



# City Council Meeting and Workshop

## October 19, 2015

### Agenda

#### 5:30 P.M. Workshop

- A. Neighborhood Revitalization – Jason Moen (60 minutes)
- B. LA Arts Grant – Josh Vink (15 minutes)
- C. Acceptance of First Flight Drive – Gary Johnson (15 minutes)

*Workshop discussion may carryover to the meeting under Communications if more time is needed.*

#### 7:00 P.M. City Council Meeting

**Roll call votes will begin with Councilor LaFontaine**

#### Pledge of Allegiance

**I. Consent Items** – All items listed with an asterisk (\*) are considered as routine and will be approved in one motion. There will be no separate discussion of these items unless a Councilor or citizen so requests. If requested, the item will be removed from the consent agenda and considered in the order it appears on the agenda.

**1. Order 82-10192015\***

Approving the temporary sign request for the Auburn Ski Association.

**II. Minutes**

- October 5, 2015 Regular Council Meeting

**III. Communications, Presentations and Recognitions**

- Proclamation - Extra Mile Day
- Proclamation – Red Ribbon Week
- Norway Savings Bank Arena Update – Marc Gosselin

**IV. Open Session** – Members of the public are invited to speak to the Council about any issue directly related to City business which is *not on this agenda*.

**V. Unfinished Business**

**1. Ordinance 14-10052015**

Adopting the new general assistance appendices A, C, and D for October 1, 2015 through September 30, 2016. Second reading.

**VI. New Business**

**2. Resolve 07-10192015**

# Auburn City Council Meeting & Workshop

October 19, 2015

---

Approving Tree Inventory and 2016 TD Green Streets Program Grants.

3. **Order 83-10192015**  
Authorizing the City Manager to fund \$50,000 for the passenger rail study.
4. **Order 84-10192015**  
Approving the renewal of the Auto Graveyard/Junkyard permit for M & P Auto located at 227 Merrow Road.
5. **Order 85-10192015**  
Approving the renewal of the Auto Graveyard/Junkyard permit for Randy's Auto Parts located at 899 Broad Street.
6. **Order 86-10192015**  
Approving the renewal of the Auto Graveyard/Junkyard permit for Prolerized New England Company, LLC located at 522 Washington St. N.
7. **Order 87-10192015**  
Approving the renewal of the Auto Graveyard/Junkyard permit for Isadore T. Miller Co., a Division of Schnitzer NE located at 78 & 80 Hotel Road.
8. **Order 88-10192015**  
Approving the renewal of the Auto Graveyard/Junkyard permit for Morris Auto Parts located at 940 Washington St. N.
9. **Resolve 08-10192015**  
Authorizing the City Manager and/or his designee to negotiate and execute a ground lease agreement with Cremation Care of Maine, LLC for a Crematorium at Oak Hill Cemetery with possible executive session pursuant to 1 M.R.S.A. Sec. 405(6)(C).

## VII. Executive Session

## VIII. Reports

### Mayor's Report

### City Councilors' Reports

### City Manager Report

**Finance Director, Jill Eastman** – September 2015 Monthly Finance Report

**IX. Open Session** - Members of the public are invited to speak to the Council about any issue directly related to City business which is *not on this agenda*.

## X. Adjournment

# Auburn City Council Meeting & Workshop

## October 19, 2015

---

**Executive Session:** On occasion, the City Council discusses matters which are required or allowed by State law to be considered in executive session. Executive sessions are not open to the public. The matters that are discussed in executive session are required to be kept confidential until they become a matter of public discussion. In order to go into executive session, a Councilor must make a motion in public. The motion must be recorded, and 3/5 of the members of the Council must vote to go into executive session. An executive session is not required to be scheduled in advance as an agenda item, although when it is known at the time that the agenda is finalized, it will be listed on the agenda. The only topics which may be discussed in executive session are those that fall within one of the categories set forth in Title 1 M.R.S.A. Section 405(6). Those applicable to municipal government are:

- A. Discussion of personnel issues
- B. Discussion or consideration by a school board of suspension or expulsion
- C. Discussion or consideration of the condition, acquisition or the use of real or personal property permanently attached to real property or interests therein or disposition of publicly held property or economic development only if premature disclosures of the information would prejudice the competitive or bargaining position of the body or agency
- D. Labor contracts
- E. Contemplated litigation
- F. Discussions of information contained in records made, maintained or received by a body or agency when access by the general public to those records is prohibited by statute;
- G. Discussion or approval of the content of examinations administered by a body or agency for licensing, permitting or employment purposes; consultation between a body or agency and any entity that provides examination services to that body or agency regarding the content of an examination; and review of examinations with the person examined; and
- H. Consultations between municipal officers and a code enforcement officer representing the municipality pursuant to Title 30-A, section 4452, subsection 1, paragraph in the prosecution of an enforcement matter pending in District Court when the consultation relates to that pending enforcement matter.



## City Council Information Sheet

City of Auburn

---

**Council Workshop or Meeting Date:** 10/19/15

**Author:** Jason Moen, Deputy Chief of Police

**Subject:** Neighborhood Revitalization Unit (NRU)

---

**Information:** Implementation of a Multi-Departmental Neighborhood Revitalization Unit

---

**Advantages:** Implementation of the Unit will ultimately lead to investment opportunities in revitalizing residential housing stock in the downtown area. Enforcement activities will focus on issues leading to the deterioration of a neighborhood, IE Drug Trafficking, Code Violations, Problem Buildings. The implementation of NRU will assist the city in achieving goals set forth in the 2015-19 Consolidated Plan Neighborhood Revitalization Strategy created by the Citizens Advisory Committee.

**Disadvantages:** City priorities will be realigned, causing a temporary shift in the allocation of city resources to particular areas and programs.

---

**City Budgetary Impacts:** To be determined upon implementation

---

**Staff Recommended Action:** To implement the Neighborhood Revitalization Unit

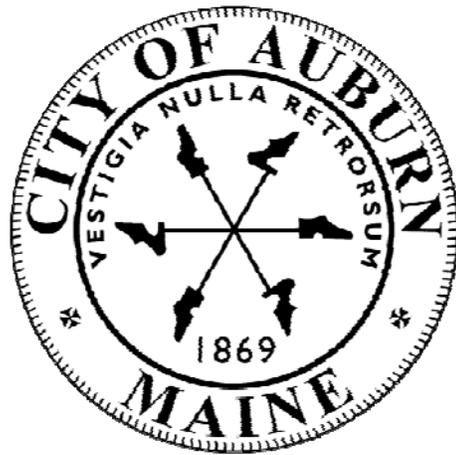
---

**Previous Meetings and History:** City Council Workshop 09/14/15 A New Approach to Building Stronger Neighborhoods Presentation

---

**Attachments:** Auburn's Neighborhood Revitalization Strategies, A Citizencentric Approach to Service Delivery.

# AUBURN'S NEIGHBORHOOD REVITALIZATION STRATEGIES



9/24/2015

A Citizencentric Approach to Service Delivery

Summary of alternative policing methods and citizencentric approaches to the delivery of city services. Presented by Deputy Chief Jason Moen

# Auburn's Neighborhood Revitalization Strategies

## THE CITIZENCENTRIC APPROACH

### THE CITIZENCENTRIC APPROACH

Most city departments operate as a centralized organization incorporating a hierarchical service delivery model that restricts the delivery of services to the operational area of the particular service provider with little to no communication between city departments. This historical service model has created “silos” within city departments. A run-down apartment building rife with building code and safety violations becomes a haven for drug dealers who can operate in virtual anonymity because landlords and property owners have become absent rather than to address issues with the building. This run-down building now detracts from the rest of the neighborhood, which increases the risk of the neighborhood following suit with this decrepit building as neighborhood pride disappears. This begins the trickledown effect that turns neighborhoods into hot spots that generate police calls for service.

Over the last decade, Auburn has reduced resources within city government while attempting to generate more economic development investment. This has generated a diminished delivery of customer service to the citizens of Auburn. The Citizencentric approach is an approach in which the needs and expectations of citizens are reflected in decision making and service delivery.

In order to accomplish the Citizencentric approach, the city should break away from the traditional organizational structure of city government so as to expand and direct resources to provide even a higher quality of life to those living in Auburn. Creating a multi-department, multi-discipline Citizencentric team to provide public services necessitates the need for a radical change in thinking. Organization culture, service delivery strategies, leadership and management approaches, staffing and communication are all areas that will be impacted while simultaneously educating city employees and citizens to change their understandings, orientations and behaviors. This approach moves city operations from the industrial age construct of centralized bureaucratic control, rigid hierarchical structures, systematic managerial processes with formalized and authorized official processes, policies and agreements, to a less structured non-centralized, real-time association of interconnected employees acting with regard to common missions.<sup>1</sup>

This is a philosophy that is fully compatible with, and capitalizes upon the tools and dynamics of a technologically advanced era of policing. Traditional models concern themselves with procedure, policy, order and control. The Citizencentric approach sets aside traditional concerns and concentrates on the product, on achieving success, on increasing individual productivity and on maximizing communication to solve problems.<sup>2</sup> The goal is achieving effective and appropriate solutions quickly in a rapidly changing environment. This philosophy requires a complete new culture of control, new organizational structure, new operational methodologies and technological tools to facilitate them in order to maximize human productivity and effectively and efficiently solve citizen problems.

---

<sup>1</sup> Roanoke Police Department , Third Evolution of Geopolicing

<sup>2</sup> Roanoke Police Department , Third Evolution of Geopolicing

The benefits of a citizen-centric approach include higher levels of customer service and satisfaction, the personalization of service delivery, improved complaint resolution and developing an increased trust and confidence in municipal government. In regards to citizen-centric policing, it is acknowledged that in the management and reduction of crime in the community, there is an absolute limit to how far crime can be suppressed by police action alone.<sup>3</sup> Police merely cannot arrest their way to the elimination of crime. Factors and elements to that are conducive to criminal behavior must also be addressed. To achieve maximum crime reduction, it will take a partnership between the city and citizens where citizens will embrace new responsibilities with a strong obligation to contribute to the well-being of the city. The concept of public value must be communicated to our citizens and our city leaders to illustrate that to achieve the delivery of enhanced services that the city wants to provide, citizens must be prepared to partner with the city in this new approach. Working together, the city and its citizens can effectively improve the quality of life within the city and reduce crime.

A model must be created that is dedicated to trust, transparency and openness that focuses on people. Most of the functions are decentralized and the services that functions provide are integrated into a geographical area that has been determined to be a hot spot for police calls for service. "By taking a citizen-centric approach, leaders can better understand the needs of their citizens and translate those needs into targeted, effective service-delivery improvements. In doing so, they can increase citizen satisfaction and also reduce costs."<sup>4</sup>

## NEIGHBORHOOD REVITALIZATION UNIT

The Neighborhood Revitalization Unit (NRU) is the product of the Citizen-centric Approach. Headquartered within the Police Department, NRU implements the Citizen-centric delivery of city services to the citizens it serves. Consisting of members of the police department, planning & permitting and code enforcement, NRU provides services in a streamlined, efficient approach that maximizes results. The police department recognizes that as a value based organization it provides services which link it to the ethical and emotional lives of its citizens. Some of the department's most frequent customers are those with the least resources who often make the most demand for services. Therefore the department is committing itself to knowing those who are in the most need of a particular service and then develop personalized strategies designed to best assist them without taxing resources.

The cross-decking of personnel from various city departments into NRU will maximize the effectiveness of service delivery to a particular hot spot area with a goal of crime reduction. A number of goals and strategies for NRU need to be implemented to ensure the success and effectiveness of the unit.

### NRU GOALS

#### 1. IMPLEMENTATION OF THE CRIME FREE MULTI-HOUSING PROGRAM (CFMHP)

The Crime Free Multi-Housing Program is a, state-of-the-art, crime prevention program designed to reduce crime, drugs, and gangs on apartment properties. This program was successfully developed at the Police Department in 1992. The International Crime Free Multi-Housing Program has spread to

---

<sup>3</sup> Roanoke Police Department , Third Evolution of Geopolicing

<sup>4</sup> [http://www.mckinsey.com/insights/public\\_sector/implementing\\_a\\_citizen-centric\\_approach\\_to\\_delivering\\_government\\_services](http://www.mckinsey.com/insights/public_sector/implementing_a_citizen-centric_approach_to_delivering_government_services)

nearly 2,000 Mesa Arizona cities in 48 U.S. States, 5 Canadian Provinces, England, Nigeria, and Puerto Rico.<sup>5</sup>

The program consists of three phases that must be completed under the supervision of the police department. Property managers can become individually certified after completing training in each phase and the property becomes certified upon successful completion of all three phases.

The anticipated benefits are reduced police calls for service, a more stable resident base, and reduced exposure to civil liability.

## 2. COORDINATE A ORDINANCE REVISION THAT ALLOWS FOR NUISANCE ABATEMENT

Current municipal ordinances are cumbersome and do not establish a basic legal threshold that identifies the elements of a nuisance property. The ordinance also needs to provide a framework of remediation options that address the nuisance. Nuisance abatement must be seen as a strategic tool that will enhance the quality of life for the city's neighborhoods.

## 3. IMPLEMENT DDACTS INTO NRU OPERATIONAL PLANNING

Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is a law enforcement operational model that integrates location based crime and traffic crash data to establish effective and efficient deployment of resources, utilizing GIS resources with temporal and spatial analysis to identify high activity areas (Hot Spots). NRU resources will deploy into hot spots to reduce the probability of crime and traffic crashes occurring. The department is currently working on the implementation of analytical software that will allow officers to better decipher hot spot activity within the city.

## 4. 10% REDUCTION IN PART I CRIMES IN 2016

A city's crime rate can be a focal point for economic development. Auburn has historically had a higher crime rate due to the number of larceny crimes that occur in the retail district. NRU will work with retailers to create proactive anti-shoplifting strategies.

## 5. 10% INCREASE IN DRUG RELATED ARRESTS IN 2016

Drug crime and activity is a focal point that is central to neighborhood revitalization efforts. Neighborhoods that are conducive to drug activity often have a lower quality of life than other areas. NRU will focus on driving drug trafficking from Auburn neighborhoods.

## 6. 10% DECREASE IN TRAFFIC CRASHES IN 2016

Pro-active traffic enforcement activities lead to a reduction in traffic crashes. Utilizing DDACTS, NRU will identify high crash areas within the city and deploy traffic enforcement resources to and around those high crash areas.

## NRU STRATEGIES

### HARD DEPLOYMENT

A crime fighting strategy that allows for a pre-determined number of uniformed officers and marked patrol vehicles to effectively hold a specific area for a defined time. (*Hold* means to have continued police presence, all users of the space are fully aware of police presence; unless a higher priority is determined units will not leave the defined area without first being supplemented by another marked

---

<sup>5</sup> [www.crime-free-association.org](http://www.crime-free-association.org)

unit). When occupying space the primary police tactic will be high visibility of uniformed officers and marked police vehicles.

**When to deploy this strategy:** Addresses existing part one violent crimes occurring in a defined area and a defined time. Additionally, this strategy can be used for: a crime series, crime spree, and a crime trend. This strategy may also be utilized if a defined area has been designated that crime may occur unless environmental, social, and behavioral factors are changed/impacted **but deployment should be limited in scope.**

#### SOFT DEPLOYMENT

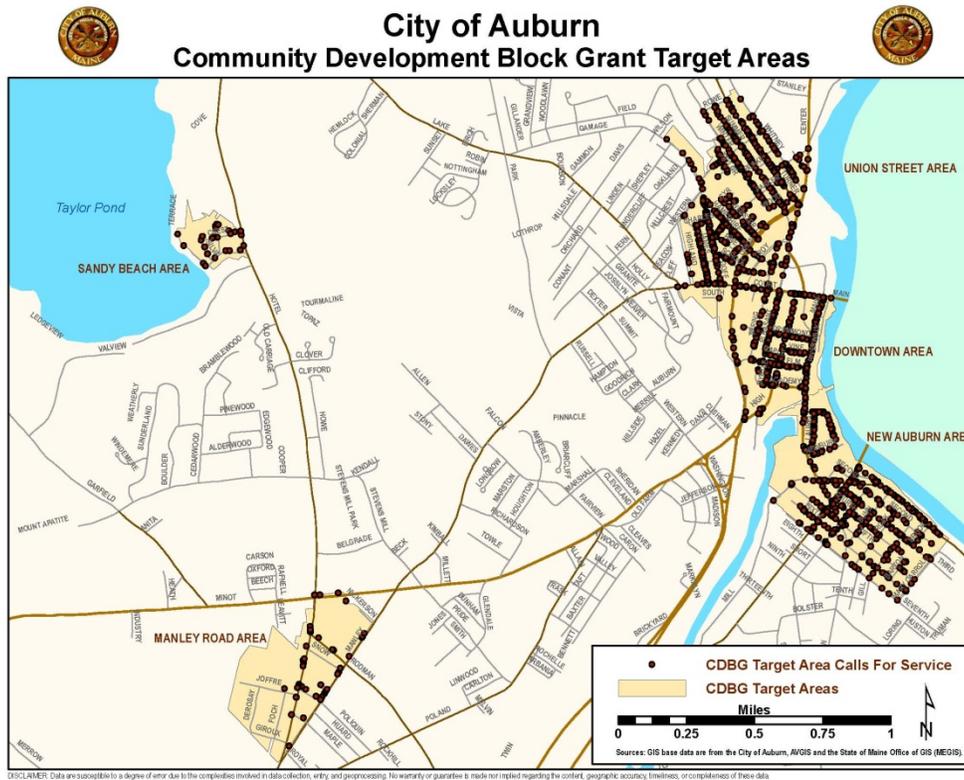
This strategy is primarily used for defined areas that have a potential for crime based on detailed analysis and predictive analytics. This deployment can be focused on environmental factors, specific problem locations, as well as behavior patterns of certain people and or groups of people. Certain aspects of this approach can be used for **other crime reduction strategies.**

#### GENERAL STRATEGIES

- Identify problem addresses (three or more calls for service, especially drug/weapon related). Pursue evictions especially for any drug violation, partner with drug agents to ensure any search warrants that are executed are followed up with eviction if rental property.
- Specific traffic enforcement, know areas where crashes are most common, run radar, conduct checkpoints, school zone radar enforcement, high visible areas. Also use these traffic enforcement strategies in our high crime areas = (visibility & intel gathering)
- Rental property walks especially with property managers
- Community engagement: attend community meetings, neighborhood walks, engage with the people, share crime information, answer questions, and be approachable.
- Meet with CIU, see what their investigation needs are, how can NRU assist in neighborhood canvassing, looking for key offenders/witnesses etc...
- High patrol visibility in our Hot Spot areas (based on DDACTS and field experience)
- Surveillance when needed. Use to develop Intel to support drug enforcement operations. Must balance with prevention/enforcement activities
- Prevention patrol: problem school bus stops (especially after school), city parks (after school fights), high traffic volume (morning and afternoon work traffic), housing authority properties.
- Freedom to Fail - NRU members are encouraged to be creative when it comes to community engagement and crime reduction. Each member is given the flexibility and permission to think and operate "outside the box". Members are encouraged to explore and implement new ideas, strategies, and resources to benefit the department and or the community. Members will be given an opportunity to apply their creativity without fear of failure or reprisal.

## CDBG TARGET AREAS

NRU will be primarily operating in the CDBG target areas. Analysis shows that in FY15, 32.97% of police calls for service originated in the CDBG target areas. The target areas represent 1% of the total square miles for the city. 2000 Census data shows the 50%-80% of the population of the target areas are living below low moderate income levels. Targeting the CDBG areas will maximize the deployment of resources and allow us to appropriate CDBG funding towards these efforts to bring sustainable change to our community.



Focusing enforcement efforts in these target areas will have the greatest potential to reduce calls for service for the police department. By reducing calls for service, patrol officers will have more time for pro-active enforcement activities.

NRU will also be utilizing DDACTS for city-wide traffic enforcement activities. This will allow us to sustain our successful traffic enforcement efforts and continue to reduce traffic crashes.

## COORDINATED NEIGHBORHOOD REVITALIZATION STRATEGY

The concept of a citizen-centric approach and the implementation of the Neighborhood Revitalization Unit aligns with 2015-19 Consolidated Plan developed by the Citizens Advisory Committee. High priority goals of the plan include preventing the deterioration of housing stock, make neighborhood streets safer, more walkable and increase owner occupancy. Over half of the housing stock of in-town Auburn was built prior to World War II. When old housing is combined with tenants and owners who have low income, the inevitable result is housing deterioration.<sup>6</sup> As NRU develops enforcement actions and strategies against drug dealers

<sup>6</sup> 2015-19 Consolidated Plan; Frank O'Hara, Planning Decisions Inc

and problem tenants, NRU will also come alongside landlords and property managers to educate them on resources the city can offer to assist them in investing in their housing stock, albeit low to zero interest rate loans via CDBG funding. A strong partnership with the Lewiston-Auburn Landlord Association will be vital in achieving goals set forth on the comprehensive plan.

An area cited for difficulty is addressing code violations with absentee owners. Strategies will need to be developed to bring these owners to the Neighborhood Revitalization table.

## CONCLUSION

A Citizencentric approach to Neighborhood Revitalization is a bold step towards maximizing efficiency service delivery to the citizens of Auburn. This approach is going to require a radical shift in the organizational culture of city government. Processes will be decentralized and dynamic, allowing for the rapid deployment of city resources to the neighborhoods that require them, thus improving the quality of life within the city. Commitment from all facets of city government as well as the citizens we serve will be required to breathe life into the City of Auburn.



## City Council Information Sheet

City of Auburn

---

**Council Workshop or Meeting Date:** 10-19-2015

**Author:** Sue Clements-Dallaire

**Subject:** LA Arts Proposal

---

**Information:** LA Arts is seeking matching funds for a Maine Arts Commission grant they received to create a Cultural Plan for Lewiston/Auburn with a 30 member steering committee. It is a joint L/A Arts and Arts and Culture L/A request, which will directly involve members from the City of Auburn and outcomes will be for both sides of the river.

---

**Advantages:** Develops and promotes arts and cultural programs to the area. It will provide recreational opportunities to residents while also attracting people from other communities.

**Disadvantages:**

---

**City Budgetary Impacts:** \$5,000

---

**Staff Recommended Action:** Workshop discussion

---

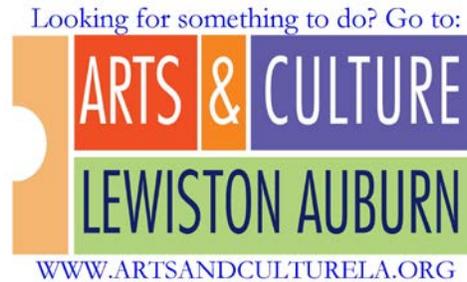
**Previous Meetings and History:**

---

**Attachments:** LA Arts Proposal



[www.laarts.org](http://www.laarts.org)



### City Auburn Proposal – September 1st, 2015:

L/A Arts is pleased to submit this proposal to the City of Auburn for \$5,000 (it has been funded for \$5,000 already from the City of Lewiston as of 9/16/15) in matching funds from a recent \$10,000 grant it has received from the Maine Arts Commission entitled Creative Communities = Economic Development (CCED). This phase I grant will help support L/A Arts and Arts and Culture L/A in the creation of Cultural Plan Lewiston/Auburn 2015-16. *Once the cultural plan is completed, partners will be reapplying for Phase II of the CCED grant, which if received the award is \$75,000 over three years to put the strategies outlined in the proposal into implementation and completion.*

### **L/A ARTS AND ARTS & CULTURE L/A RECEIVE PRESTIGIOUS GRANT RECEPTION**

L/A Arts and Arts & Culture Lewiston Auburn (ACLA) have received an important seed grant from the Maine Arts Commission called Creative Communities = Economic Development (CCED). The grant will enable these organizations to create Cultural Plan L/A, a strategic plan to define and implement goals for the arts and culture in Lewiston/Auburn. With L/A Arts as the lead and the 15+ member Arts and Culture L/A as partners, this project will bring together leaders and members of the community to establish meaningful partnerships and develop projects which will elevate the creative sector in the Twin Cities. “L/A Arts and Arts and Culture L/A are in a great position to lead this process in an area where arts and culture continue to be recognized as economic drivers,” says Julie Richard, Executive Director of the Maine Arts Commission. “All of us at the Maine Arts Commission look forward to working with them more closely as their Cultural Plan develops.”

This process is part of L/A Arts re-establishing its historical role as the local arts agency, where it aims to connect the creative sector with other industries to realize shared interests in continuing the revitalization of the area. “The development of a Cultural Plan follows nicely with the Economic Growth Strategy that we are completing,” says John Holden, President of the Lewiston Auburn

Economic Growth Council — they complement one another as we seek to build a Place for People and Prosperity in LA Maine. I look forward to working with LA Arts to continue to build upon our assets.” A thirty member steering committee, made up of leaders from business, municipalities and creative sectors will guide the planning process. Assessment surveys will collect data from the public about how they perceive the current value of the arts and culture, and what ideas and feedback they have on the future of this important industry. “Receiving this grant is an honor for L/A Arts and opens the door to collaboration with a wide swath of local leaders and community members“ says program coordinator of L/A Arts Tyson Pease, “all in the name of celebrating and elevating the quality of life of the Twin Cities. It's an exciting time to be in Lewiston-Auburn.”

### **Cultural Plan Lewiston/Auburn:**

L/A Arts and Arts & Culture Lewiston Auburn (ACLA) are collaborating on a new initiative to develop Cultural Plan L/A for Lewiston and Auburn Maine. This project will bring together cross-sector leaders from our community to engage in a 12–18 month process of developing strategies that will elevate the arts and culture in the Twin Cities. This is an outstanding opportunity to establish new and meaningful partnerships between the arts and other sectors, strengthen L/A’s creative economy, and bolster funding and revenue for local arts projects. By pulling together rich and varied perspectives from cross sector leaders, the intended plan stands to tap into the rich intellectual and innovative resources of our community to realize best practices in arts and culture into the future.

The specific outcomes created in this plan, realized over 3 years following the plan’s creation, may include:

- Public art
- Arts in education
- Audience development
- Promotion and marketing for the arts and culture
- Retail space and housing for artists & creative industry entrepreneurs
- Arts and culture central building
- New and meaningful partnerships between the arts and culture and other sectors (including economic)
- Additional ideas, based on steering committee members and Twin City-wide survey data, for how to grow Lewiston / Auburn’s cultural landscape

### **CCED Grant:**

L/A Arts and its partners are pleased to have recently received Phase I of the CCED grant, a crucial piece of their development of a cultural plan. L/A Arts staff, ACLA members, and Maine based Reinholt Consulting from the High Peak’s Arts Council will administer the cultural planning process. CCED Grant: <http://mainearts.maine.gov/Pages/Grants/CCED-Grant>

### **The timeline for the plan:**

1. Cultural plan launching meeting - Fall 2015
2. Strategies and data collection meeting - Late Fall/Winter 2015
3. Data gathering and assessment meeting - Winter 2016

4. Task forces and draft recommendations - Spring 2016
5. Final draft and plan endorsement - Spring/Summer 2016

L/A Arts is pleased to have received letters of support from Auburn's Mayor Jonathan Labonte and Lewiston Mayor Robert MacDonald for the grant proposal. To be effective, this plan needs the support of a 20-25 member steering committee made up of community leaders who can lend insights and actions from their areas of expertise. Among an expert steering committee, the partnering organizations are proud to have confirmed the participation of city staff members from Lewiston.

### **Cultural Plan L/A: Steering Committee**

#### **Confirmed Members - April 2015**

1. Chip Morrison, President, Androscoggin Chamber of Commerce
2. Lincoln Jeffers, Director of Economic & Community Development, City of Lewiston
3. Misty Parker, Economic Development Specialist, City of Lewiston
4. Grayling Cunningham, Artist; Founder, Artwalk L/A; Advisory Board President, Outright L/A; Co-Founder, Confess Studios; Creative Director, Orbit Hair Styling
5. Judy Andrucki, Attorney, Andrucki & King Law Offices
6. Mary LaFontaine, Councilor, City of Auburn, Auburn School Committee Member
7. Darby Ray, Director, Harward Center for Community Partnerships, Bates College
8. Alan Manoian, Economic Development Specialist, City of Auburn
9. John Holden, President and Co-Chair, Lewiston-Auburn Economic Growth Council
10. Dina Jackson, Economic Development Specialist, Androscoggin Valley Council of Governments; Grant Manager, Maine's Lakes & Mountains Tourism Council
11. Rick Speer, Director, Lewiston Public Library
12. Janet Mitchko, Co-Artistic Director, Public Theater
13. Chris L'Hommedieu, President, Community Little Theater; Attorney, L'Hommedieu Law
14. Jim Parakilas, Faculty, James L. Moody, Jr. Family Professor of Performing Arts at Bates College
15. Mike Davis, Principal, Walton Elementary School
16. Jill Hyland, Educator, Edward Little High School
17. Jana Mates, Assistant Principal, Longley Elementary School
18. Bill Low, Curator, Bates College Museum of Art
19. Charlie Hewitt, Artist; Developer
20. David Blocher, Board Director, Maine Music Society; Member, Arts & Culture Lewiston-Auburn
21. Heather Morin, Owner, She Doesn't Like Guthries Restaurant & Cafe
22. Margaret Craven, Senator, State of Maine
23. Rob Little, Artist
24. Corallina Breuer, Artist; Secretary, Downeast Friends of the Folk Arts
25. Sheri Withers, Owner, Downtown Handmade & Vintage
26. Jared Lussier, Editor, Current Magazine
27. Dianna Pozdniakov, Founder and Designer, SofiaFima
28. Kirsten Nunnery, Box Office Manager, Franco Center

### **CCED Grant Overview:**

L/A Arts is the designated local arts agency for Lewiston-Auburn. Its mission: engage and inspire a vibrant L/A community through arts and culture. Since 1973, L/A Arts has earned local, regional and national recognition for its cultural programs in education, performance and community service. The organization maintains a strong artist residency program at local schools, coordinates annual arts events and publicly displayed works, and facilitates Arts & Culture Lewiston-Auburn (ACLA).

ACLA is a group of 15 local organizations. Its mission: develop, advocate and promote public arts and cultural experiences. Projects include info kiosks, an online arts and culture events calendar, and a brochure highlighting its organizations and projects.

L/A Arts and ACLA will bring together a 28+ member steering committee of local community leaders from sectors including arts and culture, municipalities, businesses, economic development, tourism, and education. It is a vibrant collection of individuals that L/A Arts is thrilled to work with for the next 12- 18 months to shape the plan.

Committee members will participate in strategic planning meetings throughout the development window, which will involve shaping overall strategies, focusing priorities pulled from survey data, and reviewing and approving the cultural plan. This work will be led by Reinholt Consulting, a Maine based firm.

Saskia Reinholt (DBA Reinholt Consulting) graduated from University of Maine Farmington with a bachelor's degree in Studio Arts. In Lebanon, NH she led a public planning process and wrote the Master Plan for Public Art for the city. Saskia has held posts with many arts and cultural organizations across the country, eventually relocating to Maine. There, she has started a cooperative art gallery and the Kingfield Artwalk.

Most recently, Saskia created the cultural plan and CCED application for Maine's High Peaks Region, a yearlong coordinating and consulting process. She began by recruiting a steering committee made up of representatives of local municipal leaders, business associations, and arts and heritage organizations. She then led the committee through a process of assessing the cultural needs of the region, held multiple focus meetings with the steering committee to create the region's current asset map, and followed a detailed SWOT analysis to assess planning process goals. To capture the attitudes, ideas, needs, gaps, and aspirations of the general population and local cultural organizations, Saskia crafted and carried out multiple surveys. By analyzing the collected data, she uncovered eight priorities, which she then presented to the steering committee to integrate into its collective vision. From this Saskia developed a cultural plan for the region that has since successfully guided the subsequent actions of the High Peaks Creative Council.

### **Cultural Plan L/A Research Goals:**

1. Assess what creative placemaking innovation is happening locally, statewide, and nationally and how this can play into L/A's cultural planning efforts.

2. Assess the relationships and value of arts and culture to L/A leaders in government, business, tourism, education, economic development, and community development.
3. Understand what L/A residents and visitors think about their access to and the value and relevance of cultural resources.
4. Assess what kind of image and reputation L/A wants to have and how the arts and culture resources in the community can further contribute to that image.

To build context for their cross-sector work, L/A Arts and its consultant will review L/A comprehensive and riverfront plans and master plans for economic development, all tourism sectors, K-12 and higher education, and community and neighborhood development. This will provide an understanding of other effective plans, working relations between cultural and private sectors, and the potential value of stronger working links between them. L/A Arts, ACLA and its consultant will also review extensive quantitative and qualitative data gathered by the Maine Arts Commission for its upcoming Maine State Cultural Plan. Looking to national creative placemaking efforts will provide a broader base of ideas for L/A's cultural planning.

With this research complete, L/A Arts and its consultant will meet with the steering committee, municipal leaders, and area arts organization leaders to collect preliminary ideas about cultural plan priorities and outcomes. These discussions will hone project work and (encouraged) create a Project Leadership Team: a small advisory group to ensure the planning process stays on course, meets all goals, and builds ownership and commitment for plan implementation.

L/A Arts, ACLA and its consultant will carry out a series of focus groups of arts organizations and practitioners to extend the data collection with their expertise. The consultant will convene these focus groups with assistance from facilitators at easily accessible locations.

Given the findings that emerge from focus groups, L/A Arts, ACLA and its consultant will create field-tested surveys for artists, arts and culture organizations, and other constituent groups. Hard copy and phone-based surveys will be available as needed. Work will include survey design, programming, monitoring, synthesizing, and compiling a Findings Report. The result will be an accurate, quantitative analysis of L/A's arts and cultural organizations and the Twin Cities' current cultural strengths.

To assess perceived value and relevance of the arts from the public, L/A Arts, ACLA and its partners will supplement the Maine Arts Commission public opinion data with that from L/A's wide range of local perspectives. These groups include French-Canadian, Irish, Lithuanian, Somali, Somali Bantu, and English cultures, and the sectors mentioned in the description of community partners. L/A Arts and its consultant will design a street-friendly public opinion survey, which will be used to collect data in-person (at key events and public spaces) and online (via local print, social media, and steering committee networks). This effort will promote survey completion from people within and outside L/A, who are either typically served by L/A arts and culture offerings, or underserved. This process will secure a broad representative sample of opinions to inform plan priorities and raise visibility for L/A Arts.

**Final Assessments:**

The final assessment of the Cultural Plan will take place in stages after the final draft plan and endorsement from the steering and guidance committees, and will consist of:

1. The endorsement & delivery of full Cultural Plan
2. The realization of strategies in Phase II of Cultural Plan – Implementation
3. Assessment of impact of the delivery of these goals on the arts and culture community in L/A through:
  - a. Ongoing financial and qualitative survey's
  - b. Tangible realization of goals in the community
  - c. Assessment of economic impact of goals through internal survey's
  - d. Impact on audience and marketing development through ACLA
  - e. Other measurements as defined by post-reflection meetings on Cultural Plan

**Budget Summary: Cultural Plan Lewiston/Auburn 2015-16:****Budget Supplementary Narrative:**

Phase I of the CCED grant mandates a 10,000 match from the recipient for Maine Arts Commission funds, and that a reputable consultant is hired to lead the cultural planning process. Reinholt Consulting was recommended to L/A Arts by the Maine Arts Commission to be the consulting firm for this initiative. Meeting space funding will be at L/A Arts, the Lewiston Public Library and other facilities necessary to effectively meet and prepare the plan, the expense for which will be donated in-kind. Postage and electronic distribution and social media costs will be incurred from data collection and analysis, while mileage and tolls will be paid to staff and leadership team for any essential travel to execute the proposal. Administrative costs will be incurred for the executive director and administrative program coordinator for L/A Arts, as well as supportive administrative work from ACLA leadership. Any additional funding received by for the project will go toward the implementation of strategies generated in the Cultural Plan.

<b>Income:</b>
Maine Art Commission: \$10,000
City Auburn: (Grant Match - Projected) \$5,000
City Lewiston: (Grant Match - Projected) \$5,000
ACLA Members (Projected): \$2,500
Foundations (Projected): \$4,500
Corporate Donations (Projected): \$5,000
<b>Total: \$32,000</b>

**Bidder's Organization Name: Reinholt Consulting****Expenses: Fixed Costs**

1. **Research & Development** - Materials and research review -\$2,000  
 Seek L/A Arts inputs  
 Reinholt 1 day onsite plus prep and synthesis (includes travel) - \$1,500

Key sector convenings and interviews, plus prep and synthesis (includes travel) -\$1,500  
 Arts organization and artists convenings, plus prep and synthesis (includes travel) - \$1,500  
 Arts organization and artists surveying: design, vet, track, and synthesize data - \$2,000  
 Public opinion surveying , design, vet, track, and synthesize data -\$2,000  
**Research & Development Total: \$10,500**

## **2. Strategic Cultural Plan Report**

Synthesize cumulative results and write findings report - \$3,500  
 Reinhold on site to share assessment results, collect L/A Arts, Project Leadership Team, and stakeholder feedback with prep and follow-up (includes travel) - \$1,500  
 Write draft plan - \$3,500  
 Vet draft plan (includes travel) - \$1,000  
 Incorporate feedback and present final report and deliverables (includes travel) - \$2,000  
**Cultural Plan Report Total: \$11,500**

### **Indirect Costs: L/A Arts & ACLA**

Executive Director (5% + 10% taxes): \$3,460  
 Administrative Program Coordinator: (15% + 10% taxes): \$2917  
 Administrative support from ACLA (IK): \$1,500 – 0.  
**Total: \$6,377**

### **Direct Costs: General Cultural Planning**

Event, Studio, Meeting, or Office Space: \$750 In-Kind (L/A Arts, Bates College)  
 Print set-up, Postage (Data Collection): \$2,000  
 Electronic Distribution: Qualtrics/Lime/Survey Monkey Survey Software - \$250  
 Internet or Social Media Costs (Survey Monkey, Constant Contact, Other...): \$375  
 Travel, Mileage, Tolls, etc. (Data Collection, meetings): \$450  
 Advertisement: \$950  
**Total Direct Expenses: \$4,025**

**TOTAL EXPENSES: 32,402**

### **Arts and Culture L/A**

[www.artsandculturela.org](http://www.artsandculturela.org)

L/A Arts is a founding and facilitating member of *Arts and Culture Lewiston/ Auburn* ([www.artsandculturela.org](http://www.artsandculturela.org)), which is a group of nineteen arts and cultural organizations in Central Maine tasked with advocating and marketing their work to the public. ACLA has begun to develop audiences and increase awareness of arts and cultural experiences for the L/A community by officially launching the group in a public press conference, helping to develop an online arts and cultural events calendar, and fostering the coordination of partnership projects. Arts and Culture L/A has been working to unite the arts and cultural organizations in this region to further promote the contributions of the sector and develop new strategies to expand its efforts and strengths.

**Members of ACLA include:**

The Androscoggin Historical Society, Art Walk Lewiston Auburn, Atrium Art Gallery at USM, the Auburn Community Concert Band, the Auburn Public Library, the Bates Arts Collaborative, the Bates Dance Festival, the Bates Museum of Art, Community Little Theater, the Franco-American Collection at USM, the Franco Center, L/A Arts, the Lewiston Public Library, the Lewiston Auburn Film Festival, Maine Music Society, the Midcoast Symphony Orchestra, Museum L-A, the Public theater, and the Youth Orchestra of Lewiston Auburn.

**It's work includes:**

- Inclusion on 4 CTM kiosks in various locations around L/A through Chamber of Commerce
- Creation of ACLA kiosk at the Franco Center
- Press conference officially launching the group to the public
- Official ACLA website ([www.artsandculturecla.com](http://www.artsandculturecla.com)) including profiles of member organizations, an updated events calendar
- Signage in all ACLA organizations

**2015-16 Projected Goals:**

- Hiring of part-time ACLA social media coordinator whose responsibilities will include:
  - a. Website updates including summaries of upcoming events online
  - b. Facebook & Twitter updates
  - c. Calendar updating
  - d. Press releases for member organizations
- Completion of Cultural Plan L/A including successful reapplication for Phase II

**SUMMARY/EVIDENCE:**

This effort to successfully create and implement to completion Cultural Plan L/A is supported by robust objectives L/A Arts and ACLA has for the contributions the arts and culture have to the Twin Cities. These strategies are supported by national and local evidence and/or outcomes that are sited below. Most notably these are:

- The nationally positive economic and social implications the arts and culture have on the United States from research by Americans for the Arts.
- Local economic, tourism, and community service data from the Arts and Culture Lewiston/Auburn 2015 Impact Survey.
- Connections between strategic vision goals in the Auburn Comprehensive Plan (2010) and the potential contributions Cultural Plan L/A and it implemented outcomes would have on these endeavors:
  - a. The cultural plan has the opportunity to allow the arts and culture to create a more lively, vibrant Auburn communities which connects people, gives them a positive sense of place, and further attracts them to the area.
  - b. The strong contributions the arts and culture make toward a thriving economy.

- c. The promotion of the arts and festivals to enhance the recreational life of Auburn’s residents.
- d. The potential to extend ACLA’s current initiatives to expand marketing and promotion of arts and cultural programs and events in L/A.
- e. Contribute to the social and economic vibrancy of the downtown and New Auburn by supporting and encouraging new business development.

**From Americans for the Arts:**

<http://www.americansforthearts.org/by-program/reports-and-data/research-studies-publications/arts-economic-prosperity-iv>

“*Arts & Economic Prosperity IV* is our fourth study of the nonprofit arts and culture industry’s impact on the economy. The most comprehensive study of its kind ever conducted, it gives us a quantifiable economic impact of nonprofit arts and culture organizations and their audiences. Using findings from 182 regions representing all 50 states and the District of Columbia, an input-output economic model is able to deliver national estimates.

*Quick Facts*

Nationally, the industry generated **\$135.2 billion of economic activity—\$61.1 billion by the nation’s nonprofit arts and culture organizations** in addition to **\$74.1 billion in event-related expenditures by their audiences**. This economic activity supports **4.13 million full-time jobs** and generates **\$86.68 billion in resident household income**. Our industry also generates **\$22.3 billion in revenue to local, state, and federal governments every year**—a yield well beyond their collective \$4 billion in arts allocations. Despite the economic headwinds that our country faced in 2010, the results are impressive.

AREA OF IMPACT	ORGANIZATIONS	AUDIENCES	TOTAL
TOTAL DIRECT EXPENDITURES	\$61.12 BIL +	\$74.08 BIL	= \$135.20 BIL
FULL-TIME EQUIVALENT JOBS	2.24 MIL +	1.89 MIL	= 4.13 MIL
RESIDENT HOUSEHOLD INCOME	\$47.53 BIL +	\$39.15 BIL	= \$86.68 BIL
LOCAL GOVERNMENT REVENUE	\$2.24 BIL +	\$3.83 BIL	= \$6.07 BIL
STATE GOVERNMENT REVENUE	\$2.75 BIL +	\$3.92 BIL	= \$6.67 BIL
FEDERAL INCOME TAX REVENUE	\$5.26 BIL +	\$4.33 BIL	= \$9.59 BIL

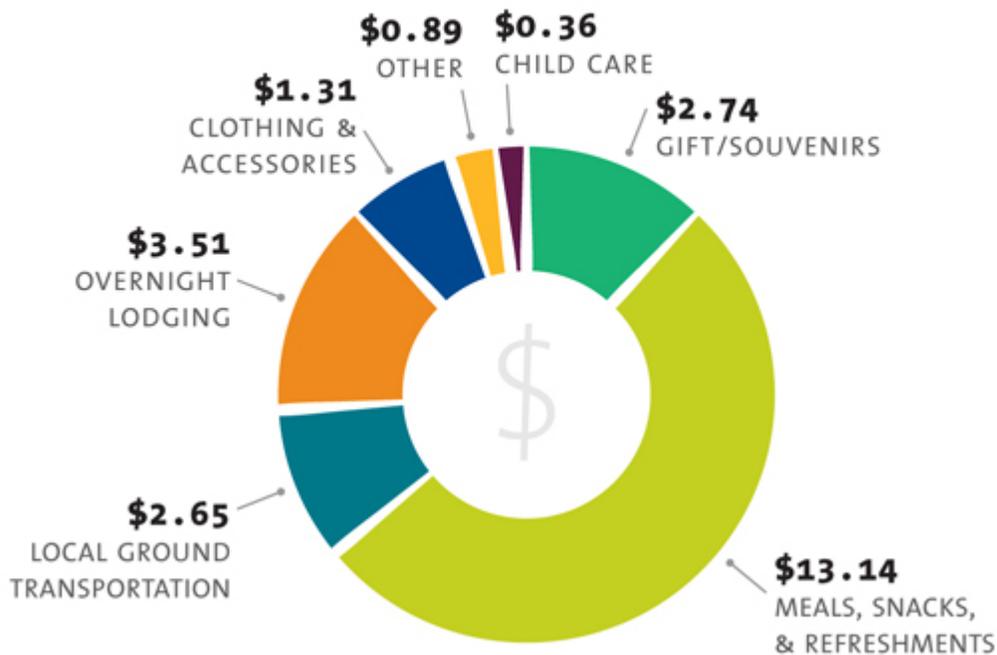
### Organizations

In 2010, nonprofit arts and culture organizations pumped an estimated **\$61.1 billion** into the economy. Nonprofit arts and culture organizations are employers, producers, consumers, and key promoters of their cities and regions. Most of all they are valuable contributors to the business community.

### Audiences

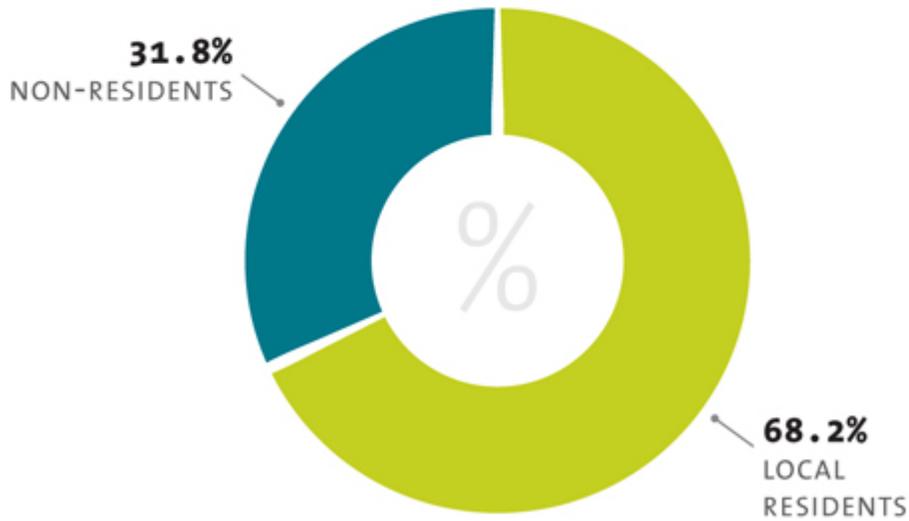
Dinner and a show go hand-in-hand. Attendance at arts events generates income for local businesses—restaurants, parking garages, hotels, retail stores. An average arts attendee spends **\$24.60 per event**, not including the cost of admission. On the national level, these audiences provided **\$74.1 billion** of valuable revenue for local merchants and their communities.

#### **AVERAGE PER PERSON AUDIENCE EXPENDITURES: \$24.60**



In addition, to spending data, researchers asked each of the 151,802 survey respondents to provide his/her home ZIP code. Analysis of this data enabled a comparison of even-related spending by local and nonlocal attendees. While the ratio of local to nonlocal attendees is different in every community, the national sample revealed that **31.8 percent of attendees traveled from outside of the county** in which the event took place and 68.2 percent of attendees were local (resided inside the county).

## LOCAL VS. NONLOCAL AUDIENCES



Previous economic and tourism research has shown that nonlocal attendees spend more than their local counterparts and this study reflects those findings. Data shows that nonlocal attendees spent **twice as much** as local attendees (\$39.96 vs. \$17.42), demonstrating that when a community attracts cultural tourists, it harnesses significant economic rewards.

## EVENT-RELATED SPENDING BY LOCAL VS. NONLOCAL AUDIENCES



*Arts & Economic Prosperity IV* demonstrates that America's arts industry is not only resilient in times of economic uncertainty, but is also a key component to our nation's economic recovery and future prosperity. Business and elected leaders need not feel that a choice must be made between arts funding and economic prosperity. This study proves that they can choose both. Nationally as well as locally, *the arts mean business!*

### **City of Auburn Comprehensive Plan - 2010**

[https://www.auburnmaine.gov/CMSContent/Planning/Comprehensive Plan FINAL Approved 4 19 11.pdf](https://www.auburnmaine.gov/CMSContent/Planning/Comprehensive%20Plan%20FINAL%20Approved%204%2019%2011.pdf)

“Executive Summary:

Our Vision for Auburn

- Cultural Recreation Vision – provide a rich diversity of cultural activities with a focus on multi-use community space and the promotion of arts and festivals. Auburn has numerous community art spaces and places for music, performances, and community gatherings. The City prides itself on its cultural amenities. It has expanded museums and a newly-created large-scale outdoor area for festivals.
- Economic Vision – foster a strong, diverse economy with a focus on high quality, well-paying, skilled job opportunities.

9. Economic Development • Continue to invest in and promote Downtown Auburn and New Auburn  
 • Work with developers in order to extend infrastructure to serve targeted industrial development areas, particularly through the use of TIFs or other financing strategies • Assure that local residents have the skills needed by current and future businesses

### **Chapter 1: Goals, Policies, & Strategies Approved 4/19/2011 32**

#### **E. RECREATION (AND OPEN SPACE) POLICIES**

Objective E.1.6: Provide a wide range of cultural and arts amenities.

Strategies to achieve this objective:

Strategy E.1.6.a: Continue to collaborate with Lewiston to expand and promote cultural venues within the two cities.

Strategy E.1.6.b: Develop marketing materials to expand public awareness of local cultural amenities, such as offerings at the Great Falls Community Center and at museums throughout Auburn.

Strategy E.1.6.c: Solicit input from the community for potential reuse or redevelopment of the Great Falls School site.

#### **POLICIES I. 1 DOWNTOWN DEVELOPMENT**

Goal I.1: A vibrant downtown that attracts and retains a variety of businesses.

Objective I.1.1: Attract and retain a wide range of small and medium size businesses to the Auburn and New Auburn downtowns that promote and enhance a vibrant urban environment. Strategies to achieve this objective:

Strategy I.1.1.a: Establish a traditional downtown business district that promotes local business development, encourages creative reuse of existing buildings, and supports the continuation of an urban development pattern (see Chapter 2. Future Land Use Plan).

Strategy I.1.1.c: Continue efforts to implement the ADAPT plan, including the expansion of the defined Downtown TIF District to include the New Auburn Village Center District, as a means of generating funds for the implementation of the New Auburn Master Plan.

Strategy I.1.1.d: Work to promote downtown Auburn and New Auburn as desirable business locations. i. Support the Auburn Business Association, and continue to work with area economic development organizations, to promote existing downtown Auburn businesses and to attract new businesses to invest in available downtown commercial space. ii. Continue to provide CDBG assistance to property owners to improve business properties. iii. Review the Downtown Study from Young People of the Lewiston Auburn Area (YPLAA) to help improve downtown Auburn.

## 2 CITY-WIDE ECONOMIC GROWTH AND DEVELOPMENT

Goal I.2: Maintain Auburn’s role as a regional economic center with a diverse economic base, and support continued opportunities for appropriate business growth and development.

Objective I.2.1: Maintain an active role in regional economic development organizations.

### Strategies to achieve this objective:

Strategy I.2.1.a: Promote the L/A brand and economic growth activities within the region by maintaining membership in and support for the Lewiston Auburn Economic Growth Council, the Androscoggin Valley Chamber of Commerce, as well as Young People of the Lewiston Auburn Area (YPLAA), and other regional economic development agencies.

## POLICIES H.1 NEIGHBORHOOD ACTIONS

Goal H.1: Foster a sense of place within Auburn’s neighborhoods. Auburn’s neighborhoods are the backbone of the community. They are among the City’s most valuable assets in attracting and retaining residents. Safe and attractive neighborhoods that provide adequate facilities and amenities to meet the needs of a wide range of household types are essential. Auburn currently has a number of different types of neighborhoods: from high- density urban areas that provide options for individuals and families seeking an urban lifestyle, to suburban single family subdivisions in a rural setting, and everything in between. Enhancing, protecting, and in some cases expanding these neighborhoods will ensure that Auburn continues to provide current and future residents with housing options.”

For more information on this proposal please contact Joshua Vink, Executive Director of L/A Arts at: 221 Lisbon Street, Lewiston Maine. [Josh.vink@laarts.org](mailto:Josh.vink@laarts.org) or call: 207-782-7228





## Executive Department

Robert E. Macdonald  
Mayor



April 7th, 2015

CCED Grant Review Committee  
Maine Arts Commission  
193 State Street  
25 State House Station  
Augusta, Maine 04333-0025

Dear Review Committee,

It is with enthusiasm that I write this letter in support of L/A Arts and Arts & Culture Lewiston Auburn's proposal for the Creative Communities = Economic Development grant at the Maine Arts Commission. The City recognizes that the arts play an essential role in the economic vitality of our community. It is one of the redevelopment strategies outlined in our recently updated Comprehensive Plan. The arts will benefit from the proposed planning effort and our community will be better for it.

Lewiston has supported L/A Arts since their founding in 1973. L/A Arts combined with the 19 members of Arts & Culture L/A and others invited to participate on the steering committee possess diverse expertise that will result in a valuable plan. The individuals who compose these organizations are leaders who have demonstrated their dedication and expertise in bringing quality arts programming to our area.

Many of the organizations have been bringing arts and culture to the region for decades. Arts & Culture L/A, and the repositioning of L/A Arts as the local arts agency, represent necessary and evolutionary changes toward arts and cultural institutions coming together to develop shared strategies. Not only will this work build capacity for these organizations, it will also shift thinking toward development of programs that will both extend the reach and more deeply serve our region.

This is an important time in Lewiston. We have moved beyond the crossroad of our industrial past into a future with the economy driven by health care, financial services, education, and precision manufacturing. The arts are what distinguish a community and make it a desirable place to live, work and play. The creation of a cultural plan will result in a strategy that weaves creativity into the fabric of our region. It will help drive the creative economy forward.

There are several new arts and cultural initiatives getting underway, building upon and adding to the success of established arts and cultural programs in our area. It is crucial that we build upon these successes and support the entrepreneurial spirit that will move the community forward, with the arts at the forefront of that effort. I encourage you to fund L/A Arts and Arts and Culture Lewiston Auburn CCED grant application.

Sincerely,



Robert Macdonald

# City of Auburn, Maine

Office of the Mayor



April 5, 2015

CCED Grant Review Committee  
Maine Arts Commission  
193 State Street  
25 State House Station  
Augusta, Maine 04333-0025

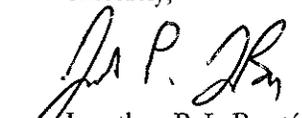
Review Committee,

It is with pleasure that I write this letter in support of L/A Arts and Arts & Culture Lewiston Auburn's proposal for the Creative Communities = Economic Development grant at the Maine Arts Commission. These groups and the steering committee being generated have established themselves as strong candidates to serve Lewiston Auburn with the development of a cultural plan.

I am encouraged by the individuals who compose these organizations, leaders who have demonstrated their dedication and expertise in bringing quality arts programming to our area. As a whole, their work impacts all areas of the arts (and include a long history of service to the area), which brings rich perspectives to this cultural plan. Arts & Culture L/A, and the repositioning of L/A Arts as the local arts agency, represent necessary changes toward arts and cultural institutions coming together to develop shared strategies. Not only will this work help build capacity for these organizations, but also shift thinking toward the development of programs which broadly and more deeply serve our region. In addition, the inclusion of the perspectives of cross-sector leaders on the steering committee will contribute greatly to the project, and emphasize the balance between economic development and creative enterprise. These foundational groups make an effective team for realizing this initiative and I feel make strong candidates for receiving the CCED grant.

The potential outcomes of this proposal to drive the creative economy through marketing and promotion of the arts, bolstering events, and developing models for the inclusion of creativity into the fabric of our region make it an exciting one. Adding to the success of established arts and cultural programs in our area, in recent times several new initiatives have begun, marking an important time in our cities. We look to continue to develop such work so we may increasingly become a destination point for hardworking innovative individuals and tourists who can come and enjoy the strong culture and heritage here. It is our interest to support this initiative throughout its development and implementation. Feel free to contact me with any questions moving forward.

Sincerely,

  
Jonathan P. LaBonté  
Mayor



## City Council Information Sheet

City of Auburn

---

**Council Workshop or Meeting Date:** October 19, 2015

**Author:** Gary Johnson, Assistant City Engineer

**Subject:** Acceptance of First Flight Drive as a City Street

---

**Information:** Hartt Transportation is requesting the City accept First Flight Drive. First Flight Drive is a commercial/industrial designed street, 1100' ± in length, with a hammerhead turnaround. The street is laid out on the plan of the Kittyhawk Business Park Subdivision-Revision Three, as approved by the Auburn Planning Board on September 11, 2015, and recorded at the Androscoggin County Registry of Deeds in Plan Book 51, Page 45. This street is an extension across Kittyhawk Avenue of First Flight Drive that was accepted by the City on February 23, 1993. The street has been designed and constructed in conformance with the approved plans and City Design and Construction Standards.

---

**Advantages:** Provides access and required frontage to several commercial/industrial lots.

**Disadvantages:** Additional street infrastructure to maintain.

---

**City Budgetary Impacts:** Additional street infrastructure to maintain.

---

**Staff Recommended Action:** Approve the request to accept First Flight Drive.

---

**Previous Meetings and History:** N/A

---

**Attachments:** Cover Letter and Petition to Accept  
Kittyhawk Business Park Subdivision

# **HARTT**

**TRANSPORTATION SYSTEMS, INC.**



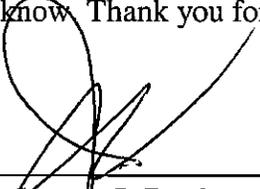
September 14, 2015

Ms. Susan Clements-Dallaire  
City Clerk  
City of Auburn  
60 Court Street  
Auburn, ME 04210

Dear Susan,

We are coming to the end of our project to extend First Flight Drive and inhabit our beautiful new building, so it is time for us to dedicate the road to the City of Auburn. Attached please find our petition for Auburn to accept First Flight Drive as a public Street and a copy of the recorded plat of the final sub-division plan.

Can you please put this on the City Council's meeting agenda as soon as possible? Also, do we need to be present for the meetings? If I need to provide anything else, please let me know. Thank you for your assistance in this matter.

  
By: Joanna S. Bradeen, CFO  
PO Box 1385  
Bangor, ME 04402  
207-992-5909

PETITION TO ACCEPT FIRST FLIGHT DRIVE AS A PUBLIC STREET

September 14, 2015

To the Honorable Mayor and City Council:

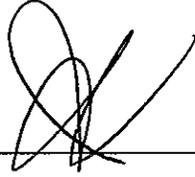
The undersigned petitioner(s) respectfully request that First Flight Drive be accepted as a public street of the City of Auburn and present and state as follows:

That First Flight Drive is laid out and dedicated for public use on the plan of Kittyhawk Business Park Subdivision – Revision Three, as approved by the City of Auburn Planning Board on 12/11/15 and recorded at the Androscoggin County Registry of Deeds in Plan Book 51, Page 45.

That First Flight Drive has been constructed to the standards as required by City of Auburn Ordinances, Chapter 46, Article V. - Design and Construction Standards.

Description of street to be accepted:

Beginning on the southwesterly line of Kittyhawk Avenue, directly across said Kittyhawk Avenue from that portion of First Flight Drive as was accepted by the Auburn City Council on February 23, 1994; thence extending southwesterly and westerly one thousand twenty four (1024) feet, more or less, to and including a hammerhead turnaround; said street varying in width, being the same as shown on plan of Kittyhawk Business Park Subdivision – Revision Three, dated September 14, 2015 and recorded at the Androscoggin County Registry of Deeds in Plan Book 51, Page 45.

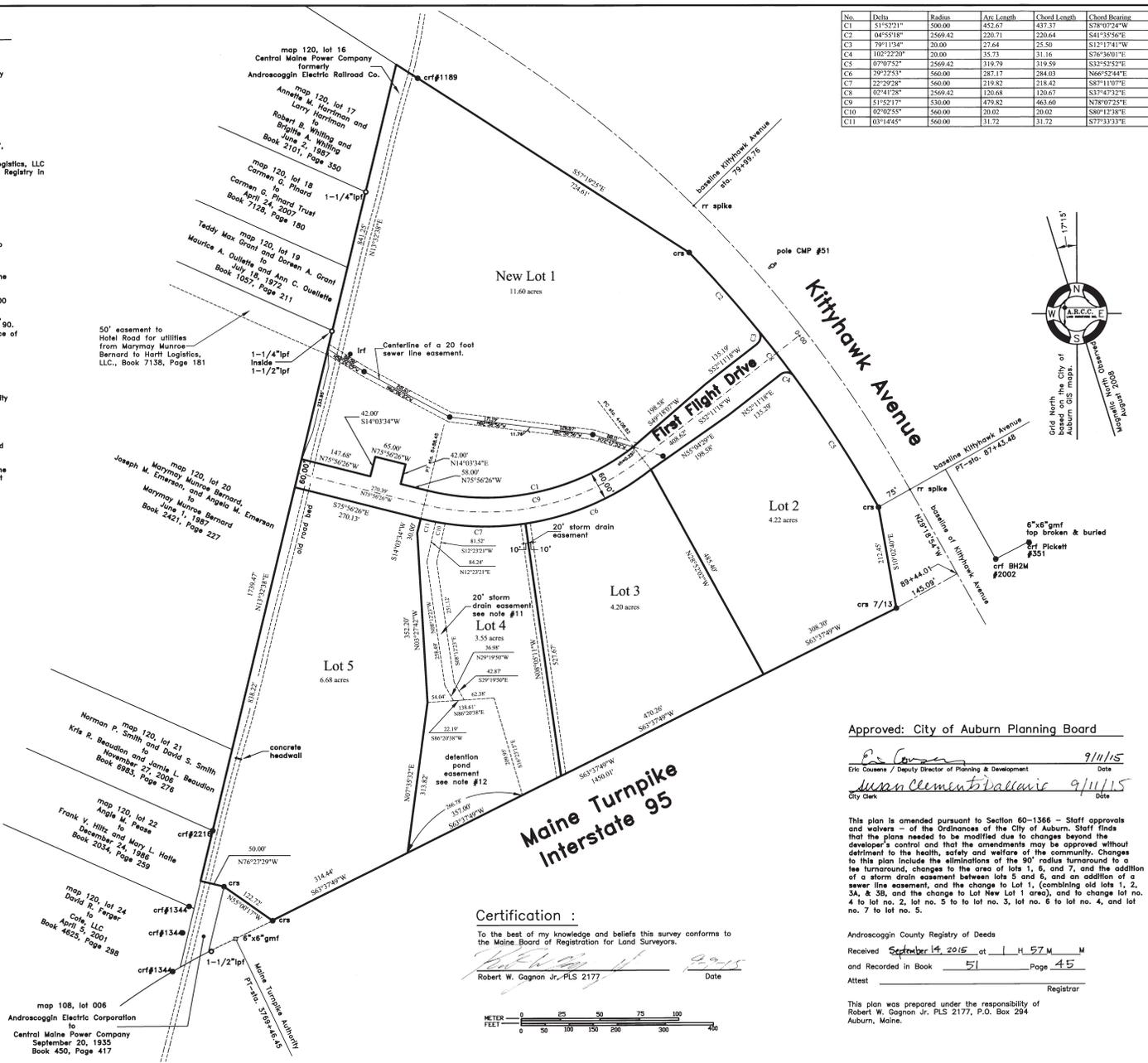
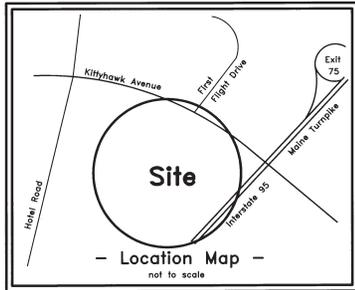
  
\_\_\_\_\_  
James Bracken, CFO  
\_\_\_\_\_

**Notes :**

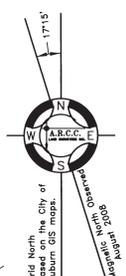
- All Book and Page references as shown hereon are from the Androscoggin County Registry of Deeds.
- Lines shown and not labeled (bearing & distances) are illustrative only, they are based on tax maps and are not verified by this surveyor.
- Kithyhawk Avenue and the Maine Turnpike location is based on existing monumentation found.
- Area of property is 31.266 acres.
- Source deed -
  - Stephen J. Bernard to Hart Logistics, LLC, by deed dated October 17, 2005, and recorded in said Registry in Book 7138, Page 182.
  - Corrective Quitclaim Deed - Central Maine Power Company to Hart Logistics, LLC, by deed dated January 26, 2009, and recorded in said Registry in Book 7616, Page 149.
- Properties lies within the Industrial Zone. Dimensional requirements Minimum lot width and depth - 150' width - 250' depth Yard Requirements - rear 50' - side 35' - front 35'
- Practition of closure was one foot in 108,792 feet, traverse was adjusted to close.
- Reference plans -
  - Maine Turnpike Authority Section 2 - Portland to Augusta, dated June 1954, Sheets 2 & 3 of 6, recorded in said Registry Book of Plans, Book 11, Page 572 & 573.
  - State of Maine Department of Transportation, State Project No. 198.00 dated July 1985, sheets 8 & 9 of 13, D.O.T. File No. 1-173.
  - Standard Boundary Survey for Raymond Plinard, dated September 28, 1985, and recorded in said registry Book of Plans, Book 34, Page 90.
  - Boundary Survey for Cote, LLC, dated July 2002, on file at the office of Construction Consultants, Inc. Livermore, Maine.
  - Revision One Kithyhawk Business Park, dated March 23, 2012, and recorded in said Registry in Book of plans Book 49, Page 91.
  - Revision Two Kithyhawk Business Park, dated November 6, 2012 and recorded in said Registry in Book of plans Book 49, Page 143.
- Property does not lie within the 100 year flood hazard zone, per the Flood Insurance Rate Maps for the City of Auburn, panel 9 & 12 of 16, Community Panel Number 230001 0009 & 0012 C, revised date October 18, 1995.
- Property is shown on the City of Auburn tax map no. 120, lot 15.
- A 20 foot easement to the City of Auburn for the purpose of operating and maintaining the storm drainage system as part of First Flight Drive.
- An easement to the City of Auburn to convey water across lot #4 through the wet pond. The pond to be owned and maintained by the owner of lot #4 at no cost to the City of Auburn.

**Legend :**

- lrf Iron rod found
  - lpf Iron pipe found
  - gmf granite monument found
  - crf capped rebar found
  - crs capped 3/4 inch rebar set I.D. #2177
- map 120, lot 15 map / lot per city's tax maps



No.	Delta	Radius	Arc Length	Chord Length	Chord Bearing
C1	S1°32'21"	560.00	452.67	431.51	S78°07'24"W
C2	04°53'18"	2569.42	120.71	120.64	S81°15'56"E
C3	79°11'34"	20.00	27.64	25.50	S12°17'41"W
C4	102°32'20"	20.00	35.73	31.16	S76°36'01"E
C5	07°07'52"	2569.42	1319.79	1319.59	S32°52'52"E
C6	29°22'53"	560.00	287.17	284.03	N66°52'44"E
C7	22°29'28"	560.00	219.82	218.42	S87°11'07"E
C8	07°41'28"	2569.42	120.68	120.67	S37°47'32"E
C9	S1°52'12"	1530.00	479.82	463.69	S82°08'22"E
C10	02°02'55"	560.00	20.02	20.02	S80°12'38"E
C11	03°14'45"	560.00	31.72	31.72	S77°33'33"E



**Certification :**  
 To the best of my knowledge and beliefs this survey conforms to the Maine Book of Registration for Land Surveyors.  
 Robert W. Gagnon Jr., PLS 2177 Date \_\_\_\_\_



Approved: City of Auburn Planning Board

*[Signature]* 9/11/15  
 Eric Coussens / Deputy Director of Planning & Development Date  
*[Signature]* 9/11/15  
 Susan Clements-Balawic City Clerk Date

This plan is amended pursuant to Section 60-1366 - Staff approvals and waivers - of the Ordinances of the City of Auburn. Staff finds that the plans needed to be modified due to changes beyond the developer's control and that the amendments may be approved without detriment to the health, safety and welfare of the community. Changes to this plan include the eliminations of the 90' radius turnaround to a tee turnaround, changes to the area of lots 1, 6, and 7; and the addition of a storm drain easement between lots 5 and 6, and an addition of a sewer line easement, and the change to Lot 1, (Combining old lots 1, 2, 3A, & 3B, and the change to Lot New Lot 1 (1 acre), and to change lot no. 4 to lot no. 2, lot no. 5 to lot no. 3, lot no. 6 to lot no. 4, and lot no. 7 to lot no. 5.

Androscoggin County Registry of Deeds  
 Received September 14, 2015 at 14 57 M  
 and Recorded in Book 51 Page 45  
 Attest \_\_\_\_\_ Registrar

This plan was prepared under the responsibility of Robert W. Gagnon Jr., PLS 2177, P.O. Box 284 Auburn, Maine.

**STATE OF MAINE**  
 ROBERT W. GAGNON JR.  
 LAND SURVEYOR  
 No. 2177  
 LICENSE EXPIRES 12/31/2015

---

**A.R.C.C.**  
 LAND SURVEYORS INC.  
 1000 N. BROAD ST. SUITE 200  
 AUBURN, MAINE 04212-0294  
 PHONE: 603-533-2222 FAX: 603-533-2227

---

**Revision Three**  
**Kithyhawk Business Park**  
 for  
 Kithyhawk Avenue  
 Androscoggin County  
 Auburn, Maine 04210

---

**Subdivision Plan**  
 for  
 Kithyhawk Avenue  
 Record Owner - Hart Logistics, LLC  
 Androscoggin County  
 Auburn, Maine 04210

---

**One**  
 OF  
 15-042



## City Council Information Sheet

City of Auburn

**Council Workshop or Meeting Date:** 10-19-2015

**Order** 82-10192015\*

**Author:** Sue Clements-Dallaire

**Subject:** Temporary Sign Request – Auburn Ski Association

**Information:** The Auburn Ski Association is holding their annual ski swap on Sunday November 15, 2015. They are seeking permission to place a temporary sign advertising the event. More details are provided in the attached letter.

**Advantages:** Promotes this local event

**Disadvantages:** Some may not like the appearance of the temporary sign.

**City Budgetary Impacts:** None

**Staff Recommended Action:** Staff recommends approval of the request.

**Previous Meetings and History:** This is a yearly event (10 + years)

**Attachments:**

Letter of request

Order 82-10192015

City of Auburn Me

october 6, 2015

Dear Mayor and Council -

The Auburn Ski Association (ASA) will be holding their annual Ski Swap on Sunday November 15<sup>th</sup>, 9:00-2:00 p.m. at the Auburn Middle School Cafeteria and Gym. We would like permission to place a sign to inform the public of this annual event in the following location. The public location is at the intersection of Turner Street and Lake Auburn Avenue below Starbucks. The sign is the same size (4'x8') and construction (plywood painted white with the date, time and location of the event some have a graphic of a skier) that we have been using for over a decade.

The Auburn Ski Association is a non-profit organization that promotes skiing and snowboarding in the Auburn area. The organization helps fund the Edward Little High School and the Auburn Middle School alpine and Nordic ski programs, as well as the Snow-Mad Freestyle program, Lost Valley Ski Racing Club and Special Olympics skiing. ASA awards college scholarships each year to a male and female graduating from Edward Little High School and helps athletes who need financial support to pursue skiing (i.e., US Ski Team) by granting them funds for equipment, training and associated travel costs. Also, ASA collaborates with and supports the development of Nordic programs and trails in our city.

Jodd Bowles

A handwritten signature in black ink, appearing to read "Jodd P. Bowles". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Tizz E. H. Crowley, Ward One  
Robert Hayes, Ward Two  
Mary Lafontaine, Ward Three  
Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
Belinda Gerry, At Large  
David Young, At Large

Jonathan P. LaBonte, Mayor

## **IN CITY COUNCIL**

### **ORDER 82-10192015**

ORDERED, that City Council hereby approves the Auburn Ski Association request for a temporary sign for their Annual Ski Swap which will be held on Sunday, November 15<sup>th</sup>, 2015. The sign will be placed at the intersection of Turner Street and Lake Auburn Avenue below Starbucks.

Mayor LaBonté called the meeting to order at 7:17 P.M. in the Council Chambers of Auburn Hall and led the assembly in the salute to the flag. Councilor Hayes had an excused absence. All other councilors were present.

**I. Consent Items**

**1. Order 76-10052015\***

Setting the time to open the polls for the November 3, 2015 Election.

Motion was made by Councilor LaFontaine and seconded by Councilor Walker to set the time to open the polls at 7:00 A.M. for the November 3, 2015 Election. Passage 6-0.

**II. Minutes - September 21, 2015 Regular Council Meeting**

Motion was made by Councilor LaFontaine and seconded by Councilor Walker to accept the September 21, 2015 Regular Council Meeting minutes as presented. Passage 6-0.

**III. Communications, Presentations and Recognitions - None**

**IV. Open Session**

Alfreda Fournier, Androscoggin County Commissioner of District 5, and Davis Avenue resident commended the crew that is doing the street and sidewalk work on Davis Avenue. She also expressed concern that it is just over 3 weeks from Halloween and the crew keeps getting pulled from the project. It should have been a three month job but it is taking longer than that. She commented that there are a large number of trick-or-treaters that go to the Davis Avenue area for Halloween and only ¼ of the street has curbing installed. She has concerns that people may fall and feels that it is a potential safety hazard. She said she hopes the curbing will be completed by Halloween and the equipment is removed adding that kids sometimes play on the equipment that is left when crews are not working. She also noted that she attended the Neighborhood Garden Project open house, and said it was nice to see such a strong sense of neighborhood. She mentioned that they are looking for help to remove some piping which is about 4 ft high with screws that are rusty and stick out. She also wanted to clarify something that came up at a previous Council meeting regarding not having received a quote for dispatch purposes. She did bring this to the Commissioners and wanted to clarify that Council hasn't received a quote because commission hasn't received it yet.

Andy Titus, 24 Rubellite Lane commented that he was concerned about the speed we are going with the rail item. He said he was concerned that we would consider funding \$50,000 with State funding over \$400,000 on a study adding that it is a lot of money for the taxpayers of Auburn.

Grady Burns, 25 Hillsdale Street, said he wanted to state his strong support for the passenger rail adding that an opportunity to connect us with Portland is an opportunity we cannot afford to ignore.

Bob Spencer, spoke about building a new high school. He said he has been trying to work with the City on getting a new high school built. He said he gave the City Manager a detailed letter today providing reasons why he thinks it is going to be another 30 or so years before a new high school is built.

V. **Unfinished Business - None**

VI. **New Business**

1. **Order 77-10052015**

Approving the Liquor License and the Special Amusement Permit for Sapphire Entertainment, Inc. located at 150 Center Street. Public Hearing.

Motion was made by Councilor LaFontaine and seconded by Councilor Walker to approve the liquor license and special amusement permit for Sapphire Entertainment, Inc. located at 150 Center Street.

Public hearing – Chief Crowell and Lt. Cogle spoke, followed by business owner Jeremy Fitts, 9 Shirley Street, Lewiston and Noah Hogan who is with the private security company based out of Portland who confirmed that the establishment would only be open until 1 A.M. and also spoke of their plans for this establishment.

Councilor Lee suggested adding a friendly amendment to the original motion to adjust the hours of operation from 2 A.M. to 1 A.M. as the closing time with Councilors LaFontaine and Walker both in agreement.

Passage of the order which includes the friendly amendment 6-0.

2. **Order 78-10052015**

Adopting the amendment to the 2015-16 school budget which authorizes additional expenditures of up to \$200,404 for school purposes with no increase in local taxes.

Motion was made by Councilor LaFontaine and seconded by Councilor Walker to adopt the amendment to the 2015-16 school budget authorizing additional expenditures of up to \$200,404 for school purposes with no increase in local taxes.

Public comment – no one from the public spoke.

Passage 5-1 (Councilor Crowley opposed). A roll call vote was taken.

3. **Ordinance 14-10052015**

Adopting the new general assistance appendices A, C, and D for October 1, 2015 through September 30, 2016. Public hearing and first reading.

Motion was made by Councilor LaFontaine and seconded by Councilor Crowley adopting the new general assistance appendices A, C, and D for October 1, 2015 through September 30, 2016 as presented.

Public hearing - no one from the public spoke.

Passage 6-0. A roll call vote was taken.

4. **Order 79-10052015**

Adopting the Great Falls TV Inter-local Agreement.

Motion was made by Councilor LaFontaine and seconded by Councilor Lee adopting the Great Falls TV Inter-local agreement as presented.

Public hearing – no one from the public spoke.

Passage – 4-3 (there was a tie vote of 3-3 with Councilors Crowley, Walker, and Gerry opposed, and in accordance the City Charter, Article III, Section 3.3 the Mayor voted to break the tie vote and voted in support of the Order).

**5. Order 80-10052015**

Authorizing the relocation of the Great Falls TV Facility from Central Maine Community College to Auburn Hall and the studio facility to be temporarily relocated to the Auburn Library.

Motion was made by Councilor LaFontaine and seconded by Councilor Crowley authorizing the relocation of the Great Falls TV Facility from Central Maine Community College to Auburn Hall and the studio facility to be temporarily relocated to the Auburn Library.

Motion by Councilor Young and seconded by Councilor Walker to amend by including a 12 month report back provision on the temporary location.

Motion on the amendment failed 2-4 (Councilors Crowley, LaFontaine, Lee, and Gerry opposed).

Public hearing - Mamie Anthoine Ney, Director of the Auburn Public Library regarding the use of the Library studio.

Passage 6-0.

**6. Order 81-10052015**

Authorizing the modification of the tax increment finance (TIF) relationship and credit enhancement agreement (CEA) approved by the City Council in Order 74-09082014 to change the term from 20 to 15 years and to clarify that the developer's proceeds can be used for both credit enhancement and operating subsidy, and to authorize the City Manager to execute all documents needed to implement the TIF and CEA.

Motion was made by Councilor LaFontaine and seconded by Councilor Gerry authorizing the modification of the tax increment finance (TIF) relationship and credit enhancement agreement (CEA) approved by the City Council in Order 74-09082014 to change the term from 20 to 15 years and to clarify that the developer's proceeds can be used for both credit enhancement and operating subsidy, and to authorize the City Manager to execute all documents needed to implement the TIF and CEA.

Public hearing - no one from the public spoke .

Passage 6-0.

**VII. Executive Session - None**

**VIII. Reports**

**Mayors Report** – commented on the railroads and the future use of railroads in and out of Lewiston and Auburn and on outstanding rail issues which includes both passenger rail and freight rail activity.

**Councilor Young** – brought up a constituent question on whether people receive free Cable TV, and as far as he knows, that is not the case. Free Cable TV service is not offered.

**Councilor Crowley** – reported that October is Breast Cancer Awareness Month and the best way to fight breast cancer is to have a plan to catch the disease in the early stages. This includes regular breast exams, mammograms, and self examinations. On Thursday, October 8<sup>th</sup>, there will be a fall program at the Women’s Literary Union featuring staff from Donna’s Greenhouse on “putting away your garden” and preparing it for the winter months. On Friday October 9<sup>th</sup> there is a Grand Opening of the new Ingersoll Indoor Turf Facility at 5:30 PM. Later that evening a concert will be held at the Franco Center in Lewiston where Auburn resident Rebecca Leonard will be performing. On Saturday, October 10<sup>th</sup> the public is invited to attend a tour of the Knight House in Auburn. On Wednesday, November 11<sup>th</sup> from 3-6 PM she will be hosting a “thank you” open house for residents in Ward 1, City staff, community members, and friends she has made over the last 4 years while serving as City Councilor. Visiting hours will be Tuesday, October 20<sup>th</sup> at 1:30 PM at the Auburn Library. She ended by providing the sewer tip of the month regarding sump pumps.

**Councilor Lafontaine** commented that she is happy to support of the \$50,000 expenditure for the Rail Study. She said that she unfortunately will not be here on the 19<sup>th</sup> to vote but feels that it is important that Auburn is involved in the process. If we do not support the funding, another community like Augusta or Bangor will step up to the plate and get the funding, and Auburn would lose this opportunity.

**Councilor Lee** also commented on the passenger rail stating that nuance is good and should be embraced. We should be part of the nuance discussions.

**Councilor Walker** stated that he thinks the rail will be a great thing, and something that our grandchildren and great grandchildren will benefit from and added that he thinks he will vote in support of it.

**Councilor Gerry** stated that she will support the passenger rail study when the vote comes, but she would have preferred that the Auburn delegation would have come forward sooner before budgets were finalized. She also noted that the Androscoggin County Budget Committee met last Wednesday. They will be meeting every Wednesday night beginning at 6:00 PM at the Court House. She noted that Beth Bell gave an overview of the County budget and gave a thorough presentation. As it stands right now, if left as it is the budget stands at a 4.6% increase over what was put into effect for the last budget.

**City Manager’s Report** – He welcomed home two City employees. Scott Laliberte (Auburn Police Department) and Brian Martin (Auburn Fire Department) are returning from military duty. He also noted that there will be a ribbon cutting event on Friday, October 9<sup>th</sup> at 5:30 for the grand opening of the new Ingersoll Indoor Turf Facility. On Friday, October 23<sup>rd</sup>, the University of Maine Women’s

**IN COUNCIL REGULAR MEETING OCTOBER 5, 2015 VOL. 34 PAGE 185**

Hockey team will be playing Brown University at the Norway Savings Bank Arena. Tickets can be purchased on the City website or at the Norway Savings Bank Arena.

**IX. Open Session**

Joe Gray, Sopers Mill Road received an email alert from the city on Board and Committee vacancies, and with tonight's vote on the Cable TV Advisory Board, and he would like to see the vacancies updated. He also commented on the railroad stating that "it cannot be funded in a vacuum". We need something that will bring people here. There has to be a reason for the train to come here, and "not just the romantic idea".

**X. Adjournment** - Motion was made by Councilor Crowley and seconded by Councilor Lee to adjourn. All were in favor and the meeting adjourned at 8:44 P.M.

A True Copy.

ATTEST *Susan Clements-Dallaire*  
Susan Clements-Dallaire, City Clerk

OFFICE OF THE MAYOR AND CITY COUNCIL  
CITY OF AUBURN



PROCLAMATION  
EXTRA MILE DAY

WHEREAS, Auburn, Maine is a community which acknowledges that a special vibrancy exists within the entire community when its individual citizens collectively “go the extra mile” in personal effort, volunteerism, and service; and

WHEREAS, Auburn, Maine is a community which encourages its citizens to maximize their personal contribution to the community by giving of themselves wholeheartedly and with total effort, commitment, and conviction to their individual ambitions, family, friends, and community; and

WHEREAS, Auburn, Maine is a community which chooses to shine a light on and celebrate individuals and organizations within its community who “go the extra mile” in order to make a difference and lift up fellow members of their community; and

WHEREAS, Auburn, Maine acknowledges the mission of Extra Mile America to create 550 Extra Mile cities in America and is proud to support “Extra Mile Day” on November 1, 2015.

NOW THEREFORE, I, Mayor of Auburn, Maine do hereby proclaim November 1, 2015 to be Extra Mile Day. I urge each individual in the community to take time on this day to not only “go the extra mile” in his or her own life, but to also acknowledge all those who are inspirational in their efforts and commitment to make their organizations, families, community, country, or world a better place.

**Mayor Jonathan P. LaBonté**

OFFICE OF THE MAYOR AND CITY COUNCIL

CITY OF AUBURN



PROCLAMATION

RED RIBBON WEEK

*WHEREAS*, the Mayor and City Council of Auburn, value the health and safety of all our citizens; and

*WHEREAS*, substance abuse is particularly damaging to one of our most valuable resources, our children, and a contributing factor in the three leading causes of death for teenagers – accidents, homicides, and suicides; and

*WHEREAS*, it is the goal of Red Ribbon Week and the Mayor and City Council of Auburn to involve families, schools businesses, churches, law enforcement agencies and service organizations in all aspects of this campaign and establish an atmosphere that supports awareness, education and on-going initiatives to prevent illegal drug use; and

*WHEREAS*, the Red Ribbon Week campaign theme promotes family and individual responsibilities for living healthy, drug free lifestyles, without illegal drugs or the illegal use of legal drugs; and

*WHEREAS*, there are many activities planned during the Red Ribbon Week Campaign in Auburn,

*THEREFORE, BE IT PROCLAIMED*, that I, Jonathan P. LaBonté, Mayor of Auburn, do hereby proclaim October 23<sup>rd</sup> – 30<sup>th</sup> as Red Ribbon Week.

IN WITNESS WHEREOF, I have hereunto

Set my hand and caused the Seal of the

City of Auburn, Maine

to be fixed this 19<sup>th</sup> day of October 2015.

Mayor Jonathan P. LaBonté



# Norway Savings Bank Arena

## **October 2015**

LA Seniors Men's League (Oct 2)  
Maine Gladiator Fall Classis (Oct 10 and 11)  
LA Senior Elite League (Oct 19)  
Maine vs. Brown (Oct 23)  
Gladiators GIVE Event (Oct 23)  
Lumberjack Throwdown – Ladies Ice Hockey Tournament (Oct 24 and October 25)  
Merrymeeting Behavioral Health Services (Every Monday and Friday)  
Wellness Lunch and Skate (Monday, Wednesday and Fridays)

## **November 2015**

Center Street Dental Candy Buy Back and Costume Re-cycle event (Nov 1)  
Girls High School Hockey (Pre-Season) (Nov 2)  
Girls High School Hockey Round Robin (Nov 14)  
Midget State Playoffs (Nov 7,8 and 9)  
Kick off Middle School Hockey season (Nov 8)  
Turk-Curling Fundraising and donation Event (Week of Nov 16)  
Boys High School Hockey (Pre-Season) (Nov 16)  
St. Dominic Academy Black and White Game (Nov 20)  
Boys High School Round Robin (Nov 21)  
Velocity Cheer Fundraiser – Facility Rental (Nov 28)  
Merrymeeting Behavioral Health Services (Every Monday and Friday)  
Monthly Adult Public Skate  
Friday Teen Public Skate (DJ and Lightshow)(Twice a month to start)

## **December 2015**

Kick-Off of High School Hockey in Maine: St. Doms vs. Scarborough (Dec 5)  
Family Holiday Skate – Toys for Tots campaign (Dec – TBD)  
Corporate Partner “Thank you” Holiday Skate – Coats for Kids (Dec – TBD)  
Merrymeeting Behavioral Health Services (Every Monday and Friday)  
Monthly Adult Public Skate  
Friday Teen Public Skate (DJ and Lightshow)(Twice a month to start)

## **January 2016**

State Select Tryouts (Jan 3)  
Mite Jamboree (Jan 15 - 17)  
Firefighter, Police and Military Winter Games (Jan 15)  
Merrymeeting Behavioral Health Services (Every Monday and Friday)  
Monthly Adult Public Skate  
Friday Teen Public Skate (DJ and Lightshow)(Twice a month to start)

## **February 2016**

Girls High School Hockey Playoffs (Feb 3)  
44<sup>th</sup> Annual Lions Tournament (Feb 13-17)  
Maine Hockey Development Winter Challenge Tournament (Feb 19-21)  
Father and Daughter Event – Mezzanine (Feb 20)  
Boys High School Hockey Playoffs (Feb 22)  
Maine Hockey Development March Showdown (Feb 26-28)



985 Turner Street  
Auburn, ME 04210  
(207) 333-6688  
[Norwaysavingsbankarena.com](http://Norwaysavingsbankarena.com)





Merrymeeting Behavioral Health Services (Every Monday and Friday)  
Monthly Adult Public Skate  
Friday Teen Public Skate (DJ and Lightshow)(Twice a month to start)

### **March 2016**

Youth Hockey Playoffs (March 1)  
PeeWee State Hockey Tournament (March 11-13)  
Maine High School Hockey Winter Classic All-Star Games (March 12)  
Southern Maine Middle School Hockey Playoffs (March 21)  
Sponsor Appreciation Event (March TBD)  
Merrymeeting Behavioral Health Services (Every Monday and Friday)  
Monthly Adult Public Skate  
Friday Teen Public Skate (DJ and Lightshow)(Twice a month to start)

### **April 2016**

Rink 1 – Ice is taken out  
Pickle Ball League: Rink #1  
Street Hockey Tournament: Rink #1  
Kids Day at Norway Saving Bank Arena (Bounce Houses and Inflatable's on Rink 1 and Public Skating on Rink #2) (April Vacation)  
Rousseau Hockey Camps (TBD)  
Zamboni 101 Fundraising Event (TBD)  
Monthly Adult Public Skate  
Friday Teen Public Skate (DJ and Lightshow)(Twice a month to start)

### **Summer (May, June July, August and September)**

- **To be determined events and targets for summer months**

Bike, Car or Boat Show (Parking Lot)  
National Fireman Challenge (July 4<sup>th</sup>)  
Inflatable 5K (In discussions)  
Wipeout Challenge Fun Run (Submitting application)  
Slide the City (In discussions)  
MMA (Mixed Martial Arts) Event  
Plant Hockey Development Camp out of Denver, Colorado  
Women's Player Development Camps  
Bid for USA Hockey National Tournament  
Bid process for ACHA Tournaments  
Introduction to Curling  
Hockey Show/Expo



985 Turner Street  
Auburn, ME 04210  
(207) 333-6688  
[Norwaysavingsbankarena.com](http://Norwaysavingsbankarena.com)



14-15/ 15-16 Ice Comparison and Partnerships

14/15 Total Hours (Ice)	14/15 Actual Total (Ice)
3511	\$643,738.58
15/16 Total Hours(Ice)	15/16 Actual Total (Ice)
3633	\$718,738.58
249	\$75,000.00
Public Skate Total	Shinny Hockey Total
\$24,491.00	\$10,355.00

Public Skate Target	Shinny Hockey Target
35,000.00	15,000.00
10,509.00	4,645.00

14/15 Total Sponsorships
\$146,750.00

15/16 Current Partnerships (Projected)	15/16 New Business (Projected As of October)
\$174,000.00	\$ 10,000.00
\$27,250.00	

15/16 New Facility Rental (As of October)
\$2,100.00



## City Council Information Sheet

City of Auburn

**Council Workshop or Meeting Date:** 10-19-2015

**Ordinance** 14-10052015

**Author:** Dorothy Meagher

**Subject:** Adoption of Appendices for General Assistant

**Information:** I'm seeking the approval of the new appendices A, C and D for the period of October 1, 2015 to September 30, 2016. The municipal officers must approve / adopt the new Overall Maximums (Appendix A), Housing Maximums (Appendix C) and Electric Maximums (Appendix D) in accordance to Ordinance 24-23 in Chapter 24. Once the appendices are adopted they will replace the FY 14-15 maximums, the maximum levels are established as a matter of state law based on certain federal and HUD values.

These appendices are filed with the Department of Health and Human Services (DHHS) in compliance with Title 22 M.R.S.A §4305 (4).

**Advantages:** By adopting the new appendices A, C and D the program will be in compliance for reimbursement from the State.

**Disadvantages:** By not approving the appendices, the program can be penalized and lose the State reimbursement which is now 70% of the expenditures.

**City Budgetary Impacts:** Over all the increase is 1.3% for Appendix A and C. Appendix D is an increase of \$4 for a household of 1 with electric heated hot water.

**Staff Recommended Action:** Recommend approval of the increase to the General Assistance Appendices A, C and D as required by state statute and ordinance. Second reading.

**Previous Meetings and History:** This is a yearly approval needed by council when any changes are done to the appendices. Was presented at the 9/21/2015 Council workshop and a public hearing and passage of the first reading was on 10/5/2015.

**Attachments:**

Appendix A, Overall Maximums

Appendix C, Rental Maximums

Appendix D, Utilities

Adoption form for 15-16

Ordinance 14-10052015

## GA Overall Maximums

### Metropolitan Areas

COUNTY	Persons in Household				
	1	2	3	4	5*
<b>Bangor HMFA:</b> Bangor, Brewer, Eddington, Glenburn, Hampden, Hermon, Holden, Kenduskeag, Milford, Old Town, Orono, Orrington, Penobscot Indian Island Reservation, Veazie	628	734	916	1,141	1,326
<b>Penobscot County HMFA:</b> Alton, Argyle UT, Bradford, Bradley, Burlington, Carmel, Carroll plantation, Charleston, Chester, Clifton, Corinna, Corinth, Dexter, Dixmont, Drew plantation, East Central Penobscot UT, East Millinocket, Edinburg, Enfield, Etna, Exeter, Garland, Greenbush, Howland, Hudson, Kingman UT, Lagrange, Lakeville, Lee, Levant, Lincoln, Lowell town, Mattawamkeag, Maxfield, Medway, Millinocket, Mount Chase, Newburgh Newport, North Penobscot UT, Passadumkeag, Patten, Plymouth, Prentiss UT, Seboeis plantation, Springfield, Stacyville, Stetson, Twombly UT, Webster plantation, Whitney UT, Winn, Woodville	590	618	733	1,025	1,185
<b>Lewiston/Auburn MSA:</b> Auburn, Durham, Greene, Leeds, Lewiston, Lisbon, Livermore, Livermore Falls, Mechanic Falls, Minot, Poland, Sabattus, Turner, Wales	549	650	849	1,070	1,136
<b>Portland HMFA:</b> Cape Elizabeth, Casco, Chebeague Island, Cumberland, Falmouth, Freeport, Frye Island, Gorham, Gray, Long Island, North Yarmouth, Portland, Raymond, Scarborough, South Portland, Standish, Westbrook, Windham, Yarmouth; Buxton, Hollis, Limington, Old Orchard Beach	803	956	1,181	1,563	1,641
<b>York/Kittery/S.Berwick HMFA:</b> Berwick, Eliot, Kittery, South Berwick, York	958	964	1,245	1,684	1,833
<b>Cumberland County HMFA:</b> Baldwin, Bridgton, Brunswick, Harpswell, Harrison, Naples, New Gloucester, Pownal, Sebago	638	773	1,025	1,466	1,747

## Appendix A

Effective: 10/01/15-09/30/16

COUNTY	1	2	3	4	5*
<b>Sagadahoc HMFA:</b> Arrowsic, Bath, Bowdoin, Bowdoinham, Georgetown, Perkins UT, Phippsburg, Richmond, Topsham, West Bath, Woolwich	762	810	960	1,245	1,579
<b>York County HMFA:</b> Acton, Alfred, Arundel, Biddeford, Cornish, Dayton, Kennebunk, Kennebunkport, Lebanon, Limerick, Lyman, Newfield, North Berwick, Ogunquit, Parsonsfield, Saco, Sanford, Shapleigh, Waterboro, Wells	695	796	1,009	1,370	1,418

\*Note: Add \$75 for each additional person.

### Non-Metropolitan Areas

#### Persons in Household

COUNTY	1	2	3	4	5*
<b>Aroostook County</b>	603	620	747	946	1,036
<b>Franklin County</b>	630	658	780	971	1,382
<b>Hancock County</b>	647	733	933	1,228	1,246
<b>Kennebec County</b>	570	659	843	1,057	1,126
<b>Knox County</b>	736	741	913	1,170	1,298
<b>Lincoln County</b>	666	739	932	1,161	1,245
<b>Oxford County</b>	567	618	758	1,023	1,324
<b>Piscataquis County</b>	578	659	814	1,033	1,105
<b>Somerset County</b>	659	690	821	1,117	1,121
<b>Waldo County</b>	649	737	873	1,189	1,265
<b>Washington County</b>	572	629	749	955	1,158

\* Please Note: Add \$75 for each additional person.

## GA Housing Maximums (Heated & Unheated Rents)

**NOTE: NOT ALL MUNICIPALITIES SHOULD ADOPT THESE SUGGESTED HOUSING MAXIMUMS!** Municipalities should ONLY **consider** adopting the following numbers, if these figures are consistent with local rent values. If not, a market survey should be conducted and the figures should be altered accordingly. The results of any such survey must be presented to DHHS prior to adoption. **Or, no housing maximums should be adopted and eligibility should be analyzed in terms of the Overall Maximum—Appendix A. (See Instruction Memo for further guidance.)**

### Non-Metropolitan FMR Areas

<b><u>Aroostook County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	108	464	128	550	
1	108	464	130	561	
2	127	546	158	679	
3	164	705	202	868	
4	176	758	223	957	
<b><u>Franklin County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	114	491	134	577	
1	114	491	139	599	
2	135	579	166	712	
3	170	730	208	893	
4	257	1,104	303	1,303	
<b><u>Hancock County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	112	480	136	584	
1	124	534	154	663	
2	161	691	198	851	
3	218	937	263	1,133	
4	218	937	264	1,136	
<b><u>Kennebec County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	94	403	118	507	
1	107	460	137	589	
2	140	601	177	761	
3	178	766	224	962	
4	181	778	236	1,016	

**Non-Metropolitan FMR Areas**

<b><u>Knox County</u></b>					
	<b><u>Unheated</u></b>		<b><u>Heated</u></b>		
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	132	569	157	673	
1	132	569	157	673	
2	156	671	193	831	
3	204	879	250	1,075	
4	221	950	276	1,188	
<b><u>Lincoln County</u></b>					
	<b><u>Unheated</u></b>		<b><u>Heated</u></b>		
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	119	513	141	607	
1	126	540	156	669	
2	160	690	198	850	
3	202	870	248	1,066	
4	209	897	264	1,135	
<b><u>Oxford County</u></b>					
	<b><u>Unheated</u></b>		<b><u>Heated</u></b>		
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	93	400	117	504	
1	101	420	128	549	
2	120	516	157	676	
3	170	732	216	928	
4	227	976	282	1,214	
<b><u>Piscataquis County</u></b>					
	<b><u>Unheated</u></b>		<b><u>Heated</u></b>		
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	103	443	115	496	
1	115	493	128	552	
2	142	613	158	681	
3	184	792	202	870	
4	192	827	211	906	
<b><u>Somerset County</u></b>					
	<b><u>Unheated</u></b>		<b><u>Heated</u></b>		
Bedrooms	Weekly	Monthly	Weekly	Monthly	
0	120	517	141	606	
1	121	519	147	631	
2	143	615	175	753	
3	202	869	241	1,038	
4	202	869	241	1,038	

**Non-Metropolitan FMR Areas**

<b><u>Waldo County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	116	497	137	590	
1	125	538	155	667	
2	147	631	184	791	
3	209	898	254	1,094	
4	213	917	269	1,155	

<b><u>Washington County</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	94	405	118	509	
1	100	430	130	559	
2	118	507	155	667	
3	154	664	200	860	
4	188	810	244	1,048	

**Metropolitan FMR Areas**

<b><u>Bangor HMFA</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	107	461	131	565	
1	124	535	154	664	
2	157	674	194	834	
3	198	850	243	1,046	
4	227	978	283	1,216	

<b><u>Penobscot County HMFA</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	99	427	123	531	
1	99	427	127	548	
2	114	491	151	651	
3	171	734	216	930	
4	195	837	250	1,075	

<b><u>Lewiston/Auburn MSA</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	89	382	113	486	
1	105	451	135	580	
2	141	607	178	767	
3	181	779	227	975	
4	183	788	239	1,026	

**Metropolitan FMR Areas**

<b><u>Portland HMFA</u></b>		<b><u>Unheated</u></b>		<b><u>Heated</u></b>	
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	148	636	172	740	
1	176	757	206	886	
2	218	939	256	1,099	
3	296	1,272	341	1,468	
4	301	1,293	356	1,531	
<b><u>York/Kittery/S. Berwick HMFA</u></b>					
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	186	798	210	902	
1	186	798	210	902	
2	233	1,003	270	1,163	
3	324	1,393	370	1,589	
4	345	1,485	401	1,723	
<b><u>Cumberland County HMFA</u></b>					
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	111	471	134	575	
1	133	574	163	703	
2	182	783	219	943	
3	273	1,175	319	1,371	
4	325	1,399	381	1,637	
<b><u>Sagadahoc County HMFA</u></b>					
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	138	603	163	702	
1	142	611	172	740	
2	167	718	204	878	
3	222	954	267	1,150	
4	286	1,231	342	1,469	
<b><u>York County HMFA</u></b>					
Bedrooms	Weekly	Monthly	Weekly	Monthly	Monthly
0	126	541	148	637	
1	139	597	169	726	
2	178	767	216	927	
3	251	1,079	297	1,275	
4	251	1,079	304	1,308	

## APPENDIX D - UTILITIES

### ELECTRIC

**NOTE:** For an electrically heated dwelling also see “Heating Fuel” maximums below. But remember, an applicant is *not automatically* entitled to the “maximums” established—applicants must demonstrate need.

1) **Electricity Maximums for Households *Without Electric Hot Water*:** The maximum amounts allowed for utilities, for lights, cooking and other electric uses *excluding* electric hot water and heat:

<u>Number in Household</u>	<u>Weekly</u>	<u>Monthly</u>
1	\$14.00	\$60.00
2	\$15.70	\$67.50
3	\$17.45	\$75.00
4	\$19.70	\$86.00
5	\$23.10	\$99.00
6	\$25.00	\$107.00

**NOTE:** For each additional person add \$7.50 per month.

2) **Electricity Maximums for Households *With Electrically Heated Hot Water*:** The maximum amounts allowed for utilities, hot water, for lights, cooking and other electric uses *excluding* heat:

<u>Number in Household</u>	<u>Weekly</u>	<u>Monthly</u>
1	\$19.10	\$86.00
2	\$23.75	\$102.00
3	\$27.70	\$119.00
4	\$32.25	\$139.00
5	\$37.30	\$160.00
6	\$41.00	\$176.00

**NOTE:** For each additional person add \$10.00 per month.

**NOTE:** For electrically heated households, the maximum amount allowed for electrical utilities per month shall be the sum of the appropriate maximum amount under this subsection and the appropriate maximum for heating fuel as provided below.

# GENERAL ASSISTANCE ORDINANCE

## APPENDICES A-D

### 2015-2016

The Municipality of Auburn adopts the MMA Model Ordinance GA Appendices (A, C, and D) for the period of Oct. 1, 2015—September 30, 2016. These appendices are filed with the Department of Health and Human Services (DHHS) in compliance with Title 22 M.R.S.A. §4305(4).

Signed the \_\_\_\_\_ (day) of \_\_\_\_\_ (month) \_\_\_\_\_ (year)  
by the municipal officers:

Tizz Crowley

\_\_\_\_\_  
(Signature)

Robert P. Hayes

\_\_\_\_\_  
(Signature)

Mary LaFontaine

\_\_\_\_\_  
(Signature)

Adam R. Lee

\_\_\_\_\_  
(Signature)

Leroy Walker

\_\_\_\_\_  
(Signature)

Belinda Gerry

\_\_\_\_\_  
(Signature)

David C. Young

\_\_\_\_\_  
(Signature)

Tizz E. H. Crowley, Ward One  
 Robert Hayes, Ward Two  
 Mary Lafontaine, Ward Three  
 Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
 Belinda Gerry, At Large  
 David Young, At Large

Jonathan P. LaBonte, Mayor

**IN CITY COUNCIL**

**ORDINANCE 14-10052015**

ORDERED, that the City Council hereby amends the General Assistance Ordinance to incorporate the following maximum levels of assistance to be effective on and after October 1, 2015 as follows:

**Appendix A**

Effective: 10/01/15-09/30/16

<b>Lewiston/Auburn MSA:</b> Auburn, Durham, Greene, Leeds, Lewiston, Lisbon, Livermore, Livermore Falls, Mechanic Falls, Minot, Poland, Sabattus, Turner, Wales	549	650	849	1,070	1,136
--	-----	-----	-----	-------	-------

**Appendix C**

Effective: 10/01/15-09/30/16

Lewiston/Auburn MSA Bedrooms	Unheated		Heated	
	Weekly	Monthly	Weekly	Monthly
0	89	382	113	486
1	105	451	135	580
2	141	607	178	767
3	181	779	227	975
4	183	788	239	1,026

**APPENDIX D - UTILITIES**

**ELECTRIC**

**NOTE:** For an electrically heated dwelling also see “Heating Fuel” maximums below. But remember, an applicant is *not automatically* entitled to the “maximums” established—applicants must demonstrate need.

**1) Electricity Maximums for Households Without Electric Hot Water:** The maximum amounts allowed for utilities, for lights, cooking and other electric uses *excluding* electric hot water and heat:

Number in Household	Weekly	Monthly
1	\$14.00	\$60.00
2	\$15.70	\$67.50
3	\$17.45	\$75.00
4	\$19.70	\$86.00
5	\$23.10	\$99.00
6	\$25.00	\$107.00

**NOTE:** For each additional person add \$7.50 per month.

**2) Electricity Maximums for Households With Electrically Heated Hot Water:** The maximum amounts allowed for utilities, hot water, for lights, cooking and other electric uses *excluding* heat:

Number in Household	Weekly	Monthly
1	\$19.10	\$86.00
2	\$23.75	\$102.00
3	\$27.70	\$119.00
4	\$32.25	\$139.00
5	\$37.30	\$160.00
6	\$41.00	\$176.00

**NOTE:** For each additional person add \$10.00 per month.

**NOTE:** For electrically heated households, the maximum amount allowed for electrical utilities per month shall be the sum of the appropriate maximum amount under this subsection and the appropriate maximum for heating fuel as provided below.



## City Council Information Sheet

City of Auburn

**Council Workshop or Meeting Date:** 10-19-2015

**Resolve** 07-10192015

**Author:** Dan Goyette

**Subject:** Tree Inventory Grant and 2016 TD Green Streets Program Grant

---

### **Information:**

#### Tree Inventory Grant:

The Grant is being offered by Project Canopy. The maximum amount for the grant request is \$20,000. The grant requires a 25% match but this match can be for City or volunteer work associated with the project. The Grant will allow the City to map all street trees and have that information as a data layer within the City's GIS system. This will allow for enhanced planning as it relates to maintenance and replacements.

#### 2016 TD Green Streets Program Grant:

This year the project must be completed in a low- to moderate-income (LMI) neighborhood. Funding can go towards the purchase of trees, tree planting and maintenance. The maximum amount of each grant request is \$20,000. Up to 50% of the total project funding must be designated for new trees.

---

**Advantages:** The Tree inventory Grant will allow the City to complete a data layer within the City's GIS system that has been identified as being very important but has been pushed down the list as other layers have taken priority. The TD Grant will allow the City to continue to plant large volumes of trees without having a financial impact on the budget.

**Disadvantages:** Both grants will require staff time to administer and coordinate.

---

**City Budgetary Impacts:** There should be no financial impact to the budget other than staff time which has already been accounted for within department budgets.

---

**Staff Recommended Action:** Approve and endorse the pursuit of these two grants by staff.

---

**Previous Meetings and History:** Presented at the 10/5/2015 Council workshop.

---

### **Attachments:**

Resolve 07-10192015

Tizz E. H. Crowley, Ward One  
Robert Hayes, Ward Two  
Mary Lafontaine, Ward Three  
Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
Belinda Gerry, At Large  
David Young, At Large

Jonathan P. LaBonte, Mayor

## **IN CITY COUNCIL**

### **RESOLVE 07-10192015**

RESOLVED, that the City Council hereby supports and approves staff to apply for a Tree Inventory Grant and the 2016 TD Green Streets Program Grant.



## City Council Information Sheet

City of Auburn

**Council Workshop or Meeting Date:** 10/19/2015

Order 83-10192015

**Author:** Sue Clements-Dallaire

**Subject:** Passenger Rail

**Information:** LD 323 provides for State funding for conducting a study and completing a plan for the implementation of passenger rail services between Auburn, Lewiston and the Amtrak Downeaster. The State Budget allocates \$400,000, but requires a provision of \$50,000 by each City by November 1 to go forward. Lewiston has already voted 5-2 to provide funding.

**Advantages:** The study will provide information to help determine whether or not passenger rail service would benefit this community.

**Disadvantages:** Financial impact (\$50,000)

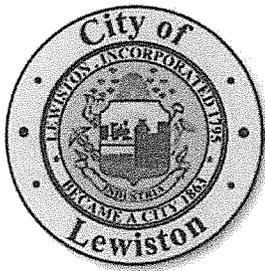
**City Budgetary Impacts:** \$50,000

**Staff Recommended Action:** Consider authorizing funding of \$50,000 for the study.

**Previous Meetings and History:** At the request of Councilors LaFontaine and Lee, this item was discussed at the 10/5/2015 Council Workshop.

**Attachments:**

Correspondence with MDOT Commissioner  
Order 83-10192015



## EXECUTIVE DEPARTMENT

Edward A. Barrett, City Administrator  
Phil Nadeau, Deputy City Administrator

September 3, 2015

To: Honorable Mayor and Members of the City Council  
Fr: Edward A. Barrett  
Su: Passenger Rail Service Study and Potential Funding

The Lewiston/Auburn/Western Maine area has been pushing for the expansion of passenger rail service to our region for many years. Discussions have included both commuter service between Portland and LA and future intercity service from Portland through LA and on to Montreal.

Extending passenger rail service to Lewiston could well be a significant impetus to our future economic growth and will more closely integrate our economy with that of Cumberland and York Counties.

Several initiatives in this regard were introduced during the last legislative session, including a proposed bond that was not approved. However, L.D. 323, introduced by Representative Jared Golden and supported by our legislative delegation, did find its way into the state budget, although in a slightly modified form. It requires the Department of Transportation, in consultation with the cities of Lewiston and Auburn and the Northern New England Passenger Rail Authority, to conduct a study and complete a plan for the implementation of passenger rail services between the cities of Lewiston and Auburn and the Amtrak Downeaster service. The plan is to include:

- An analysis of market demand and the potential economic benefits associated with the implementation of passenger service, including the potential future expansion to Montreal;
- Developing a detailed service plan to meet travel demand and identified economic opportunities;
- An inventory of infrastructure needed to support operations with an estimate of necessary capital investments;
- Evaluating potential financing mechanisms for capital and operating costs and an implementation approach and schedule; and
- A review of potential alternatives and environmental impacts associated with the service.

The state budget includes \$400,000 toward the cost of the study, and each of the cities is required to provide the state with \$50,000 by November 1, 2015 in order for the study to go forward. A copy of the amended bill and budget language is attached.

The 2014 State Rail Plan includes a specific objective to "study potential passenger rail service through Lewiston-Auburn connecting Maine to Montreal, Canada." The study goes on to highlight strong regional support for such an expansion; that the expansion of Amtrak service to Brunswick "enhances the opportunity to extend intercity passenger rail service to the Lewiston-Auburn region;" that the "Portland to Lewiston/Auburn route is part of the federally designated Northern New England High

[Type text]

Speed Rail Corridor;" and includes a variety of other comments relating to rail connections to the LA area. Relevant excerpts from this plan are also attached.

In testimony on the proposed rail bond bill which are applicable to L.D. 323 as well, Mayor Macdonald made the case for extending passenger rail to Lewiston/Auburn:

"Mobility is critical to a thriving business climate and the future of our communities. The single most important economic investment the State could make right now would be to invest in passenger rail service between Maine's two largest population centers – Portland and Lewiston-Auburn. This has been a longstanding regional priority for our area, and we see it as a critical step in connecting to southern markets, Western Maine, and Montreal, producing significant economic benefits for the entire state. Connecting Montreal to Maine and the Northeast corridor would significantly increase tourism to our state, and those visitors would spend money on food, lodging, and retail. Expansion to Lewiston-Auburn is the next logical step and a potentially huge economic driver for Maine's interior.

"The Maine rail authority has testified in favor of expansion to Lewiston, and the Maine Department of Transportation agreed to seek funding for this expansion of service. The Northern New England Passenger Rail Authority (NNEPRA) has successfully implemented and managed passenger rail from Kittery to Brunswick, bringing millions of dollars in private and public investment to those towns. It's clear that passenger rail leads to real estate and business development in communities like Brunswick here in Maine and all across the country.

"The Cities of Lewiston and Auburn have a rich heritage of rail service and are served by a railroad that has operating agreements with Amtrak. We want passenger rail service. Androscoggin and Oxford Counties in Maine and Coos County in New Hampshire have an active coalition that meets regularly to advocate and plan for passenger rail. This is an investment in our economic future. Passenger rail service will aid our downtown revitalization efforts. Passenger rail service also attracts young people and employers who appreciate flexible transportation options for a mobile workforce."

The proposed study would be the next step in moving this effort forward. In order to initiate it, Lewiston and Auburn must each remit to the state \$50,000 toward this study. The purpose of this workshop is to identify the level of Council support for such an expenditure.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35

Date: (Filing No. H- )

**TRANSPORTATION**

Reproduced and distributed under the direction of the Clerk of the House.

**STATE OF MAINE  
HOUSE OF REPRESENTATIVES  
127TH LEGISLATURE  
FIRST REGULAR SESSION**

COMMITTEE AMENDMENT “ ” to H.P. 217, L.D. 323, Bill, “An Act To Provide Funding to the Department of Transportation To Complete the Assessment for the Completion of the State-owned St. Lawrence and Atlantic Railroad Line”

Amend the bill by striking out the title and substituting the following:

**'Resolve, To Provide Funding to the Department of Transportation To Complete a Service Plan for the Development of Passenger Rail Service to Lewiston and Auburn'**

Amend the bill by striking out everything after the title and before the summary and inserting the following:

**'Sec. 1. Study. Resolved:** That the Department of Transportation, in consultation with the cities of Lewiston and Auburn and the Northern New England Passenger Rail Authority, shall conduct a study and complete a plan for the implementation of passenger rail service between the cities of Lewiston and Auburn and the Amtrak Downeaster service. The plan must include a process for public review and comment and must incorporate information from completed studies and new information, including, but not limited to:

- 1. An analysis of market demand and the potential economic benefits associated with the implementation of passenger rail service between the cities of Lewiston and Auburn and the Amtrak Downeaster service, and potential future expansion to Montreal;
- 2. The development of a detailed service plan to meet travel demand and identified economic opportunities, including frequency and schedule of service, station locations, equipment types and seating capacity, marketing, management and operator plans and estimated annual operating costs;
- 3. An inventory of infrastructure needed to support operations, including mechanical facilities, with an estimate of the necessary capital investments;
- 4. An evaluation of potential financing mechanisms for capital and operating expenses and an implementation approach and schedule; and

**COMMITTEE AMENDMENT**

1 5. A review of potential alternatives and environmental impacts associated with the  
2 proposed service, including station locations and necessary investments; and be it further

3 **Sec. 2. Appropriations and allocations. Resolved:** That the following  
4 appropriations and allocations are made.

5 **TRANSPORTATION, DEPARTMENT OF**

6 **Multimodal - Passenger Rail Z139**

7 Initiative: Provides one-time funding to study and plan for the implementation of  
8 passenger rail service between the cities of Lewiston and Auburn and the Amtrak  
9 Downeaster service.

10	<b>HIGHWAY FUND</b>	<b>2015-16</b>	<b>2016-17</b>
11	All Other	\$500,000	\$0
12			
13	<b>HIGHWAY FUND TOTAL</b>	<u>\$500,000</u>	<u>\$0</u>
14			

15 **SUMMARY**

16 This amendment, which replaces the bill with a resolve, directs the Department of  
17 Transportation, in consultation with the cities of Lewiston and Auburn and the Northern  
18 New England Passenger Rail Authority, to conduct a study and complete a plan for the  
19 implementation of passenger rail service between the cities of Lewiston and Auburn and  
20 the Amtrak Downeaster service. The amendment also decreases the funding to complete  
21 the study from a one-time Highway Fund allocation of \$1,000,000, as proposed in the  
22 bill, to \$500,000 in the state fiscal year ending June 30, 2016.

23 **FISCAL NOTE REQUIRED**

24 (See attached)

**THIS VERSION OF LD 323 WAS SUBSEQUENTLY MOVED INTO THE STATE BUDGET ALONG WITH THE FOLLOWING ADDITIONAL LANGUAGE:**

Sec. YY-3. Community match. Notwithstanding any other provision of law, no later than November 1, 2015, the cities of Lewiston and Auburn each shall remit \$50,000 to the State for the purposes of funding the study and plan for the implementation of passenger rail service between the cities of Lewiston and Auburn and the Amtrak Downeaster service pursuant to section 1 of this Part. The Treasurer of State shall deposit the funds in the Multimodal - Passenger Rail program, Other Special Revenue Funds account in the Department of Transportation.

# EXERPTS FROM 2014 Draft MAINE STATE RAIL PLAN

## **Goal 2:**

Improve mobility and accessibility of goods and people through greater rail system integration and interconnectivity of various transportation modes.

## **Objectives:**

- A rail network in Maine that is fully integrated with the North American rail system, including compatibility with current standards for rail car size and weight.
- Increase intermodal freight traffic through improved highway-rail and water-rail intermodal connectivity.
- Increase passenger mobility options and access to intercity rail service via other transit modes through the proximity of new stations and/or system expansions.
- Improve local and national coordination among freight and intercity passenger systems with other modes of transportation among the railroads, Federal Government, Canada and other states in the New England region.
- Explore potential for incremental passenger rail improvements such as new stations, passing sidings, new and/or expanded services.
- Study potential passenger rail service through Lewiston-Auburn connecting Maine to Montréal, Canada.

## ***Provide More and Enhanced Passenger Rail Service***

In the southern part of the state there was consensus that maintaining passenger rail south of Portland is an important investment for the state to make. Generally, there was strong support in Portland for achieving additional passenger rail service to Brunswick and strong support in Lewiston for achieving passenger rail service to Lewiston/Auburn – and ultimately on to Montréal. Many believed that this would be a strong economic driver for western Maine.

- Strong support for current & future Downeaster intercity passenger rail service

## ***St. Lawrence & Atlantic Railroad Co. (SLR)***

Headquartered in Auburn, Maine and Richmond, Quebec, the SLR operates over 260 miles of contiguous mainline track between Portland, Maine and Ste. Rosalie, Quebec.<sup>5</sup> Within Maine the railroad operates on slightly more than 85 miles, of which 0 25.7 miles are state owned right-of-way.

The SLR serves warehouse distribution, intermodal and bulk transloading facilities in Maine and provides a key transportation link through Lewiston/Auburn, Mechanic Falls, and South Paris, Maine, connecting to Québec and the CN Alliance routes. A key transportation link is the 35-acre Maine Intermodal Terminal, part of the CN intermodal network, which provides double-stack container service complemented by domestic trailer service to

both local and regional locations.

The SLR connects to Pan Am at Danville Junction, Maine, and through that connection provides direct rail links to many of the paper mills in Maine and points south through CSX (CSX) and Norfolk Southern (NS). The SLR connects to its sister railroad, the St. Lawrence & Québec (SLQ) at the New Hampshire-Québec border continuing on toward Montréal and connections to CN railway. SLR's primary commodities include the three key forest products of lumber, pulp and paper, as well as chemicals and agricultural products.

### *Downeaster Expansion to Brunswick*

The expansion of Downeaster service to Brunswick had been part of the state of Maine's passenger rail plan since 1991, when the Passenger Rail Service Act was adopted by the Legislature and was accomplished in November of 2012. Funding for the Brunswick expansion project was awarded to NNEPRA through the U.S. DOT High Speed Intercity Passenger Rail (HSIPR) Program in January 2010. The project included the rehabilitation of approximately 30 miles of existing freight rail lines north of Portland, enabling the completion of the Boston to Brunswick Downeaster service. This rail line is owned by Pan Am Railways and is one of the state's most important freight corridors. Improvements made to support passenger service will contribute to improved reliability of freight service as well. The ARRA/HSIPR Grant funded the \$38.3 million<sup>10</sup> project.

Upon completion of the expansion on November 1, 2012, two of the Downeaster's five daily round-trips began operating between Boston's North Station and Brunswick, along with a third roundtrip consisting of an early-morning departure and a late-evening return between Portland and Brunswick to position equipment. In Brunswick, the Maine Eastern Railroad excursion service can connect to the Downeaster with service to Rockland and subsequently Maine's island communities via the Maine State Ferry Service at Rockland the state-owned Rockland Branch. Freeport is also served by all trains going to and returning from Brunswick.

The expanded service has increased ridership, improved connectivity, balanced passenger flows, increased tourism, and supports local economic development initiatives. The newly expanded service enhances the opportunity to extend intercity passenger rail service to the Lewiston-Auburn region.<sup>11</sup> A needs assessment of passenger service demand in this market has been conducted, concluding that the region can support feeder service from key markets to specific stations once Downeaster core frequency has been increased.

At this time, it is anticipated that passenger service to Lewiston/Auburn area would be operated as a "feeder service" between Lewiston/Auburn and Portland with a cross platform transfer to Boston-bound trains. The feeder service could be operated with more nimble and efficient DMU (diesel multiple unit) equipment. The capital cost associated with Lewiston/Auburn service is still being developed, but previous estimates have indicated a infrastructure costs of \$35M - \$75M. From Lewiston/Auburn, additional expansion to Western Maine, including the Bethel area or even Montreal have been discussed but are not currently included in formal planning efforts. Also discussed and under preliminary investigation are "feeder" services between Rockland and Brunswick and Augusta and Brunswick, and a seasonal intermittent stop in Kennebunk, Maine.

The Portland to Lewiston/Auburn route is part of the federally designated Northern New England High Speed Rail Corridor. Rail planning in this corridor has included the design and permitting of a new intermodal facility at the Lewiston/Auburn airport, which would improve connections for auto, bus, rail and air travelers, and would serve commuters working in the Portland region. The future extension of intercity passenger rail to the Lewiston/Auburn region is an incremental step in further development of the state's passenger rail network.

The following passenger rail needs were identified through the State Rail Plan development process:

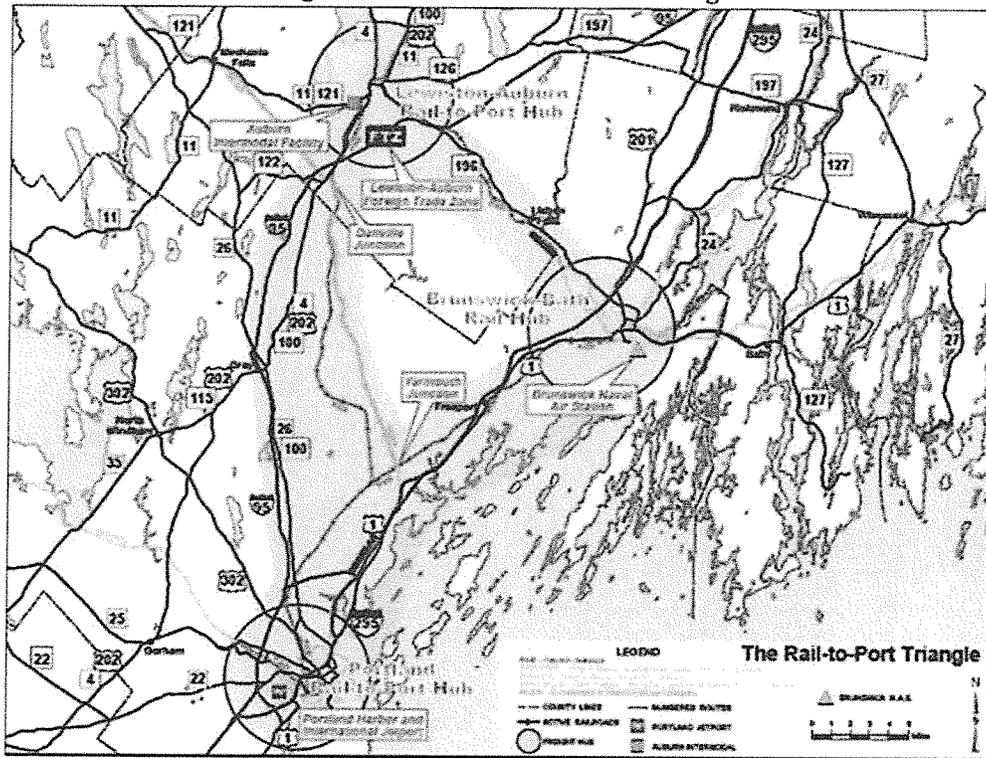
3. **Corridors** for the next phases of development of passenger rail, including both intercity or commuter service, need to be identified and prioritized. Those under consideration include Portland to Lewiston/Auburn, commuter services for the greater Portland region. Residents in Augusta, Rockland eastern and northern Maine have also expressed interest in passenger rail services.

The extension of passenger rail service from Portland to Auburn would also achieve the stated goals and objectives of the Androscoggin Transportation Resource Center's (ARTC) long-range transportation plan—"to create an integrated multimodal metropolitan transportation system that would improve peak hour levels of service by eliminating (highway) delays and minimizing congestion; and, promote new and expanded use of rail lines for passenger and freight transportation."

The Rail-to-Port Triangle initiative, as illustrated in Figure 6-20, targets transportation investments connecting Portland, Brunswick and Lewiston/Auburn. This concept links both passenger and freight rail investments already in place with those currently being planned. The initiative connects regional transportation assets including the Portland seaport, the Auburn Intermodal Facility, Lewiston/Auburn's inland port connections, and the potential of a redeveloped Brunswick Naval Air Station.

The Rail-to-Port Triangle is an example of intermodal projects benefiting the movement of both people and goods. The investment in the Amtrak Downeaster extension to Brunswick and the acquisition of the Yarmouth-to-Auburn SLR line support this strategy. Concurrently a major planning study is underway to address the shortcomings of Auburn's I-95 Exit 75 is an effective collaboration of the Maine Turnpike Authority, MaineDOT, the city of Auburn, and the ATRC. The purpose of this study is to identify and implement more efficient connections between I-95 (the Maine Turnpike), the Auburn Intermodal Facility, and the L/A Freight Hub's connection to the Port of Portland via the Maine Turnpike. This strategy also highlights the importance of seamless connections between highway, rail, and ports, be they coastal or inland.

Figure 6-20: The Rail-to-Port Triangle

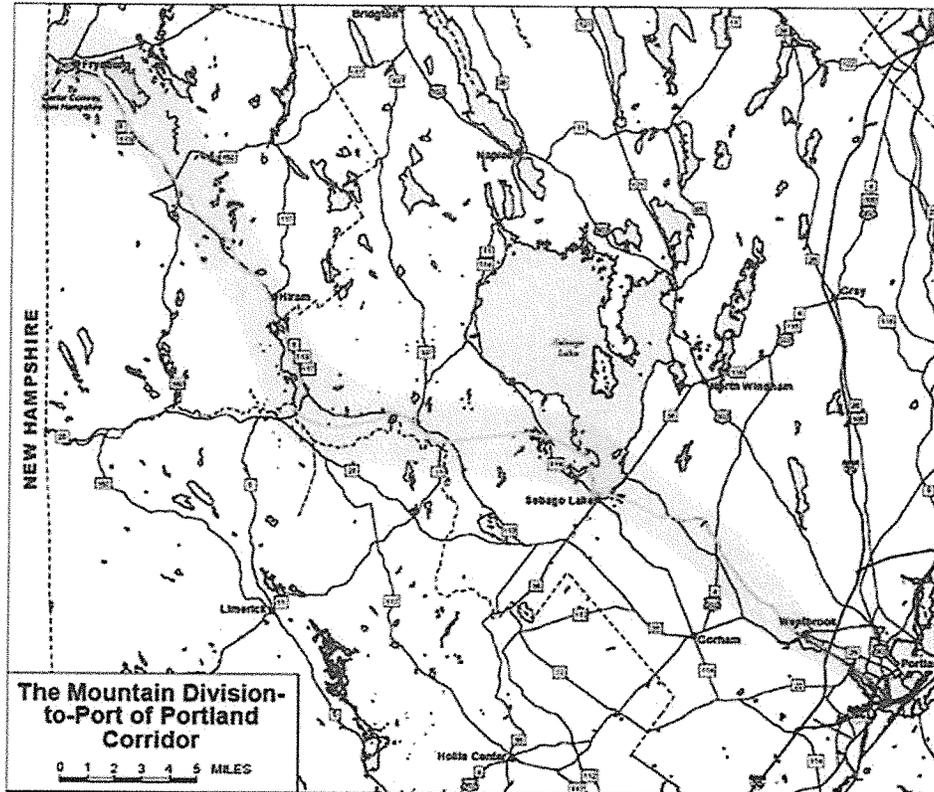


### *Portland Interstate Corridor*

This multi-purpose corridor connects Portland and the Southern Gateway Corridor with key railway and highway links to New Hampshire and the Province of Québec, and City of Montréal. The historic and cultural relationships between Montréal and Portland have been well documented elsewhere, and this Interstate Corridor has the potential to reinforce these relationships with safe and efficient transportation connections.

This corridor would link the Ocean Gateway Mega Berth in Portland and a future potential rehabilitation of the Mountain Division rail line to Fryeburg (Figure 6-21), with a possible link into New Hampshire's scenic Conway region. Studies have identified both the potential and the challenges for both freight operations and tourist/excursion passenger services along this route. Commuter connections from Westbrook and Windham to Portland have also been studied, identifying the Mountain Division rail line as a potential multi-purpose transportation corridor in the future.

**Figure 6-21: Mountain Division-to-Port of Portland Corridor Initiative**



Along the north side of this corridor the now partially state owned SLR right of way provides for an effective connection from Portland to the Lewiston/Auburn region. This portion of the corridor is experiencing public advocacy for increased levels of transit service. This metropolitan region has been well served by both I-95 and I-295 for many years. However, changing social and economic conditions have prompted both the state and local governments to give consideration to transit alternatives. The Portland North study did just that, and its findings discussed future transportation investment decisions in this corridor.

The development of commuter rail services has been examined in the greater Portland region, and public comments at rail plan public meetings advocated for commuter rail services for the Lewiston/Auburn and Bangor regions as well as Portland. As noted in earlier sections of this state rail plan the population density, travel to work patterns and available rights-of-way may not support the significant capital investment required for start-up commuter rail in the short term. However, steps should be taken to protect and preserve corridors for future transportation needs throughout the state while concurrently developing land use regulatory schemes that encourage transit oriented development and limit continued sprawl type development.

Public Perceptions and Expectations of Passenger Rail Include:

1. Amtrak Downeaster (Intercity Rail) is viewed as a vital service with considerable support for the extension north of Portland to Brunswick and potentially in the future Lewiston/Auburn with long term possibility for passenger service to Augusta and Bangor if it can be justified.
2. Intercity rail to Lewiston/Auburn is viewed as an incremental step to potential passenger rail to Montréal.
3. Future commuter rail for the Greater Portland region is viewed as positively important to meet the strong public desire for transit options, especially in I-295 corridor; but also in the western corridors.
4. Lewiston/Auburn region has expressed interest in development of transit options – for both intra-regional and to Portland and beyond. Freight rights-of-way are viewed as appropriate for this use.
5. Public support for rail service has land use implications with some advocates suggesting the need to constrain sprawl development patterns that are emerging as southern Maine experiences continuing, although slowing, population growth.
6. Passenger Rail is viewed as important in linking Maine to both Canada and the continental United States.

### *Intercity Passenger Rail*

1. Finalize FRA compliant Corridor Service Development Plan.
2. Continue incremental investments in Downeaster corridor to increase operating speed, increase safety, increase frequency and reduce transit time between Portland and Boston.
3. Add additional round trip to Brunswick.
4. Develop and implement passenger equipment procurement plan.
5. Construct adequate maintenance and storage facilities for equipment in Brunswick.

6. Develop transportation hubs (intermodal centers) to provide connectivity between intercity (and/or commuter rail) and local transit services for linkage to communities employment, commercial and residential nodes.
7. Evaluate operating scenarios for extension to Lewiston/Auburn.
8. Evaluate alternative Portland passenger station configurations.
9. Identify and protect potential high-speed passenger rail routes (west to Montréal, and south to Boston (NEC).
10. Maintain and expand upon multi-state and provincial regional coordination efforts.

Following are steps recommended to evaluate and develop commuter rail services in Maine.

1. Identify and protect/acquire inactive rail corridors with potential for future commuter rail/transit uses, especially north, west and south of Portland, as well as in the Lewiston/Auburn region.
  
4. Critical Rail Corridors were identified for the State Rail Plan based on current and projected demand for goods movement and personal mobility.<sup>5</sup> State investment should target high traffic density rail lines to protect and preserve current services, and enable growth of both freight and passenger operations. The following Critical Rail Corridors were identified:
  - a. PAR– state line to Bangor/Mattawamkeag
  - b. MMA – Searsport to Bangor-Brownville Jct. (and west to Québec, Canada c. EMR/NBSR – Brownville Jct. to New Brunswick, Canada
  - c. SLA – Auburn to NH line (and on to Québec, Canada)
  - d. SLA/SMO - Portland to Danville Junction f. MMA – Brownville to Millinocket
  - e. MWR/SMO – Millinocket to Madawaska h. EMR route - Madawaska to Van Buren f. SMO – Mountain Division
  - g. Boston – Portland – Brunswick passenger corridor k. Portland north to Lewiston/Auburn

Project	Timing	Title Priority (Passenger)	Description	Total Study Cost (In Millions)	Estimated Completion Date
---------	--------	----------------------------	-------------	--------------------------------	---------------------------

long-term	Commuter rail analysis	Low	Public calls for commuter rail service to Portland, as well as for the Lewiston/ Auburn region require further analysis as findings to date have supported development of these services on a cost to benefit analysis. Detailed alternative analysis and environmental studies are essential to secure federal capital funding.	\$ 2-4	2018
Long term	Portland – Montréal intercity passenger rail analysis	Medium	Public expectations for either high speed or excursion/tourist rail service will require considerable analysis for this approximately 300 mile corridor. This effort will require the cooperation of the Province of Québec as well as both the US and Canadian federal governments.	TBD	2020 +

Passenger Rail Strategies for ATRC:

- Support establishment of the Auburn Passenger Intermodal Facility at Auburn-Lewiston Municipal Airport.
- Continue to seek federal designation of the SLR corridor between Auburn and Canada as a High-Speed Rail Corridor. Market studies indicate a high demand for the service.



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Paul R. LePage  
GOVERNOR

David Bernhardt  
COMMISSIONER

October 1, 2015

Howard Kroll - Manager  
City of Auburn  
60 Court Street, Suite 104  
Auburn, Maine 04210

Dear Mr. Kroll:

Thank you for your September 28, 2015 letter requesting clarification regarding a passenger rail study passed this past session by the Maine Legislature. As a point of clarification, the partial funding for this study was included in the two-year General Fund budget as an earmark. The original legislation regarding the study, LD 323 (HP 217), died upon adjournment of the legislature.

This study was not a MaineDOT initiative. We did not offer support for this budget earmark in the legislative and budgetary process and had no role in crafting it or soliciting input from stakeholders such as the City of Auburn. At the end of the Legislative budget process, the Governor line-item vetoed that section; that veto was overturned.

Like the City of Auburn, MaineDOT supports viable expanded passenger transportation that will safely and efficiently provide alternative means of transportation for our customers, the traveling public. Bearing that in mind, we are working on a \$1.3 million project with a private transportation bus service, Federal Transit Agency, Maine Turnpike Authority and the City of Auburn to establish a dedicated bus stop at Exit 75 and in downtown Auburn with express service to take passengers to the Portland Transportation Center, where passengers can then disembark in Portland, board Downeaster Service to Boston or continue on to a variety of destinations by bus. In addition, this last year MaineDOT spent \$803,000 on the Auburn bus transfer facility, \$505,000 on rail crossing improvements at Black Cat road and \$234,000 for signal improvements at Hotel Road.

What better way to demonstrate the actual viability of passenger service to the Lewiston Auburn area than this dedicated express bus service? If this service is heavily used, then taking another look at the significant infrastructure investment required for passenger rail service could very well make sense in the future.



PRINTED ON RECYCLED PAPER

As you imply in your letter, the content and scope for this study looks to be virtually identical to a \$1 million study commissioned in 2011. That study, conducted by a world-wide leader in the industry, found extremely high infrastructure and ongoing operating costs coupled with a very low potential ridership. I am not aware of any changes that would yield different results than a study of the same subject conducted just four years ago.

Given declining federal resources, as well as the difficulty Congress is having in coming up with a long-term transportation reauthorization bill, the levels of investment required for this project would be cost prohibitive regardless of ridership. This kind of funding for new investment simply does not exist and will not exist in the foreseeable future. Ironically, the lion's share of funding for this study would have to come at the cost of other more attainable multimodal projects throughout the state.

Regarding timing, MaineDOT operates on a three-year work plan, updating the plan annually. The projects included in the plan are selected by transportation professionals using quality asset management principals, statutory goals and our strategic plan, as well as sound engineering principals. The selected projects are consistent with the mission of the Department: "To responsibly provide our customers the safest and most reliable transportation system possible given available resources." Resources – especially for multimodal projects – are in great demand; this study would have to compete with other critical projects on how quickly it could be conducted.

In closing, any conversations I had during this last Legislative session with those crafting this language was that nothing would ever happen without the municipalities being involved with the process. I was assured Auburn would be an active participant in this conversation. The rationale behind municipalities having "skin in the game" at this point is because if a service was to ever come to Lewiston-Auburn, the cities would most likely be on the hook for operation subsidies, maintaining and operating the stations and platforms and some match for the initial capital work.

I know you have a difficult decision ahead of you. Should you require any further clarification from me or my staff please do not hesitate to contact me. Again, thank you for your letter.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Bernhardt", with a stylized flourish at the end.

David Bernhardt  
Commissioner

Tizz E. H. Crowley, Ward One  
Robert Hayes, Ward Two  
Mary Lafontaine, Ward Three  
Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
Belinda Gerry, At Large  
David Young, At Large

Jonathan P. LaBonte, Mayor

## **IN CITY COUNCIL**

### **ORDER 83-10192015**

ORDERED, that the City Council hereby authorizes the City Manager to expend funds in the amount of \$50,000 for the Passenger Rail Study.



## City Council Information Sheet

City of Auburn

**Council Meeting Date:** 10/19/2015

**Author:** Sue Clements-Dallaire, City Clerk

**Subject:** Automobile Graveyard/Junkyard permit renewals

**Information:** This is an annual renewal of currently existing Automobile Graveyard/Junkyards in Auburn. Reminder letters and application were sent out 09/14/2015. Inspections have been made. A public hearing and City Council approval is required for renewal of these licenses.

M&P Auto, 227 Merrow Road

Randy's Auto Parts, 899 Broad Street

Prolerized New England Company, LLC (formerly Maine Metal Recycling), 522 Washington St. N

Isadore T. Miller Co., a Division of Schnitzer NE, 78 & 80 Old Hotel Road

Morris Auto Parts, 940 Washington St. N

**Advantages:** Allows existing taxpaying business to continue operating as long as they meet the requirements.

**Disadvantages:** Existing and nonconforming businesses that operate marginally will have one more year to operate.

**City Budgetary Impacts:** N/A

**Staff Recommended Action:** Public hearing and action scheduled for October 19, 2015.

**Previous Meetings and History:** Annual Renewal

**Attachments:**

Inspection Memo – Eric Cousens (Planning and Code)

Inspection Memo – Dave O'Connell (Fire)

30-A §3753

30-A §3754

30-A §3756

Junkyard Applications

Orders

# City of Auburn, Maine

*"Maine's City of Opportunity"*

## Office of Planning & Permitting

To: Mayor and City Council

From: Eric J. Cousens, Deputy Director of Planning and Development

Re: 2015 Junkyard License Inspections

Date: October 14, 2015

The City Clerk requested that this office inspect licensed junkyards that have applied for license renewals prior to the Council's consideration of their application. Inspections were completed on September 28 and October 14, 2015 and staff found the following:

In general there are more cars stored at junkyards in Auburn than usual. It is normal to see fluctuations in storage as worldwide prices for scrap metal fluctuate. I was told by more than one junkyard that steel prices last year at this time were approximately \$300 per ton and now they are in the \$50-\$80 per ton range. Most junkyards are holding cars that have been drained and all hazardous items removed until steel prices rise. As a general note, the junkyards in Auburn are not having a good year financially because sales are down and steel prices are low at the same time.

Randy's Auto Parts - 899 Broad St. - No concerns. The site is meeting junkyard requirements.

M & P Auto, Inc. - 227 Merrow Rd. - No Concerns. The site is meeting junkyard requirements.

Morris Auto Mart - 940 Washington ST. N – Last year the inspections revealed that there were some operational violations at the site and the Council denied the license application. Staff has met onsite a number of times and the operator, Don St. Germaine has managed the property better than past years and the vehicles within the flood plain do not contain any fluids in violation of the junkyard standards. There is, however, a portion of the building that is in especially poor condition and staff discussed a schedule for having the rear garage area removed or repaired. Don agreed that the building needs to be removed and is cleaning storage out of the area. His plan is to demolish it by spring, however, heavy snows may cause the structure to collapse. Power has been cut to the building and access by the public is prohibited. Staff recommends that we condition the license approval on removal of the structure within 120 days of the license approval.

Prolerized New England Company - 522 Washington St. N – No Concerns. The site is basically unchanged with the exception of the maturing stormwater treatment system. Vegetation is well established and the site is in compliance with junkyard requirements.

Isadore T. Miller - 78 & 80 Hotel Rd – No Concerns. This site is still licensed but not really used for storage or processing of materials. The site is in compliance with junkyard requirements. They maintain the license for overflow if necessary but would be open to considering new uses for the site if another party was interested in it. Staff will keep this in mind as other industrial businesses look for land in Auburn.

# AUBURN FIRE DEPARTMENT

## Office of Fire Prevention



David N. O'Connell  
Fire Inspector/Fire Investigator  
doconnell@auburnmaine.gov

Sarah L. Hulbert  
Fire Prevention Planner  
shulbert@auburnmaine.gov

**To: Mayor and City Council**

**From: David O'Connell, Fire Prevention Officer**

**Re: 2015 Junkyard License Inspections**

**Date: October 14, 2015**

The City Clerk requested that this office inspect licensed junkyards which have applied for license renewals - prior to the Council's consideration of their applications. Inspections were completed by October 14, 2015, and crews found the following:

**Randy's Auto Parts, 899 Broad St.:** No deficiencies noted after inspection. Fire Department approves.

**M & P Auto, Inc., 227 Merrow Rd.:** No deficiencies noted after inspection. Fire Department approves.

**Isadore, 78 & 80 Hotel Rd.:** Site is vacant; no buildings. No comments or concerns.

**Prolerized New England Company, 522 Washington St. N.:** Fire Department approves.

**Morris Auto Mart - 940 Washington St. N.:** Last year's inspection revealed that there were some serious violations at this site, which included, but were not limited to: unauthorized living space above the business; a collapsing building attached to the main structure; electrical issues; missing handrails; and an improperly vented clothes dryer. Due to these deficiencies, the Auburn Fire Department did not approve Morris Auto Mart's application for renewal last year. After an inspection by crews this year, it was determined that a majority of the violations had been corrected, but that the collapsing building has yet to be addressed. After correspondence between Chief Roma, Eric Cousins, and I, the Auburn Fire Department will approve Morris Auto Mart's license this year with the following understanding: the section of building which is structurally unsafe will be emptied of all merchandise; there will be no access permitted to the space; and owner, Don St. Gemain, will submit a letter to the AFD within 10 days of his license approval, confirming that he will demolish the damaged section of his building within 120 days from the date of his license approval this year.

## Maine Revised Statutes

- ▼ §3753 PDF
- ▼ §3753 WORD/RTF
- ▼ STATUTE SEARCH
- ▼ CH. 183 CONTENTS
- ▼ TITLE 30-A CONTENTS
- ▼ LIST OF TITLES
- ▼ DISCLAIMER
- ▼ MAINE LAW
- ▼ REVISOR'S OFFICE
- ▼ MAINE LEGISLATURE

**§3752** Title 30-A: **§3754**

### MUNICIPALITIES AND COUNTIES

**HEADING: PL 1987, C. 737, PT. A, §2 (NEW)**

**Part 2: MUNICIPALITIES HEADING: PL 1987, C. 737, PT. A, §2 (NEW)**

**Subpart 6: REGULATION, LICENSES AND PERMITS HEADING: PL 1987, C. 737, PT. A, §2 (NEW)**

**Chapter 183: ECONOMIC REGULATION HEADING: PL 1987, C. 737, PT. A, §2 (NEW)**

**Subchapter 1: JUNKYARDS AND AUTOMOBILE GRAVEYARDS HEADING: PL 1991, C. 548, PT. B, §4 (RPR)**

#### **§3753. Permit required**

A person may not establish, operate or maintain an automobile graveyard, automobile recycling business or junkyard without first obtaining a nontransferable permit from the municipal officers of the municipality in which the automobile graveyard, automobile recycling business or junkyard is to be located, or from the county commissioners of the county of any unorganized territory in which the automobile graveyard, automobile recycling business or junkyard is to be located. Permits issued to an automobile graveyard or junkyard under this section are valid until the first day of the following year; except that, beginning in calendar year 2004, permits issued to an automobile graveyard or junkyard under this section are valid until the first day of October of the following year. Permits issued to an automobile recycling business under this section are valid for 5 years from the date of issuance and are renewable provided that the permit holder furnishes a sworn statement, annually, on the anniversary date of the granting of the permit, that the facility complies with the standards of operation applicable at the time of issuance of the permit. A person operating a business that involves the recycling of automobiles may operate under a permit for an automobile graveyard or a permit for an automobile recycling business. [2003, c. 312, §7 (AMD).]

#### SECTION HISTORY

1987, c. 737, §§A2,C106 (NEW). 1989, c. 6, (AMD). 1989, c. 9, §2 (AMD). 1989, c. 104, §§C8,10 (AMD). 1993, c. 173, §4 (AMD). 2003, c. 312, §7 (AMD).

*Data for this page extracted on 02/01/2012 10:13:04.*

**The Revisor's Office cannot provide legal advice or**



## Maine Revised Statutes

- ▼ §3756 PDF
- ▼ §3756 WORD/RTF
- STATUTE SEARCH
- ◀ CH. 183 CONTENTS
- ◀ TITLE 30-A CONTENTS
- ◀ LIST OF TITLES
- DISCLAIMER
- ◀ MAINE LAW
- ◀ REVISOR'S OFFICE
- ◀ MAINE LEGISLATURE

**§3755-A Title 30-A: §3757**  
**MUNICIPALITIES AND COUNTIES**  
**HEADING: PL 1987, C. 737, PT. A, §2 (NEW)**  
**Part 2: MUNICIPALITIES HEADING: PL 1987, C. 737,**  
**PT. A, §2 (NEW)**  
**Subpart 6: REGULATION, LICENSES AND**  
**PERMITS HEADING: PL 1987, C. 737, PT. A, §2**  
**(NEW)**  
**Chapter 183: ECONOMIC REGULATION HEADING:**  
**PL 1987, C. 737, PT. A, §2 (NEW)**  
**Subchapter 1: JUNKYARDS AND AUTOMOBILE**  
**GRAVEYARDS HEADING: PL 1991, C. 548, PT. B,**  
**§4 (RPR)**

### §3756. Permit fees

The municipal officers or county commissioners shall collect, in advance from the applicant for a permit, a fee in accordance with the following schedule: [1987, c. 737, Pt. A, §2 (NEW); 1987, c. 737, Pt. C, §106 (NEW); 1989, c. 6, (AMD); 1989, c. 9, §2 (AMD); 1989, c. 104, Pt. C, §§8, 10 (AMD).]

**1. Graveyard or junkyard.** Fifty dollars for each application for an automobile graveyard or junkyard plus the cost of posting and publishing the notice under section 3754;

[ 2005, c. 424, §7 (AMD) .]

**2. Graveyard or junkyard within 100 feet from highway.**

[ 2003, c. 312, §12 (RP) .]

**3. Recycling business.** Two hundred fifty dollars for a 5-year permit for an automobile recycling business plus the cost of posting and publishing the notice under section 3754; or

[ 2003, c. 312, §12 (AMD) .]

**4. Fee.** A fee as otherwise established by municipal ordinance or rule.

[ 2003, c. 312, §12 (NEW) .]

#### SECTION HISTORY

1987, c. 737, §2, C106 (NEW). 1989, c. 6, (AMD). 1989, c. 9, §2 (AMD). 1989, c. 104, §8, 10 (AMD). 1993, c. 173, §7 (AMD). 2003, c. 312, §12 (AMD). 2005, c. 424, §7 (AMD).

*Data for this page extracted on 02/01/2012 10:13:04.*

**City of Auburn  
Public Hearing**

**Notice is hereby given that a public hearing will be held by the Municipal Officers of the City of Auburn on the following applications for Automobile Graveyard/Junkyard Permits. The public hearing will be held on Monday, October 19, 2015, in the Council Chambers, Auburn Hall, 60 Court Street at 7:00 P.M. or as soon thereafter as it may be heard. All interested persons may appear and will be given the opportunity to be heard before final action is taken on said applications.**

**Prolerized New England – 522 Washington St. N  
Isadore T. Miller – 79 & 80 Old Hotel Rd.  
Randy's Auto Parts – 899 Broad St.  
M & P Auto, Inc. – 227 Merrow Rd.  
Morris Auto Part's – 940 Washington ST. N**

Date received: 9-21-2015  
Public Hearing: 10/05/2015  
Date approved: \_\_\_\_\_

M+P Auto



Police - OK 9/22  
Fire - OK 9/28  
Code - SEP 22 2015 OK 9/28  
Tax - OK 9/27

## CITY OF AUBURN AUTOMOBILE GRAVEYARD/JUNKYARD PERMIT APPLICATION

\*\*\*\*\*

To the City of Auburn, County of Androscoggin, Maine:

I/We Albert Bazinet Jr. / M+P Auto hereby  
Make application for a permit to establish, operate or maintain an Automobile Graveyard and/or  
Junkyard at the following described location and in accordance with the provisions of Title 30-A  
MRSA Sections 3751-3760.

### Answer all questions in full.

1. Where is the location of the Automobile Graveyard and/or Junkyard?

222 Merraw Rd.  
Auburn, ME 04210

2. Is this application made by or for a company, partnership, corporation or individual:

Corp.

3. Is this property leased? NO Property owned by: Albert Bazinet Jr  
Address: 81 Dawes Ave. Auburn, ME 04210

4. How is "yard" screened?

- Fence (type) ✓ Height: 8'
- Trees (type) \_\_\_\_\_
- Embankment: \_\_\_\_\_
- Gully: \_\_\_\_\_
- Hill: \_\_\_\_\_
- Other: \_\_\_\_\_

5. How far is edge of "yard" from center of highway?

400 ft.

6. Can junk be seen from any part of highway? Yes \_\_\_ No X

7. Were Junkyard Law, Requirements and Fees explained to you? Yes X No \_\_\_

8. Is any portion of this "yard" on public property? Yes \_\_\_ No X

9. Is "yard" within 300 feet of a Public Park, Public Playground, Public Bathing Beach,  
School, Church or Cemetery? Yes \_\_\_ No X

10. When was "yard" established? 1978 By whom? Albert Bazinet Jr.  
11. When was last permit issued? 2014 By whom? MTP Auto Inc.

The undersigned certified that the above information is true and correct to the best of his/her knowledge and that he/she is the owner or agent of the property or that he/she has been duly authorized by the owner, individual, partnership, company or corporation to make this application and to receive the permit under the law.

Signed by: Claudette Bazinet for: MTP Auto Inc.  
Address: 227 Mellow Rd Auburn, ME 04210  
Name of Company, Corporation, Partnership or Individual

Make complete sketch of "yard". Show footage of all sides and location in relationship to adjacent properties. Show distance (in feet) from edge of "yard" to center of highway. Fill in Route Number or Local Road Name. Name of nearest City/Town in each direction. Distance from nearest intersection, bridge or other known reference point.

Tax Map No. 186  
Lot No. 013  
Zone \_\_\_\_\_

- Check correct direction:
- North
  - East
  - West
  - South

- 1 copy of application to City
- 1 copy of application to Applicant
- 1 copy of application to State Police, Augusta
- 1 Copy of application to Dept. of Transportation, Augusta (Right of Way Division)

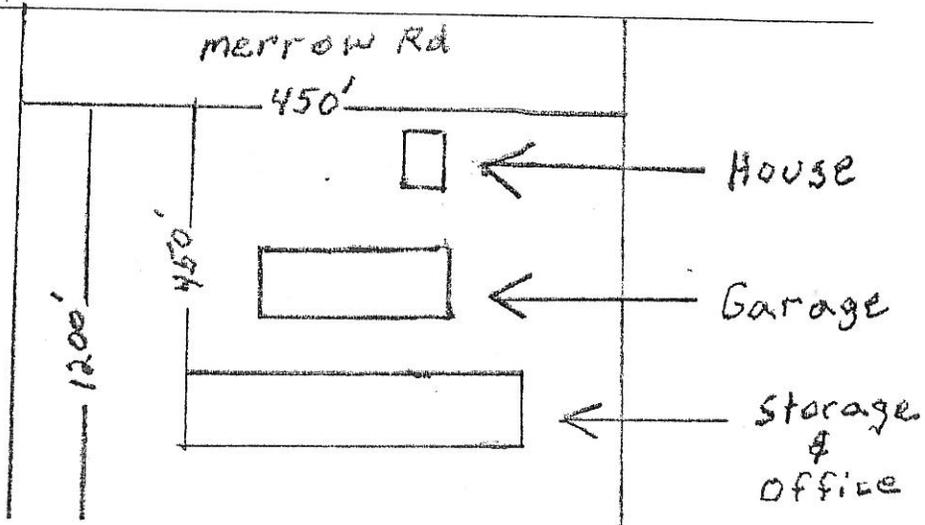
Road Name

or

Route No.

Hotel Rd. To

To Minny Ave



Tizz E. H. Crowley, Ward One  
Robert Hayes, Ward Two  
Mary Lafontaine, Ward Three  
Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
Belinda Gerry, At Large  
David Young, At Large

Jonathan P. LaBonte, Mayor

## **IN CITY COUNCIL**

### **ORDER 84-10192015**

ORDERED, that the City Council hereby approves the annual renewal request for an Auto Graveyard/Junkyard permit for M & P Auto, 227 Merrow Road.

**Passage on 10/07/2013, 6-0 (Councilor Crowley absent).**

Date received: 9/17/15  
 Public Hearing: 10/6/2015  
 Date approved: \_\_\_\_\_



Police - OK 9/17  
 Fire - inspection 9/24  
 Code - OK 9/28  
 Tax - OK 9/18

## CITY OF AUBURN AUTOMOBILE GRAVEYARD/JUNKYARD PERMIT APPLICATION

\*\*\*\*\*

To the City of Auburn, County of Androscoggin, Maine:

I/We RANDY'S AUTO PARTS INC. hereby  
 Make application for a permit to establish, operate or maintain an Automobile Graveyard and/or  
 Junkyard at the following described location and in accordance with the provisions of Title 30-A  
 MRSA Sections 3751-3760.

**Answer all questions in full.**

1. Where is the location of the Automobile Graveyard and/or Junkyard?  
899 BROAD STREET AUBURN, ME 04210  
P. ID. 182-001
  
2. Is this application made by or for a company, partnership, corporation or individual:  
ERNEST & RONALD LEVASSEUR
  
3. Is this property leased? No Property owned by: ERNEST & RONALD LEVASSEUR  
 Address: 899 BROAD STREET AUBURN, ME
  
4. How is "yard" screened?  
 Fence (type) Wood Height: 6' 8"  
 Trees (type) FIR  
 Embankment: \_\_\_\_\_  
 Gully: \_\_\_\_\_  
 Hill: \_\_\_\_\_  
 Other: \_\_\_\_\_
  
5. How far is edge of "yard" from center of highway?  
300 FT
  
6. Can junk be seen from any part of highway? Yes \_\_\_ No
  
7. Were Junkyard Law, Requirements and Fees explained to you? Yes  No \_\_\_
  
8. Is any portion of this "yard" on public property? Yes \_\_\_ No
  
9. Is "yard" within 300 feet of a Public Park, Public Playground, Public Bathing Beach,  
 School, Church or Cemetery? Yes \_\_\_ No

10. When was "yard" established? 1980 By whom? TWINTOWN RENDERING  
11. When was last permit issued? 2014 By whom? RANDY'S AUTO PARTS INC.

The undersigned certified that the above information is true and correct to the best of his/her knowledge and that he/she is the owner or agent of the property or that he/she has been duly authorized by the owner, individual, partnership, company or corporation to make this application and to receive the permit under the law.

Signed by: Ronald Leveseur for: RANDY'S AUTO PARTS INC.  
Name of Company, Corporation, Partnership or Individual  
Address: P.O. Box 1243 AUBURN ME 04211 (782-9589)  
899 BROAD ST.

Make complete sketch of "yard". Show footage of all sides and location in relationship to adjacent properties. Show distance (in feet) from edge of "yard" to center of highway. Fill in Route Number or Local Road Name. Name of nearest City/Town in each direction. Distance from nearest intersection, bridge or other known reference point.

Tax Map No. 182  
Lot No. 001  
Zone General Business

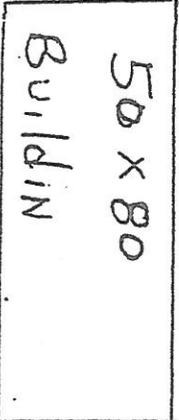
Check correct direction:

- North
- East
- West
- South

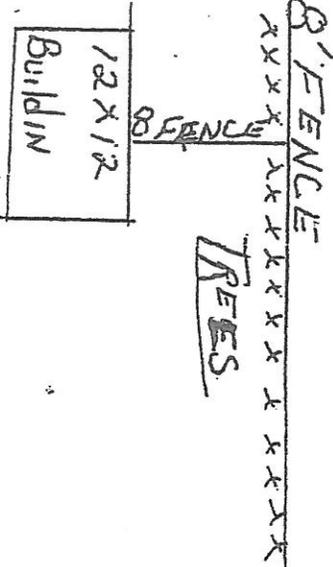
- 1 copy of application to City
- 1 copy of application to Applicant
- 1 copy of application to State Police, Augusta
- 1 Copy of application to Dept. of Transportation, Augusta (Right of Way Division)

TREES

X X X X X X X X X X X X X X X X  
200 FT. FENCE



300'  
ENTRANCE  
INTO THE  
YARD



BROAD STREET

Road Name

OR

Route No.

To

To



60 Court Street  
Auburn, Maine 04210  
Tel: (207) 333-6601 ext. 1158  
Fax: (207) 333-6625

# RECEIPT

**BILL TO:**

Ronald Levasseur  
Randy's Auto Parts, Inc

Receipt Number: TRC-007841-17-09-2015

Date: 09/17/2015

Amount

**PRIMARY FEES**

Invoice Number: 7359

Junkyard/Automobile Graveyard	\$100.00
-------------------------------	----------

**PAYMENTS RECEIVED**

Date	Payment Method	Check Number	Amount Received
09/17/2015	Check	43191	\$100.00
	<b>Total Payment</b>		<b>\$100.00</b>
	Change Due		\$0.00

Tizz E. H. Crowley, Ward One  
Robert Hayes, Ward Two  
Mary Lafontaine, Ward Three  
Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
Belinda Gerry, At Large  
David Young, At Large

Jonathan P. LaBonte, Mayor

## **IN CITY COUNCIL**

### **ORDER 85-10192015**

ORDERED, that the City Council hereby approves the annual renewal request for an Auto Graveyard/Junkyard permit for Randy's Auto Parts, Inc., 899 Broad Street.

Date received: 10/16/15  
Public Hearing: 10/19/15  
Date approved: \_\_\_\_\_



## CITY OF AUBURN AUTOMOBILE GRAVEYARD/JUNKYARD PERMIT APPLICATION

\*\*\*\*\*

To the City of Auburn, County of Androscoggin, Maine:

I/We PROLIERIZED NEW ENGLAND COMPANY, LLC hereby  
Make application for a permit to establish, operate or maintain an Automobile Graveyard and/or  
Junkyard at the following described location and in accordance with the provisions of Title 30-A  
MRSA Sections 3751-3760.

**Answer all questions in full.**

1. Where is the location of the Automobile Graveyard and/or Junkyard?  
522 WASHINGTON STREET, NORTH
2. Is this application made by or for a company, partnership, corporation or individual:  
\_\_\_\_\_
3. Is this property leased? NO Property owned by: PROLIERIZED NEW ENGLAND CO, LLC  
Address: 69 ROVER ST, EVERETT, MA 02149
4. How is "yard" screened?  
 Fence (type) METAL Height: 8'  
 Trees (type) MIX  
 Embankment: \_\_\_\_\_  
 Gully: \_\_\_\_\_  
 Hill: \_\_\_\_\_  
 Other: \_\_\_\_\_
5. How far is edge of "yard" from center of highway?  
150'
6. Can junk be seen from any part of highway? Yes \_\_\_ No
7. Were Junkyard Law, Requirements and Fees explained to you? Yes  No \_\_\_
8. Is any portion of this "yard" on public property? Yes \_\_\_ No
9. Is "yard" within 300 feet of a Public Park, Public Playground, Public Bathing Beach,  
School, Church or Cemetery? Yes \_\_\_ No

10. When was "yard" established? 1986 By whom? MAINE METALS RECYCLING INC.  
11. When was last permit issued? 2013 By whom? PROLIERIZED NEW ENGLAND CO LLC

The undersigned certified that the above information is true and correct to the best of his/her knowledge and that he/she is the owner or agent of the property or that he/she has been duly authorized by the owner, individual, partnership, company or corporation to make this application and to receive the permit under the law.

Signed by: [Signature] for: PROLIERIZED NEW ENGLAND CO LLC  
Address: 69 RIVER ST, EVERETT, MA 02149  
Name of Company, Corporation, Partnership or Individual

Make complete sketch of "yard". Show footage of all sides and location in relationship to adjacent properties. Show distance (in feet) from edge of "yard" to center of highway. Fill in Route Number or Local Road Name. Name of nearest City/Town in each direction. Distance from nearest intersection, bridge or other known reference point.

Tax Map No. 189  
Lot No. 024  
Zone GB9

Check correct direction:

- North
- East
- West
- South

- 1 copy of application to City
- 1 copy of application to Applicant
- 1 copy of application to State Police, Augusta
- 1 Copy of application to Dept. of Transportation, Augusta (Right of Way Division)



Tizz E. H. Crowley, Ward One  
Robert Hayes, Ward Two  
Mary Lafontaine, Ward Three  
Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
Belinda Gerry, At Large  
David Young, At Large

Jonathan P. LaBonte, Mayor

## **IN CITY COUNCIL**

### **ORDER 86-10192015**

ORDERED, that the City Council hereby approves the annual renewal request for an Auto Graveyard/Junkyard permit for Prolerized New England Company, LLC located at 522 Washington St. N.

Date received: 10/16/15  
Public Hearing: 10/21/15  
Date approved: \_\_\_\_\_



## CITY OF AUBURN AUTOMOBILE GRAVEYARD/JUNKYARD PERMIT APPLICATION

\*\*\*\*\*

To the City of Auburn, County of Androscoggin, Maine:

I/We ISADORE T. MILLER hereby  
Make application for a permit to establish, operate or maintain an Automobile Graveyard and/or  
Junkyard at the following described location and in accordance with the provisions of Title 30-A  
MRSA Sections 3751-3760.

### Answer all questions in full.

1. Where is the location of the Automobile Graveyard and/or Junkyard?  
79 FRED HOTEL RD, AUBURN, ME
2. Is this application made by or for a company, partnership, corporation or individual:  
\_\_\_\_\_
3. Is this property leased? NO Property owned by: ISADORE T. MILLER  
Address: SCHNITZER, 69 ROVER ST, EVERETT, MA 02149
4. How is "yard" screened?  
 Fence (type) WOOD Height: 6'  
 Trees (type) RED PINES  
 Embankment: \_\_\_\_\_  
 Gully: \_\_\_\_\_  
 Hill: \_\_\_\_\_  
 Other: \_\_\_\_\_
5. How far is edge of "yard" from center of highway?  
200'
6. Can junk be seen from any part of highway? Yes \_\_\_ No X
7. Were Junkyard Law, Requirements and Fees explained to you? Yes X No \_\_\_
8. Is any portion of this "yard" on public property? Yes \_\_\_ No X
9. Is "yard" within 300 feet of a Public Park, Public Playground, Public Bathing Beach,  
School, Church or Cemetery? Yes ✓ No \_\_\_

10. When was "yard" established? 1930 By whom? BARKER FAMILY

11. When was last permit issued? 2013 By whom? ISADORE T. MILLER

The undersigned certified that the above information is true and correct to the best of his/her knowledge and that he/she is the owner or agent of the property or that he/she has been duly authorized by the owner, individual, partnership, company or corporation to make this application and to receive the permit under the law.

Signed by: [Signature] for: ISADORE T. MILLER  
Name of Company, Corporation, Partnership or Individual

Address: SCHNITZER - 69 ROVER ST, EVERETT, MA 02149

Make complete sketch of "yard". Show footage of all sides and location in relationship to adjacent properties. Show distance (in feet) from edge of "yard" to center of highway. Fill in Route Number or Local Road Name. Name of nearest City/Town in each direction. Distance from nearest intersection, bridge or other known reference point.

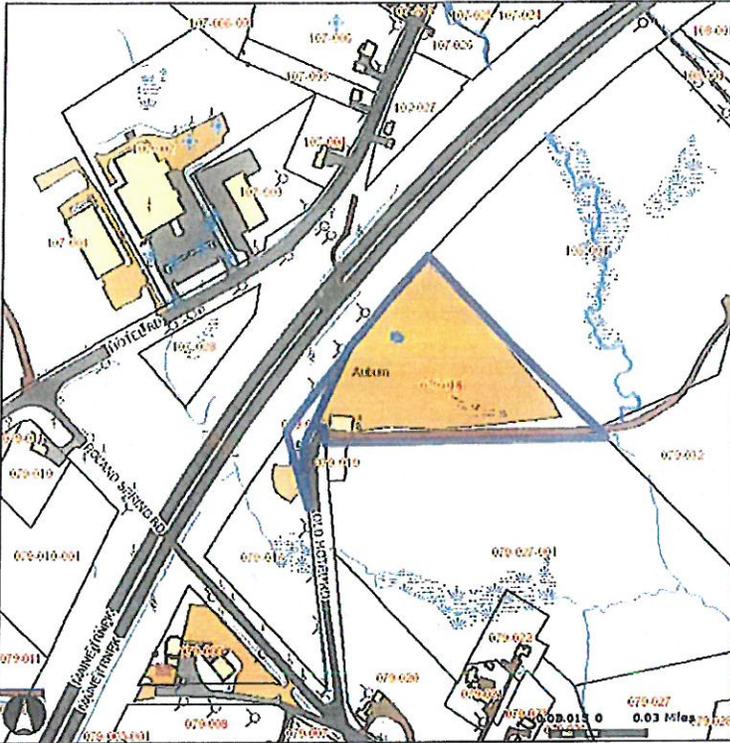
Tax Map No. 079  
Lot No. 017 & 018  
Zone I3

Check correct direction:

- North
- East
- West
- South

- 1 copy of application to City
- 1 copy of application to Applicant
- 1 copy of application to State Police, Augusta
- 1 Copy of application to Dept. of Transportation, Augusta (Right of Way Division)

Map



079-017 (1)

Parcel IDs (1)

OBJECTID	OBJECTID_1	MAP	LOT	SUBLOT	PID	CHANGED	ParcelID	Loc	NBC	Webpro	AccountNumber	UserAccount	Number	AltStreet	StreetName	LocCity	CondoUnit	Owner1	Owner2	
880	981	079	017	000	079017000	Itu'l	079-017	80 OLD HOTEL RD	R3	<a href="#">WebPro Summary Page</a>	238		079017000	80	Itu'l	OLD HOTEL RD	Itu'l	Itu'l	HILLER ISADORE T CO INC	Itu'l

079-018 (1)

Parcel IDs (1)

OBJECTID	OBJECTID_1	MAP	LOT	SUBLOT	PID	CHANGED	ParcelID	Loc	NBC	Webpro	AccountNumber	UserAccount	Number	AltStreet	StreetName	LocCity	CondoUnit	Owner1	Owner2	
155	966	079	018	000	079018000	Itu'l	079-018	79 OLD HOTEL RD	I3	<a href="#">WebPro Summary Page</a>	239		079018000	79	Itu'l	OLD HOTEL RD	Itu'l	Itu'l	HILLER ISADORE T CO INC	C/O SCHIITCO STEEL

Tizz E. H. Crowley, Ward One  
Robert Hayes, Ward Two  
Mary Lafontaine, Ward Three  
Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
Belinda Gerry, At Large  
David Young, At Large

Jonathan P. LaBonte, Mayor

## **IN CITY COUNCIL**

### **ORDER 87-10192015**

ORDERED, that the City Council hereby approves the annual renewal request for an Auto Graveyard/Junkyard permit for Isadore T. Miller Co., a Division of Schnitzer NE located at 78 & 80 Hotel Road..

Date received: 9/21/2015  
Public Hearing: 10/19/15  
Date approved: \_\_\_\_\_



### CITY OF AUBURN AUTOMOBILE GRAVEYARD/JUNKYARD PERMIT APPLICATION

\*\*\*\*\*

To the City of Auburn, County of Androscoggin, Maine:

I/We Don DBA MORRIS Auto Parts hereby  
Make application for a permit to establish, operate or maintain an Automobile Graveyard and/or  
Junkyard at the following described location and in accordance with the provisions of Title 30-A  
MRSA Sections 3751-3760.

Answer all questions in full.

1. Where is the location of the Automobile Graveyard and/or Junkyard?  
940w Ashington St RD

2. Is this application made by or for a company, partnership, corporation or individual:  
\_\_\_\_\_

3. Is this property leased? \_\_\_\_\_ Property owned by: DON STUBER MAIN  
Address: \_\_\_\_\_

4. How is "yard" screened?  
 Fence (type) wood Height: 5/2 Feet Tall  
 Trees (type) \_\_\_\_\_  
 Embankment: \_\_\_\_\_  
 Gully: \_\_\_\_\_  
 Hill: \_\_\_\_\_  
 Other: \_\_\_\_\_

5. How far is edge of "yard" from center of highway?  
35 feet

6. Can junk be seen from any part of highway? Yes \_\_\_ No X

7. Were Junkyard Law, Requirements and Fees explained to you? Yes X No \_\_\_

8. Is any portion of this "yard" on public property? Yes \_\_\_ No X

9. Is "yard" within 300 feet of a Public Park, Public Playground, Public Bathing Beach,  
School, Church or Cemetery? Yes \_\_\_ No X

ATT SUR

10. When was "yard" established? 1938 By whom? MORRIS ARTS PARTS

11. When was last permit issued? 2014 By whom? DONS

The undersigned certified that the above information is true and correct to the best of his/her knowledge and that he/she is the owner or agent of the property or that he/she has been duly authorized by the owner, individual, partnership, company or corporation to make this application and to receive the permit under the law.

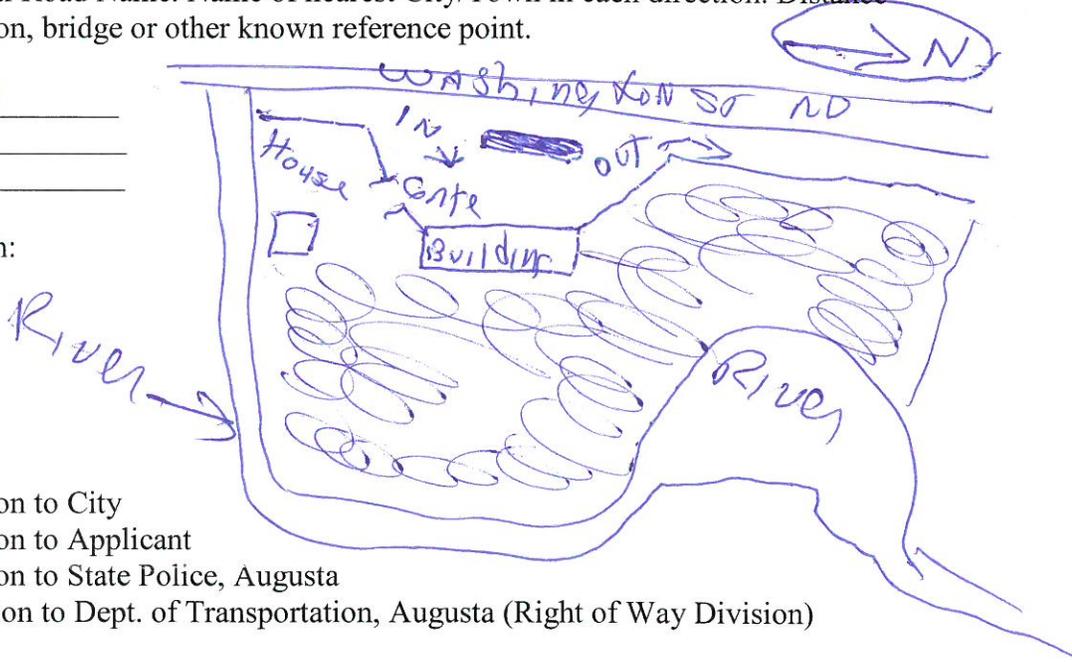
Signed by: [Signature] for: DONS NO REFERENCE TO DBS MORRIS ARTS  
Name of Company, Corporation, Partnership or Individual

Address: 940 WASHINGTON ST MARIETTA GA

Make complete sketch of "yard". Show footage of all sides and location in relationship to adjacent properties. Show distance (in feet) from edge of "yard" to center of highway. Fill in Route Number or Local Road Name. Name of nearest City/Town in each direction. Distance from nearest intersection, bridge or other known reference point.

Tax Map No. 170  
Lot No. 020  
Zone \_\_\_\_\_

- Check correct direction:
- North
  - East
  - West
  - South



- 1 copy of application to City
- 1 copy of application to Applicant
- 1 copy of application to State Police, Augusta
- 1 Copy of application to Dept. of Transportation, Augusta (Right of Way Division)

SEP 21 2015

Tizz E. H. Crowley, Ward One  
Robert Hayes, Ward Two  
Mary Lafontaine, Ward Three  
Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
Belinda Gerry, At Large  
David Young, At Large

Jonathan P. LaBonte, Mayor

## **IN CITY COUNCIL**

### **ORDER 88-10192015**

ORDERED, that the City Council hereby approves the annual renewal request for an Auto Graveyard/Junkyard permit for Morris Auto Parts, located at 940 Washington St. N.



## City Council Agenda Information Sheet

City of Auburn

**Council Meeting Date:** 10-19-2015

**Resolve** 08-10192015

**Author:** Eric J. Cousens, Deputy Director of Planning and Development

**Subject:** Oak Hill Cemetery Land Lease Possibility

---

**Information:** The Planning & Development Department has been in communications with a crematorium operator regarding site locations in the City of Auburn. The crematorium operators approached the City with the request and we have negotiated proposed lease parameters for Council consideration. Attached is a memo summarizing the proposal. Staff will be available to answer any questions and document any changes required by the Council.

---

**Pros:**

- Revenue of \$9000 per year for leasing a site that is currently not used.
- The project will make improvements to the entrance to Oak Hill Cemetery by paving the access way that will be shared by the crematory and the public.
- Tax revenue estimated at \$15,000 per year from a currently tax exempt site.
- Current mowing and maintenance costs at the Cemetery are approximately \$30,000 annually and there is a need to invest in improvements and restoration of monuments and grave markers that has been under funded over the years. Revenues should be directed towards this need to preserve the historic cemetery and provide new general fund revenues.
- The project will place buildings in the approximate location of the former structures and be consistent with local character.

**Cons:**

- Potential perception that city will be leasing land to a new competitor for an existing local business. Staff believes that the lease structure is at market value or higher than market and is not providing an unfair advantage to the proposed operator.

---

**Financial:** Revenue of \$9000 per year for leasing and approximately \$15,000 per year from taxes, depending on final valuations and tax rates.

---

**Action Requested at this Meeting:** Authorize City Manager to enter into lease agreement.

---

**Previous Meetings and History:** Executive session to make the council aware of the possibility and confirm that it was worth looking into and a workshop on October 5, 2015.

---

**Attachments:** Map of area thought to be available and free from limitations and a map showing former building and known burial plots nearby, draft resolve, summary memorandum and lease revenue summary.

**Oakhill Cemetery Land Lease**

232'

100'





# City of Auburn, Maine

*"Maine's City of Opportunity"*

## Office of Planning & Permitting

To: Mayor and City Council

From: Eric J. Cousens, Deputy Director of Planning and Development

Re: Lease Agreement for Potential Oak Hill Cemetery Crematorium

Date: October 14, 2015

Over the course of approximately the last 7-months, the City of Auburn Planning & Development Department has been in communications with a crematorium operator regarding site locations in the City of Auburn. The crematorium operators approached the City with the request and we are in the process of negotiating a proposed lease agreement with the business. The location that they have selected is at Oak Hill Cemetery fronting on Riverside Drive and next to the Oak Hill Cemetery gateway. This is the portion of the site formerly occupied by two structures that have been removed and the area to the right of the entrance drive. The approximate value of a lot in the GB zone with utilities is estimated at \$126,000; however, we are not considering a sale as Maine State Law requires crematoriums to be located on cemetery parcels.

The City Attorney is reviewing the lease language to identify any legal concerns but the general terms have been discussed and will likely be acceptable to the business. Staff recommends that the Council review the general terms, let staff know if there are any concerns, and authorize the City Manager to enter into a lease agreement with any changes identified by the Council at the meeting.

The proposal for the City to consider is summarized as follows:

- Lease 20,000 +/- sf of land formerly occupied by two structures to the left of the entrance and open land to the right of the entrance for the purposes of constructing a crematory and a small parking area. Map attached.
- Enter into a land lease agreement for a term to 240 month term (years 1-20); then options from years 20-30, option years 30-40, and option years 40-50. Construction would likely begin around April 2016.
- Initial rent will be \$750 per month with a 10% increase at 5 year increments throughout the lease term. This equates to selling the parcel for market value approximately every 12-14 years with approximately a 7% capitalization rate. A rental income summary under the proposed agreement is attached.
- The Ground Penetrating Radar review of the site would be completed by the City and if site is cleared and lease is signed then the business would reimburse the City up to \$4,000 to cover the costs of the review and reporting. Reimbursement would be due with the first month rental payment. The City has an estimate of \$3,000-\$4,000 from a reputable contractor to complete the review.
- All construction and development, utility and construction costs will be covered by the crematory operator and not the City.

- The site is currently tax exempt, but would lose its exempt status and become taxable on the first April 1st after the lease term starts and the use changes, likely April 1, 2016, but possibly April 1 2017. The value is estimated at close to \$750,000 after development which would result in annual tax revenues of approximately \$15,000 based on current tax rates. The lease will include a commitment to remain taxable or pay an equal amount if they become not-for-profit and tax exempt.
- The structure would be up to 3,000 square feet in area.
- Any proposed structure would have to be reviewed and approved as being architecturally compatible with the historic cemetery.
- State Law requires crematories to meet certain location requirements including being located on a cemetery property. The crematorium operator proposed an option to buy the parcel after 10 years for a purchase price of 10 times the annual rent at the time of purchase if State Law changes. At the 10 year mark that would be approximately \$99,000. Based on Council input and concerns with selling part of the historic cemetery staff negotiated this to be a right of first refusal and only if the Council decides to sell. In exchange, the operator would like the option to terminate the lease after 15 years if State Law changes so that they can operate on property other than a cemetery and the City will not sell the parcel to them. This leaves control with the Council and staff recommends this position.
- If they vacate the site and terminate the lease or choose not to renew the lease then the site must be returned to original conditions and the structure removed unless the City and the operator agree otherwise at that time.

Pros:

- Revenue of \$9000 per year for leasing a site that is currently not used.
- The project will make improvements to the entrance to Oak Hill Cemetery by paving the access way that will be shared by the crematory and the public.
- Estimated tax revenue of up to \$15,000 per year from a currently tax exempt site. This is based on estimated value and current tax rates and would change if either value or rates change.
- Current mowing and maintenance costs at the Cemetery are approximately \$30,000 annually and there is a need to invest in improvements and restoration of monuments and grave markers that has been under funded over the years. Revenues could be directed towards this need to preserve the historic cemetery and provide new general fund revenues. Staff recommends that the Council direct staff to use rental revenues for cemetery improvements and could appropriate some or all tax revenues through the annual budget process.
- The project will place buildings in the approximate location of the former structures and be consistent with local character.

Cons:

- Potential perception that city will be leasing land to a new competitor for an existing local business. Staff believes that the lease structure is at market value or higher than market and is not providing an unfair advantage to the proposed operator.



Oak Hill Crematory Lease -Rental Income Summary

Monthly Rent	Annual Revenue	Revenues Totals at 5 year increments	
\$ 750.00	\$ 9,000.00		
			5 Yr Total Revenue
Years 6-10	\$ 45,000.00	\$	45,000.00
Monthly Rent	Annual Revenue		
\$ 825.00	\$ 9,900.00		
			10 Yr Total Revenue
Years 11-15	\$ 49,500.00	\$	94,500.00
Monthly Rent	Annual Revenue		
\$ 907.50	\$ 10,890.00		
			15 Yr Total Revenue
Years 16-20	\$ 54,450.00	\$	144,000.00
Monthly Rent	Annual Revenue		
\$ 998.25	\$ 11,979.00		
			20 Yr Total Revenue
Years 21-25	\$ 59,895.00	\$	198,450.00
Monthly Rent	Annual Revenue		
\$ 1,098.08	\$ 13,176.90		
			25 Yr Total Revenue
Years 26-30	\$ 65,884.50	\$	264,334.50
Monthly Rent	Annual Revenue		
\$ 1,207.88	\$ 14,494.59		
			30 Yr Total Revenue
Years 31-35	\$ 72,472.95	\$	336,807.45
Monthly Rent	Annual Revenue		
\$ 1,328.67	\$ 15,944.05		
			35 Yr Total Revenue
Years 36-40	\$ 79,720.25	\$	416,527.70
Monthly Rent	Annual Revenue		
\$ 1,461.54	\$ 17,538.45		
			40 Yr Total Revenue
Years 41-45	\$ 87,692.27	\$	504,219.96
Monthly Rent	Annual Revenue		
\$ 1,607.69	\$ 19,292.30		
			45 Yr Total Revenue
Years 46-50	\$ 96,461.50	\$	600,681.46
Monthly Rent	Annual Revenue		
\$ 1,768.46	\$ 21,221.53		
			50 Yr Total Revenue
5 Year Total	\$ 106,107.65	\$	706,789.11

Tizz E. H. Crowley, Ward One  
Robert Hayes, Ward Two  
Mary Lafontaine, Ward Three  
Adam R. Lee, Ward Four



Leroy Walker, Ward Five  
Belinda Gerry, At Large  
David Young, At Large

Jonathan P. LaBonte, Mayor

## IN CITY COUNCIL

### RESOLVE 08-10192015

WHEREAS, the City of Auburn owns and operates Oak Hill Cemetery on real property located at 265 Riverside Drive in Auburn, Maine (the "Cemetery"); and

WHEREAS, City staff have been approached by Cremation Care of Maine, LLC, a Delaware limited liability company (the "Prospective Tenant"), about entering a ground lease of approximately 20,000 square feet within the Cemetery, to be located adjacent to the entrance to the Cemetery along the frontage of Riverside Drive, the precise location of which is to be more fully described in a survey and legal description to be prepared by the Prospective Tenant prior to execution of a ground lease with the City (the "Premises"); and

WHEREAS, the Prospective Tenant proposes to construct a building on the Premises for the purpose of operating a crematorium in accordance with all applicable state and federal laws, and in such form and design as shall be permissible under existing City building codes and ordinances; and

WHEREAS, the Prospective Tenant's lease of the Premises will produce rental and tax income for the City; and

WHEREAS, the City Council has determined that it is in the interests of the City to enter into a ground lease of the Premises to the Prospective Tenant, at reasonable market rates and subject to the terms and conditions to be negotiated and approved by the City Manager in consultation with legal counsel;

THEREFORE IT IS RESOLVED by the City Council that the City Manager and his designees are authorized to negotiate and execute a ground lease of the Premises to Cremation Care of Maine, LLC for an initial term of up to 20 years, with a right of the Prospective Tenant to renew the term for up to 3 additional terms of 10 years each, with all rental income from the lease to be applied to a perpetual care fund for maintenance costs at Oak Hill Cemetery, and that the City Manager or his designee is further authorized to execute and deliver a memorandum of lease and all other necessary agreements required to give effect to the lease, subject to the terms and conditions deemed satisfactory to the City Manager in accordance with this Resolve.

# City of Auburn, Maine

*"Maine's City of Opportunity"*

## Financial Services



**TO: Howard Kroll, City Manager**  
**FROM: Jill Eastman, Finance Director**  
**REF: September 2015 Financial Report**  
**DATE: October 14, 2015**

The following is a discussion regarding the significant variances found in the City's September financial report. Please note that although the monthly financial report contains amounts reported by the School Department, this discussion is limited to the City's financial results and does not attempt to explain any variances for the School Department.

The City has completed its third month of the current fiscal year. As a guideline for tracking purposes, revenues and expenditures should amount to approximately 25.0% of the annual budget. However, not all costs and revenues are distributed evenly throughout the year; individual line items can vary based upon cyclical activity.

### **Revenues**

Revenues collected through September 30th, including the school department were \$24,178,117, or 31.18%, of the budget. The municipal revenues including property taxes were \$24,137,340, or 43.941% of the budget which is more than the same period last year by 2.93%. The accounts listed below are noteworthy.

- A. September 15<sup>th</sup> the first installment for real estate taxes were due. The current year tax revenue is at 49.2% as compared to 46.09% last year.
- B. Excise tax for the month of September is at 28.32%. This is a \$32,292 increase from FY 15. Our excise revenues for FY16 are 3.328% above projections as of September 30, 2015.
- C. State Revenue Sharing for the month of September is 28.88% or \$426,694. This is \$189,583 increase from this September to last September.

- D. Homestead Exemption is 51.19% of budget at the end of September. We received 50% of our allotted amount in September and we will receive the balance in June.
- E. Business and Non-Business Licenses and Permits are at 29.85% of budget due to various licenses and permits coming in higher than anticipated.

**Expenditures**

City expenditures through September 2015 were \$8,422,074 or 21.88%, of the budget. This is 12.86% decrease from the same period last year. Noteworthy variances are:

- A. Debt Service payments were not posted at the time I ran the September reports, but were paid in September. If these had been posted the total for Debt Service expenditures would have been \$4,798,555. This would have brought the total expenditures to \$13,220,629, \$64,685 more than last year at this time.

**Investments**

This section contains an investment schedule as of September 30th. Currently the City's funds are earning an average interest rate of .23%.

Respectfully submitted,



Jill M. Eastman  
Finance Director

**CITY OF AUBURN, MAINE**  
**BALANCE SHEET - CITY GENERAL FUND, WC AND UNEMPLOYMENT FUND**  
**AS of September 2015, August 2015, and June 2014**

<b>ASSETS</b>	<b>UNAUDITED September 30 2015</b>	<b>UNAUDITED August 31 2015</b>	<b>Increase (Decrease)</b>	<b>AUDITED JUNE 30 2014</b>
CASH	\$ 22,528,243	\$ 5,974,047	\$ 16,554,196	\$ 5,319,835
RECEIVABLES			-	
ACCOUNTS RECEIVABLES	2,284,532	2,088,056	196,476	1,447,551
TAXES RECEIVABLE-CURRENT	20,682,267	40,209,341	(19,527,074)	140,913
DELINQUENT TAXES	656,768	914,135	(257,368)	533,344
TAX LIENS	1,107,916	1,162,133	(54,216)	1,390,006
NET DUE TO/FROM OTHER FUNDS	2,791,453	2,342,339	449,115	8,116,581
<b>TOTAL ASSETS</b>	<b>\$ 50,051,179</b>	<b>\$ 52,690,051</b>	<b>\$ (2,638,871)</b>	<b>\$ 16,948,230</b>
 <b>LIABILITIES &amp; FUND BALANCES</b>				
ACCOUNTS PAYABLE	\$ (27,780)	\$ (56,411)	\$ 28,631	\$ (568,395)
PAYROLL LIABILITIES	(206,649)	(681,660)	475,012	-
ACCRUED PAYROLL	(894,542)	(1,284,081)	389,539	(2,480,654)
STATE FEES PAYABLE	(45,627)	(31,202)	(14,425)	-
ESCROWED AMOUNTS	(11,936)	(9,799)	(2,137)	(43,526)
DEFERRED REVENUE	(22,236,326)	(41,823,874)	19,587,548	(1,792,296)
<b>TOTAL LIABILITIES</b>	<b>\$ (23,422,859)</b>	<b>\$ (43,887,026)</b>	<b>\$ 20,464,168</b>	<b>\$ (4,884,871)</b>
FUND BALANCE - UNASSIGNED	\$ (25,537,368)	\$ (7,712,072)	\$ (17,825,296)	\$ (9,895,359)
FUND BALANCE - RESTRICTED FOR WORKERS COMP & UNEMPLOYMENT	776,017	776,017	-	-
FUND BALANCE - RESTRICTED	(1,866,970)	(1,866,970)	-	(2,168,000)
<b>TOTAL FUND BALANCE</b>	<b>\$ (26,628,321)</b>	<b>\$ (8,803,024)</b>	<b>\$ (17,825,296)</b>	<b>\$ (12,063,359)</b>
<b>TOTAL LIABILITIES AND FUND BALANCE</b>	<b>\$ (50,051,179)</b>	<b>\$ (11,140,932)</b>	<b>\$ (38,910,248)</b>	<b>\$ (16,948,230)</b>

**CITY OF AUBURN, MAINE**  
**REVENUES - GENERAL FUND COMPARATIVE**  
**THROUGH September 30, 2015 VS September 30, 2014**

REVENUE SOURCE	FY 2016 BUDGET	ACTUAL REVENUES THRU SEPT 2015	% OF BUDGET	FY 2015 BUDGET	ACTUAL REVENUES THRU SEPT 2014	% OF BUDGET	VARIANCE
<b>TAXES</b>							
PROPERTY TAX REVENUE-	\$ 44,021,283	\$ 21,659,850	49.20%	\$ 43,055,996	\$ 19,844,817	46.09%	\$ 1,815,033
PRIOR YEAR TAX REVENUE	\$ -	\$ 289,406		\$ -	\$ 403,716		\$ (114,310)
HOMESTEAD EXEMPTION REIMBURSEMENT	\$ 505,000	\$ 258,527	51.19%	\$ 495,000	\$ 383,752	77.53%	\$ (125,225)
ALLOWANCE FOR ABATEMENT	\$ -	\$ -		\$ -	\$ -		\$ -
ALLOWANCE FOR UNCOLLECTIBLE TAXES	\$ -	\$ -		\$ -	\$ -		\$ -
EXCISE	\$ 3,350,000	\$ 948,857	28.32%	\$ 3,185,000	\$ 916,565	28.78%	\$ 32,292
PENALTIES & INTEREST	\$ 150,000	\$ 19,983	13.32%	\$ 145,000	\$ 24,880	17.16%	\$ (4,897)
<b>TOTAL TAXES</b>	<b>\$ 48,026,283</b>	<b>\$ 23,176,623</b>	<b>48.26%</b>	<b>\$ 46,880,996</b>	<b>\$ 21,573,730</b>	<b>46.02%</b>	<b>\$ 1,602,893</b>
<b>LICENSES AND PERMITS</b>							
BUSINESS	\$ 48,300	\$ 14,813	30.67%	\$ 48,300	\$ 15,253	31.58%	\$ (440)
NON-BUSINESS	\$ 356,800	\$ 106,127	29.74%	\$ 339,300	\$ 93,864	27.66%	\$ 12,263
<b>TOTAL LICENSES</b>	<b>\$ 405,100</b>	<b>\$ 120,940</b>	<b>29.85%</b>	<b>\$ 387,600</b>	<b>\$ 109,117</b>	<b>28.15%</b>	<b>\$ 11,823</b>
<b>INTERGOVERNMENTAL ASSISTANCE</b>							
STATE-LOCAL ROAD ASSISTANCE	\$ 440,000	\$ -	0.00%	\$ 440,000	\$ -	0.00%	\$ -
STATE REVENUE SHARING	\$ 1,477,641	\$ 426,694	28.88%	\$ 1,649,470	\$ 237,111	14.37%	\$ 189,583
WELFARE REIMBURSEMENT	\$ 70,000	\$ 4,456	6.37%	\$ 70,000	\$ 11,540	16.49%	\$ (7,084)
OTHER STATE AID	\$ 22,000	\$ -	0.00%	\$ 22,000	\$ -	0.00%	\$ -
CITY OF LEWISTON	\$ 155,000	\$ 5,040	3.25%	\$ 155,000	\$ -	0.00%	\$ 5,040
<b>TOTAL INTERGOVERNMENTAL ASSISTANCE</b>	<b>\$ 2,164,641</b>	<b>\$ 436,190</b>	<b>20.15%</b>	<b>\$ 2,336,470</b>	<b>\$ 248,651</b>	<b>10.64%</b>	<b>\$ 187,539</b>
<b>CHARGE FOR SERVICES</b>							
GENERAL GOVERNMENT	\$ 133,040	\$ 21,340	16.04%	\$ 132,040	\$ 33,806	25.60%	\$ (12,466)
PUBLIC SAFETY	\$ 239,138	\$ 7,762	3.25%	\$ 485,703	\$ 77,000	15.85%	\$ (69,238)
EMS TRANSPORT	\$ 1,250,000	\$ 253,827	20.31%	\$ 987,551	\$ -	0.00%	\$ 253,827
<b>TOTAL CHARGE FOR SERVICES</b>	<b>\$ 1,622,178</b>	<b>\$ 282,929</b>	<b>17.44%</b>	<b>\$ 1,605,294</b>	<b>\$ 110,806</b>	<b>6.90%</b>	<b>\$ 172,123</b>
<b>FINES</b>							
PARKING TICKETS & MISC FINES	\$ 60,000	\$ 16,246	27.08%	\$ 26,000	\$ 13,606	52.33%	\$ 2,640
<b>MISCELLANEOUS</b>							
INVESTMENT INCOME	\$ 5,000	\$ 2,409	48.18%	\$ 10,000	\$ 81	0.81%	\$ 2,328
INTEREST-BOND PROCEEDS	\$ 2,000	\$ -	0.00%	\$ 2,000	\$ -	0.00%	\$ -
RENTS	\$ 18,000	\$ 11,573	64.29%	\$ 122,000	\$ -	0.00%	\$ 11,573
UNCLASSIFIED	\$ 20,000	\$ 17,040	85.20%	\$ 20,000	\$ 28,257	141.29%	\$ (11,217)
SALE OF RECYCLABLES	\$ -	\$ -		\$ -	\$ -		\$ -
COMMERCIAL SOLID WASTE FEES	\$ -	\$ 11,115		\$ -	\$ 10,072		\$ 1,043
SALE OF PROPERTY	\$ 20,000	\$ 6,012	30.06%	\$ 20,000	\$ 1,200	6.00%	\$ 4,812
RECREATION PROGRAMS/ARENA	\$ -	\$ -		\$ -	\$ -		\$ -
MMWAC HOST FEES	\$ 210,000	\$ 52,664	25.08%	\$ 206,000	\$ 52,315	25.40%	\$ 349
9-1-1 DEBT SERVICE REIMBURSEMENT	\$ -	\$ -		\$ -	\$ -	0.00%	\$ -
TRANSFER IN: TIF	\$ 545,000	\$ -	0.00%	\$ 500,000	\$ -	0.00%	\$ -
TRANSFER IN: POLICE	\$ 45,000	\$ -	0.00%	\$ 20,000	\$ -	0.00%	\$ -
TRANSFER IN: PARKING PROGRAM	\$ -	\$ -		\$ 55,000	\$ -	0.00%	\$ -
TRANSFER IN: PD DRUG MONEY	\$ -	\$ -		\$ 45,000	\$ -	0.00%	\$ -
TRANSFER IN: REC SPEC REVENUE	\$ 42,718	\$ -	0.00%	\$ 41,720	\$ -	0.00%	\$ -
TRANSFER IN: SPECIAL REVENUE	\$ -	\$ -		\$ 290,000	\$ -	0.00%	\$ -
ENERGY EFFICIENCY	\$ -	\$ 3,600		\$ -	\$ -		\$ 3,600
CDBG	\$ 58,000	\$ -	0.00%	\$ 58,000	\$ -	0.00%	\$ -
UTILITY REIMBURSEMENT	\$ 37,500	\$ -	0.00%	\$ 37,500	\$ 3,299	8.80%	\$ (3,299)
CITY FUND BALANCE CONTRIBUTION	\$ 1,650,000	\$ -	0.00%	\$ 1,350,000	\$ -	0.00%	\$ -
<b>TOTAL MISCELLANEOUS</b>	<b>\$ 2,653,218</b>	<b>\$ 104,412</b>	<b>3.94%</b>	<b>\$ 2,777,220</b>	<b>\$ 95,224</b>	<b>3.43%</b>	<b>\$ 9,189</b>
<b>TOTAL GENERAL FUND REVENUES</b>	<b>\$ 54,931,420</b>	<b>\$ 24,137,340</b>	<b>43.94%</b>	<b>\$ 54,013,580</b>	<b>\$ 22,151,134</b>	<b>41.01%</b>	<b>\$ 1,986,206</b>
<b>SCHOOL REVENUES</b>							
EDUCATION SUBSIDY	\$ 20,854,672	\$ -	0.00%	\$ 20,411,239	\$ 1,607,611	7.88%	\$ (1,607,611)
EDUCATION	\$ 856,607	\$ 40,777	4.76%	\$ 774,572	\$ 59,850	7.73%	\$ (19,073)
SCHOOL FUND BALANCE CONTRIBUTION	\$ 906,882	\$ -	0.00%	\$ 906,882	\$ -	0.00%	\$ -
<b>TOTAL SCHOOL</b>	<b>\$ 22,618,161</b>	<b>\$ 40,777</b>	<b>0.18%</b>	<b>\$ 22,092,693</b>	<b>\$ 1,667,461</b>	<b>7.55%</b>	<b>\$ (1,626,684)</b>
<b>GRAND TOTAL REVENUES</b>	<b>\$ 77,549,581</b>	<b>\$ 24,178,117</b>	<b>31.18%</b>	<b>\$ 76,106,273</b>	<b>\$ 23,818,595</b>	<b>31.30%</b>	<b>\$ 359,523</b>

**CITY OF AUBURN, MAINE**  
**EXPENDITURES - GENERAL FUND COMPARATIVE**  
**THROUGH September 30, 2015 VS September 30, 2014**

DEPARTMENT	FY 2016 BUDGET	Unaudited		FY 2015 BUDGET	Unaudited		VARIANCE
		EXP THRU SEPT 2015	% OF BUDGET		EXP THRU SEPT 2014	% OF BUDGET	
<b>ADMINISTRATION</b>							
MAYOR AND COUNCIL	\$ 77,366	\$ 16,211	20.95%	\$ 78,532	\$ 22,339	28.45%	\$ (6,128)
CITY MANAGER	\$ 269,340	\$ 58,755	21.81%	\$ 280,750	\$ 61,744	21.99%	\$ (2,989)
ECONOMIC DEVELOPMENT	\$ 361,080	\$ 109,526	30.33%	\$ 359,500	\$ 59,761	16.62%	\$ 49,765
CITY CLERK	\$ 165,053	\$ 33,299	20.17%	\$ 164,593	\$ 30,770	18.69%	\$ 2,529
FINANCIAL SERVICES	\$ 619,855	\$ 145,289	23.44%	\$ 605,135	\$ 130,485	21.56%	\$ 14,804
HUMAN RESOURCES	\$ 143,526	\$ 31,714	22.10%	\$ 139,578	\$ 29,817	21.36%	\$ 1,897
INFORMATION TECHNOLOGY	\$ 390,190	\$ 108,448	27.79%	\$ 413,829	\$ 105,340	25.45%	\$ 3,108
LEGAL SERVICES	\$ 65,000	\$ 9,661	14.86%	\$ 65,000	\$ 2,902	4.46%	\$ 6,759
<b>TOTAL ADMINISTRATION</b>	<b>\$ 2,091,410</b>	<b>\$ 512,903</b>	<b>24.52%</b>	<b>\$ 2,106,917</b>	<b>\$ 443,158</b>	<b>21.03%</b>	<b>\$ 69,745</b>
<b>COMMUNITY SERVICES</b>							
PLANNING & PERMITTING	\$ 906,631	\$ 271,140	29.91%	\$ 902,494	\$ 198,993	22.05%	\$ 72,147
HEALTH & SOCIAL SERVICES	\$ 184,711	\$ 38,666	20.93%	\$ 192,954	\$ 41,842	21.68%	\$ (3,176)
RECREATION & SPECIAL EVENTS*	\$ 338,871	\$ 75,336	22.23%	\$ -	\$ -		\$ 75,336
PUBLIC LIBRARY	\$ 979,516	\$ 240,004	24.50%	\$ 960,692	\$ 235,298	24.49%	\$ 4,706
<b>TOTAL COMMUNITY SERVICES</b>	<b>\$ 2,409,729</b>	<b>\$ 625,146</b>	<b>25.94%</b>	<b>\$ 2,056,140</b>	<b>\$ 476,133</b>	<b>23.16%</b>	<b>\$ 149,013</b>
<b>FISCAL SERVICES</b>							
DEBT SERVICE	\$ 6,324,864	\$ 90,807	1.44%	\$ 6,263,936	\$ 5,083,163	81.15%	\$ (4,992,356)
FACILITIES	\$ 653,080	\$ 296,272	45.37%	\$ 698,335	\$ 161,362	23.11%	\$ 134,910
WORKERS COMPENSATION	\$ 496,536	\$ -	0.00%	\$ 468,081	\$ -	0.00%	\$ -
WAGES & BENEFITS	\$ 5,171,309	\$ 1,169,436	22.61%	\$ 4,737,117	\$ 1,309,325	27.64%	\$ (139,889)
EMERGENCY RESERVE (10108062-670000)	\$ 375,289	\$ -	0.00%	\$ 375,289	\$ -	0.00%	\$ -
<b>TOTAL FISCAL SERVICES</b>	<b>\$ 13,021,078</b>	<b>\$ 1,556,515</b>	<b>11.95%</b>	<b>\$ 12,542,758</b>	<b>\$ 6,553,850</b>	<b>52.25%</b>	<b>\$ (4,997,335)</b>
<b>PUBLIC SAFETY</b>							
FIRE DEPARTMENT	\$ 4,099,634	\$ 1,045,174	25.49%	\$ 4,057,633	\$ 1,017,096	25.07%	\$ 28,078
FIRE EMS	\$ 549,801	\$ 155,146	28.22%	\$ 635,468	\$ 178,881	28.15%	\$ (23,735)
POLICE DEPARTMENT	\$ 3,870,995	\$ 840,898	21.72%	\$ 3,738,108	\$ 767,296	20.53%	\$ 73,602
<b>TOTAL PUBLIC SAFETY</b>	<b>\$ 8,520,430</b>	<b>\$ 2,041,218</b>	<b>23.96%</b>	<b>\$ 8,431,209</b>	<b>\$ 1,963,273</b>	<b>23.29%</b>	<b>\$ 77,945</b>
<b>PUBLIC WORKS</b>							
PUBLIC SERVICES DEPARTMENT	\$ 4,525,898	\$ 918,483	20.29%	\$ 5,806,379	\$ 1,121,924	19.32%	\$ (203,441)
SOLID WASTE DISPOSAL*	\$ 927,278	\$ 132,008	14.24%	\$ -	\$ -		\$ 132,008
WATER AND SEWER	\$ 599,013	\$ 146,628	24.48%	\$ 599,013	\$ 146,628	24.48%	\$ -
<b>TOTAL PUBLIC WORKS</b>	<b>\$ 6,052,189</b>	<b>\$ 1,197,119</b>	<b>19.78%</b>	<b>\$ 6,405,392</b>	<b>\$ 1,268,552</b>	<b>19.80%</b>	<b>\$ (71,433)</b>
<b>INTERGOVERNMENTAL PROGRAMS</b>							
AUBURN-LEWISTON AIRPORT	\$ 105,000	\$ 26,250	25.00%	\$ 105,000	\$ 26,250	25.00%	\$ -
E911 COMMUNICATION CENTER	\$ 1,069,122	\$ 268,344	25.10%	\$ 1,067,249	\$ 325,005	30.45%	\$ (56,661)
LATC-PUBLIC TRANSIT	\$ 209,244	\$ 52,311	25.00%	\$ 235,373	\$ 52,844	22.45%	\$ (533)
LA ARTS	\$ -	\$ -		\$ 17,000	\$ -	0.00%	\$ -
TAX SHARING	\$ 270,000	\$ -	0.00%	\$ 270,000	\$ -	0.00%	\$ -
<b>TOTAL INTERGOVERNMENTAL</b>	<b>\$ 1,653,366</b>	<b>\$ 346,905</b>	<b>20.98%</b>	<b>\$ 1,694,622</b>	<b>\$ 404,099</b>	<b>23.85%</b>	<b>\$ (57,194)</b>
<b>COUNTY TAX</b>							
TIF (10108058-580000)	\$ 2,142,268	\$ 2,142,268	100.00%	\$ 2,046,880	\$ 2,046,879	100.00%	\$ 95,389
OVERLAY	\$ -	\$ -	0.00%	\$ 2,584,032	\$ -	0.00%	\$ -
<b>TOTAL CITY DEPARTMENTS</b>	<b>\$ 38,490,384</b>	<b>\$ 8,422,074</b>	<b>21.88%</b>	<b>\$ 37,867,950</b>	<b>\$ 13,155,944</b>	<b>34.74%</b>	<b>\$ (4,733,870)</b>
<b>EDUCATION DEPARTMENT</b>							
	\$ 39,062,197	\$ 1,217,693	3.12%	\$ 38,241,323	\$ 1,314,883	3.44%	\$ (97,190)
<b>TOTAL GENERAL FUND EXPENDITURES</b>	<b>\$ 77,552,581</b>	<b>\$ 9,639,767</b>	<b>12.43%</b>	<b>\$ 76,109,273</b>	<b>\$ 14,470,827</b>	<b>19.01%</b>	<b>\$ (4,831,060)</b>

**CITY OF AUBURN, MAINE  
INVESTMENT SCHEDULE  
AS OF September 30, 2015**

INVESTMENT	FUND	BALANCE September 30, 2015	BALANCE August 31, 2015	INTEREST RATE
BANKNORTH MNY MKT	24-1242924 GENERAL FUND	\$ 55,514.03	\$ 55,506.96	0.13%
BANKNORTH MNY MKT	24-1745910 GF-WORKERS COMP	\$ 49,363.79	\$ 49,357.50	0.13%
BANKNORTH MNY MKT	24-1745944 GF-UNEMPLOYMENT	\$ 67,120.15	\$ 67,111.60	0.13%
BANKNORTH MNY MKT	24-1809302 SPECIAL REVENUE	\$ 52,729.44	\$ 52,722.73	0.13%
BANKNORTH MNY MKT	24-1745902 SR-PERMIT PARKING	\$ 198,639.80	\$ 198,614.50	0.13%
BANKNORTH MNY MKT	24-1745895 SR-TIF	\$ 121,375.21	\$ 1,121,335.09	0.13%
BANKNORTH MNY MKT	24-1746819 CAPITAL PROJECTS	\$ -	\$ -	0.13%
BANKNORTH MNY MKT	24-1745928 ICE ARENA	\$ 250,108.95	\$ 250,077.09	0.13%
ANDROSCOGGIN BANK	449 CAPITAL PROJECTS	\$ 1,253,540.35	\$ 1,253,179.86	0.35%
ANDROSCOGGIN BANK	502 SR-TIF	\$ 600,759.76	\$ 600,587.00	0.35%
ANDROSCOGGIN BANK	836 GENERAL FUND	\$ 935,008.06	\$ 934,739.16	0.35%
NORTHERN CAPITAL	02155 CAPITAL PROJECTS	\$ 750,000.00	\$ 750,000.00	0.45%
NORTHERN CAPITAL	02155 GENERAL FUND	\$ 500,000.00	\$ 500,000.00	0.50%
<b>GRAND TOTAL</b>		<b>\$ 4,834,159.54</b>	<b>\$ 5,833,231.49</b>	<b>0.23%</b>

**EMS BILLING**  
**BREAKDOWN -TOTAL CHARGES**  
**July 1, 2015 - June 30, 2016**  
**Report as of September 30, 2015**

	July 2015	August 2015	Sept 2015	Adjustment	Totals	% of Total
No Insurance Information					\$ -	0.00%
Bluecross	\$ 4,447.40	\$ 9,313.20	\$ 16,358.80	\$ 4,088.00	\$ 34,207.40	5.93%
Intercept	\$ 200.00	\$ 400.00	\$ 500.00	\$ 100.00	\$ 1,200.00	0.21%
Medicare	\$ 76,994.00	\$ 81,754.00	\$ 95,440.20	\$ 887.80	\$ 255,076.00	44.25%
Medicaid	\$ 32,852.00	\$ 29,305.00	\$ 39,741.60	\$ 4,008.20	\$ 105,906.80	18.37%
Other/Commercial	\$ 36,705.40	\$ 31,800.40	\$ 41,227.00	\$ 12,546.60	\$ 122,279.40	21.21%
Patient	\$ 30,593.00	\$ 32,031.80	\$ 16,754.40	\$ (21,630.60)	\$ 57,748.60	10.02%
Worker's Comp					\$ -	0.00%
<b>TOTAL</b>	<b>\$ 181,791.80</b>	<b>\$ 184,604.40</b>	<b>\$ 210,022.00</b>	<b>\$ -</b>	<b>\$ 576,418.20</b>	<b>100.00%</b>

**EMS BILLING**  
**BREAKDOWN -TOTAL COUNT**  
**July 1, 2015 - June 30, 2016**  
**Report as of September 30, 2015**

	July 2015	August 2015	Sept 2015	Adjustment	Totals	% of Total
No Insurance Information					0	0.00%
Bluecross	5	11	20		36	5.00%
Intercept	2	4	5		11	1.53%
Medicare	91	98	122		311	43.19%
Medicaid	40	35	52		127	17.64%
Other/Commercial	44	39	55		138	19.17%
Patient	37	39	21		97	13.47%
Worker's Comp					0	0.00%
<b>TOTAL</b>	<b>219</b>	<b>226</b>	<b>275</b>	<b>0</b>	<b>720</b>	<b>100.00%</b>

**TOTAL REVENUE COLLECTED AS OF 09/30/15 \$253,827**

**TOTAL EXPENDITURES AS OF 09/30/15 \$155,146**

**EMS BILLING  
AGING REPORT  
July 1, 2015 to June 30, 2016  
Report as of September 30, 2015**

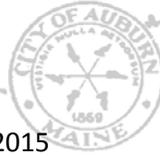
	<b>Current</b>		<b>31-60</b>		<b>61-90</b>		<b>91-120</b>		<b>121+ days</b>		<b>Totals</b>	
<b>Bluecross</b>	\$ 20,911.92	88%	\$ 4,554.24	19%	\$ (465.81)	-2%	\$ -	0%	\$ (1,185.53)	-5%	\$ 23,814.82	5.12%
<b>Intercept</b>	\$ 400.00	67%	\$ 200.00	33%	\$ -		\$ -		\$ -		\$ 600.00	0.13%
<b>Medicare</b>	\$ 63,195.60	93%	\$ 82.42	0%	\$ 2,462.00	4%	\$ 906.00	1%	\$ 1,261.76	2%	\$ 67,907.78	14.61%
<b>Medicaid</b>	\$ 30,011.10	95%	\$ 299.88	1%	\$ (151.85)	0%	\$ (149.81)	0%	\$ 1,691.08	5%	\$ 31,700.40	6.82%
<b>Other/Commercial</b>	\$ 40,122.59	67%	\$ 8,020.39	13%	\$ 498.17	1%	\$ 954.64	2%	\$ 9,875.18	17%	\$ 59,470.97	12.80%
<b>Patient</b>	\$ 36,603.46	13%	\$ 38,225.23	14%	\$ 29,902.61	11%	\$ 29,241.00	10%	\$ 147,303.69	52%	\$ 281,275.99	60.52%
<b>Worker's Comp</b>	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	0.00%
<b>TOTAL</b>	\$ 191,244.67		\$ 51,382.16		\$ 32,245.12		\$ 30,951.83		\$ 158,946.18		\$ 464,769.96	
	41%		11%		7%		7%		34%		100%	100.00%

# City of Auburn, Maine

*"Maine's City of Opportunity"*

## Financial Services

To: Howard Kroll, City Manager  
From: Jill Eastman, Finance Director  
Re: Arena Financial Reports for September 30, 2015



Attached you will find a Statement of Net Assets and a Statement of Activities and budget to actual reports for Norway Savings Bank Arena for revenue and expenditures as of September 30, 2015.

The Norway Savings Bank Arena report now includes a budget to actual comparison with last fiscal year for both revenues and expenditures.

### **NORWAY SAVINGS BANK ARENA**

#### **Statement of Net Assets:**

The Statement of Net Assets lists current assets, noncurrent assets, liabilities and net assets and shows a comparison to the previous month, in this case, August 31, 2015.

#### **Current Assets:**

As of the end of September 2015 the total current assets of Norway Savings Bank Arena were (\$219,575). These consisted of cash and cash equivalents of \$91,281, accounts receivable of \$60,213 and an interfund payable of \$413,276, which means that Norway owes the General Fund \$413,276 at the end of September.

#### **Noncurrent Assets:**

Norway's noncurrent assets are equipment that was purchased, less depreciation (depreciation is posted at year end). The total value of the noncurrent assets as of September 30, 2015 was \$215,947.

#### **Liabilities:**

Norway Arena had accounts payable of \$923 as of September 30, 2015.

#### **Statement of Activities:**

The statement of activities shows the current operating revenue collected for the fiscal year and the operating expenses as well as any nonoperating revenue and expenses.

The operating revenues for Norway Arena through September 2015 are \$220,445. This revenue comes from the concessions, sign advertisements, pro shop lease, youth programming, shinny hockey, public skating and ice rentals.

The operating expenses for Norway Arena through September 2015 were \$290,175. These expenses include personnel costs, supplies, utilities, repairs, rent, capital purchases and maintenance.

As of September 2015 Norway Arena has an operating loss of \$69,730 compared to the September 2014 operating loss of \$170,472 a decrease in the operating loss for the fiscal year of \$100,742.

As of September 30, 2015 Norway Arena has a decrease in net assets of \$69,730.

The budget to actual reports for revenue and expenditures, with comparison to the same period last year show that revenue for FY16 is \$68,326 more than in FY15 and expenditures in FY16 are \$32,417 less than last year in September.

**CITY OF AUBURN, MAINE**  
**Statement of Net Assets**  
**Norway Savings Bank Arena**  
**September 30, 2015**  
**Business-type Activities - Enterprise Fund**

	September 30, 2015	August 31, 2015	Increase/ (Decrease)
<b>ASSETS</b>			
Current assets:			
Cash and cash equivalents	\$ 91,281	\$ 91,281	\$ -
Interfund receivables/payables	(413,276)	(374,462)	(38,814)
Prepaid Rent	42,207	42,207	-
Accounts receivable	60,213	33,840	26,373
Total current assets	(219,575)	(207,134)	(12,441)
Noncurrent assets:			
Capital assets:			
Buildings	38,905	38,905	-
Equipment	285,813	285,813	-
Land improvements	-	-	-
Less accumulated depreciation	(108,771)	(108,771)	-
Total noncurrent assets	215,947	215,947	-
Total assets	(3,628)	8,813	(12,441)
<b>LIABILITIES</b>			
Accounts payable	\$ 923	\$ 12,557	\$ (11,634)
Total liabilities	923	12,557	(11,634)
<b>NET ASSETS</b>			
Invested in capital assets	\$ 215,947	\$ 215,947	\$ -
Unrestricted	\$ (220,498)	\$ (219,691)	\$ (807)
Total net assets	\$ (4,551)	\$ (3,744)	\$ (807)

**CITY OF AUBURN, MAINE**  
**Statement of Revenues, Expenses and Changes in Net Assets**  
**Norway Savings Bank Arena**  
**Business-type Activities - Enterprise Funds**  
**Statement of Activities**  
**September 30, 2015**

	<b>Norway Savings Arena</b>
Operating revenues:	
Charges for services	\$ 220,445
Operating expenses:	
Personnel	92,570
Supplies	6,508
Utilities	53,967
Repairs and maintenance	2,492
Rent	126,621
Depreciation	-
Capital expenses	1,600
Other expenses	6,417
<b>Total operating expenses</b>	<b>290,175</b>
<b>Operating gain (loss)</b>	<b>(69,730)</b>
Nonoperating revenue (expense):	
Interest income	-
Interest expense (debt service)	-
<b>Total nonoperating expense</b>	<b>-</b>
Gain (Loss) before transfer	(69,730)
Transfers out	-
Change in net assets	(69,730)
Total net assets, July 1	65,179
<b>Total net assets, September 30, 2015</b>	<b>\$ (4,551)</b>

**CITY OF AUBURN, MAINE**  
**REVENUES - NORWAY SAVINGS BANK ARENA**  
Through September 30, 2015 compared to September 30, 2014

REVENUE SOURCE	FY 2016 BUDGET	ACTUAL REVENUES THRU SEPT 2015	% OF BUDGET	FY 2015 BUDGET	ACTUAL REVENUES THRU SEPT 2014	% OF BUDGET	VARIANCE
<b>CHARGE FOR SERVICES</b>							
Concissions	\$ 30,000	\$ -	0.00%	\$ 30,000	\$ -	0.00%	\$ -
Sign Advertisements	\$ 230,000	\$ 61,288	26.65%	\$ 233,225	\$ 69,958	30.00%	\$ (8,670)
Pro Shop	\$ 8,500	\$ 1,750	20.59%	\$ 8,500	\$ 1,686	19.84%	\$ 64
Programs	\$ 280,000	\$ 49,804	17.79%	\$ 172,450	\$ 14,243	8.26%	\$ 35,561
Rental Income	\$ 398,500	\$ 107,604	27.00%	\$ 753,260	\$ 65,108	8.64%	\$ 42,496
Tournaments	\$ 50,000	\$ -	0.00%	\$ 24,500	\$ 1,125	4.59%	\$ (1,125)
<b>TOTAL CHARGE FOR SERVICES</b>	<b>\$ 997,000</b>	<b>\$ 220,446</b>	<b>22.11%</b>	<b>\$ 1,221,935</b>	<b>\$ 152,120</b>	<b>12.45%</b>	<b>\$ 68,326</b>
<b>INTEREST ON INVESTMENTS</b>	<b>\$ -</b>			<b>\$ -</b>			
<b>GRAND TOTAL REVENUES</b>	<b>\$ 997,000</b>	<b>\$ 220,446</b>	<b>22.11%</b>	<b>\$ 1,221,935</b>	<b>\$ 152,120</b>	<b>12.45%</b>	<b>\$ 68,326</b>

**CITY OF AUBURN, MAINE**  
**EXPENDITURES - NORWAY SAVINGS BANK ARENA**  
**Through September 30, 2015 compared to September 30, 2014**

DESCRIPTION	ACTUAL			ACTUAL			VARIANCE
	FY 2016 BUDGET	EXPENDITURES THRU SEPT 2015	% OF BUDGET	FY 2015 BUDGET	EXPENDITURES THRU SEPT 2014	% OF BUDGET	
Salaries & Benefits	\$ 311,000	\$ 92,570	29.77%	\$ 318,446	\$ 67,644	21.24%	\$ 24,926
Purchased Services	\$ 96,150	\$ 8,909	9.27%	\$ 67,800	\$ 21,379	31.53%	\$ (12,470)
Supplies	\$ 17,500	\$ 6,508	37.19%	\$ 9,000	\$ 17,771	197.46%	\$ (11,263)
Utilities	\$ 200,200	\$ 53,967	26.96%	\$ 204,846	\$ 46,970	22.93%	\$ 6,997
Capital Outlay	\$ 57,000	\$ 1,600	2.81%	\$ 80,000	\$ -	0.00%	\$ 1,600
Rent	\$ 507,000	\$ 126,621	24.97%	\$ 528,408	\$ 168,828	31.95%	\$ (42,207)
	<b>\$ 1,188,850</b>	<b>\$ 290,175</b>	<b>24.41%</b>	<b>\$ 1,208,500</b>	<b>\$ 322,592</b>	<b>26.69%</b>	<b>\$ (32,417)</b>
<b>GRAND TOTAL EXPENDITURES</b>	<b>\$ 1,188,850</b>	<b>\$ 290,175</b>	<b>24.41%</b>	<b>\$ 1,208,500</b>	<b>\$ 322,592</b>	<b>26.69%</b>	<b>\$ (32,417)</b>