
GO Bonds - TIF funded	-	3,000,000	770,500	-	-	-	3,770,500
General Fund Balance	641,000	1,106,230	280,000	-	-	-	1,386,230
Municipal Revenues - Annual Prog	1,838,000	2,660,920	2,853,957	3,063,715	3,291,764	3,539,824	15,410,180
School Revenues	627,160	1,903,857	1,276,941	1,173,242	950,820	514,930	5,819,790
State of Maine	356,922	1,099,700	2,707,000	2,085,800	922,500	369,500	7,184,500
Donations/Grants	-	42,000	220,000	-	-	-	262,000
TIF Revenues	611,922	783,300	1,202,500	2,016,700	615,000	459,500	5,077,000
Reserves	-	6,723,770	20,000	142,500	142,500	90,000	7,118,770
Other	-	180,000	-	-	-	-	180,000
<b>TOTALS</b>	<b>\$ 4,500,004</b>	<b>\$ 17,499,777</b>	<b>\$ 9,830,898</b>	<b>\$ 8,481,957</b>	<b>\$ 5,922,584</b>	<b>\$ 6,473,754</b>	<b>\$ 48,208,970</b>

# I. Recommended for Funding



## I. PROJECTS RECOMMENDED FOR FUNDING

### Facilities

29 Landfill Closure	\$ -	\$ 6,608,770	\$ -	\$ -	\$ -	\$ -	\$ 6,608,770	Reserves
29 Landfill Closure	-	591,230	-	-	-	-	591,230	Gen. Fund Adv.
<b>Total Facilities</b>	-	<b>7,200,000</b>	-	-	-	-	<b>7,200,000</b>	

### Infrastructure

31 MaineDOT Municipal Partnership	-	330,000	380,000	425,000	322,500	369,500	1,827,000	TIF Revenues
31 MaineDOT Municipal Partnership	250,000	330,000	380,000	425,000	322,500	369,500	1,827,000	M.D.O.T
33 Pleasant St Corridor	46,922	140,000	238,000	270,000	150,000	-	798,000	TIF Revenues
33 Pleasant St Corridor (PPI for plan)	46,922	70,000	952,000	1,080,000	600,000	-	2,702,000	M.D.O.T
35 Cedar St Parking	15,000	109,000	-	-	-	-	109,000	TIF Revenues
35 Cedar St Parking	60,000	436,000	-	-	-	-	436,000	M.D.O.T
37 Downtown Improvements	500,000	3,000,000	-	-	-	-	3,000,000	G.O. Bonds - TIF
39 Riverwalk	-	42,000	220,000	-	-	-	262,000	Donations/Grant
39 Riverwalk	-	168,000	880,000	-	-	-	1,048,000	M.D.O.T
41 250th Anniv Park/Bridge amenitie	-	-	330,000	-	-	-	330,000	TIF Revenues
43 MerePoint Wastewater Forcemain	-	180,000	-	-	-	-	180,000	Other
45 Simpsons Point Road Parking	-	105,000	-	-	-	-	105,000	Reserves
47 Bath Road Signal Upgrades	50,000	100,500	-	-	-	-	100,500	TIF Revenues
47 Bath Road Signal Upgrades	-	49,500	379,500	-	-	-	429,000	M.D.O.T
47 Bath Road Signal Upgrades	-	-	770,500	-	-	-	770,500	G.O. Bonds - TIF
49 Bath Rd Culvert (Thompson Pond)	-	75,000	-	-	-	-	75,000	Gen. Fund Bal.
49 Bath Rd Culvert (Thompson Pond)	-	-	500,000	-	-	-	500,000	G.O. Bonds
51 LED Streetlights	381,000	285,000	-	-	-	-	285,000	Gen. Fund Bal.
53 Cumberland Street Drainage	-	20,000	280,000	-	-	-	300,000	Gen. Fund Bal.
55 Perryman Drive Extension	-	93,800	234,500	1,179,200	-	-	1,507,500	G.O. Bonds - TIF
55 Perryman Drive Extension	-	46,200	115,500	580,800	-	-	742,500	M.D.O.T
57 Cooks Corner Pedestrian Improv.	-	20,000	40,000	285,000	285,000	180,000	810,000	TIFs/Impact Fees
<b>Total Infrastructure</b>	<b>1,349,844</b>	<b>5,600,000</b>	<b>5,700,000</b>	<b>4,245,000</b>	<b>1,680,000</b>	<b>919,000</b>	<b>18,144,000</b>	

### Capital Acquisitions / Other

Tank 2 Replacement	425,000	-	-	-	-	-	-	G.O. Bonds
SCBA Replacement	260,000	-	-	-	-	-	-	Gen. Fund Bal.
59 Cardiac Monitors	-	135,000	-	-	-	-	135,000	Gen. Fund Bal.
61 FD Tower 1 Replacement	-	-	-	-	-	1,500,000	1,500,000	G.O. Bonds
<b>Total Capital Acquisitions/Other</b>	<b>685,000</b>	<b>135,000</b>	-	-	-	<b>1,500,000</b>	<b>1,635,000</b>	

<b>Total Capital Improvements</b>	<b>\$ 2,034,844</b>	<b>\$12,935,000</b>	<b>\$ 5,700,000</b>	<b>\$ 4,245,000</b>	<b>\$ 1,680,000</b>	<b>\$ 2,419,000</b>	<b>\$ 26,979,000</b>	
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# Vehicle/Equipment Reserves & Annual Work Programs



	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL	
<i>Annual Programs/Reserves</i>								
<b>Municipal Vehicle/Equipment/Facilities/IT Reserves</b>								
18 Fire Vehicle/Equip Replacement	\$ 113,000	\$ 117,520	\$ 122,221	\$ 127,110	\$ 132,194	\$ 137,482	\$ 636,526	Munic. Rev.
19 Police Vehicle/Equip Replacement	160,000	166,400	173,056	179,978	187,177	194,664	901,276	Munic. Rev.
20 PW Vehicle/Equip Replacement	365,000	379,600	394,784	410,575	426,998	444,078	2,056,036	Munic. Rev.
21 P&R Vehicle/Equip Replacement	60,000	62,400	64,896	67,492	70,192	72,999	337,979	Munic. Rev.
22 Facilities Repair Program	-	225,000	234,000	243,360	253,094	263,218	1,218,673	Munic. Rev.
23 IT/Cable TV Equipment	-	125,000	130,000	135,200	140,608	146,232	677,040	Munic. Rev.
	<u>698,000</u>	<u>1,075,920</u>	<u>1,118,957</u>	<u>1,163,715</u>	<u>1,210,264</u>	<u>1,258,674</u>	<u>5,827,530</u>	
<b>Annual Public Works Programs</b>								
26 PW - Sidewalks	40,000	85,000	85,000	85,000	85,000	85,000	425,000	Munic. Rev.
24 PW - Street Resurfacing/Rehab	<u>1,100,000</u>	<u>1,500,000</u>	<u>1,650,000</u>	<u>1,815,000</u>	<u>1,996,500</u>	<u>2,196,150</u>	<u>9,157,650</u>	Munic. Rev.
<b>Total annual work programs</b>	<u>1,140,000</u>	<u>1,585,000</u>	<u>1,735,000</u>	<u>1,900,000</u>	<u>2,081,500</u>	<u>2,281,150</u>	<u>9,582,650</u>	
<b>Total Municipal Programs/Reserves</b>	<b>\$ 1,838,000</b>	<b>\$ 2,660,920</b>	<b>\$ 2,853,957</b>	<b>\$ 3,063,715</b>	<b>\$ 3,291,764</b>	<b>\$ 3,539,824</b>	<b>\$ 15,410,180</b>	
<b>School Department</b>								
School Vehicle Replacement	161,660	240,962	196,691	202,592	208,670	214,930	1,063,845	School Rev.
School Annual Work Program	<u>465,500</u>	<u>1,662,895</u>	<u>1,080,250</u>	<u>970,650</u>	<u>742,150</u>	<u>300,000</u>	<u>4,755,945</u>	School Rev.
<b>Total School Programs/Reserves</b>	<b>\$ 627,160</b>	<b>\$ 1,903,857</b>	<b>\$ 1,276,941</b>	<b>\$ 1,173,242</b>	<b>\$ 950,820</b>	<b>\$ 514,930</b>	<b>\$ 5,819,790</b>	
<b>Total Annual Programs/Reserves</b>	<b><u>\$ 2,465,160</u></b>	<b><u>\$ 4,564,777</u></b>	<b><u>\$ 4,130,898</u></b>	<b><u>\$ 4,236,957</u></b>	<b><u>\$ 4,242,584</u></b>	<b><u>\$ 4,054,754</u></b>	<b><u>\$ 21,229,970</u></b>	
<b>Total Recommended Prog./Res.</b>	<b><u>\$ 4,500,004</u></b>	<b><u>\$ 17,499,777</u></b>	<b><u>\$ 9,830,898</u></b>	<b><u>\$ 8,481,957</u></b>	<b><u>\$ 5,922,584</u></b>	<b><u>\$ 6,473,754</u></b>	<b><u>\$ 48,208,970</u></b>	

## II. Projects in Development



### II. PROJECTS IN DEVELOPMENT

#### Capital Improvements

##### Facilities

63	Public Works Facility	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ 120,000	Gen. Fund Bal.
63	Public Works Facility	-	-	-	-	-	12,000,000	12,000,000	G.O. Bonds
65	Town Hall HVAC	-	-	-	400,000	-	-	400,000	G.O. Bonds
67	Rec Center Roof	-	-	316,250	-	-	-	316,250	Gen. Fund Bal.
69	Aquatics Facility	-	-	-	-	2,987,520	-	2,987,520	Other
<b>Total Facilities</b>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ 436,250</u>	<u>\$ 400,000</u>	<u>\$ 2,987,520</u>	<u>\$ 12,000,000</u>	<u>\$ 15,823,770</u>	

##### Infrastructure

71	Downtown Parking Structure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	G.O. Bonds - TIF
71	Downtown Parking Structure	-	-	-	-	-	10,700,000	10,700,000	Other
73	Turner St Extension	-	-	1,323,333	990,000	-	-	2,313,333	G.O. Bonds
73	Turner St Extension	-	-	661,667	495,000	-	-	1,156,667	M.D.O.T
75	Range Road Culvert	-	50,000	-	-	-	-	50,000	Gen. Fund Bal.
77	Bunganuc Rd Culvert	-	50,000	-	-	-	-	50,000	Gen. Fund Bal.
77	Bunganuc Rd Culvert	-	-	350,000	-	-	-	350,000	G.O. Bonds
79	River Road Culvert	-	-	50,000	250,000	-	-	300,000	Gen. Fund Bal.
81	Rec Center Front Parking Lot	-	-	-	191,000	-	-	191,000	Gen. Fund Bal.
<b>Total Infrastructure</b>		<u>\$ -</u>	<u>\$ 100,000</u>	<u>\$ 2,385,000</u>	<u>\$ 1,926,000</u>	<u>\$ -</u>	<u>\$ 15,700,000</u>	<u>\$ 20,111,000</u>	

##### Other Projects

83	Bay Bridge Water Main Extension	-	-	100,000	2,400,000	-	-	2,500,000	Grants
85	Establishment of MS4 Permit	-	-	100,000	-	-	-	100,000	Gen. Fund Bal.
<b>Total Other Projects</b>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ 200,000</u>	<u>\$ 2,400,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 2,600,000</u>	

<b>Total Projects in Development</b>		<u>\$ -</u>	<u>\$ 100,000</u>	<u>\$ 3,021,250</u>	<u>\$ 4,726,000</u>	<u>\$ 2,987,520</u>	<u>\$ 27,700,000</u>	<u>\$ 38,534,770</u>	
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# III. Not Recommended



	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL	
<b>III. PROPOSED BY DEPARTMENTS BUT NOT RECOMMENDED</b>								
<i>Capital Improvements</i>								
<b>Facilities &amp; Infrastructure</b>								
87 People Plus Expansion	\$ -	\$ -	\$ -	\$ 1,146,000	\$ -	\$ -	\$ 1,146,000	Other
89 Tennis Courts	-	-	-	-	208,060	-	208,060	Gen. Fund Bal.
91 Skate Park	-	-	-	-	-	125,000	125,000	Gen. Fund Bal.
93 Gurnet-Thomas Pt connector	-	-	1,500,000	-	-	-	1,500,000	G.O. Bonds
95 Lamb Boat Launch	-	-	-	-	120,000	-	120,000	I.F.W. - D.O.C.
95 Lamb Boat Launch	-	-	-	-	30,000	-	30,000	Gen. Fund Bal.
97 Androscoggin Bike Path	-	-	-	-	330,000	-	330,000	G.O. Bonds
97 Androscoggin Bike Path	-	-	-	-	110,000	-	110,000	Impact Fees
97 Androscoggin Bike Path	-	-	-	-	1,760,000	-	1,760,000	U.S. D.O.T.
99 Fitzgerald-Bike Path connection	-	-	-	-	-	37,000	37,000	Gen. Fund Bal.
99 Fitzgerald-Bike Path connection	-	-	-	-	-	148,000	148,000	U.S. D.O.T.
101 Weymouth St Parking	-	-	-	425,000	-	-	425,000	TIF Revenues
103 BHS Egress Road	-	-	-	-	-	1,500,000	1,500,000	G.O. Bonds
105 Land for Brunswick's Future	-	50,000	50,000	50,000	50,000	50,000	250,000	Gen. Fund Bal.
107 East Brunswick Fields	-	-	-	250,000	250,000	-	500,000	G.O. Bonds
<b>Total Proposed/Not Recommended</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 1,550,000</b>	<b>\$ 1,871,000</b>	<b>\$ 2,858,060</b>	<b>\$ 1,860,000</b>	<b>\$ 8,189,060</b>	

# IV. Non-Town Funded Projects



	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	TOTAL	FI
<b>IV. NON-TOWN PROJECTS</b>								
Route 1/Maine St ramp	65,000	-	400,000	3,770,000	-	-	4,170,000	M.D.O.T.
Route 1 Hwy preservation paving	819,000	-	-	-	-	-	-	M.D.O.T.
Route 123 light capital paving	-	200,000	-	-	-	-	200,000	M.D.O.T.
Old Bath Rd culvert	270,000	-	-	-	-	-	-	M.D.O.T.
Crosswalk lights (4)	300,000	-	-	-	-	-	-	M.D.O.T.
Frank Wood Bridge	-	19,800,000	-	-	-	-	19,800,000	M.D.O.T.
Old Portland Road LCP	-	690,000	-	-	-	-	690,000	M.D.O.T.
Exit 28 Lighting Upgrades	-	866,000	-	-	-	-	866,000	M.D.O.T.
Route 1/Stanwood intersection	-	-	1,490,000	-	-	-	1,490,000	M.D.O.T.
Maine St bridge over Route 1	-	-	-	1,400,000	-	-	1,400,000	M.D.O.T.
<b>Total Non-Town Projects</b>	<b>\$ 1,454,000</b>	<b>\$ 21,556,000</b>	<b>\$ 1,890,000</b>	<b>\$ 5,170,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 28,616,000</b>	

# Funding Analysis

Debt Service  
Impact on Tax Rate





# Debt Structure Assumptions

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

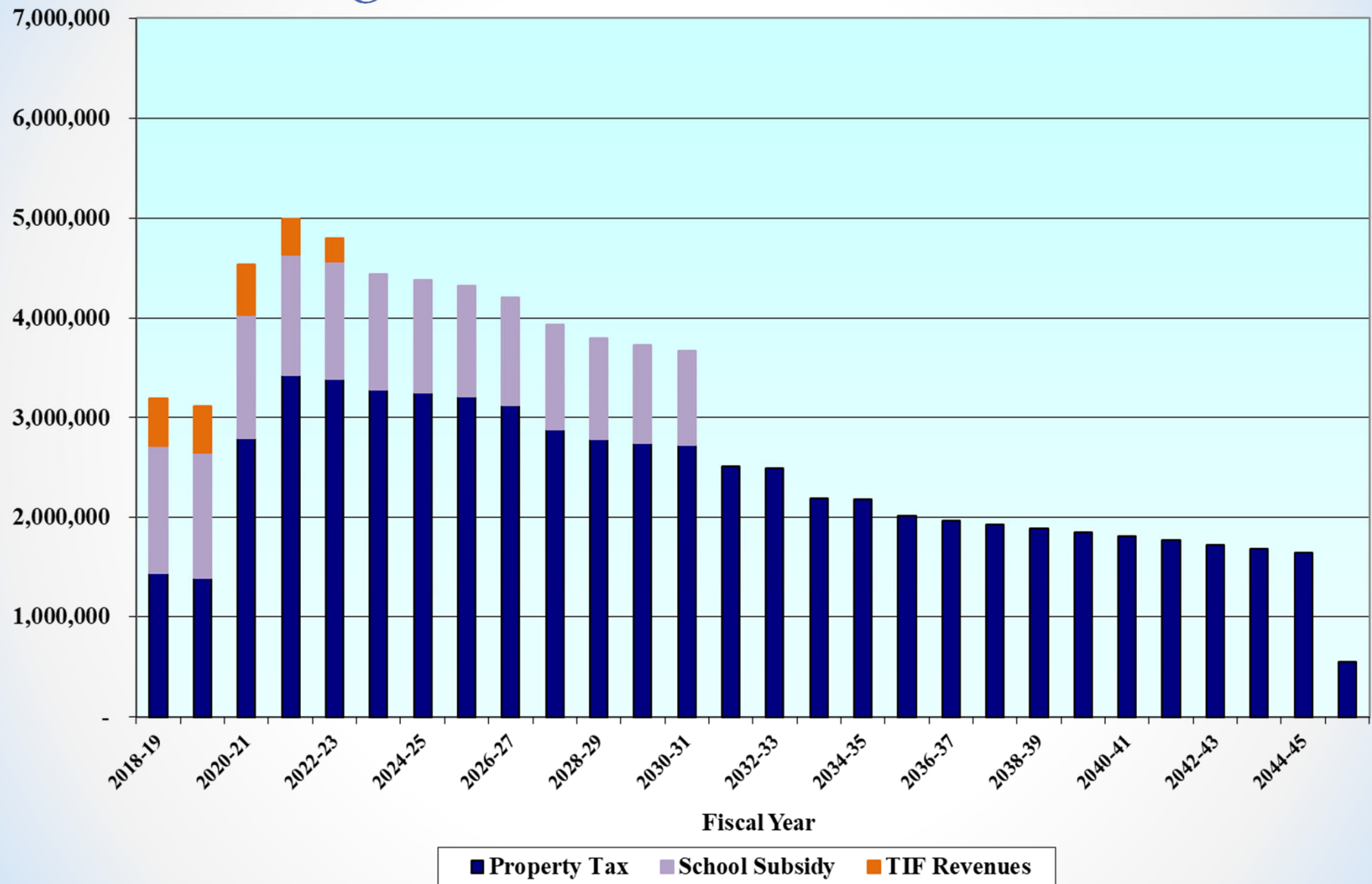
(a) The first year debt service payment is an estimate assuming level principal payments and the rates and terms shown.

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

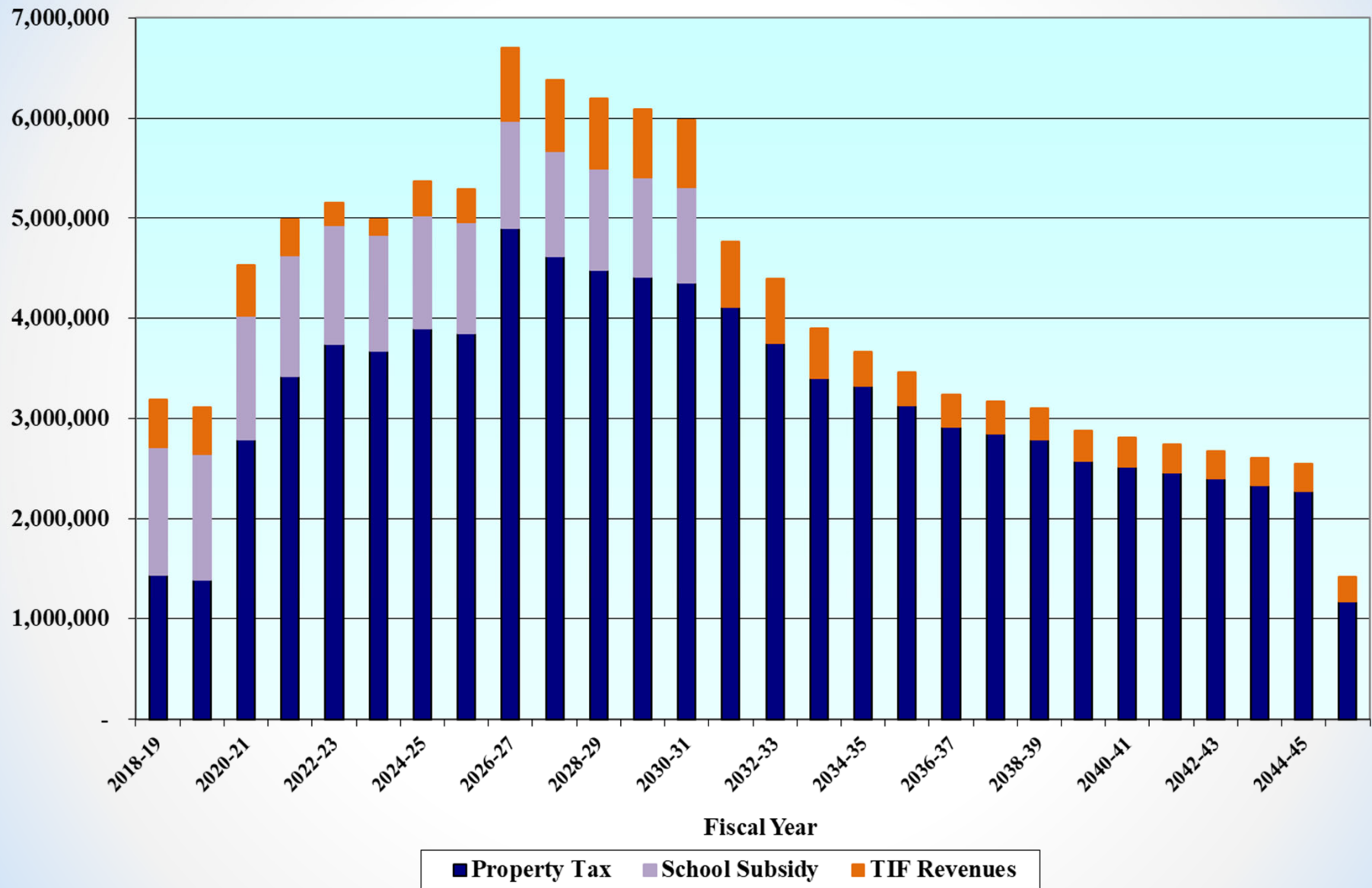
(c) This is the estimated total debt service over the life of the bonds.



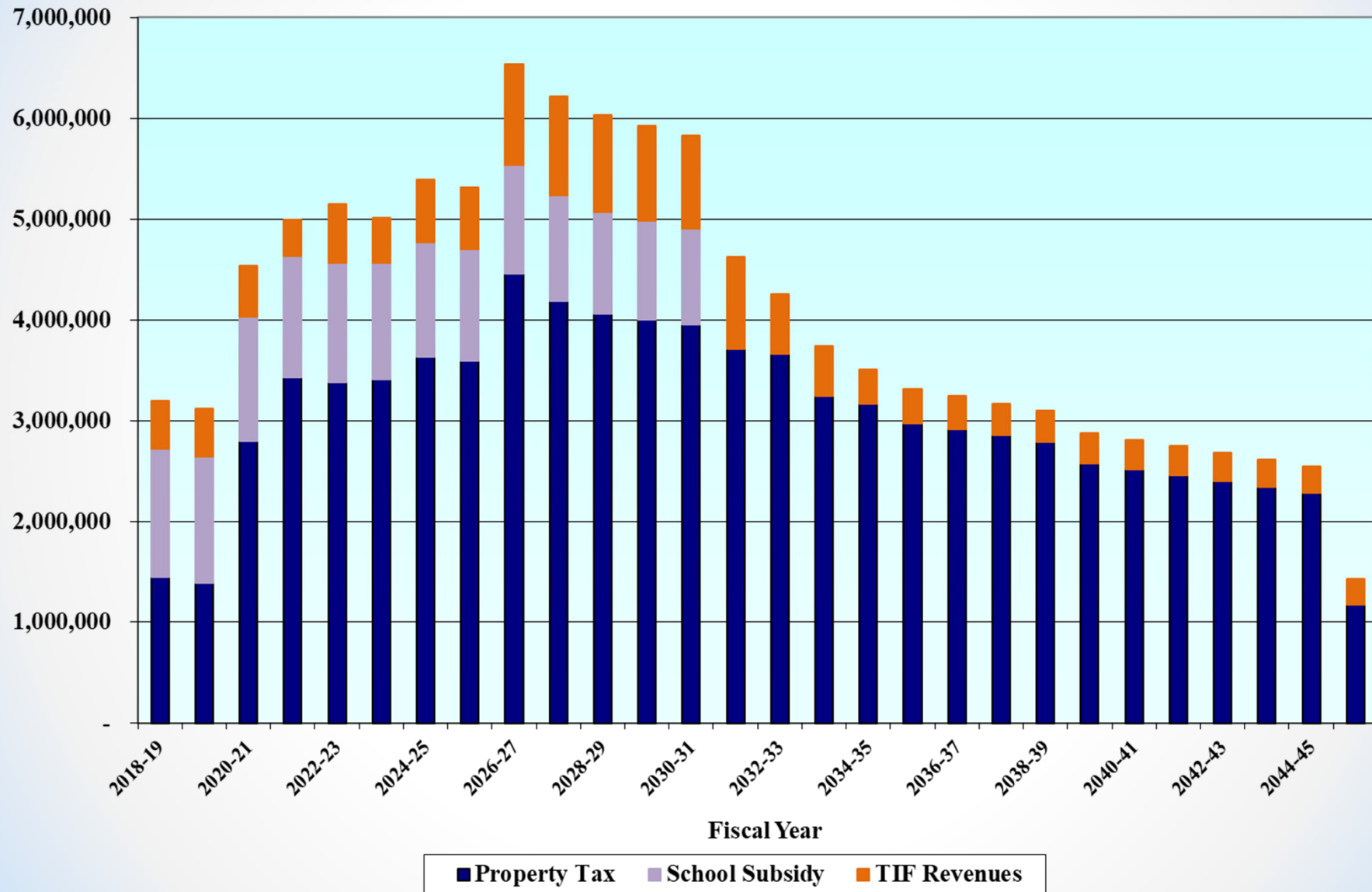
# Existing and Authorized Debt Service



# Existing, Authorized and Proposed Debt Service



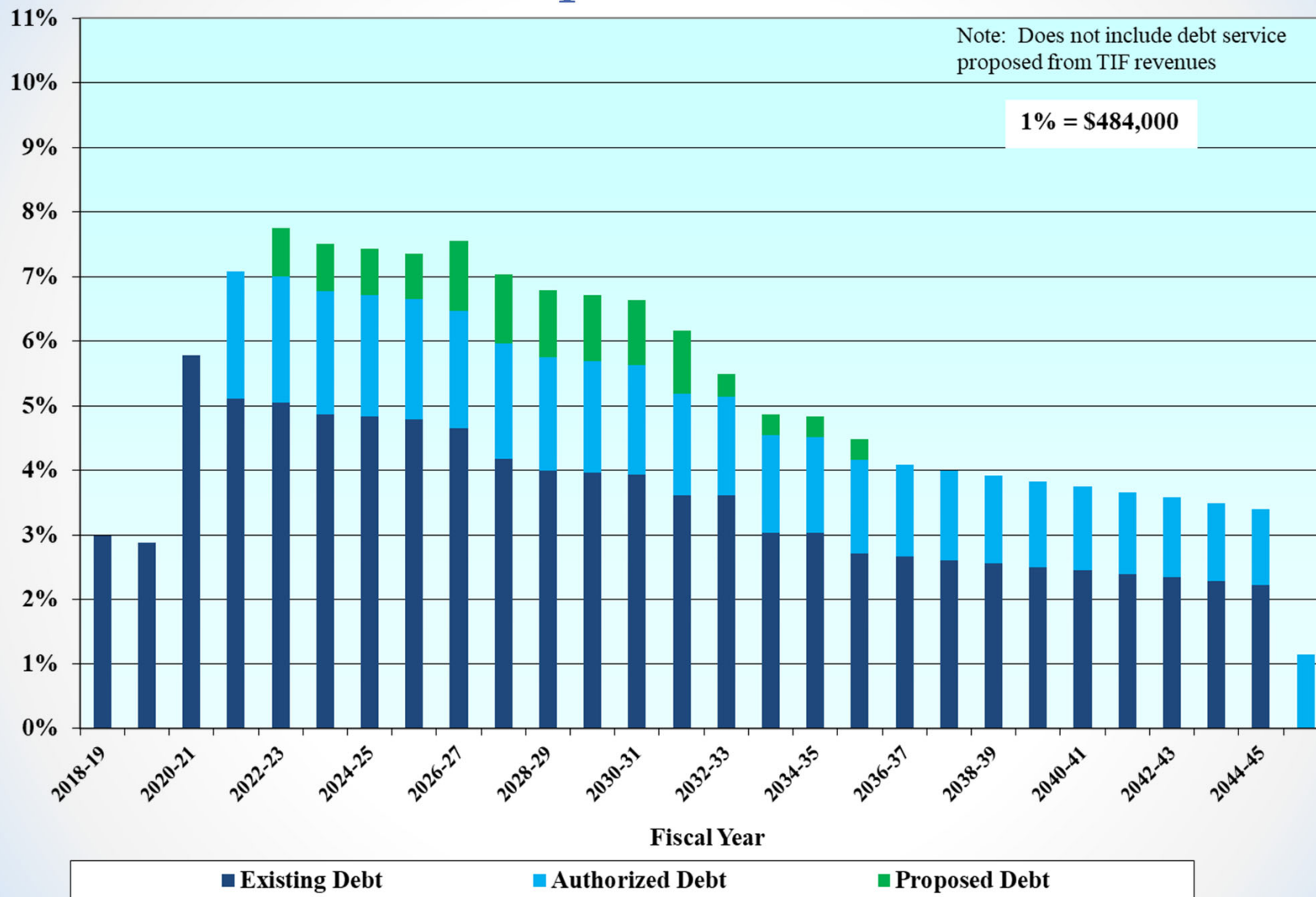
# Existing, Authorized, Proposed, and In Development Debt Service



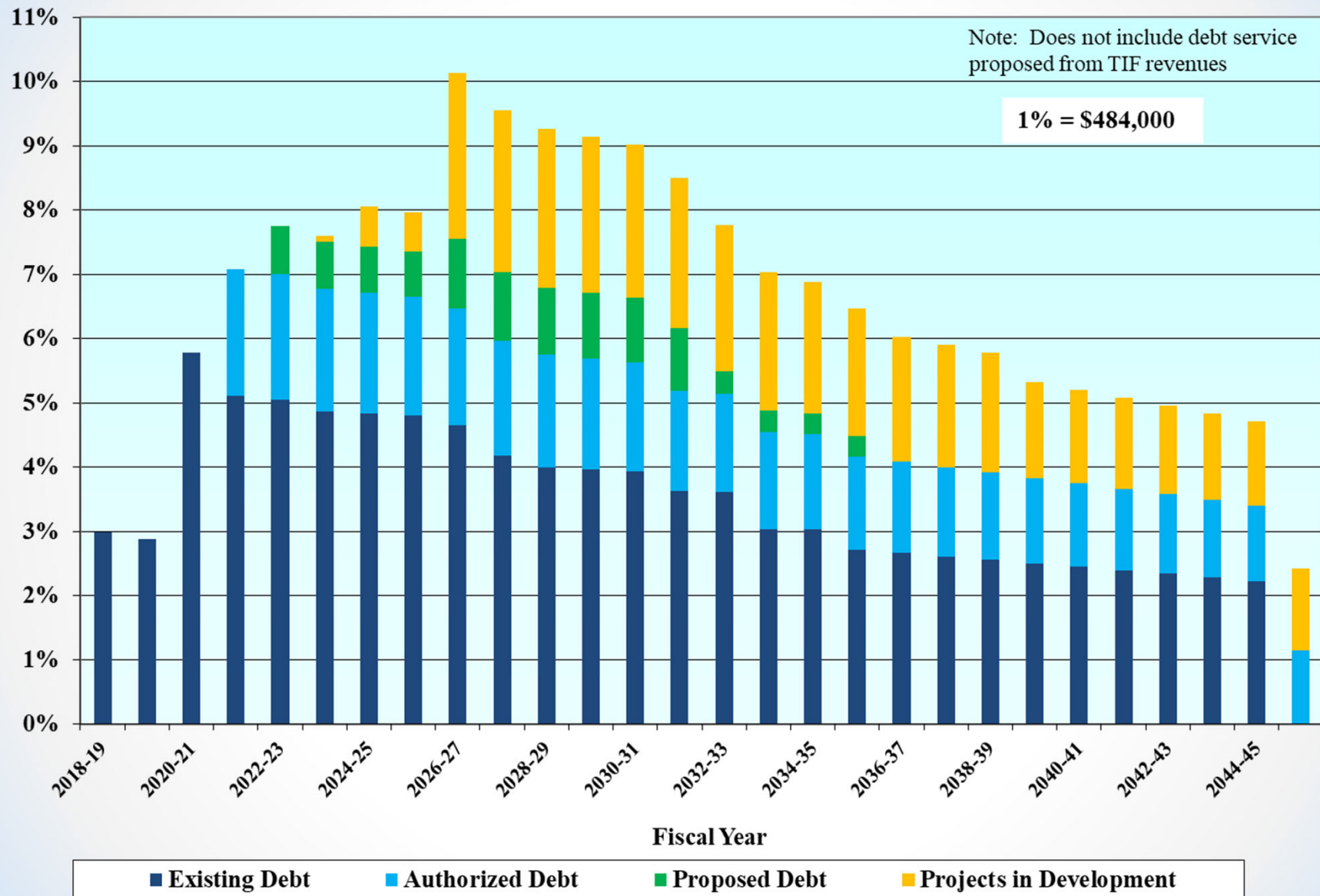
# Tax Impact Summary

	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
<b>TAX IMPACT OF RECOMMENDED PROJECTS</b>						
<b>Projects Financed with Debt</b>						
Existing Debt Service						
Existing Debt Service	\$ 4,537,770	\$ 4,031,843	\$ 3,850,930	\$ 3,509,327	\$ 3,469,813	\$ 3,426,732
TIF Revenues	(510,035)	(356,962)	(224,926)	-	-	-
School Subsidy (estimated)	(1,228,216)	(1,205,159)	(1,181,192)	(1,156,618)	(1,131,285)	(1,105,193)
<b>Existing Debt Service - Net</b>	<b>2,799,519</b>	<b>2,469,722</b>	<b>2,444,811</b>	<b>2,352,709</b>	<b>2,338,528</b>	<b>2,321,538</b>
New Debt Service						
Authorized But Not Issued	-	957,413	941,791	926,170	910,549	894,928
Proposed Debt Service	-	-	361,500	509,716	685,503	673,229
TIF Revenues	-	-	-	(154,366)	(336,303)	(330,179)
<b>New Debt Service - Net</b>	<b>-</b>	<b>957,413</b>	<b>1,303,291</b>	<b>1,281,520</b>	<b>1,259,749</b>	<b>1,237,978</b>
<b>Existing and New Debt Service - Net</b>	<b>2,799,519</b>	<b>3,427,135</b>	<b>3,748,103</b>	<b>3,634,229</b>	<b>3,598,276</b>	<b>3,559,516</b>
Change from Previous Year	1,002,768	627,615	320,968	(113,873)	(35,953)	(38,761)
<b>Tax Rate Impact - Debt Service</b>	<b>2.07%</b>	<b>1.30%</b>	<b>0.66%</b>	<b>-0.24%</b>	<b>-0.07%</b>	<b>-0.08%</b>
<b>Projects Financed with other than Debt</b>						
Non-Debt Sources						
Municipal Revenues	1,838,000	2,660,920	2,853,957	3,063,715	3,291,764	3,539,824
School Revenues	627,160	1,903,857	1,276,941	1,173,242	950,820	514,930
<b>Non-Debt Projects</b>	<b>2,465,160</b>	<b>4,564,777</b>	<b>4,130,898</b>	<b>4,236,957</b>	<b>4,242,584</b>	<b>4,054,754</b>
Change from Previous Year	(2,099,617)	2,099,617	(433,879)	106,059	5,627	(187,829)
<b>Tax Rate Impact - Non-Debt Projects</b>	<b>-4.34%</b>	<b>4.34%</b>	<b>-0.90%</b>	<b>0.22%</b>	<b>0.01%</b>	<b>-0.39%</b>
<b>Projects Financed Debt and Non-Debt</b>						
Debt and Non-Debt Projects	<b>5,264,679</b>	<b>7,991,912</b>	<b>7,879,000</b>	<b>7,871,186</b>	<b>7,840,860</b>	<b>7,614,270</b>
Change from Previous Year	(1,096,849)	2,727,232	(112,911)	(7,814)	(30,326)	(226,590)
<b>Tax Rate Impact - Capital Projects</b>	<b>-2.27%</b>	<b>5.63%</b>	<b>-0.23%</b>	<b>-0.02%</b>	<b>-0.06%</b>	<b>-0.47%</b>

# Tax Rate Impact of Debt Service



## Including Projects in Development



# Exhibits and Project Detail Sheets

- Vehicle/Equipment Replacement and Facility Repair Schedules (pgs 18-25)
- Street & Sidewalk Resurfacing and Rehabilitation (pgs 26-29)
- Recommended for Funding (pgs 29-62)
- In Development (pgs 63-86)
- Not Recommended (pgs 87-108)

# Vehicle/Equipment Reserves

## Fire Department



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

Less Equipment expected to be funded outside vehicle reserves    (415,000)    -    -    -    -    (1,500,000)

**\$ 135,000    \$ 55,000    \$ 150,000    \$ 215,000    \$ 150,000    \$ 198,000**

<b>Amount in reserve fund</b>	Beginning b	90,964	68,964	131,484	103,705	15,814	(1,992)
	Additions p	113,000	117,520	122,221	127,110	132,194	137,482
	Expenditure	135,000	55,000	150,000	215,000	150,000	198,000
	Ending bal	<b>\$ 68,964</b>	<b>\$ 131,484</b>	<b>\$ 103,705</b>	<b>\$ 15,814</b>	<b>\$ (1,992)</b>	<b>\$ (62,510)</b>



# Vehicle/Equipment Reserves

## Public Works Department



Vehicle #	Year	Make	Model	Use	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
30	1999	John Deere	4600	Farm Tractor ** Replace with backhoe/loader **	122,000					
***NEW***				Bucket truck (shared with Parks & Rec)	120,000					
22	2016	MB	MSV	Tractor/Sidewalk Plow	90,000					
32A	1988	International	S1900	Stetco CB cleaner	82,500					
25A	2007	GMC	Sierra	1-Ton Mechanic Service Truck	50,000					
7A	2011	Chevrolet	Tahoe	4x4 Sport Utility (Director)	35,000					
16A	2007	John Deere	624J	Wheel Loader w/ plow and wing		250,000				
28A	2015	MB	MSV009	Tractor/Sidewalk Plow		150,000				
SD-11	1992	Morbark	E-Z 20/36	Wood Chipper		95,000				
8	1992	Ingersoll-Rand	P185 CWJD	Portable Air Compressor		25,000				
49	2000	Johnston	3000	Johnston Street Sweeper			200,000			
SD-16	2005	John Deere	328	Skid-Steer Loader			125,000			
26A	2008	Ford	F-350	3/4-Ton Stake BodyPick-Up w/lift gate			60,000			
12	2004	GMC	TG3353	Box Truck			50,000			
36A	2014	International	7400 SFA	Single Axle Dump Truck w/ plow, wing, and integral sander				190,000		
5A	2008	Chevrolet	Trailblazer	Sport Utility (staff)				35,000		
63	1993	Wells Cargo	Trailer	Trailer & culvert Thawer				25,000		
17A	2013	John Deere	524K	Wheel Loader					190,000	
35A	2014	Freightliner	108SD	Single Axle Dump Truck w/ plow, wing, and integral sander					190,000	
51A	2006	John Deere	180 CW	Rubber Tire (or tracked) Excavator					150,000	
15A	2014	John Deere	524K	Wheel Loader						200,000
39A	2014	Freightliner	114SD	Tandem Axle Dump Truck w/ plow, wing and integral sander						190,000
27A	2010	GMC	1500 Sierra	1/2-Ton Pick-Up						50,000
				<b>Total</b>	<b>499,500</b>	<b>520,000</b>	<b>435,000</b>	<b>250,000</b>	<b>530,000</b>	<b>440,000</b>
				<b>PW Vehicle/Equipment Reserve</b>						
				Beginning balance	380,323	245,823	98,123	42,869	180,210	45,298
				Additions	365,000	372,300	379,746	387,341	395,088	402,989
				Expenditures	499,500	520,000	435,000	250,000	530,000	440,000
				<b>Ending balance</b>	<b>245,823</b>	<b>98,123</b>	<b>42,869</b>	<b>180,210</b>	<b>45,298</b>	<b>8,287</b>

# Street Resurfacing/Rehabilitation

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

# Street Resurfacing and MPI

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

## Proposed MPI 5 Year Plan (FY2022-2026)

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

# Individual Project Summaries

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

CONSISTENCY WITH PLANS AND STUDIES						
Describe how this project is consistent with the Comprehensive Plan and/or other plans or studies.						
For many years the Town has been aware of the eventual need to close the landfill. The 2008 Comprehensive Plan included the action: to explore all options to ensure a smooth transition to the next solid waste disposal solution.						
INTERDEPARTMENTAL OR INTERAGENCY IMPACT						
Explain how this project will impact other departments or agencies. Do you know of any other project with which this project could or should be combined in order to maximize the benefits from each?						
New solid waste solution may affect public works staffing configuration.						
IMPACT ON OPERATING BUDGETS						
Provide an estimate of the annual costs or savings that will result from this project over the next five (5) years. Show savings as negative.						
Type of Cost/(Savings)	2021-22	2022-2023	2023-24	2024-2025	2025-2026	TOTAL
Monitoring		71,500	71,500	71,500	71,500	286,000
(Woodard & Curran estimate 8/22/19)						-
						-
						-
						-
						-
						-
						-
						-
						-
TOTALS (net)	-	71,500	71,500	71,500	71,500	286,000
Explain the changes in the operating budgets (i.e. additional personnel or equipment, increased revenues, etc.)						
Closure of the Graham Road Landfill will correspond with an alternative solid waste disposal solution. The Town has entered into a contract with Pine Tree Waste for collection and disposal of curbside trash, and is exploring its options for a processing facility.						
ALTERNATIVES CONSIDERED & EFFECT OF DELAYING THIS PROJECT						
Describe what was considered as an alternative to this project. What is the effect if this project is not funded or delayed?						
The Town has committed with Maine DEP to close the landfill by April 2021. To keep operating the landfill the Town would be forced to implement a costly wastewater management system, and would be likely to face fines.						
OTHER CONSIDERATIONS Discuss any other information that should be considered for this project.						

# Possible Future Projects (beyond 5-year CIP)

Some Projects in 'Not Recommended' section, PLUS:

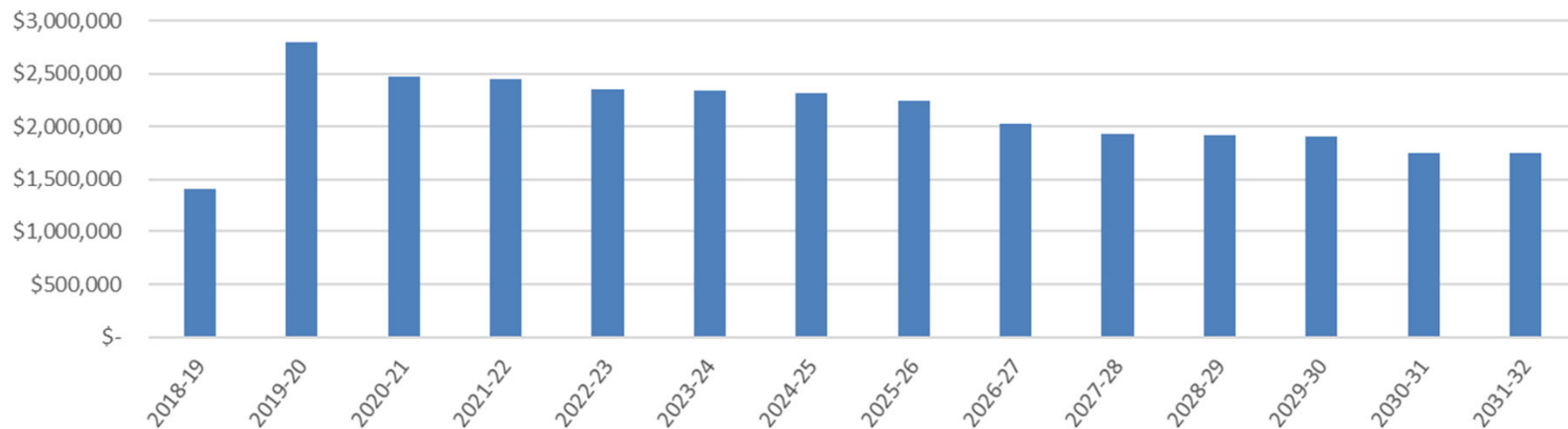
- Sidewalks on Maine Street side streets
- Solid waste management
- MS4 (Municipal Separate Storm Water System)
- Mare Brook culverts
- Brunswick Junior High School?
- Coffin School?
- Old Central Fire Station?
- Brunswick Landing infrastructure?
- Train Station/Visitors Center?

Questions?

# Existing Debt – June 30, 2020

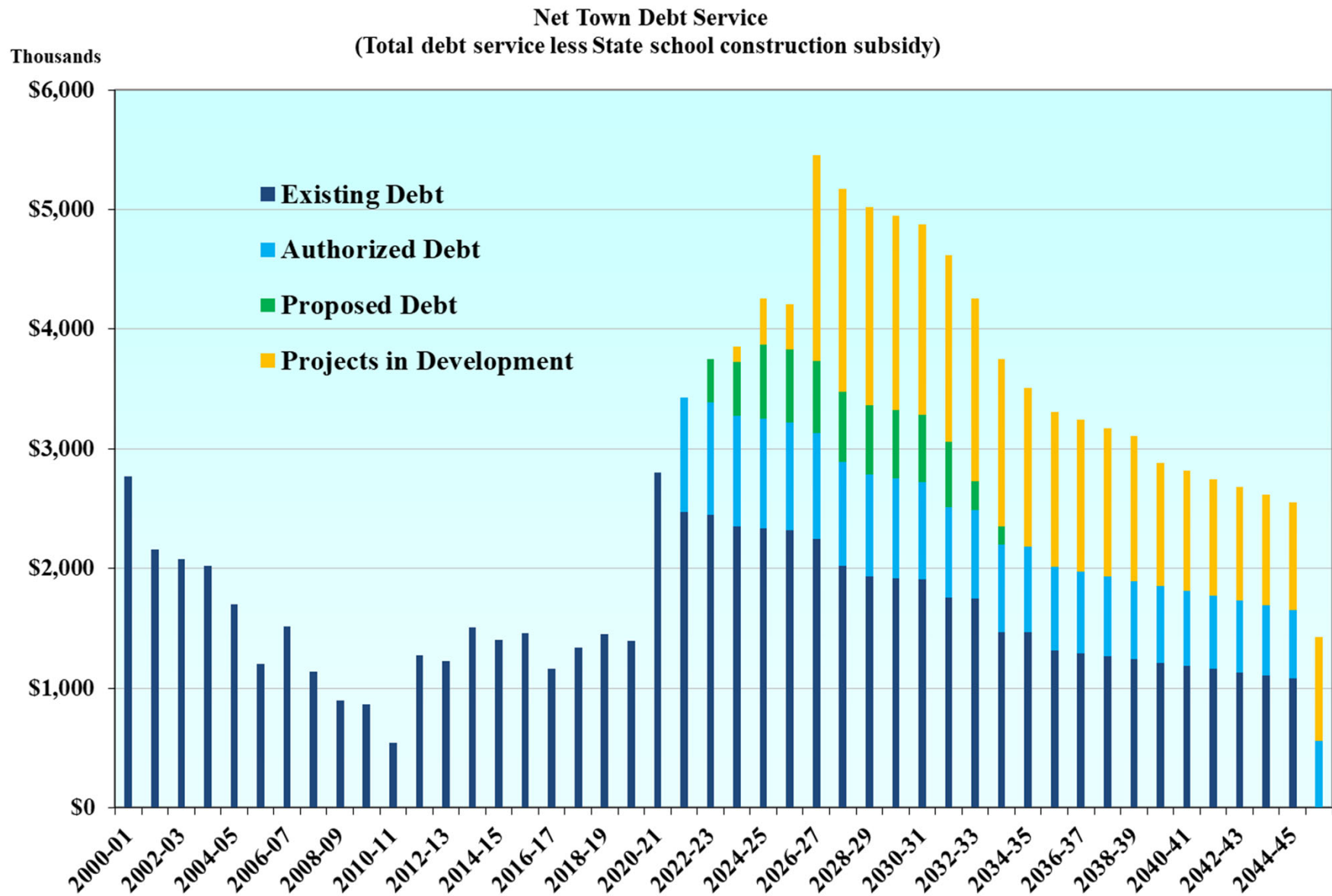
<u>Purpose</u>	<u>Issue Date</u>	<u>Amount Issued</u>	<u>True Interest Cost</u>	<u>Final Maturity Date</u>	<u>Principal Amount Outstanding</u>	<u>Next year payment due</u>	
2006 Fire Station & Truck	2006	\$ 3,125,000	3.89%	2021	\$ 200,000	\$204,000	
2010 Elementary School	2010	21,462,250	2.82%	2031	11,804,237	1,421,864	**
2011 GO Bonds	2011	4,120,000	2.02%	2021	270,000	274,050	
2013 Police Station	2013	5,500,000	2.66%	2033	3,575,000	372,625	
2016 School Renovation (SRRF)	2016	772,862	0.00%	2027	438,557	62,651	
2017 School Renovation (SRRF)	2017	87,038	0.00%	2022	19,514	9,757	
2017 GO Bonds	2017	1,781,000	2.18%	2033	1,325,000	231,308	
2020 Elementary School	2020	<u>24,450,000</u>	2.17%	2045	<u>24,450,000</u>	<u>1,428,658</u>	
		<u>\$ 61,298,150</u>			<u>\$ 42,082,308</u>	<u>4,004,913</u>	
		**Est DOE subsidy on 2010 Elem School bond				<u>(1,228,216)</u>	
					Net debt service	<u>\$ 2,776,697</u>	

Net Debt Service on Issued Debt (from Prop Taxes)





# Debt service - looking back and looking forward...





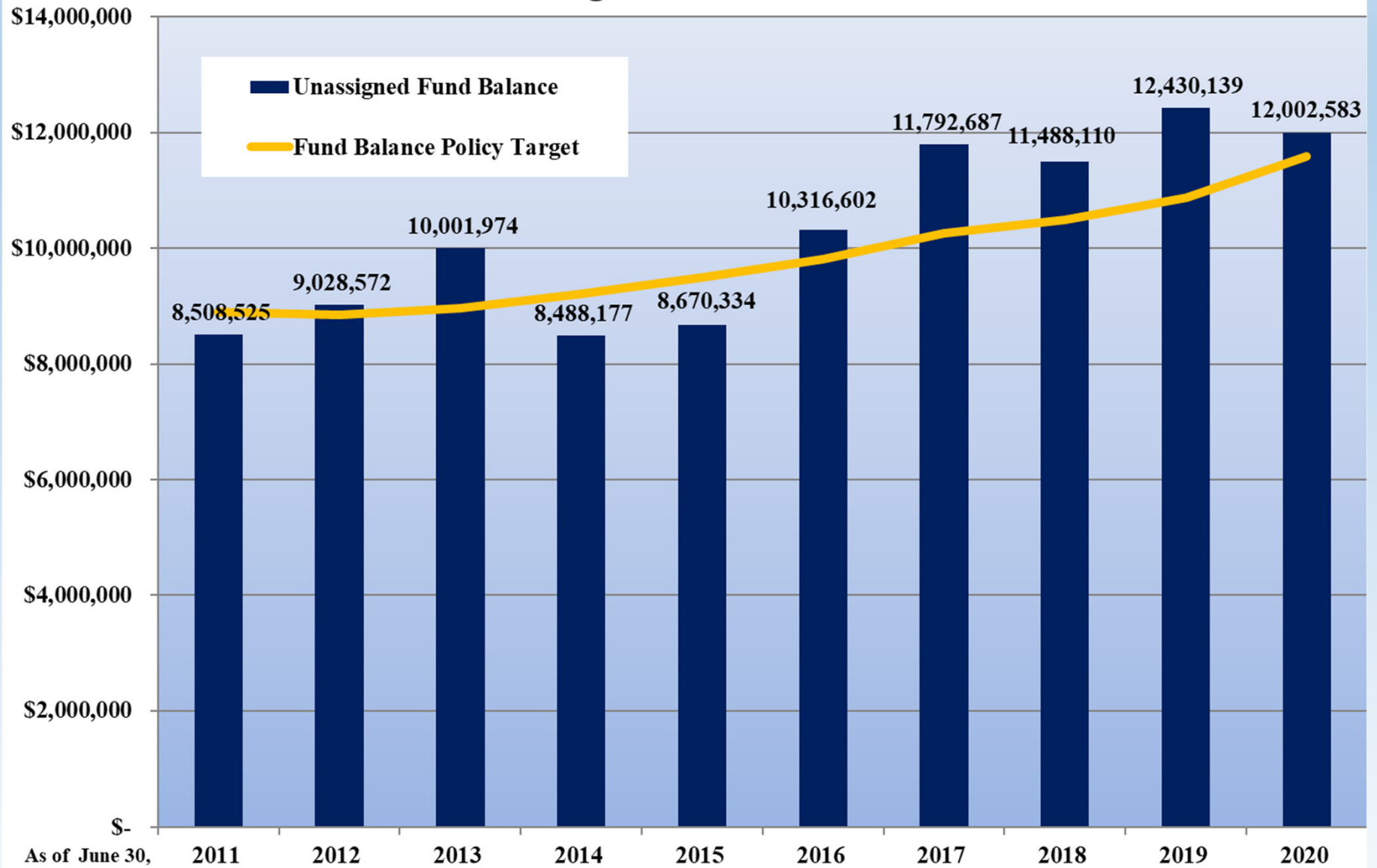
# Fund Balance Policy

## Adopted October 18, 2010

It is the policy of the Town of Brunswick to maintain unassigned fund balance in the general fund at 16.67% of general fund revenues measured on a GAAP basis. In the event that the unassigned fund balance drops below this level, the Town will develop a plan, implemented through the annual budgetary process, to bring the balance to the target level over a period of no more than three (3) years.

Amounts in excess of the target shall first be used for capital improvements, or other one-time expenditures, as recommended by the Town Manager and approved by the Town Council.

## Town of Brunswick Unassigned Fund Balance



# Unassigned Fund Balance

Amounts over target could be used for:  
(examples)

- Capital Budget:
  - An annual road reconstruction project
  - Design/engineering for upcoming capital projects
  - Capital projects less than \$325,000
- Emergency appropriations:
  - Weather events (flooding, wind storms)
  - Browntail moth response
  - Unanticipated equipment failures
- Budget amendments:
  - Unanticipated winter maintenance costs
  - Unanticipated legal fees

# Uses of Unassigned Fund Balance

	Description	2017-18	2018-19	2019-20	2020-21	2021-22
	Use in Annual Budget	550,000	500,000	500,000	500,000	650,000
	Capital Budget & Assigned Supp	480,207	1,251,500	902,500	641,000	515,000
	Starting unassigned FB over/(under) target	1,537,740	995,245	1,556,571	420,702	
	Supplemental Appropriations:	100,000	105,000	-	-	-
5/25/17	Capital Budget - Facilities Reserve	400,000				
5/25/17	Capital Budget - PD Vehicle fit-out	80,207				
10/16/17	Fire Station planning	100,000				
		580,207				
5/24/18	Capital Budget - BHS - Crooker AC		300,000			
5/24/18	Capital Budget - Facilities Reserve		300,000			
5/24/18	Capital Budget - Private Dark Fiber		130,500			
5/24/18	Capital Budget - Kimberley Circle		165,000			
5/24/18	Capital Budget - Moody & Merryman paving		180,000			
5/24/18	Advance to School Dept for 2 buses		176,000			
9/17/18	Sept 2018 Wind Storm		30,000			
2/19/19	BHS Crooker AC amt not used		(175,000)			
2/19/19	BHS Track		250,000			
			1,356,500			
5/13/19	Capital Budget - Facilities Reserve			300,000		
5/13/19	Capital Budget - Street Resurfacing/Rehabilitation			200,000		
5/13/19	Capital Budget - People Plus Parking Lot			100,000		
5/13/19	Capital Budget - Bath Rd Signal Upgrades			50,000		
5/13/19	Capital Budget - IT Server System Upgrade			252,500		
				902,500		
6/15/20	Capital Budget - LED Streetlights				381,000	
6/15/20	Capital Budget - SCBA Replacement				260,000	
					641,000	
	Capital Budget - LED Streetlights					285,000
	Capital Budget - Cumberland St Drainage (design)					20,000
	Capital Budget - Bath Road Culvert (design)					75,000
	Capital Budget - Cardiac Monitors					135,000
						515,000

Proposed in  
Manager's  
2022-2026 CIP



January 10, 2020

**Summary:**

**Brunswick, Maine; General Obligation**

**Credit Profile**

US\$26.25 mil GO bonds due 11/01/2044

<i>Long Term Rating</i>	AA+/Stable	New
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Brunswick GO

<i>Long Term Rating</i>	AA+/Stable	Affirmed
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**Strong management**

We view the town's management as strong, with good financial policies and practices under our FMA methodology, indicating financial practices exist in most areas, but that governance officials might not formalize or monitor all of them on a regular basis.

When developing the budget, the town uses conservative assumptions grounded in a historical trend analysis and careful tracking of state aid and local tax revenue. Management regularly monitors budgetary performance and presents monthly reports to department heads, elected officials, and the town manager.

Brunswick maintains a five-year capital improvement program that identifies funding sources, as well as a reserve target of maintaining an unassigned fund balance at or above 16.6% of budgeted revenue.