

City of Auburn, Maine

2015-2016
CIP Budget



Jill Eastman
Finance Director

City of Auburn, Maine

"Maine's City of Opportunity"

Office of the City Manager

Date: March 2, 2015

To: Mayor Jonathan P. LaBonte and Members of the City Council

From: Howard Kroll, Acting City Manager
Jill Eastman, Finance Director
Denis D'Auteuil, Acting Assistant City Manager

RE: Proposed FY 2016 Capital Improvement Program

Dear Mayor and Councilors:

The proposed FY 2016 Auburn Capital Improvement Program is hereby submitted for your review in accordance with the provisions of the City Charter.

2016 CAPITAL IMPROVEMENT

Introduction

The Capital Improvement Plan ("CIP") for Auburn for fiscal year 2016 is enclosed. This year a new approach and more information are included so as to be compliant with the Charter. In approaching this year's CIP staff took a ten year view of needs. Some departments are better suited to forecast that far and some are not. The expectation is looking longer-term will bring stability over time to requests. Finally, the initial presentation of the CIP includes all needs of the City to sustain operations.

As usual the CIP includes a spreadsheet for FY 2016 by expenditure and department, including the intended source of funds. And a more detailed sheet of expenditures planned for this year.

Charter Requirements

1. A clear general summary of its contents;
2. Identification of the long-term goals of the community;
3. A list of all capital improvements and other capital expenditures which are proposed to be undertaken during the fiscal years next ensuing, with appropriate supporting information as to the necessity of each;
4. Cost estimates and recommended time schedules for each improvement or other capital expenditures;
5. Method of financing upon which each capital expenditure is to be reliant;

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6. The estimated annual cost of operating and maintaining the facilities to be constructed or acquired;
7. A commentary on how the plan addresses the sustainability of the community and the region of which it is a part; and
8. Methods to measure outcomes and performance of the capital plan related to the long-term goals of the community.

Long-term Goals

The City Council has identified 4 general goals for the City. The goals of the City of Auburn focus on these 4 general areas: (These are in no particular order of importance.)

1. Economic Development
2. Education
3. Citizen Engagement
4. Strong Neighborhoods.

The City Council also acknowledges that there is a general category that serves as a "catch-all" for items outside of these 4 areas.

Consensus of the Council also requires that we remain aware of the overall cost of services and taxes. That approach admits that there must be a limit to the amount of spending and debt service the City may afford. This leads me to suggest that the CIP also has a final, general goal, "to assure that the assets of the City are maintained in a fiscally responsible manner." Following this approach recognizes that neglect or underfunding the capital needs of the City results in long-term increased costs.

Cost and Schedule

Please see attached spreadsheet at the end of the memo.

Status

CIP - Fund 3000									
CURRENT STATUS OF BONDED PROJECTS									
FY 14-15									
Description	Dept	Original Budget	Transfer	Revised Budget	FY 15	Total Exp	Encumbered	Unexpended (Over exp)	Notes
					To Date 2/18/2015				
2013 GO BONDS (FY 13-14)									
Contingency	Admin	66,128.00		66,128.00	45,432.31	45,432.31		20,695.69	
Major Drainage	Eng	60,000.00		60,000.00	21,145.55	21,145.55	38,902.88	(48.43)	In progress, Est Comp 6/15
Road Reconstruction	Eng	1,000,000.00		1,000,000.00	847,526.82	847,526.82		152,473.18	In progress, Est Comp 6/15
Reclamation/Resurfacing	Eng	1,250,000.00		1,250,000.00	832,025.57	832,025.57	195,015.98	222,958.45	In progress, Est Comp 8/15
Bridge Repairs	Eng	125,000.00		125,000.00		-		125,000.00	
MDOT Match	Eng	500,000.00		500,000.00	227,976.32	227,976.32		272,023.68	
Traffic Signal Poles	Electrical	10,736.00		10,736.00	1,190.00	1,190.00		9,546.00	Est Comp 9/14
Municipal Street Light Purchase	Electrical	750,000.00		750,000.00		-		750,000.00	
Street Light Poles	Electrical	25,000.00		25,000.00		-		25,000.00	Est Comp 6/15
Replace HPS Fixture	Electrical	26,000.00		26,000.00		-		26,000.00	Est Comp 6/15
Parks-Playground Equip	PS	38,000.00		38,000.00		-		38,000.00	Est Comp 6/15
				-		-		-	
Subtotal 2013 Bonds		3,850,864.00	-	3,850,864.00	1,975,296.57	1,975,296.57	233,918.86	1,641,648.57	
2013 GO BONDS (FY 14-15)									
Contingency	Admin	51,518.00		51,518.00		-		51,518.00	
Bond Issuance Costs	Admin	-		-	55,637.00	55,637.00		(55,637.00)	Pd from Bond Premium
Library Building Improvements	Admin	47,167.00		47,167.00		-		47,167.00	Est 6/30/15
Dangerous Building Demolition	P&P	150,000.00		150,000.00	2,120.32	2,120.32		147,879.68	
Comp Plan Property Acquisition	P&P	350,000.00		350,000.00	10,000.00	10,000.00		340,000.00	
Generator-S Main Fire Station	Fire	15,000.00		15,000.00		-		15,000.00	
Repurpose Ingersoll	Rec	250,000.00		250,000.00	43,336.57	43,336.57		206,663.43	
Festival Plaza Canopies	PS	35,000.00		35,000.00	-	-		35,000.00	
Major Drainage	Eng	100,000.00		100,000.00	104.65	104.65	20,574.79	79,320.56	
Softball Field Repairs	PS	60,000.00		60,000.00	35,555.25	35,555.25	24,444.75	-	
Road Reconstruction	Eng	900,000.00		900,000.00	41,546.49	41,546.49		858,453.51	
Reclamation/Resurfacing	Eng	900,000.00		900,000.00	84,989.69	84,989.69	126,533.31	688,477.00	
Sidewalks	Eng	150,000.00		150,000.00		-		150,000.00	
Bridge Repairs	Eng	75,000.00		75,000.00		-		75,000.00	
MDOT Match	Eng	1,100,000.00		1,100,000.00		-		1,100,000.00	
Retaining Walls	Eng	100,000.00		100,000.00		-		100,000.00	
7 Yard Plow Trucks	PS	180,000.00		180,000.00	75,785.00	75,785.00	85,576.00	18,639.00	
12 Yard Plow Truck	PS	235,000.00		235,000.00	103,611.00	103,611.00	93,134.00	38,255.00	
Street Sweeper	PS	236,250.00		236,250.00		-	177,285.00	58,965.00	
Side Dump Body/Hydraulic Lift	PS	38,700.00		38,700.00		-		38,700.00	
School Department	Educ	2,081,365.00		2,081,365.00	513,461.82	513,461.82		1,567,903.18	
Energy Efficiency Projects	PS	120,000.00		120,000.00	82,522.68	82,522.68	77,064.32	(39,587.00)	Efficiency ME Rebate
Heating Oil Tank Conversion	PS	25,000.00		25,000.00		-	1,017.00	23,983.00	
Subtotal 2014 Bonds		7,200,000.00		7,200,000.00	1,048,670.47	1,048,670.47	605,629.17	5,545,700.36	

Outcomes and Performance

PERFORMANCE MEASURES			
MEASURE	GOALS	FY 2013	FY 2014
Bond Funding Management	100% of all items funded in prior year are started (meaning done, out to bid, or pending)	54%	54.5%
Bond Rating	Bonds were secured and the City sustained its current bond rating	Aa3	Aa3

Sustainability

Sustainability has two concepts that must be acknowledged. The first is the core principal that assets are maintained such that they do not deteriorate to the point of being destroyed or beyond repair. The second concept identifies that the City of Auburn can only afford to sustain a certain annual expense. The job of the staff and Council is to strike that balance the best way possible.

The following chart shows the amount of debt issued and retired over the last ten years and includes a future projection with emphasis on reducing the total outstanding debt of the City.

Debt Service Analysis				
	Outstanding			Outstanding
	Debt at Beginning	Debt	Debt	Debt at End of
	of Fiscal Year	Issued	Retirement	Fiscal Year
FY 05-06	\$63,248,668	\$13,291,307	\$7,552,775	\$68,987,200
FY 06-07	\$68,987,200	\$13,000,000	\$8,612,399	\$73,374,801
FY 07-08	\$73,374,801	\$6,000,000	\$8,489,239	\$70,885,562
FY 08-09	\$70,885,562	\$6,430,000	\$8,895,484	\$68,420,078
FY 09-10	\$68,420,078	\$6,500,000	\$8,575,483	\$66,344,595
FY 10-11	\$66,344,595	\$8,344,565	\$8,535,485	\$66,153,675
FY 11-12	\$66,153,675	\$4,500,000	\$8,816,077	\$61,837,598
FY 12-13	\$61,837,598	\$5,600,000	\$8,421,077	\$59,016,521
FY 13-14	\$59,016,521	\$5,625,000	\$8,368,864	\$56,272,657
FY 14-15	\$56,272,657	\$6,800,000	\$8,455,732	\$54,616,925
FY 15-16	\$54,616,925	\$5,700,000	\$8,684,488	\$51,632,437
FY 16-17	\$51,632,437	\$5,500,000	\$8,739,866	\$48,392,571
FY 17-18	\$48,392,571	\$5,500,000	\$8,414,866	\$45,477,705
FY 18-19	\$45,477,705	\$5,500,000	\$8,279,866	\$42,697,839
FY 19-20	\$42,697,839	\$5,500,000	\$8,207,974	\$39,989,865

Since FY 07 the City has reduced the total outstanding debt by **\$18,757,876**. It is my goal to keep the debt service payments at 12% - 14% of the total operating budget as recommended by our bond advisors. This is the range that bond rating agencies look favorably on, less than this the bond rating agencies feel that the City is not addressing their infrastructure needs and more than this makes them concerned about the ability to repay the debt. These efforts in conjunction with other sound management policies should continue to support or improve the bond rating.

Our goal should be to become less dependent on long term bonding, maintain the stability of our undesignated fund balance and ultimately improve our bond rating.

On the above chart I am recommending that we cap our borrowing to a combined school-municipal annual total of **\$5,500,000**.

This figure is based on a number of factors that I feel are important to the financial stability of the City. They are as follows:

*Commit to retiring **\$2,000,000+** annually **more** than we are borrowing; and

*Commit to a short term goal of no more than **\$40,000,000** in outstanding debt.

With my recommendation we will achieve this in 5 years. Outstanding debt of less than \$40,000,000 is easily obtainable and can prepare the City for future major capital projects that may require a considerable amount of debt and a City wide referendum.

This will improve our bond rating if we work together!

Below is a table that shows what the City of Auburn's legal debt limitation is. This statutory analysis needs to be reviewed with the understanding of the City's capacity to meet debt service payments.

CITY OF AUBURN, MAINE
Legal Debt Management
Last Ten Years
Computation of Legal Debt Margin
June 30, 2014

Total State Valuation			\$ 1,926,200,000	
Legal Debt Limitation:				
15% of State Valuation			288,930,000	
Debt Applicable to Debt Limitation:			Bonded General Obligation Debt	
	Legal Maximum		As a Percent of	
Purpose	Percentage	Amount	Dollar Amount	Legal State Maximum Valuation
Municipal & School	15.0%	\$ 288,930,000		0.00% 0.00%
			Margin for Additional Borrowing: <u>\$ 288,930,000</u>	

The most significant impact to the City of Auburn being sustainable is investment in road infrastructure. Auburn's local roads currently have zero funding in the operating budget and the \$48.1 million recommended in engineering is part of ten year plan that will reconstruct or reclaim only 10% of the roads over the next 10 years. That results in 90% of Auburn roads seeing no pavement or construction.

In order to become sustainable Auburn must strategically budget more operating funds for surface maintenance. Surface maintenance would entail dragging shimming a road and then placing a surface coat of pavement approximately 3.4" to 1" thick. This type of work will sustain roads while

reconstruction or reclamation projects are scheduled. Additionally maintenance funds utilized for the next ten years can be used after the ten years to protect and sustain the reconstruction and reclamation projects done today.

City Engineer Dan Goyette has shared that a maintenance program that would stabilize the remaining 90% of local roads would require \$1,000,000 per year. Due to both staff capacity and financial availability this is too much to add to the operating budget in one year. In addition the City cannot afford the full funding of \$48.1 million in road construction bonding and sustain the remaining capital assets.

Overall, the City of Auburn can only sustain a total general obligation debt service of \$5-\$7 million per year, totaling approximately \$70 million. We will work to reduce the cities dependence on bonding over the next 5 years.

CITY OF AUBURN
CITYWIDE TEN YEAR
CAPITAL IMPROVEMENT PLAN
FY 16 -FY 25

Description	FY16	FY17	FY18	FY19	FY20
AUBURN-LEWISTON AIRPORT					
Small Community Air Service Development Grant Match	\$ 50,000				
Landside Parking Lot	\$ 350,000				
Terminal Aircraft Parking Apron	\$ 15,500				
TOTAL AUBURN-LEWISTON AIRPORT	\$ 415,500	\$ -	\$ -	\$ -	\$ -
ECONOMIC DEVELOPMENT					
South Goff Extension to Elm St	\$ 1,500,000				
Minot Ave Corridor Analysis and Design	\$ 120,000				
TOTAL ECONOMIC DEVELOPMENT	\$ 1,620,000	\$ -	\$ -	\$ -	\$ -
FACILITIES					
Natural Gas Conversion/HVAC and Efficiency Upgrades-Center St Fire Station	\$ 95,000				
Security Cameras-PS Garage	\$ 24,000				
Central Fire-Mechanical Systems Efficiency Upgrades	\$ 65,000				
Engine 2-Insulation and Unit Heater Upgrade	\$ 15,000				
Replace Card Access System Components Phase II	\$ 20,000				
TOTAL FACILITIES	\$ 219,000	\$ -	\$ -	\$ -	\$ -
FIRE					
Vehicle Replacement	\$ 56,000	\$ 26,000	\$ 300,000		
Replace expired SCBA cylinders	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	
Fire Apparatus Replacement					\$ 150,000
Ambulance replacement					
Engineering Study	\$ 20,000				
Underground tank removal		\$ 20,000			
Building Improvements		\$ 80,000	\$ 1,000,000		
Reclaim & Repave entire yard at Central		\$ 186,000			
Replace the breathing air cascade system				\$ 95,000	
Replace rescue boat					\$ 25,000
Renovation of training facility					
TOTAL FIRE	\$ 86,000	\$ 322,000	\$ 1,310,000	\$ 105,000	\$ 175,000
LATC (Auburn's share)					
Bus Replacement	\$ 40,000	\$ 40,000	\$ 40,000		
TOTAL LATC	\$ 40,000	\$ 40,000	\$ 40,000	\$ -	\$ -
LA911 (Auburn's share)					
Radio Replacement Project	\$ 1,025,000				
TOTAL LA911	\$ 1,025,000	\$ -	\$ -	\$ -	\$ -
LIBRARY					
Masonry Repair	\$ 123,802	\$ 39,895			

CITY OF AUBURN
CITYWIDE TEN YEAR
CAPITAL IMPROVEMENT PLAN
FY 16 -FY 25

Description	FY16	FY17	FY18	FY19	FY20
Carpet Replacement	\$ 25,000	\$ 27,208			
New Insight Server	\$ 2,500				
Furniture Replacement		\$ 9,808	\$ 9,808	\$ 9,808	
Elevator Curcuiy Equipment					
Recalk Windows		\$ 26,150	\$ 26,150		
Waterproof new building			\$ 16,500		
TOTAL LIBRARY	\$ 151,302	\$ 103,061	\$ 52,458	\$ 9,808	\$ -
<u>PLANNING & DEVELOPMENT</u>					
Traffic Signal Upgrades/Replacements:					
Lake Auburn/Center	\$ 33,154				
Exit 75		\$ 6,000			
Loop-Kmart South		\$ 8,000			
Loop-Walmart			\$ 12,000		
To be determined			\$ 15,000	\$ 15,000	\$ 15,000
Greenway Signage		\$ 25,000			
Festival Plaza Lighting-Energy reduction & Clock repair	\$ 8,580				
Electrical Vehicle-Replacement			\$ 25,000		
Bucket Truck-Replacement					
Comprehensive Plan Property Acquisiton Program		\$ 400,000	\$ 400,000	\$ 400,000	
Municipal Fire Alarm System-Electrical Shop	\$ 16,050				
Roadway Lighting:					
Moulton Field		\$ 7,000			
Cable Locator-Replacement		\$ 5,000			
Dangerous Building Demolition		\$ 150,000			
Street Lights:					
Upgrade Existing to LED		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Fire Alarm Upgrades					
TOTAL PLANNING & DEVELOPMENT	\$ 57,784	\$ 651,000	\$ 502,000	\$ 465,000	\$ 65,000
<u>POLICE</u>					
Vehicle Replacement	\$ 232,000	\$ 141,000	\$ 155,500	\$ 127,000	\$ 139,500
Mobile Radio Replacement	\$ 39,500				
Mobile Camera System Replacement			\$ 90,000		
Mobile Data Terminal Replacement			\$ 89,000		
Portable Radio Replacement			\$ 30,000	\$ 30,000	\$ 30,000
Radar Replacement	\$ 30,000				
Police Headquarters:					
Engineering Study	\$ 20,000				
Renovation and Expansion (1 Minot Ave)		TBD			
Message Sign Trailer		\$ 23,000			
Radar Trailer	\$ 28,000				
ATV Equipment		\$ 30,000			

CITY OF AUBURN
CITYWIDE TEN YEAR
CAPITAL IMPROVEMENT PLAN
FY 16 -FY 25

Description	FY16	FY17	FY18	FY19	FY20
Evidence Locker Replacement		\$ 50,000			
TOTAL POLICE	\$ 349,500	\$ 244,000	\$ 364,500	\$ 157,000	\$ 169,500
<u>PUBLIC SERVICES</u>					
Engineering					
Reconstruction	\$ 2,000,000	\$ 2,000,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000
Reclamation/Resurfacing	\$ 3,000,000	\$ 1,750,000	\$ 2,500,000	\$ 2,000,000	\$ 2,000,000
Major Drainage	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
MDOT Match	\$ 1,100,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Retaining Walls	\$ 800,000	\$ 850,000	\$ 100,000	\$ 100,000	\$ 100,000
Sidewalks	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 100,000
Bridge Maintenance	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ -
Total Engineering	\$ 8,100,000	\$ 6,200,000	\$ 5,100,000	\$ 6,700,000	\$ 6,500,000
Parks					
Headstone Repair-Oak Hill Cemetery	TBD				
Replace Playground & Street Furniture	\$ 40,000		TBD	TBD	TBD
Renovation of Baseball Fields	\$ 93,000				
Renovation of Softball Fields	TBD				
Renovate Moulton Park				TBD	
Replace Artwork-Main St Art Wall					TBD
Renovate Gateway					
Total Parks	\$ 133,000	\$ -	\$ -	\$ -	\$ -
Public Works					
Replace 7 yard plow trucks (plowing/sanding and roadway maintenance)		\$ 540,000		\$ 360,000	
Replace 12 yard plow trucks (plowing/sanding and roadway maintenance)			\$ 235,000		
Replace front end loader (loading materials and snow removal)	\$ 255,000		\$ 255,000		
Replace Street Sweeper (sand and debris removal from roadways)			\$ 236,000		
Purchase Leaf Vacuum	\$ 60,000				
Purchase Vehicle Lifts	\$ 40,000				
Purchase Paint Machine	\$ 15,000				
Replace One Ton Trucks (parks and roadway maintenance)	\$ 130,000		\$ 62,000	\$ 62,000	\$ 124,000
Replace Pickups (parks and roadway maintenance)		\$ 32,000	\$ 67,000	\$ 32,000	\$ 67,000
Replace backhoe bucket loader (drainage and roadway maintenance)	\$ 275,000				
Purchase Zero Turn Mower	\$ 10,000				
Purchase All-terrain Utility Vehicle	\$ 8,000				
Replace skid steers (roadway maintenance and trench restoration)		\$ 50,000			
Replace Fleet Service vehicle		\$ 48,000			
Replace vehicle (roadway inspections)		\$ 25,000			
Replace bucket truck (trimming and cutting urban forest)	\$ 175,000				
Replace tracked excavator (drainage/roadway maintenance)	\$ 450,000				
Replace multi-use tractor (sidewalk maintenance and mowing)		\$ 350,000			

CITY OF AUBURN
CITYWIDE TEN YEAR
CAPITAL IMPROVEMENT PLAN
FY 16 -FY 25

Description	FY16	FY17	FY18	FY19	FY20
Replace asphalt reclaimer (pothole patching and paving)	\$ 35,000				
Replace road grader (roadway maintenance and snow plowing)			\$ 300,000		
Replace Snowblower			\$ 115,000		
Replace lift truck (moving equipment and materials at PW facility)			\$ 30,000		
Replace vehicle (engineering inspections)				\$ 25,000	
Replace catch basin cleaning/storm drain flushing truck				\$ 375,000	
Replace tractor used for hauling heavy equipment	\$ 50,000				
Replace trailer mounted sign					
Replace wood chipper (disposal of brush from tree/brush cutting)					
Total Public Works	\$ 1,503,000	\$ 1,045,000	\$ 1,300,000	\$ 854,000	\$ 191,000
PW Facilities					
Vehicle Washing Addition	\$ 925,000				
Salt Brine Maker	\$ 115,000				
Building Expansion/Upgrade		TBD			
Total PW Facilities	\$ 1,040,000	\$ -	\$ -	\$ -	\$ -
TOTAL PUBLIC SERVICES	\$ 10,776,000	\$ 7,245,000	\$ 6,400,000	\$ 7,554,000	\$ 6,691,000
RECREATION					
Repurpose Ingersoll Arena	\$ 330,000				
Asbestos Abatement	\$ 50,000			\$ 6,000	
Replace Windows-Hasty	\$ 25,000				
Renovate Restrooms @ Hasty		\$ 50,000			
Stove Replacement		\$ 7,000			
Replace Basketball Scoreboard		\$ 8,000			
Replace 15 Passenger Van					TBD
Lighting Upgrade					TBD
Basketball Backboards			\$ 14,000		
Replace Doors-Hasty				\$ 68,000	
Replace Office Furniture					
Renovate Office					
Regional Field Complex					
Supplemental Parking					
Land Acquisition					
Repoint Brick					
Install A/C Dehumidification-Hasty			\$ 50,000		
4X4 Pickup Truck w/Plow					
TOTAL RECREATION	\$ 405,000	\$ 65,000	\$ 64,000	\$ 74,000	\$ -
TOTAL CIP	\$ 15,145,086	\$ 8,670,061	\$ 8,732,958	\$ 8,364,808	\$ 7,100,500

**CITY OF AUBURN
CAPITAL IMPROVEMENT PLAN
FY 15 - 16 Only**

Description	Operating	Bonded	Other	Est Completion
AUBURN-LEWISTON AIRPORT (Auburn's Share)				
Small Community Air Service Development Grant Match		\$ 50,000		
Landside Parking Lot		\$ 350,000		
Terminal Aircraft Parking Apron		\$ 15,500		
TOTAL AUBURN-LEWISTON AIRPORT	\$ -	\$ 415,500	\$ -	
ECONOMIC DEVELOPMENT				
South Goff Extension to Elm St		\$ 1,500,000		
Minot Ave Corridor Analysis and Design		\$ 120,000		
TOTAL ECONOMIC DEVELOPMENT	\$ -	\$ 1,620,000	\$ -	
FACILITIES				
Natural Gas Conversion/HVAC and Efficiency Upgrades-Center St Fire Station		\$ 95,000		
Security Cameras-PS Garage		\$ 24,000		
Central Fire-Mechanical Systems Efficiency Upgrades		\$ 65,000		
Engine 2-Insulation and Unit Heater Upgrade	\$ 15,000			
Replace Card Access System Components Phase II	\$ 20,000			
TOTAL FACILITIES	\$ 35,000	\$ 184,000	\$ -	
FIRE				
Vehicle Replacement		\$ 56,000		
Replace expired SCBA cylinders	\$ 10,000			
Engineering Study		\$ 20,000		
TOTAL FIRE	\$ 10,000	\$ 76,000	\$ -	
LATC (Auburn's share)				
Bus Replacement			\$ 40,000	
TOTAL LA911	\$ -	\$ -	\$ 40,000	
LA911 (Auburn's share)				
Radio Replacement Project		\$ 1,025,000		
TOTAL LA911	\$ -	\$ 1,025,000	\$ -	
LIBRARY				
Masonry Repair		\$ 123,802		
Carpet Replacement	\$ 25,000			
New Insight Server	\$ 2,500			
TOTAL LIBRARY	\$ 27,500	\$ 123,802	\$ -	
PLANNING & DEVELOPMENT				
Traffic Signal Upgrades/Replacements: Lake Auburn/Center	\$ 33,154			
Festival Plaza Lighting-Energy reduction & Clock repair	\$ 8,580			
Municipal Fire Alarm System-Electrical Shop	\$ 16,050			
TOTAL PLANNING & DEVELOPMENT	\$ 57,784	\$ -	\$ -	
POLICE				
Vehicle Replacement	\$ 232,000			
Mobile Radio Replacement	\$ 39,500			
Radar Replacement	\$ 30,000			
Police Headquarters: Engineering Study		\$ 20,000		
Radar Trailer	\$ 28,000			
TOTAL POLICE	\$ 329,500	\$ 20,000	\$ -	
PUBLIC SERVICES				
Engineering				
Reconstruction		\$ 2,000,000		
Reclamation/Resurfacing		\$ 3,000,000		
Major Drainage		\$ 1,000,000		
MDOT Match		\$ 1,100,000		
Retaining Walls		\$ 800,000		
Sidewalks		\$ 200,000		
Bridge Maintenance				
Total Engineering	\$ -	\$ 8,100,000	\$ -	
Parks				
Replace Playground & Street Furniture		\$ 40,000		
Renovation of Baseball Fields		\$ 93,000		
Total Parks	\$ -	\$ 133,000	\$ -	
Public Works				
Replace front end loader (loading materials and snow removal)		\$ 255,000		
Purchase Leaf Vacuum		\$ 60,000		
Purchase Vehicle Lifts		\$ 40,000		
Purchase Paint Machine	\$ 15,000			
Replace One Ton Trucks (parks and roadway maintenance)		\$ 130,000		
Replace backhoe bucket loader (drainage and roadway maintenance)		\$ 275,000		
Purchase Zero Turn Mower	\$ 10,000			
Purchase All-terrain Utility Vehicle	\$ 8,000			

**CITY OF AUBURN
CAPITAL IMPROVEMENT PLAN
FY 15 - 16 Only**

Description	Operating	Bonded	Other	Est Completion
Replace bucket truck (trimming and cutting urban forest)		\$ 175,000		
Replace tracked excavator (drainage/roadway maintenance)		\$ 450,000		
Replace asphalt reclaimer (pothole patching and paving)		\$ 35,000		
Replace tractor for hauling heavy equipment		\$ 50,000		
Total Public Works	\$ 33,000	\$ 1,470,000	\$ -	
PW Facilities				
Vehicle Washing Addition		\$ 925,000		
Salt Brine Maker		\$ 115,000		
Total PW Facilities	\$ -	\$ 1,040,000	\$ -	
TOTAL PUBLIC SERVICES	\$ 33,000	\$ 10,743,000	\$ -	
RECREATION				
Repurpose Ingersoll Arena		\$ 330,000		
Asbestos Abatement		\$ 50,000		
Replace Windows-Hasty		\$ 25,000		
TOTAL RECREATION	\$ -	\$ 405,000	\$ -	
TOTAL CIP				
	\$ 492,784	\$ 14,612,302	\$ 40,000	



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: Small Community Air Service Development Grant Match

Project Purpose: Expanded service

Department: Auburn-Lewiston Airport

Project Description: Funds the local share obligated with award of 2011 US Department of Transportation Small Community Air Service Grant.

Location: Auburn Lewiston Airport

Justification: In an effort to provide local connectivity to the National Air Transportation System, the grant monies will be used to provide a viable Air Taxi Service using non-mainline air transportation providers. Initially the service will be unscheduled but is expected to become scheduled as demand increases.

Useful Life: Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Other		2016	100.00%	\$50,000	Current Revenues



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Small Community Air Service Development Grant Match

Department: Auburn-Lewiston Airport

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total

CITY OF AUBURN

FY16- FY17 Capital Improvement Program

Project Description Worksheet



Priority:
Fiscal Year: 2016

Project Title: FY 16 - CIP - Small Community Air Service Development Grant Match

Department: Airport

Project Description: Funds the local share obligated with award of 2011 US Department of Transportation Small Community Air Service Development Grant.

Project Location: Airport

Project Justification: In an effort to provide local connectivity to the National Air Transportation System, the grant monies will be used to provide a viable Air Taxi Service using non-mainline air transportation providers. Initially the service will be unscheduled but is expected to become scheduled as demand increases.

Cost Estimate	Proposed Funding Source		Proposed Fiscal Year Schedule	
	Cost	Check One	Check One	Percent
Planning/Engineering:		Current Revenues	FY15	50%
Acquisition:		G.O. Bond	FY15	
Construction:		Reserve	FY15	
Other: Grant Match	\$ 50,000	Special	FY15	
		Assessment/Fee	FY15	
Total Estimated Cost:	\$ 700,000	Grant (identify)	FY15	
Source of Estimate:	Grant Award Document	Other City of Lewiston	FY15	50%

Impact on Operating Costs: The impacts on operations through this action are not completely known until an air taxi operator is contracted. It is anticipated that cost impacts will not be substantial.

Other related City Projects: Downtown Bus Service, Passenger Rail Service

Alternatives/impacts if the project is not funded or completed: Funding of Grant Match is integral to the acceptance of the Small Community Air Service Development Grant. The grant was awarded in 2011 but the change in leadership at the airport has put off action until this fiscal year.



Auburn-Lewiston Municipal Airport
80 Airport Drive ♦ Auburn, Maine 04210

October 20, 2011

Aloha Ley
Associate Director, W86-310
U.S. Department of Transportation
Small Community Air Service Development Program
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

Re: Grant Award and Agreement with the US Department of Transportation under the Small Community Air Service Development Program, Docket: DOT-OST-2011-0119.

Dear Ms. Ley:

As requested, enclosed is one (1) fully executed original of the above referenced Grant Agreement.

If you need any additional information, please feel free to contact me.

Sincerely,

Richard Cloutier, C.M.
Airport Director

**GRANT AWARD AND AGREEMENT BETWEEN THE
U.S. DEPARTMENT OF TRANSPORTATION
AND AUBURN-LEWISTON MUNICIPAL AIRPORT, ACTING FOR THE
COMMUNITY OF AUBURN, MAINE, UNDER THE SMALL
COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM**

WHEREAS, Auburn-Lewiston Municipal Airport (hereinafter referred to as the Sponsor), on behalf of the community of Auburn, Maine, has applied for a Grant under the Small Community Air Service Development Program; now THEREFORE, the U.S. Department of Transportation (DOT), acting for the UNITED STATES, presents this Grant Award and Agreement to the Sponsor for a grant of up to \$600,000 to assist in the Sponsor's efforts to address the air service needs of the community. Unless otherwise defined in this Grant Agreement, capitalized terms shall have the meanings assigned to such terms in Section E hereof.

**THIS GRANT AWARD AND AGREEMENT IS MADE ON AND SUBJECT TO
THE FOLLOWING TERMS AND CONDITIONS:**

A. GENERAL CONDITIONS

1. The maximum obligation of the United States payable under this Grant Agreement shall be \$600,000.
2. Payment of the United States' share of the agreed project costs will be made pursuant to and in accordance with the provisions of such regulations and procedures as DOT may prescribe. Final determination of the United States' share may be based upon a final review of the total amount of agreed project costs and settlement will be made for adjustments to the United States' share of costs.
3. The Sponsor shall carry out and complete the Project without undue delays and in accordance with the terms hereof and pursuant to any regulations and procedures as DOT may prescribe.
4. This Grant Award constitutes an obligation of federal funding. This Grant Award shall expire and the United States shall not be obligated to pay any part of the costs of the project unless the Sponsor signs this Grant Agreement on or before **October 30, 2011**, or such subsequent date as may be prescribed in writing by DOT. If the Sponsor makes any substantive changes to this Grant Agreement, such changes shall constitute amendments to this Grant Award and Agreement and further action on the part of DOT is required in order for DOT to accept such amendments to the initial Grant Award obligation. If not signed and returned to DOT without modification by the Recipient on or before October 30, 2011, DOT may unilaterally terminate this Grant Award and Agreement.
5. The Sponsor shall take all steps, including litigation, if necessary, to recover Federal funds when DOT determines, after consultation with the Sponsor, that such funds have been spent fraudulently, wastefully, or in violation of Federal

laws, or misused in any manner in any project upon which Federal funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" means funds however used or disbursed by the Sponsor that were originally paid pursuant to this Grant Agreement.

6. The Sponsor shall retain all documents relevant to the Grant Award for a period of three years after completion of all projects undertaken pursuant to the Grant Agreement and receipt of final reimbursement from the U.S. Treasury, whichever is later. It shall furnish DOT, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share shall be approved in advance by DOT.
7. The United States shall not be responsible or liable for damage to property or injury to persons that may arise from, or be incident to, compliance with this Grant Agreement.
8. The Sponsor shall ensure compliance with Federal regulations requiring conduct of a Federally-approved audit of any expenditure of funds of \$500,000 or more in a year in Federal awards.
9. The provisions of 49 CFR Part 18.36 (DOT's procurement standards for grants) will apply to the extent that the Sponsor procures property and services in carrying out the approved grant project(s).

B. SPECIAL CONDITIONS

1. Subject to the terms set forth in this Grant Agreement, DOT reserves the right to terminate the Grant Agreement, and DOT's obligations hereunder, on 90 days' prior written notice, unless otherwise agreed between the Sponsor and DOT, if any of the following occurs:
 - a. The Sponsor fails to provide the local contribution as provided in its application, or alternatives approved by DOT;
 - b. The Sponsor does not meet the conditions and obligations specified under this Grant Agreement;
 - c. DOT determines that termination is in the public interest.
2. Either party may seek to amend or modify this Grant Agreement on 30 days' prior written notice to the other party. The Grant Agreement will be amended or modified only on mutual written agreement by both parties.
3. At any time, on 30 days' prior written notice, the Sponsor may request termination of this Grant Agreement.
4. Subject to the terms set forth in this Grant Agreement, and unless otherwise agreed between the Sponsor and DOT, this Grant Agreement will expire on December 31, 2014.

C. PROPOSAL SPECIFIC CONDITIONS

1. Legal Sponsor: Auburn-Lewiston Municipal Airport, designated by the community of Auburn, Maine, as the legal Sponsor under the Small Community Air Service Development Program, shall administer the Grant according to the conditions set forth in this Grant Agreement.

Sponsor Contact:
Rick Cloutier
Airport Manager
Auburn-Lewiston Municipal Airport
80 Airport Drive
Auburn, ME 04210
Phone: 207-786-0631
Fax: (207) 782-3024
Email: manager@flytome.com

2. Project Goals and Objectives

- To obtain service to Boston or another East Coast hub, including Washington Dulles, Newark, Philadelphia, New York Kennedy, or New York LaGuardia, allowing first-time local access to the national air transportation system and capturing a high percentage of the projected passengers from the Auburn-Lewiston Municipal Airport catchment area.

3. Funding

- a. Total Project Cash Costs: \$700,000
Federal Share: \$600,000
Local Share: \$100,000
- b. Payment by DOT shall not exceed **\$600,000** for the Total Project Cash Costs, which include a revenue guarantee and/or start-up cost abatements to support air service to Boston or another East Coast hub. The Local Share will provide for marketing of the new service.
- c. The Sponsor shall pay the costs associated with the Project prior to seeking reimbursement from DOT. If the Sponsor is seeking private contributions to complete the Local Share, the Sponsor is responsible for ensuring that the full Local Share is provided.
- d. To seek reimbursement from DOT, the Sponsor shall submit documentary evidence of all expenditures associated with the Project set forth in paragraph b. above, and included in the Total Project Cash Costs set forth in paragraph a. above (those to be covered by the local and/or state contribution, as well as those covered by the Federal contribution) on a monthly basis. DOT will reimburse the Sponsor on a monthly basis for **85.71 percent** of all valid expenditures submitted (Federal share of total project costs set forth in paragraph a. above), subject to paragraph f.

below. All reimbursement requests to DOT shall include sufficient documentation to justify reimbursement of the Sponsor, including invoices and proof of payment of the invoice.

- e. Payment of the final 10 percent of the Federal funding for the project will be made after receipt by DOT of the final report set forth in Section C.4. below.
- f. No reimbursement by DOT will be made until the Sponsor has provided DOT with a copy of the revenue guarantee/subsidy/financial incentive agreement, including the cost and revenue bases for the compensation required.
- g. At the sole option of DOT, funding may terminate 12 months after the Execution of this Grant Agreement if the Sponsor is unable to execute an agreement with an air carrier for air service at Auburn-Lewiston Municipal Airport, unless otherwise agreed between the Sponsor and DOT.
- h. At the sole option of DOT, funding may terminate within three months after execution of an agreement with an air carrier for service at the community if the marketing program to support the service has not been *developed and implemented*, unless otherwise agreed between the Sponsor and the DOT.
- i. At the sole option of DOT, funding under this Grant Agreement may terminate if no air service by an air carrier has commenced within 18 months after the Execution of this Grant Agreement, unless otherwise agreed between the Sponsor and DOT.
- j. If during the revenue guarantee/subsidy/carrier incentive period, the carrier stops providing the agreed-upon service, DOT will only provide reimbursement to the Grantee for actual service provided by the carrier under the agreement.
- k. The Sponsor shall ensure that the funds provided by DOT are not misappropriated or misdirected to any other account, need, project, line-item, or the like.
- l. All requests for reimbursement must be made by the Grantee within 60 calendar days after the date of expiration (see Section B.4) of this Grant Agreement.
- m. All expenses for this Project must be incurred by the date of expiration of this Grant Agreement (see Section B.4), unless otherwise agreed between the Sponsor and DOT.
- n. Should this Grant Agreement be terminated prior to the expiration date provided herein, DOT reserves the right to require that the Sponsor return to DOT any of the funds reimbursed for expenses subsequently deemed ineligible.

4. Reports

- a. Project reports, including progress on milestones as set forth in paragraph b. below, shall be reported to DOT on a quarterly basis, with reports due to DOT as follows: January 15 for the First Quarter, April 15 for the

Second Quarter, July 15 for the Third Quarter, and October 15 for the Fourth Quarter. **The first project report is due on January 15, 2012.**

- b. Project reports shall include the following: (i) brief narrative detailing the status of the grant project and the progress being made towards the goals and objectives described in Section C.2.; (ii) status report on the hiring of any consultants in conjunction with implementation of the authorized grant project; (iii) status report on contract negotiations with airlines, including any subsidy/revenue guarantee agreements; and (vi) status report on contract negotiations with other third parties.
- c. Final report (in a format to be provided by DOT) of the Sponsor's assessment of the project shall be made to DOT within three months after expiration of this Grant Agreement or conclusion of the grant project, whichever occurs earlier.

5. Sponsor Obligations

- a. The Sponsor shall, within 15 calendar days after their execution, provide DOT with a copy of all agreements executed between the Sponsor and any consultants, air carriers, or other parties with respect to the Project. The Sponsor shall, within 15 calendar days after execution, also provide DOT with notice of any amendment to, or termination of such agreements. The Sponsor shall ensure that all agreements entered into with third parties regarding this grant are consistent with this Grant Agreement and the documents incorporated by reference into the Grant Agreement, and any amendments or modifications executed, pursuant to Section B.
- b. The Sponsor shall provide evidence on a quarterly basis as set forth in Section C.4. above, to demonstrate the progress that it has made toward securing the third party in-kind contributions per Section C.3.a. above and as described in its application, or alternative third party in-kind contributions approved by DOT.
- c. The Sponsor shall ensure that the obligations set forth in this Grant Agreement are met. Failure to do so may result in termination of the Grant Agreement by DOT.

D. ASSURANCES

The Sponsor shall execute the attached assurances and certifications (Assurances) in conjunction with its signing of this Grant Agreement and shall ensure compliance by the Grant Recipient with these Assurances and any amendments or modifications thereto.

E. DEFINITIONS

Agreement: Any written or oral contract, obligation, commitment, or understanding between the Sponsor and/or all parties identified in the community's Grant Application.

Application or Grant Application: The complete document submitted by the community/sponsor to DOT in Docket OST-2011-0119, including any amendments.

Carrier or Air Carrier or Airline: A citizen of the United States undertaking, by any means, directly or indirectly to provide air transportation, including commuter air carriers and air taxi operators.

Community: All parties identified in the Grant Application as participating in the approved Grant Project, including the designated Legal Sponsor.

DOT: United States Department of Transportation.

Execution of Grant Agreement: Signing of the written Grant Agreement by DOT.

Federal Share: Federal funds authorized for use by the grant recipient in implementing the approved grant project.

Grant Agreement: The written agreement between DOT and the Sponsor for the Grant Project under the Small Community Air Service Development Program and DOT Order 2011-7-1, incorporating by reference, except to the extent otherwise inconsistent with the terms of the written agreement, the original application filed with Grants.gov on August 2, 2011, in Docket OST-2011-0119, including any amendments, as well as any material submitted in the Docket as Confidential Material.

Grant Recipient/Grantee: Community entity/entities receiving the SCASDP grant, including the Sponsor.

Local Share: Public, community, state, or private funds described in the Grant Application for use in implementing the Grant Project, excluding third party in-kind contributions.

Party: DOT and/or the Sponsor, as the context indicates.

Project or Grant Project: The authorized use of Federal and/or local funds to fulfill the goals and objectives detailed in the Grant Agreement.

Proposal: Project defined by the community in its Grant Application.

Quarter or Quarterly: Calendar quarter. Reports or other information required for submission on a quarterly basis are due no later than 15 calendar days after the close of the calendar quarter.

Small Community Air Service Development Program (SCASDP): A grant-in-aid financial assistance program originally established under the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), P.L. 106-181, as amended by Vision 100—The Century in Aviation Reauthorization Act, P.L. 108-176, and codified in 49 U.S.C. 41743.

Sponsor Obligations: Material responsibilities of the Sponsor under this Grant Agreement and those documents incorporated by reference into the Grant Agreement as set forth above (Definition of Grant Agreement).

Sponsor or Legal Sponsor: The designated representative of the Grantee to administer and oversee implementation of the Grant Agreement and fulfillment of the authorized grant project.

In-Kind/Third Party In-Kind Contribution: Property or services that benefit a federally-assisted project or program and that are contributed by non-Federal third parties without charge to the Grantee or a cost-type contractor under the Grant Agreement.

Total Project Cash Costs: Sum of the Federal and local cash shares contributed toward completion of the Grant Project, excluding third party in-kind contributions.

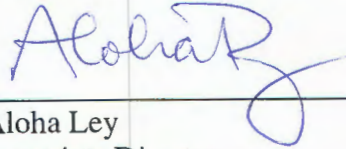
GRANT AWARD

This Grant Award is made in accordance with 49 U.S.C. § 41743 and is subject to the terms and conditions of this Grant Agreement and the Assurances attached hereto and incorporated herein.

Executed this 20th day of September, 2011.

(SEAL)

United States Department of Transportation



Aloha Ley
Associate Director
Small Community Air Service Development
Program

ACCEPTANCE

The undersigned Sponsor agrees to accomplish each element of the Project in compliance with the terms and conditions of this Grant Agreement and the Assurances attached hereto and incorporated herein.

Executed this 6 day of October, 2011.

(SEAL)

Auburn-Lewiston Municipal Airport
Auburn, Maine

By: Richard Clavier
Signature of Sponsor's Designated Official Representative

Richard Clavier
Printed Name

Airport Director
Title

Attest: Robbie Bumble

Title: Admin Assist

CERTIFICATE OF SPONSOR'S ATTORNEY

I, WILLIAM M. WELCH, FOR BORNSTEIN^{STATE}, acting as Attorney for the Sponsor do hereby certify:
That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State (or Commonwealth) of MAINE.
Further, I have examined the foregoing Grant Agreement, and the actions taken by said Sponsor relating thereto, and find that the acceptance thereof by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State (or Commonwealth) and Title 49 U.S.C. In addition, for grants involving projects to be carried out on property not owned by the Sponsor or where Sponsor may make payments to others, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement, including the Assurances, constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.


Signature of Sponsor's Attorney

WILLIAM M. WELCH
Printed or Typed Name

OCTOBER 11, 2011
Date

(207) 774-1200
Telephone

**OFFICE OF THE SECRETARY
DEPARTMENT OF TRANSPORTATION**

**TITLE VI ASSURANCE
(Implementing Title VI of the Civil Rights Act of 1964, as amended)**

**ASSURANCE CONCERNING NONDISCRIMINATION ON THE
BASIS OF DISABILITY IN FEDERALLY-ASSISTED PROGRAMS
AND ACTIVITIES RECEIVING OR BENEFITING FROM
FEDERAL FINANCIAL ASSISTANCE**

(Implementing the Rehabilitation Act of 1973, as amended, and the
Air Carrier Access Act of 1986)

49 CFR Parts 21 and 27 and 14 CFR Parts 271 and 382

Auburn - Lewiston
Municipal Airport (the Grant Recipient) HEREBY AGREES THAT,
(Name of Grant Recipient)

I. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply: with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d--42 U.S.C. 2000d-4; all requirements imposed by or pursuant to: Title 49, Code of Federal Regulations, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act of 1964; and other pertinent directives so that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, section 21.7(a) and Title 14, Code of Federal Regulations, section 271.9(c).

II. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with: section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794); the Air Carrier Access Act of 1986 (49 U.S.C. 1374(c)); and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Part 27, Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, Title 14, Code of Federal Regulations, Part 382, Nondiscrimination on the Basis of Handicap in Air Travel; and other pertinent directives so that no otherwise qualified person with a disability, be excluded from participation in, be denied the benefits of, be discriminated against by reason of such handicap in the provision of air transportation, or otherwise be subjected to discrimination under any program for which the Recipient receives Federal financial assistance

from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, section 27.9 and Title 14, Code of Federal Regulations, sections 271.9(c) and 382.9.

III. It will promptly take any measures necessary to effectuate this Grant Agreement. The Recipient further agrees that it shall take reasonable actions to guarantee that it, its contractors and subcontractors subject to the Department of Transportation regulations cited above, transferees, and successors in interest will comply with all requirements imposed or pursuant to the statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.

IV. These assurances obligate the Recipient for the period during which Federal financial assistance is extended. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.

V. These assurances are given for the purpose of obtaining Federal grant assistance under the Small Community Air Service Development Program and are binding on the Recipient, contractors, subcontractors, transferees, successors in interest, and all other participants receiving Federal grant assistance in the Small Community Air Service Development Program. The person or persons whose signatures appear below are authorized to sign this Grant Agreement on behalf of the Grant Recipient.

VI. In addition to these assurances, the Recipient agrees to file: a summary of all complaints filed against it within the past year that allege violation(s) by the Recipient of Title VI of the Civil Rights Act of 1964, as amended, section 504 of the Rehabilitation Act of 1973, as amended, or the Air Carrier Access Act of 1986; or a statement that there have been no complaints filed against it. The summary should include the date the complaint was filed, the nature of the complaint, the status or outcome of the complaint (*i.e.*, whether it is still pending or how it was resolved).

10/6/11
Date

Auburn - Lewiston
Municipal Airport
Legal Name of Grant Recipient

By: Airport Manager
Richard Cloutier

Richard Cloutier
Signature of Authorized Official

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
OFFICE OF AVIATION ANALYSIS

CERTIFICATION REGARDING INFLUENCING ACTIVITIES

Certification for Contracts, Grants, Loans,
and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Influencing Activities," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Reuel A. Smith

Signature

10 / 6 / 11

Date

Airport Director

Title

Auburn-Lewiston
Municipal Airport

Grant Recipient

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
OFFICE OF AVIATION ANALYSIS

CERTIFICATION REGARDING DRUG-FREE WORKPLACE REQUIREMENTS
IN THE PERFORMANCE OF SMALL COMMUNITY AIR SERVICE PURSUANT TO GRANT AWARD
UNDER THE SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM

A. The grant recipient certifies that it will, or will continue, to provide a drug-free workplace by:

- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grant recipient's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- (b) Establishing an ongoing drug-free awareness program to inform employees about--
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
- (c) Making it a requirement that each employee to be engaged in the performance of work supported by the grant award be given a copy of the statement required by paragraph (a);
- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment supported by the grant award, the employee will--
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under paragraph (d)(2) from an employee or otherwise receiving actual notice of conviction. Employers of convicted employees must provide notice, including position title, to the Office of Aviation Analysis. Notice shall include the order number of the grant award;
- (f) Taking one of the following actions, within 30 days of receiving notice under paragraph (d)(2), with respect to any employee who is so convicted--
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended, or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

B. The grant recipient *may*, but is not required to, insert in the space provided below the site for the performance of work done in connection with the specific grant.

Places of Performance (street address, city, county, state, zip code). For the provision of air service pursuant to the grant award, workplaces include outstations, maintenance sites, headquarters office locations, training sites and any other worksites where work is performed that is supported by the grant award.

Check [] if there are workplaces on file that are not identified here.

Grant Recipient Signature

10 / 16 / 11

Date

SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM

GRANT ASSURANCES

Certification. The Grantee hereby assures and certifies, with respect to this grant, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this project, including, but not limited to the following::

1. General Federal Requirements.

Federal Legislation

- a. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.
- b. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq. Airport Assurances (9/99)
- c. Hatch Act - 5 U.S.C. 1501, et seq.
- d. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601, et seq.
- e. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).
- f. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469a through 469c.
- g. Native Americans Grave Repatriation Act - 25 U.S.C. 3001, et seq.
- h. Clean Air Act, P.L. 90-148, as amended.
- i. Coastal Zone Management Act, P.L. 92-583, as amended.
- j. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.1
- k. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- l. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- m. Architectural Barriers Act of 1968 - 42 U.S.C. 4151, et seq.
- n. Power Plant and Industrial Fuel Use Act of 1978 - Section 403 - 42 U.S.C. 8373.
- o. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.
- p. Copeland Anti-kickback Act - 18 U.S.C. 874.
- q. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.
- r. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- s. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.
- t. Section 404 of the Clean Water Act, as amended.

Executive Orders

Executive Order 13513 – Text Messaging While Driving (see attached clause entitled “Financial Assistance Policy to Ban Text Messaging While Driving”)

Executive Order 11246 - Equal Employment Opportunity

Executive Order 11990 - Protection of Wetlands

Executive Order 11998 – Flood Plain Management

Executive Order 12372 - Intergovernmental Review of Federal Programs.

Executive Order 12898 - Environmental Justice

Federal Regulations

- a. 14 CFR Part 13 - Investigative and Enforcement Procedures.

- b. 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
- c. 29 CFR Part 1 - Procedures for predetermination of wage rates.
- d. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.
- e. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).
- f. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).
- g. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.
- h. 49 CFR Part 23 - Participation by Disadvantaged Business Enterprise in Airport Concessions.
- i. 49 CFR Part 24 - Uniform relocation assistance and real property acquisition for Federal and federally assisted programs.
- j. 49 CFR Part 26 - Participation by Disadvantaged Business Enterprises in Department of Transportation Programs.
- k. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.

Office of Management and Budget Circulars

- a. A-87 - Cost Principles Applicable to Grants and Contracts with State and Local Governments.
- b. A-133 - Audits of States, Local Governments, and Non-Profit Organizations
- c. A-102 - Grants and Cooperative Agreements with State and Local Governments.
- d. Any other applicable OMB Circular based upon the specific grant recipient.

The Sponsor shall ensure that any use of airport funds in conjunction with this project comply fully with all regulations and policies of the Federal Aviation Administration for use of those funds. Specific assurances required to be included in grant agreements by any of the above laws, regulations, or circulars are incorporated by reference in the grant agreement.

2. Responsibility and Authority of the Grantee.

It has legal authority to apply for the grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

3. Funds Availability. It has sufficient funds available for that portion of the project costs that are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under the grant agreement that it will own or control.

4. Preserving Rights and Powers.

a. It will not take or permit any action that would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in the grant agreement without the written approval of the DOT, and will act promptly to acquire, extinguish, or modify any outstanding rights

or claims of right of others that would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the DOT.

5. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all project accounts and records that fully disclose the amount and disposition by the recipient of the proceeds of the grant, the total cost of the project in connection with which the grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984 (31 U.S.C. 7501-7507).

b. It shall make available to the DOT and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to the grant. The DOT may require that a recipient conduct an appropriate audit. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which the grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

6. Minimum Wage Rates. It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this grant agreement that involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 3141 et seq.), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

7. Economic Nondiscrimination. In any agreement, contract, lease, or other arrangement under any project funded under this grant agreement and for which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the Grantee will insert and enforce provisions requiring the contractor to (1) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and (2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

8. Engineering and Design Services. It will award each contract or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping, or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. 1101-1104) or an equivalent qualifications-based requirement prescribed for or by the Grantee.

10. Relocation and Real Property Acquisition. (1) It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B. (2) It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24. (3) It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

11. Buy America. In accordance with DOT annual appropriations restrictions, funds provided under this award must be expended consistent with Sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a-10c, popularly known as the "Buy American Act"). In accepting this award, the Grantee agrees to comply with such provisions and to review the provisions of the Act to ensure that all expenditures made under this award are consistent with such Act.

Auburn-Lewiston
Municipal Airport
Grant Recipient

[Handwritten Signature]
Signature of Authorized Grant Recipient Official

10/6/11
Date

OFFICE OF THE SECRETARY OF TRANSPORTATION

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS -- PRIMARY COVERED TRANSACTIONS

2 C.F.R. Part 1200, 49 C.F.R. Part 32

Instructions for Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters -- Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Reuel South

Name

Auburn - Lewiston
Municipal Airport

Affiliation

Airport Director

Title

10/6/11

Date

BERNSTEIN SHUR

COUNSELORS AT LAW

207-774-1200 main
207-774-1127 facsimile
bernsteinshur.com

100 Middle Street
PO Box 9729
Portland, ME 04104-5029

William M. Welch
wwelch@bernsteinshur.com

October 11, 2011

Via FedEx: (207) 786-0631

Richard Cloutier, Airport Manager
Auburn Lewiston Municipal Airport
80 Airport Drive
Auburn, ME 04210

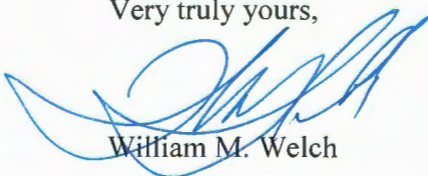
Re: Grant Award and Agreement with the US Department of Transportation ("DOT")
made pursuant to DOT Order 2011-7-1 under the Small Community Air Service
Development Program, Docket: DOT-OST-2011-0119

Dear Rick:

As requested, enclosed for your files please find two (2) fully executed duplicate originals
of the above-referenced Grant Agreement with the Certificate of Sponsor's Attorney section
completed, dated and signed.

Please feel free to give me a call if you have any questions or need additional information.

Very truly yours,



William M. Welch

Enclosure



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Small Community Air Service Development Program Grant Award

This is in reference to the grant award made to your community by Order 2011-7-1 under the Small Community Air Service Development Program, Docket: DOT-OST-2011-0119.

Enclosed are two copies of the final Grant Award and Agreement issued in response to your application.

Please have your attorney certify that the acceptance complies with state and local laws and constitutes a legal and binding obligation on the part of the sponsor.

Please sign all sections of both copies of the Grant Agreement (except the Lower Tier Certification -- the last two pages of each Grant Agreement package, which you should keep but not sign). Return one fully-signed copy of the Grant Agreement to the following address via overnight express delivery on or before October 30, 2011.

Aloha Ley
Associate Director, W86-310
U.S. Department of Transportation
Small Community Air Service Development Program
1200 New Jersey Ave., S.E.
Washington, D.C. 20590

Enclosures



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

Fiscal Year: 2016

Priority: High

Project Title: Airport Terminal Parking Lot

Project Purpose: Deteriorated Structure

Department: Auburn-Lewiston Airport

Project Description: Realign and reconstruct airport terminal parking lot

Location: Auburn Lewiston Airport

Justification: Landside passenger terminal parking has not been enhanced or upgraded for more than 40 years. The current available parking is at capacity during most working days and overcrowded during peak season that alternate parking has to be temporarily constructed. This would overhaul the parking lot and allow the airport to monitorize part of the parking to cover the cost of maintaining the terminal area.

Useful Life: 30 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Construction		2016	50.00%	\$350,000	G.O. Bond
Construction		2016	50.00%	\$350,000	City of Lewiston



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Airport Terminal Parking Lot

Department: Auburn-Lewiston Airport

Net Effects on Operating costs (+-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total

CITY OF AUBURN

FY16- FY17 Capital Improvement Program

Project Description Worksheet



Priority:
Fiscal Year: 2016

Project Title: FY 16 - CIP - Airport Landside Parking Lot

Department: Airport

Project Description: Realign and Reconstruct Airport Terminal Parking Lot

Project Location: Automobile Parking Lot that serves the new passenger terminal.

Project Justification: Landside passenger terminal parking has not been enhanced or upgraded for more than 40 years. The current available parking is at capacity during most working days and overcrowded during peak season that alternate parking has to be temporarily constructed. This would overhaul the parking lot and allow the airport to monitorize part of the parking to cover the cost of maintaining the terminal area.

Cost Estimate	Proposed Funding Source		Proposed Fiscal Year Schedule	
	Cost	Check One	Check One	Percent
Planning/Engineering:	\$ 117,000	Current Revenues	FY15	
Acquisition:		G.O. Bond	FY15	100%
Construction:	\$ 583,000	Reserve	FY15	
Other:		Special	FY15	
		Assessment/Fee	FY15	
Total Estimated Cost:	\$ 700,000	Grant (identify)	FY15	
	Airport	Other (identify)	FY15	
Source of Estimate:	Engineer			

Impact on Operating Costs: This project would help offset future maintenance cost to the terminal parking lot.

Other related City Projects:

Alternatives/impacts if the project is not funded or completed: The parking will continue to be a problem and a revenue stream missed.

**FY 2016 Lewiston Capital Improvement Program
Project Description Form**



Project Title: Airport Parking Lot

Operational Funding Division: Joint Agency - Airport **Project Name:** Reconstruct Landside Terminal Parking Lot

Est. Total Cost FY 2016:	700,000.00	Est. Total Cost FY 2016-2020:	700,000.00
City Share FY 2016:	350,000.00	City Share FY 2016-2020	350,000.00

Project Description:
Realign and Reconstruct Airport Terminal Parking Lot so that it conforms with current codes and modern safety standards.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:
This project is part of the Airport's 2006 Master Plan and is shown on the airport's airport layout plan.

Justification for project implementation/construction and segments, if applicable:
Landside passenger terminal parking has not been enhanced or upgraded for more than 40 years. The current available parking is at capacity during most working days and overcrowded during peak season that alternate parking has to be temporarily constructed. This would overhaul the parking lot and supports better use of the airport terminal. Additionally, part of the project is code-attainment work in the form of trash storage facilities for the restaurant and for other users, facilities for hazardous materials disposal. Overall this project will provide the airport sponsor's community with safer, more user-friendly parking that can help to support the airport, if portions of the airport parking are monetized to cover the cost of maintaining the terminal area.

Future maintenance costs if known, including contracts and special service requirements:
Painting and cleaning of parking lot can be accomplished through airport operational budget. The costs are being explored.

How were cost estimates obtained and expenditure commitment:
Designs and Engineer Estimates are currently being prepared by airport's consultant and will be included as soon as they are available.

FUNDING SOURCES

Source	Amount				
City Operating Budget					
City Bond Issue	350,000				
Federal/State Funding	0	Agency:		Approval Received?	Yes No
Other Agency/Municipality	350,000	Agency:	<u>City of Auburn</u>	Approval Received?	Yes No
Total Project Costs	700,000				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2016	2017	2018	2019	2020	Future
Total Project Cost	700,000					
Non-City Share	350,000					
City Share	350,000	0	0	0	0	0

Attach on separate page(s)/sheet additional information (if needed)



REVISIONS	
REV. NO.	DESCRIPTION

DESIGNED BY: SCS
 DRAWN BY: SCS
 CHECKED BY: NEG

APPENDIX D - ESTIMATE OF ENGINEERING COSTS

TERMINAL BUILDING PARKING LOT DESIGN

at
Auburn-Lewiston Municipal Airport
Auburn, Maine
Hoyle Tanner Project # NEG014.01

ARTICLE I - Project Administration	\$4,600.00
ARTICLE II - NEPA Determination	\$50,200.00
ARTICLE III - Environmental Permits	\$29,400.00
ARTICLE IV - Data Collection	\$11,400.00
ARTICLE V - Design	\$22,300.00

\$117,900.00



City of Auburn, Maine

FY2016 Capital Improvement Program

Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Reconstruct Terminal Aircraft Parking Apron

Project Purpose: Deteriorated Structure

Department: Auburn-Lewiston Airport

Project Description: Construction of aircraft parking apron in front of the Airport's Passenger Terminal for safer traffic flows around the passenger terminal. Also includes reconstruction of connecting aircraft parking apron so that terminal's pavement weight bearing characteristics equal the runway/taxiway system.

Location: Auburn Lewiston Airport

Justification: Aircraft Traffic flow around the passenger terminal is the primary reason for the construction of the ramp space shown as new construction. Removing to connectors limit access to the taxiway, reducing the risk of conflicting traffic and incursion on the taxiway. It also prevents any direct access to the main runway, which is a FAA Safety Initiative. Providing space for turbine-powered corporate traffic to park a more appropriate distance from the main terminal building enhances the maneuverability of the larger aircraft that use the airport and simultaneously prevents thousands of pounds of jet wash (turbine engine exhaust) from being pointed at the windows of the terminal, potentially blowing the broken glass into the building. Additionally, the additional aircraft apron allows smaller aircraft to operate in a different direction for service and parking than the corporate traffic preventing possible incursions and collision. Reconstruction of the more than 30 year old pavement currently in place in front of the main terminal will increase the weight-bearing capability and bring the pavement into FAA standards for aircraft movement area pavements.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$15,500	\$0	\$0	\$0	\$0	\$0	\$0	

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Other		2016	100.00%	\$15,500	Current Revenues



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Reconstruct Terminal Aircraft Parking Apron

Department: Auburn-Lewiston Airport

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total

CITY OF AUBURN
FY16 - FY17 Capital Improvement Program
Project Description Worksheet



Priority: 1
 Fiscal Year: 2016

Project Title: FY 16 - CIP - Construction and Reconstruction for Terminal Aircraft Parking Apron

Department: Airport

Project Description: Construction of aircraft parking apron in front of the Airport's Passenger Terminal for safer traffic flows around the passenger terminal. Also includes reconstruction of connecting aircraft parking apron so that terminal's pavement weight bearing characteristics equal the runway/taxiway system.

Project Location: This part of the project will overhaul the aircraft parking apron directly in front of the new passenger terminal.

Project Justification: Aircraft Traffic flow around the passenger terminal is the primary reason for the construction of the ramp space shown as new construction. Removing to connectors limit access to the taxiway, reducing the risk of conflicting traffic and incursion on the taxiway. It also prevents any direct access to the main runway, which is a FAA Safety Initiative. Providing space for turbine-powered corporate traffic to park a more appropriate distance from the main terminal building enhances the maneuverability of the larger aircraft that use the airport and simultaneously prevents thousands of pounds of jet wash (turbine engine exhaust) from being pointed at the windows of the terminal, potentially blowing the broken glass into the building. Additionally, the additional aircraft apron allows smaller aircraft to operate in a different direction for service and parking than the corporate traffic preventing possible incursions and collision. Reconstruction of the more than 30 year old pavement currently in place in front of the main terminal will increase the weight-bearing capability and bring the pavement into FAA standards for aircraft movement area pavements.

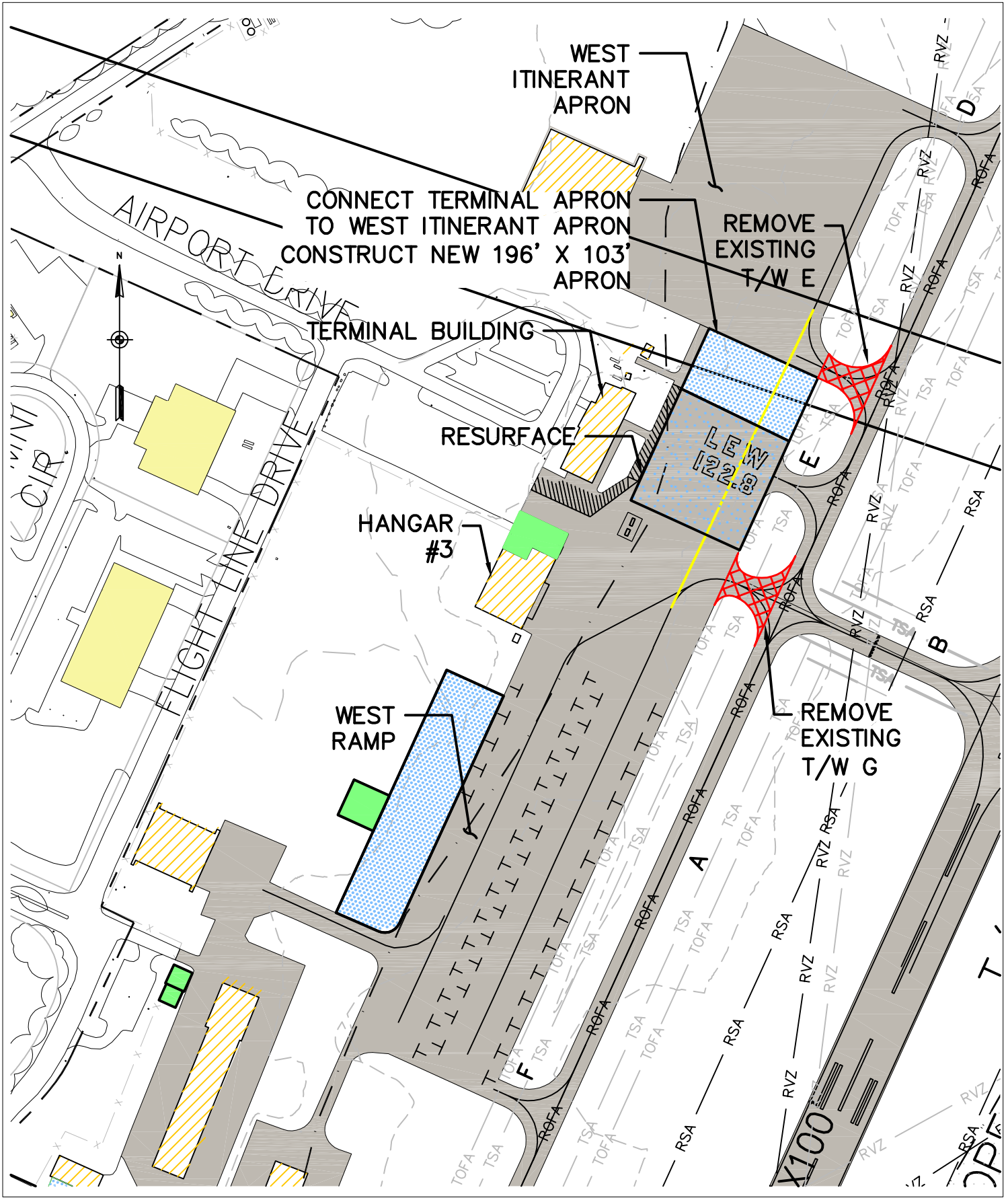
Cost Estimate	Proposed Funding Source		Proposed Fiscal Year Schedule	
	Cost	Check One	Check One	Percent
Planning/Engineering:	\$ 207,370	Current Revenues	FY16	2.5%
Acquisition:		G.O. Bond	FY16	
Construction:	\$ 327,000	Reserve	FY16	
Other:		Special	FY16	
		Assessment/Fee	FY16	
Total Estimated Cost:	\$ 620,000	Grant (identify) Federal/ State	FY16	95%
Source of Estimate:	Airport Engineer	Other (identify) City of Lewiston	FY16	2.50%

Impact on Operating Costs: The loss of use of this pavement will increase the need for passenger to terminal transportation and will cost the airport approximately \$3000 per month in rental fees to provide.

Other related City Projects:

Alternatives/impacts if the project is not funded or completed: The loss of use of this ramp would make the new terminal ineffective. This would minimize the first impression of business and tourist visitors who attempt to use the airport as a gateway to this region.

Drawing name: H:\0307gen\dwg\MasterPlan\Master Plan\LEWualp-2012 - before-pen-and-ink-change-Standard\LEWualp-2012.dwg Aug 12, 2014 - 3:37pm



		150 Dow Street Manchester, NH 03101-1227 Tel 603-669-5555 Fax 603-669-4168 Web Page: www.hoyletanner.com <small>Hoyle Tanner & Associates © 2014</small>			AUBURN-LEWISTON MUNICIPAL AIRPORT AUBURN, MAINE		EXHIBIT 1	
		CHKD. BY ERM	DR. BY JLC	DES. BY MTO	DATE: 8/12/2014	SCALE: 1"=200'	ALP PEN & INK CHANGE	

**AIRPORTS DIVISION, NEW ENGLAND REGION
SPONSOR PROJECT READINESS FORM AND VERIFICATION**

Airport Name/Associated City Auburn-Lewiston Municipal Airport	State ME	Fiscal Year 2015	DUNS Number 0936319350000
--	--------------------	----------------------------	-------------------------------------

Form filled out by (Name, Title)
Matthew O'Brien, Airport Engineer; Hoyle, Tanner & Associates, Inc.

Project Title and Description

**TERMINAL APRON REHABILITATION (APPROX. 3,900 SY)
AND EXPANSION (APPROX. 2,200 SY)**

Project Sketch: Please attach a drawing (8.5" X 11" preferred, Black & White) that shows the scope of the proposed project.

PART I – CHECKLIST	N/A	Yes	See Part III
1. Do you have adequate financing to fund the local matching share of the grant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Have all grants older than four years been closed? If not, please advise as to why and estimate when it will be closed. (provide response in Part III)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will this project have Force Account work? If yes, attach justification for approval to this document.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Does this project require and FAA Airspace Determination? If yes, please include OE/AAA study number if a study was completed.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Has there been an environmental finding for this project? (Please fill out Part IV: Environmental Review)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Have all environmental permits been obtained? If not, identify outstanding permits and anticipated date they will be obtained (provide response in Part III)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. If this project involves construction, has the ground within the project work area been previously disturbed by construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Civil Rights Requirements: Did you coordinate your DBE programs with the FAA Office of Civil Rights (applicable to sponsors with more than \$250,000 in grants for this fiscal year)? Date Submitted: Date Approved:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Will this project affect FAA Navaids or equipment? Please specify (provide response in Part III)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Will a reimbursable Agreement be required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PART II – DESCRIPTION, JUSTIFICATION AND COST ESTIMATE OF WORK ITEMS: *(Include a description of each item, a brief statement supporting the need for each item, e.g. age of equipment or pavement being replaced, and the most recent total project cost estimate. Also define the extent of the work, i.e. length or area of pavement work, acres/number of parcels acquired, etc.)*

New Terminal Apron Expansion between two existing aprons to improve aircraft circulation at the terminal building. Existing terminal apron has exceeded its 20-year design life and requires rehabilitation. Anticipated project cost is approximately \$540,000.

**AIRPORTS DIVISION, NEW ENGLAND REGION
SPONSOR PROJECT READINESS FORM AND VERIFICATION**

PART III - EXPLANATION OF CHECKLIST ITEMS (Use additional pages as needed)

- #4 2014-ANE-752-NRA filed
- #5 - Project is Categorical Excluded. Determination to be acquired.
- #6 - Maine Site Location of Development to be acquired.
- #8 - DBE plan update to be included in this scope of work

PART IV – ENVIRONMENTAL REQUIREMENTS

National Environmental Policy Act (NEPA)

The following environmental review was conducted (check one only, and fill in blanks as required):

- Categorical Exclusion (CATEX):** this determination was made because the action was listed in FAA Order 1050.1E, paragraph 310e, and the Extraordinary Circumstances defined in paragraph 304 of that Order did not apply. As stated in FAA Order 5050.4B (Par 607 a), the President’s Council on Environmental Quality (CEQ) NEPA’s implementing regulations do not require documentation for categorically excluded actions.
- Environmental Assessment (EA):** this assessment was completed and a Finding of No Significant Impact (FONSI) was made on . A copy of the EA/FONSI has been provided to FAA.
- Environmental Impact Statement (EIS):** this work was completed and a Record of Decision (ROD) that approved the project was prepared and signed on . A copy of the EIS/ROD has been provided to FAA.

National Historic Preservation Act (NHPA), Section 106

Under the NHPA, the paragraph checked below applies:

- This type of “undertaking” has **no potential to cause effects** to historic properties (eligible for listing on the National Register of Historic Places). Section 106 is completed.
- This type of undertaking could affect historic properties, but **no historic properties** are present or **no effects** are found. A “Finding” has been issued in conformance with 36CFR 800.11(d). OR Historic properties have been identified and could be affected, but there historic properties are **not adversely affected**. A “Finding” has been issued in conformance with 36CFR 800.11(e). Coordination with the SHPO and/or Tribes was completed. See details (below).
- Historic properties have been identified, which may be **adversely affected**. Additional consultation and execution of an MOA is required, to detail the mitigation. See details (below).

FAA Concurrence:

Date: TBD

Details (Attach a separate page if needed):

Coordination with SHPO to be completed. Airport has known historic sites on property. Proposed site has been previously disturbed and does not provide any historic significance.

SPONSOR OR DESIGNEE SIGNATURE (IF DESIGNEE, COMPANY NAME:)

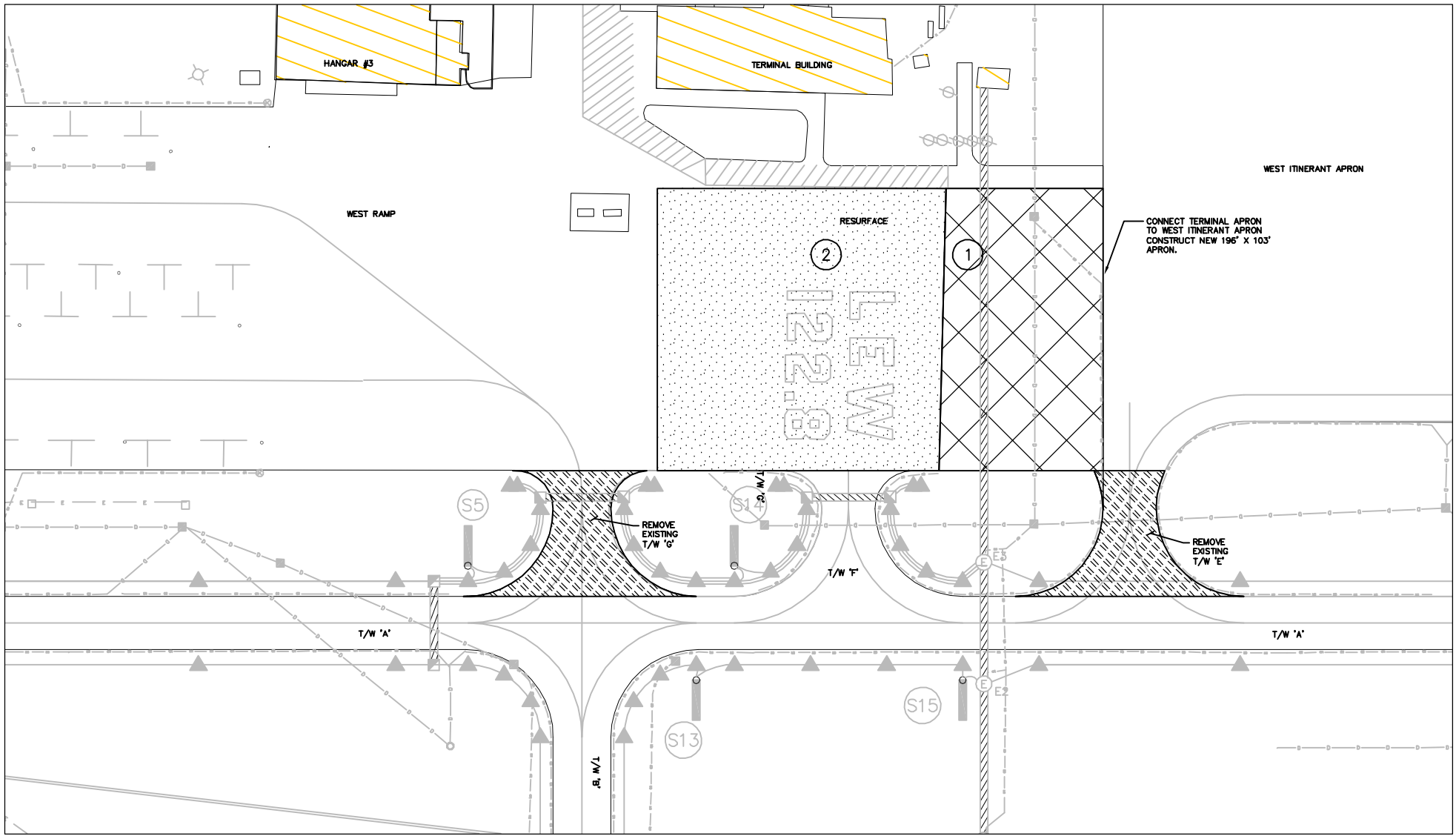
Name: **RICK LANMAN, AAE ACE**

Signature: 

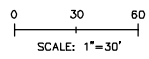
Title: **MANGER, AUBURN LEWISTON AIRPORT**

Date: **11/6/14**

Drawn by: nme. h. 1/20/17. 1/20/17. 1/20/17. PROJECT: SKETCH - Residential Forming. Nor. 05, 2014 - 1. 130m



AUBURN-LEWISTON MUNICIPAL AIRPORT (LEW)
 AUBURN, MAINE
 PROJECT SKETCH



PROJECT DESIGNER

Hoyle, Tanner & Associates, Inc.

150 Dow Street,
 Manchester, NH 03101-1227

Tel 603-669-5555, Fax 603-669-4168
 Web Page: www.hoyletanner.com

Consulting Engineers

Project Costs

	Expansion Only	Expansion and Complete Reconstruction
Engineering Costs	207,370.00	207,370.00
Construction -		
New	327,000.00	327,000.00
Replace		602,000.00
Total Cost	534,370.00	1,136,370.00

Entitlement/Local Match

Airport Improvement Program (90%)	State 5% share Reimbursement	Sponsor Share (5%)	
600,000.00			FAA
	30,000.00		State of Maine
		30,000.00	Local Sponsors
600,000.00	30,000.00	30,000.00	Total

Note: Consultant fee for just the Apron Expansion will be less due to the length of construction required

APPENDIX D - ESTIMATE OF ENGINEERING COSTS

REHABILITATE TERMINAL APRON

**at
Auburn-Lewiston Municipal Airport
Auburn, Maine**

ARTICLE I - Project Administration	Lump Sum + Reimbursable
ARTICLE II - Planning	Actual Cost + Fixed Fee
ARTICLE III - Environmental Permits	Actual Cost + Fixed Fee
ARTICLE IV - Data Collection	Actual Cost + Fixed Fee
ARTICLE V - Design	Actual Cost + Fixed Fee
ARTICLE VI - Advertising and Bidding	Actual Cost + Fixed Fee
Article VII - Construction Administration	Actual Cost + Fixed Fee
Article VIII - Resident Engineering	Actual Cost + Fixed Fee
Article IX - Testing	Actual Cost + Fixed Fee
ARTICLE X - Project Closeout	Lump Sum + Reimbursable
TOTAL	\$207,370.00



AIP No.
Hoyle Tanner Project No. 0307xx

Project Engineer: MTO
Date of Estimate: 10/25/2013
Checked by: NEG

ENGINEER'S CONSTRUCTION COST ESTIMATE

Airport: Auburn-Lewiston Municipal Airport
Project: Expand Terminal Apron
Phase: 2014 CIP Planning Estimate

Add Alt #2 Item No.	Description	Unit	Quantity	Unit Cost	Cost
G-001-1	Mobilization	LS	1	\$29,750.00	\$29,750.00
P-152-1	Unclassified Excavation	CY	3,400	\$5.00	\$17,000.00
P-152-4	Remove Existing Drainage Pipes	LF	300	\$15.00	\$4,500.00
P-152-5	Remove Existing Drainage Structures	EA	2	\$400.00	\$800.00
P-154-1	Subbase Course	CY	2,700	\$25.00	\$67,500.00
P-156-1	Temporary Seeding	SY	1,000	\$0.25	\$250.00
P-156-2	Erosion Control Blanket	SY	1,000	\$4.00	\$4,000.00
P-156-5	Inlet Protection	EA	2	\$350.00	\$700.00
P-209-1	Crushed Aggregate Base Course	CY	450	\$35.00	\$15,750.00
P-401-1	Airport Bituminous Concrete	TON	650	\$130.00	\$84,500.00
P-602-1	Bituminous Prime Coat	GAL	900	\$5.00	\$4,500.00
P-603-1	Bituminous Tack Coat	GAL	400	\$5.00	\$2,000.00
P-620-1	Temporary Pavement Painting	SF	100	\$1.00	\$100.00
P-620-2	Permanent Pavement Painting	SF	100	\$1.00	\$100.00
D-701-1	12" RCP Dainage Pipe	LF	300	\$45.00	\$13,500.00
D-705-1	6" Solid Underdrain Pipe	LF	100	\$24.00	\$2,400.00
D-705-2	6" Perforated Underdrain Pipe	LF	600	\$24.00	\$14,400.00
D-705-4	Underdrain Cleanout	EA	3	\$400.00	\$1,200.00
D-751-1	Drainage Structure (4'), H2O Loading	EA	3	\$4,000.00	\$12,000.00
L-110-1	Install New 4" 2-Way Encased Duct	LF	200	\$40.00	\$8,000.00
L-110-2	Install New Duct Marker	EA	2	\$150.00	\$300.00
T-901-1	Seeding	SY	1,000	\$0.50	\$500.00
T-905-1	Topsoil (4" Deep)	SY	1,000	\$4.00	\$4,000.00
M-001-1	Sawed Control Joint	LF	250	\$8.00	\$2,000.00
M-002-1	Stormwater Management	LS	1	\$25,000.00	\$25,000.00
M-006-1	Geotextile	SY	2,500	\$5.00	\$12,500.00

Estimated Total Construction Cost - Base Bid

\$327,000.00



AIP No.
Hoyle Tanner Project No. 0307xx

Project Engineer: MTO
Date of Estimate: 10/21/2013
Checked by: NEG

ENGINEER'S CONSTRUCTION COST ESTIMATE

Airport: Auburn-Lewiston Municipal Airport
Project: Rehabilitate & Expand Terminal Apron - Partial Depth Reconstruction
Phase: 2014 CIP Planning Estimate

Add Alt #2 Item No.	Description	Unit	Quantity	Unit Cost	Cost
G-001-1	Mobilization	LS	1	\$58,603.00	\$58,603.00
P-152-1	Unclassified Excavation	CY	4,300	\$5.00	\$21,500.00
P-152-2	Remove Bituminous Pavement	SY	3,800	\$1.00	\$3,800.00
P-152-4	Remove Existing Drainage Pipes	LF	800	\$19.00	\$15,200.00
P-152-5	Remove Existing Drainage Structures	EA	2	\$400.00	\$800.00
P-154-1	Subbase Course	CY	2,800	\$25.00	\$70,000.00
P-156-1	Temporary Seeding	SY	1,300	\$0.25	\$325.00
P-156-2	Erosion Control Blanket	SY	1,200	\$4.00	\$4,800.00
P-156-5	Inlet Protection	EA	4	\$350.00	\$1,400.00
P-209-1	Crushed Aggregate Base Course	CY	1,100	\$45.00	\$49,500.00
P-401-1	Airport Bituminous Concrete	TON	1,600	\$130.00	\$208,000.00
P-602-1	Bituminous Prime Coat	GAL	2,200	\$5.00	\$11,000.00
P-603-1	Bituminous Tack Coat	GAL	1,000	\$6.00	\$6,000.00
P-620-1	Temporary Pavement Painting	SF	3,100	\$1.00	\$3,100.00
P-620-2	Permanent Pavement Painting	SF	3,100	\$1.00	\$3,100.00
D-701-1	12" RCP Dainage Pipe	LF	300	\$43.00	\$12,900.00
D-705-1	6" Solid Underdrain Pipe	LF	100	\$24.00	\$2,400.00
D-705-2	6" Perforated Underdrain Pipe	LF	700	\$24.00	\$16,800.00
D-705-4	Underdrain Cleanout	EA	6	\$400.00	\$2,400.00
D-751-1	Drainage Structure (4'), H2O Loading	EA	3	\$4,000.00	\$12,000.00
L-110-1	Install New 4" 2-Way Encased Duct	LF	450	\$35.00	\$15,750.00
L-110-2	Install New Duct Marker	EA	4	\$150.00	\$600.00
T-901-1	Seeding	SY	1,300	\$0.35	\$455.00
T-905-1	Topsoil (4" Deep)	SY	1,300	\$4.00	\$5,200.00
M-001-1	Sawed Control Joint	LF	600	\$10.00	\$6,000.00
M-002-1	Stormwater Management	LS	1	\$100,000.00	\$100,000.00
M-006-1	Geotextile	SY	2,600	\$5.00	\$13,000.00

Estimated Total Construction Cost - Base Bid

\$645,000.00

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SCOPE OF WORK

TERMINAL APRON REHABILITATION (APPROX. 3,900 SY) AND EXPANSION (APPROX. 2,200 SY)

AUBURN-LEWISTON MUNICIPAL AIRPORT AUBURN, MAINE

I. PROJECT DESCRIPTION

The project includes the partial rehabilitation of the existing terminal apron and the expansion of the existing terminal apron to connect to the west itinerant apron. Stub taxiways from the aprons to the parallel taxiway will be reconfigured to improve aircraft flow.

All of the above will hereinafter be referred to as the PROJECT. Auburn-Lewiston Municipal Airport is hereinafter referred to as the SPONSOR. Hoyle, Tanner and Associates, Inc. is hereinafter referred to as the CONSULTANT.

II. SCOPE OF SERVICES

ARTICLE I - PROJECT ADMINISTRATION

The Consultant shall provide project administration services as required and as requested by the Owner during the design and construction periods. The Consultant's services under this paragraph shall include:

- 1) Prepare for an attend Pre-design Conference with the Sponsor, MaineDOT and FAA at Auburn-Lewiston Municipal Airport.
- 2) Preparation of Contract documents and supporting back-up documentation required in connection with the Project, including General Consultant Agreement, and Individual Project Contract.
- 3) Review fee with Sponsor and Negotiate IFE process. Revise scope and as necessary to reflect the changes.
- 4) Request Survey and geotechnical services; provide sketch of work limits; negotiate prices; draft and execute subconsultant agreements.
- 5) Prepare DBE plan for submission to the FAA utilizing MaineDOT methodology for determining DBE goals.
- 6) Preparation of forms and supporting backup material required in connection with obtaining the Federal grants.
- 7) Preparation and provide assistance with forms and supporting documentation required by the Owner to obtain partial grant payments from the FAA and MaineDOT under each grant.
- 8) As reasonably requested, provide assistance with any other administrative-type work required by the Owner in connection with the Project.

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ARTICLE II – PLANNING

Prior to beginning the following articles of work, the Consultant shall provide planning services to acquire project approval from FAA. The Consultant's services under this paragraph shall include:

- 1) Produce project sketch in AutoCAD Civil 3D 2013.
- 2) Provide Itemized Planning-level cost estimate for each Apron expansion and Terminal Apron rehabilitation.
- 3) Develop Notice of Proposed Construction narrative. Coordinate with Sponsor, and submit 7460 via FAA OE/AAA website.
- 4) Review and Coordinate with Sponsor and FAA for apron expansion and taxiway layout to acquire an approved "Pen and Ink" change of the ALP. Update Ultimate ALP showing new configuration. Draft detailed exhibit identifying proposed change for ALP for review by FAA.
- 5) Review deeds provided by Airport to establish clearing easement boundaries based on recorded deeds to determine rights for obstruction clearing due to recent night operation restriction by the FAA. Conduct further deed research via online Androscoggin County Registry of Deeds to provide supplement information. Provide exhibit detailing limits of known easements and areas of concern along the Runway 22 approach end and meet with Airport to review findings. Update Exhibit A based on findings from deed research. Provide documentation of findings to Airport to present to Attorney for further investigation of clearing rights. Provide a Google Earth representation to Airport for presentation purposes. Fee is actual time spent on task: 60hrs by CADD Tech.

ARTICLE III – ENVIRONMENTAL PERMITS

According to the National Environmental Policy Act (NEPA), NEPA review must be completed prior to implementation of a project. It is anticipated that the Project will qualify as a Categorical Exclusion (CatEx). The Consultant's services under this paragraph shall include:

- 1) Review existing agency letters for known extraordinary circumstances.
- 2) Review FAA Order 1050.1E and draft a Request for CatEx Determination Letter.
- 3) Address FAA comments. Provide additional information and sketches.
- 4) Whereas this site is known for protected bird species and is archaeologically significant, a Cat Ex may not be applicable depending on the agency's comments. In that event, an Environmental Assessment will be required, but is not included under this scope of work because it is not anticipated at this time.

Maine DEP Site Location of Development Permit Amendment is expected as part of this project due to the addition of impervious surfaces that are not exempt. A Natural Resource Protection Act Permits is NOT anticipated as this project is not adjacent to and does not impact any wetlands. For project schedule purposes, the MaineDEP's goal is to provide a decision within 90 days of application acceptance, but maintains review period of 120 days if need be. The Consultant's services under this paragraph shall include:

- 5) Coordinate with and review previous stormwater applications submitted by Sebago Technics to determine available stormwater treatment capacity.
- 6) Environmental Coordinator and Project Manager to prepare for and attend meeting

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- (1) at Maine DEP in Augusta, Maine.
- 7) Coordinate with Maine Inland Fisheries and Wildlife, Maine Natural Areas Program, and Maine Historic Preservation Commission. Address Agency concerns for historic significance and state-listed species habitat. Provide additional information as requested.
- 8) Acquire Class D soil survey by Natural Resources Conservation Service of the USDA.
- 9) Develop a Pre-Development Drainage Plan.
- 10) Develop a Post-Development Drainage Plan.
- 11) Model Pre and Post Development Drainage in HydroCAD.
- 12) Analyze and size stormwater treatment devices in accordance with Maine State Chapter 500 Stormwater law. Revise grading to reflect BMP size. Revise HydroCAD Model to reflect changes to grading surface drainage. Reiterative process. Update Post-Development Drainage plan.
- 13) Model and Analyze existing and proposed capacity in StormCAD.
- 14) Draft a Stormwater Management written report addressing project description, means and methodology, predevelopment conditions, post development conditions, General Standards BMP requirements with supporting hand calculations demonstrating compliance, and develop maintenance plan and sample log.
- 15) Draft an Erosion and Sedimentation Control written report addressing soil types procedural measures; structural measures; temporary non-structure measures; permanent non-structure measures; winter construction measures; seed mixture and application; and bmp maintenance requirements.
- 16) Develop List of Abutters from City of Auburn GIS webpage. Draft and send abutter notifications with certified mail.
- 17) Coordinate Notice in local newspaper.
- 18) Prepare the Site Location of Development Act (SLODA) permit application for DEP.
- 19) Address DEP Comments. Demonstrate that previous permit conditions have been met.

Any local permits and review boards are not included in this scope of work.

ARTICLE IV - DATA COLLECTION

The Consultant shall review existing data available and contract with subconsultants to acquire additional information as necessary. The Consultant and its Subconsultants (Electrical, Surveying and Geotechnical) will provide technical expertise in the following areas:

A. Existing Data:

The Consultant's services under this paragraph shall include:

- 1) Research digital asbuilt drawings, LIDAR data, coordinate with Hebert Construction and Sebago Technics for their digital asbuilt data; and other readily available information to determine the quality and accuracy of the topography and drainage in the vicinity of the project. Non-digital information will require digitization and is not included in this scope.
- 2) Research historical boring logs in the vicinity to determine level in investigation required for this project.

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B. Topographic Survey:

The Consultant shall contract with, oversee in the field and assist the Subconsultant with topographic survey and incorporate data. Note, for this design survey, the Consultant will NOT conduct the survey in accordance with FAA Advisory Circulars 150/5300-16, 150/5300-17, 150/5300-18 latest edition; as agreed to by FAA and MaineDOT.

- Task 1 Determine topographic elevations as shown in Figure 1.1 for the terminal apron. Maximum distance between shots will be 25 feet.
- Task 2 Survey drainage, telephone and electrical structures, centerline and edges of taxiways, access roads, benchmarks, soil borings, taxiway edge lights, airfield signs, treeline, buildings, etc, within the areas listed in the above tasks. Determine inverts of drainage and sewer structures as well as type of pipe, pipe sizes, and direction of flow (total structures unknown).
- Task 3 Establish horizontal and vertical control within the project area for use during construction.

C. Geotechnical Services:

The Consultant shall contract with, oversee in the field and assist the Subconsultant with subsurface investigation and incorporate data.

The Subconsultant shall:

- Task 1 Obtain soil borings at locations shown on Figure 1.2 for the terminal apron to a depth of 10 ft. or bedrock, for a total of 6 soil borings. Provide boring logs.
- Task 2 Recover split spoon samples at 5-foot intervals or change in strata and record depth of asphalt or topsoil and include results in boring logs.
- Task 3 Perform the following tests on the soil samples, and classify soils per the Unified Soil Classification (USC) system:
- Sieve/hydrometer Analysis: Six (6) total
 - Atterberg Limits: Only if fine graded soils are encountered.

California Bearing Ratio (CBR) test will not be performed. The project will be designed based on existing nearby CBR data.

Consultant shall be onsite while geotech is performing work, and will provide boring layout.

D. Electrical Services:

The electrical Subconsultant shall perform the following tasks:

- Task 1 Provide electrical sketches, wiring diagrams and specifications for modifications to the existing airfield lighting necessitated by the apron rehabilitation.

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ARTICLE V - DESIGN

The Consultant shall undertake designs of the various improvements included in the Project. Design Submissions will be made at the Permitting (60%) and Final Design (100%) stages.

Task 1 This task shall include the Permitting (60%) of the rehabilitation and expansion of the terminal apron:

- 1) Develop Digital Terrain Models of existing conditions.
- 2) Develop existing condition xrefs based on new survey data and electronic submittals from Sponsor. Xrefs will include base plan, drainage, marking, electrical, contours, survey control, property line, tree line, and wetlands.
- 3) Develop pavement loading conditions and model them in FAARfield Software.
- 4) Develop typical sections for the new pavement and rehabilitation area using Limited Frost Protection Method. Alternative analysis is not included in the scope of work.
- 5) Develop new pavement geometry to meet the FAA Airport Design Manual, AC 150/5300-13A Change 1 for design aircraft currently utilizing the aircraft operation area (AOA) and incorporating aircraft that are reasonably foreseeable to use the AOA in the future.
- 6) Develop new drainage layout and design meeting the standards of 150/5320-5D, *Surface Drainage Design*.
- 7) Analyze grades and existing drainage associated with terminal building to determine cause of flooding in spring. Develop design solution to terminal building to prevent further flooding.
- 8) Develop new electrical layout to meet the standards and requirements of 150/5340-30G, Design and Installation Details for Airport Visual Aids. QC on existing circuits by electrical engineering subconsultant.
- 9) Develop the extent of demolition, incorporating item eligibility for AIP and impacts to aircraft operations.
- 10) Design proposed elevations that meet 150/5300-13A Change 1 for longitudinal grade limitations and Develop digital terrain model for proposed grade elevations.
- 11) Design erosion control measures meeting the 2003 Maine Erosion and Sedimentation Control BMP Manual.
- 12) Develop new marking layout in accordance with standard dimensions clearances and fillets specified in AC 150/5340-1L, Standards for Airport Markings.
- 13) Conduct conflict analysis with crossing infrastructure (electrical conduit, underdrain, etc.). Develop conflict resolution and update drainage and electrical design.
- 14) Prepare for and meet with local Fire Marshal and meet applicable NFPA requirements to the extent practicable.
- 15) Draft a preliminary construction safety and phasing plan and written narrative.
- 16) Preparation of all necessary, design drawings, sketches, computations, etc. Plans include:
 - Title Sheet
 - General Plan and Airfield Survey Control
 - Construction Safety and Phasing Plan
 - Erosion and Sediment Control Plan

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- Demolition Plan
 - Geometry Plan
 - Typical Section and Pavement Details
 - Grading and Drainage Plan and Details
 - Marking Plan and Details
 - Electrical Plan and Details
 - Boring Logs
- 17) Develop a Table of Contents for the project specifications.
 - 18) Develop engineer's preliminary estimate of probable construction costs to the extent practicable at this level of design.
 - 19) PDF submission of design drawings to the Sponsor, the FAA, and MaineDOT for review and comments.
 - 20) Quality Assurance and Quality Control will be implemented on each task by the review of the Chief Engineer. Length of review time will be dependent upon amount of information to review and source for complications.

Task 2 This task shall include the Final Design (100%) of the rehabilitation and expansion of the terminal apron:

- 1) Coordination of all work with the Sponsor, the FAA, and MaineDOT, including attendance of one (1) design meetings
- 2) Update Digital Terrain Model of existing conditions.
- 3) Update pavement geometry to reflect client review comments.
- 4) Update electrical layout to reflect client review and subconsultant review comments.
- 5) Update the extent of demolition.
- 6) Update proposed grading.
- 7) Update digital terrain model for proposed grade elevations.
- 8) Update new drainage layout and design.
- 9) Update erosion control measures to account for grading and drainage revisions.
- 10) Update marking layout to account for geometry revisions.
- 11) Conduct conflict analysis with crossing infrastructure (electrical conduit, underdrain, etc.). Develop conflict resolution.
- 12) Finalize the construction safety and phasing plan
- 13) Submit 7460 Notifications on to the OE/AAA website for the following items:
 - i. Construction notice for Safety Plan
 - ii. Construction notice for Equipment
- 14) Preparation as necessary of, design drawings, sketches, computations, etc. Plans include:
 - Title Sheet
 - General Notes, Drawing Index and Legend
 - General Plan and Airfield Survey Control
 - Construction Safety and Phasing Plan
 - Erosion and Sediment Control Plan and Details
 - Demolition Plan
 - Geometry Plan
 - Typical Section and Pavement Details
 - Grading and Drainage Plan and Details
 - Drainage Profiles

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- Spot Grading Plan
 - Marking Plan and Details
 - Electrical Plan and Details
 - Boring Logs
- 15) Prepare General and Technical specifications in accordance with 150/5370-10G *Standards for Specifying Construction of Airport*.
 - 16) Develop engineer's final estimate of probable construction costs.
 - 17) PDF submission of design drawings to the Sponsor, the FAA, and MaineDOT for review and comments.
 - 18) Quality Assurance and Quality Control will be implemented on each task by the review of the Chief Engineer. Length of review time will be dependent upon amount of information to review and source for complications.

ARTICLE V - ADVERTISING, BIDDING, & ARRANGEMENT FOR CONSTRUCTION

The CONSULTANT's work under this paragraph will include:

- 1) Assist with public advertising.
- 2) Print and distribute bid documents and collect document fees. It is assumed that the document fees cover the cost of reproduction and mailing for the sold sets and are not included in the reimbursable costs.
- 3) Prepare for and Attend Pre-bid Conference. Both Construction Manager and Project Engineer attend. Acts as a project hand-off meeting.
- 4) Review bidder questions and issue addenda to bid documents, if necessary.
- 5) Attend Bid Opening.
- 6) Analyze and Tabulate Bids.
- 7) Check Contractor References.
- 8) Recommend to the SPONSOR the award or rejection of bids.

ARTICLE VI - CONSTRUCTION ADMINISTRATION

At this point, Hoyle, Tanner estimates the construction performance period will be 6 weeks. This is subject to change and an updated scope and fee will be provided to reflect the changes in the future. The CONSULTANT's work under this paragraph will include:

- 1) Prepare contract documents, obtain approvals, Issue Notice of Award and Notice to Proceed. Print and distribute.
- 2) Conform sets of drawings and specifications to incorporate addenda, print and distribute.
- 3) Prepare for and direct a pre-construction conference.
- 4) Consult and advise with the SPONSOR during construction.
- 5) Provide consultation and advice to the RESIDENT ENGINEER (assume 4 hours per week for CM and 1 hour per week for Project Manager).
- 6) Review and analyze laboratory, shop drawings, submittals, and test reports and certificates for materials and equipment.
- 7) Attend job meetings, make observations of work in progress, and provide appropriate reports to the SPONSOR (does not include resident engineering).
- 8) Review and approve periodic estimates submitted by the RESIDENT ENGINEER for partial and final payments to the CONTRACTOR.
- 9) Prepare and negotiate change-orders and Supplemental Agreements.

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- 10) Organize and direct pre-paving conference.
- 11) Review and coordinate acceptance tests required by specifications.
- 12) Attend the final construction inspection and prepare a report on any deficiencies, corrective actions required, etc. as determined at said review.

Article IV (A & B) - Resident Engineering and Control & Testing of Materials

The CONSULTANT's Resident Engineer shall perform the following tasks:

- 1) Undertake a pre-field review of the plans and specifications in order to familiarize him with the PROJECT documents and PROJECT work site.
- 2) Administer and/or assist with the layout of the construction by the CONTRACTOR.
- 3) Review and approve requests for monthly and final payments to CONTRACTORS.
- 4) Prepare daily reports covering the work in progress, delays to construction, unusual events, visitors to the work site, and record daily contract quantities.
- 5) Coordinate the construction activity with the SPONSOR.
- 6) Provide "as built" information for preparation of "as built" drawings of the completed PROJECT.
- 7) Arrange for, conduct, or witness field, laboratory, or shop tests for construction materials as required by the plans and specifications.
- 8) Determine the suitability of materials brought to the site to be used in the construction.
- 9) Interpret the contract plans and specifications and monitor the construction activities to assure compliance with the intent of the design.
- 10) Measure, compute, or monitor quantities of work performed and quantities of materials in-place for partial and final payments to the contractors; and maintain diaries and other project records to document the work.
- 11) Attend Final Inspection.
- 12) Undertake post-field work as necessary in order to close out the PROJECT.

The CONSULTANT will arrange for, observe, and/or undertake all necessary work to provide for the proper control and testing of construction materials. The CONSULTANT's work under this paragraph shall include contracting with and coordinating the work of the testing firm. This work will include as necessary:

- 1) Review of the contractor's job mix formula for Hot Mix Airport Pavement (P-401) shall be part of the FAA's portion of the project.
- 2) Attendance of the FAA required pre-paving meeting.
- 3) Provide on-site observation of P-401 plant laboratory testing, depth testing and cores for laboratory test during paving days.
- 4) Provide on-site compaction testing of earthwork and pavement base and sub-base during these operations.
- 5) Provide testing for samples of the base, sub-base and embankment materials for test as required by the specifications.

ARTICLE VI – PROJECT CLOSEOUT

Upon completion of the project, the Consultant shall prepare and submit the final reimbursement report to the Owner, and the final project report for distribution to the FAA and MaineDOT.

- 1) Coordination with Airport and FAA.

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- 2) Prepare, Print, & Distribute FAA final project reports to the Airport and FAA including electronic and hard copy deliverables of the project graphics (plans), design report, geotechnical report and other data/reports as needed.
- 3) Coordinate with Printroom for final closeout documents.
- 4) Retain project records file.
- 5) Provide assistance with other project closeout requirements, as necessary

ARTICLE VII - PROJECT SCHEDULE

The Consultant shall complete the services outlined in Articles I through VI as follows:

→	Receive Notice to Proceed	September 2014
→	Data Collection	September 2014
→	Preliminary Design Submission (60%)	November 2014
→	Environmental Permit Submission	November 2014
→	Final Design Submission (100%)	February 2015
→	Environmental Permits (90 days)	February 2015
→	Advertise for Bids	March 2015
→	Open Bids	April 2015
→	AIP Grant Application	May 1 st 2015
→	Start Construction	September 2015
→	End Construction	October 2015
→	Closeout Project	June 2016



OTL







City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

FiscalYear: 2016

Priority: Very High

Project Title: South Goff St Extension to Elm St

Project Purpose: Street Improvement

Department: Economic Development

Project Description: Extend South Goff St to Elm St.

Location: South Goff St

Justification:

Useful Life: 30 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$1,500,000	\$0	\$0	\$0	\$0		\$0	

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Construction		2016	100.00%	\$1,500,000	G.O. Bond



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: South Goff St Extension to Elm St

Department: Economic Development

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

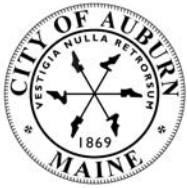
Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine

FY2016 Capital Improvement Program

Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Minot Avenue Corridor Analysis and Design

Project Purpose: Increased Safety

Department: Economic Development

Project Description: Analyze and design Minot Ave corridor fix, from Court Street to High and Academy, including South Goff and Elm Street.

Location: Minot Ave Corridor

Justification: To develop a better traffic and implementation plan for this corridor.

Useful Life: 30 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$120,000	\$0	\$0	\$0	\$0		\$0	

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Planning/Engineering		2016	100.00%	\$120,000	G.O. Bond



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Minot Avenue Corridor Analysis and Design

Department: Economic Development

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Natural Gas Conversion/ HVAC Efficiency Upgrades_Center St. Fire Station

Project Purpose: Improve efficiency

Department: Facilities

Project Description: Convert primary fuel source from #2 Oil to Natural Gas. Complete system upgrades for failed or failing existing equipment. Unitil has agreed to bring gas to the building at no cost to the City.

Location: Center Street Fire Station

Justification: The moratorium on Center St. ends in 2015 allowing Natural Gas to be brought to the building. The conversion along with equipment upgrades will increase overall efficiency, and occupant comfort. The current building ventilation system has failed and is in need of replacement.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$95,000	\$0	\$0	\$0	\$0	\$0	\$0	\$95,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Natural Gas Conversion/ HVAC Efficiency Upgrades_Center St. Fire Station

Department: Facilities

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: Security Cameras

Project Purpose: New Operation

Department: Facilities

Project Description: Install security cameras at the Highway garage and Fuel Island.

Location: Woodbury Brackett Municipal Building

Justification: Gasoline will be moved from the location at 1 Minot ave to the Public Services Fuel Island in 2015. This move will require 24 hour access to the facility by the Police Department increasing the need for added security. Cameras will also assist in loss prevention and potential workers comp. claims.

Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Security Cameras

Department: Facilities

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Fiscal Year: 2016

Priority: High

Project Title: Central Fire_ Mechanical & Lighting Systems Efficiency Upgrades

Project Purpose: Present Equipment obsolete

Department: Facilities

Project Description: Complete mechanical and lighting system upgrades for existing equipment.

Location: Cental Fire Station

Justification: Most of the HVAC and Lighting in the building is original or over 25 years old. Much of it has failed or is failing. This has resulted in increased energy consumption as well as reduced occupant comfort. Several Efficiency Maine Lighting incentives would help to offset the cost of the lighting.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Central Fire_ Mechanical & Lighting Systems Efficiency Upgrades

Department: Facilities

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

FiscalYear: 2016

Priority: Medium

Project Title: Engine #2 Efficiency Upgrades_Unit heater replacement

Project Purpose: Improve efficiency

Department: Facilities

Project Description: Increase insulation in the attic and perform airsealing measures. Replace existing unit heater in the Truck bay.

Location: South Main St Fire Station

Justification: Current attic insulation is estimated to have an R-value of 6, the project would increase the R-value to 48. The result will be a reduction in operating expenses from energy consumption and an increase in occupant comfort. The unit heater in the truck bays, is now beyond its estimated useful life, is inefficient, and struggles to keep up with the temp in the space.

Useful Life: 25 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Engine #2 Efficiency Upgrades_Unit heater replacement

Department: Facilities

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

FiscalYear: 2016

Priority: Medium

Project Title: Replace Card Access System Components Phase II

Project Purpose: Increased Safety

Department: Facilities

Project Description: Replace Failing components to the Card Access system, and increase security.

Location: Auburn Hall

Justification: The Card access system provides security to various areas of City Hall. The current system is original and is failing increasing, maintenance costs, staff time, and potential security issues. This Phase will allow remote access and ability to lockdown in emergency situations. Phase 1 of the replacement was completed in 2014.

Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Replace Card Access System Components Phase II

Department: Facilities

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

Fiscal Year: 2016

Priority: Medium

Project Title: Battalion Chief's Vehicle

Project Purpose: Vehicle Replacement

Department: Fire

Project Description: Replace a 2004 Ford Excursion the Battalion Chief's command vehicle

Location: Cental Fire Station

Justification: The Battalion Chiefs utilize this vehicle to conduct their daily functions. It also serves as initial command post for fire or other incidents that it responds to. It is a communications platform, carrying several permanently mounted and portable radios. It is capable of serving as a mobile weather station and reference library in the event the best way to manage a situation must be researched. A vehicle of this type is a critical component of our operation and is directly related to firefighter and fire ground safety.



Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$56,000	\$0	\$0	\$0	\$0		\$0	

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Acquisition		2016	100.00%	\$56,000	Current Revenues



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Battalion Chief's Vehicle

Department: Fire

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

FiscalYear: 2016

Priority:

Project Title: SCBA tanks

Project Purpose: Replace worn-out equipment

Department: Fire

Project Description: SCBA tank replacement

Location: All Fire Stations

Justification: We utilize self-contained breathing apparatus (SCBA) when making entry into environments that are filled with smoke, low oxygen, or toxic gases. This device provides breathing air delivered from a cylinder worn on the firefighters back. These cylinders have a fifteen year life span before federal regulation requires they be decommissioned. Many of our cylinders are nearing that expiration date and will need to be removed from service. We requesting funding to purchase ten cylinders a year over five years with FY15 being the first one.

Useful Life: 15 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$0	\$40,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: SCBA tanks

Department: Fire

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Fiscal Year: 2016

Priority:

Project Title: Public safety facility engineering study

Project Purpose:

Department: Fire

Project Description: Engineering study to construct a public safety facility.

Location:

Justification:

Useful Life: Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Public safety facility engineering study

Department: Fire

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

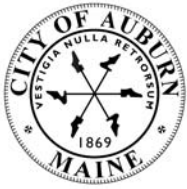
Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

Fiscal Year: 2016

Priority: High

Project Title: Motorola Radio Replacement Project

Project Purpose: Present Equipment obsolete

Department: LA 911

Project Description: Existing radio infrastructure is in year 18 of 15 to 20 year life cycle. Replacement parts are no longer made and are increasingly difficult to locate. Motorola will stop supporting the system in FY16. New system expands technology capabilities to anticipated modalities of communication (radio over internet protocol). Project may be implemented in phases. Currently working with Public Safety, Public Works and the Auburn/Lewiston Airport to identify existing gaps, potential growth so the system advances in a coordinated, interoperative fashion.

Location: LA911

Justification: As the existing radio system reaches its end of service life, one can anticipate a degradation in quality of service, greater repair time and fewer technicians trained in repairing systems of this age.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$2,050,000	\$0	\$0	\$0	\$0		\$0	

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Acquisition		2016	50.00%	\$1,025,000	G.O. Bond
Acquisition		2016	50.00%	\$1,025,000	Other-City of Lewiston



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Motorola Radio Replacement Project

Department: LA 911

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total

FY 2016 Lewiston Capital Improvement Program Project Description Form

Project Title: Motorola Radio Replacement Project for FY16

Operational Funding Division: LA911 **Project Name:** FY16 Radio Replacement

Est. Total Cost FY 2016:	2,050,000	Est. Total Cost FY 2016-2020:	2,050,000
City Share FY 2016:	1,025,000	City Share FY 2016-2020:	1,025,000

Project Description:

Existing radio infrastructure is in year 19 of 15 to 20 year life cycle. Replacement parts no longer made and are difficult to locate. Motorola will stop supporting the system this fiscal year. New system expands technology capabilities to anticipated modalities of communication (radio over internet protocol). Project may be implemented in phases but those phases have have yet to be determined based on the potential for emergency funding due to building repairs.

Consistency with the Comprehensive or Strategic Plans or other related planning documents:

Replacement of the existing radio infrastructure, which links all of the cities' public safety law enforcement and fire responders, as well as partnering police and fire mutual aid agencies, will ensure the basic communication system of mobile and portable radios will continue to operate reliably and safety, serving both the responders and the communities. Working with partners in public works and the Aub-Lew airport to ensure comms compatibility.

Justification for project implementation/construction and segments, if applicable:

As the existing radio system reaches its end of service life, one can anticipate a degradation in quality of service, greater repair time and fewer technicians trained in repairing systems of this age. Motorola has stopped making replacement parts for this equipment.

Future maintenance costs if known, including contracts and special service requirements:

Unknown at this time. The Center continues to with Motorola to determine the best possible implementation schedule.

How were cost estimates obtained and expenditure commitment:

Motorola quote attached.

FUNDING SOURCES

Source	Amount				
City Operating Budget	1,025,000				
City Bond Issue					
Federal/State Funding		Agency:	Approval Received?	Yes	No
Other Agency/Municipality	1,025,000	Agency:	Approval Received?	Yes	No
Total Project Costs	2,050,000				

IMPLEMENTATION SCHEDULE (Fiscal Years)

	2016	2017	2018	2019	2020	Future
Total Project Cost	2,050,000					
Non-City Share	1,025,000					
City Share	1,025,000	0	0	0	0	0

Attach on separate page(s)/sheet additional information (if needed)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Masonry Repair, Year 3

Project Purpose: Deteriorated Structure

Department: Auburn Public Library

Project Description: The old section of the library needs to have all mortar joints replaced for the south elevation. Third year of 5-year plan.

Location: Auburn Public Library

Justification: Durability should be approx. 50 years if the building is subsequently kept in good repair - no water filtration of any kind.

Useful Life: 30+ Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$123,802	\$0	\$0	\$0	\$0	\$0	\$0	\$123,802

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Construction		2015	100.00%	\$42,167	G.O. Bond



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Masonry Repair, Year 3

Department: Auburn Public Library

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine

FY2016 Capital Improvement Program

Project Description Worksheet

Fiscal Year: 2016

Priority: High

Project Title: Carpet Replacement, Year 1

Project Purpose: Replace worn-out equipment

Department: Auburn Public Library

Project Description: Carpet in building was new with the 2006 renovation. The building is very heavily used and the carpet is showing significant wear and staining. Patching has been done as needed. Will rotate replacement throughout building using a 4-year plan.

Location: Auburn Public Library

Justification: Maintain building as a public space. As prioritized, costs can be contained and inconvenience to the public minimized.

Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$25,000	\$27,208	\$28,000	\$10,000	\$0	\$0	\$0	\$90,208

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Acquisition		2015	100.00%	\$26,783	G.O. Bond



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Carpet Replacement, Year 1

Department: Auburn Public Library

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: Insight Server

Project Purpose: Replace worn-out equipment

Department: Auburn Public Library

Project Description: Shared with Auburn Hall to maintain HVAC system.

Location: Auburn Hall

Justification: Replace obsolete system.

Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Insight Server

Department: Auburn Public Library

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Traffic Equipment Replacement

Project Purpose: Increased Safety

Department: Planning & Permitting-Electrical Divis

Project Description: Replace signal controller, signal heads, pedestrian heads and cableing.

Location: Center Street/Lake Auburn Ave

Justification: This intersection is over 25 years old. The signal faces are 8" and should be 12". The equipment is rusting from the inside out and we have had many maintenance calls to this location. The electrical has failed on numerous occasions.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$33,154	\$0	\$0	\$0	\$0	\$0	\$0	\$33,154

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Acquisition		2016	100.00%	\$33,154	Current Revenues



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Traffic Equipment Replacement

Department: Planning & Permitting-Electrical Divisi

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Fiscal Year: 2016

Priority: Medium

Project Title: Festival Plaza Lighting

Project Purpose: Improve efficiency

Department: Planning & Permitting-Electrical Divis

Project Description: Replace 15 existing HID lighting fixtures with lower wattage LED fixtures

Location: Festival Plaza

Justification: Reduction of energy and maintenance costs

Useful Life: Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Acquisition		2016	100.00%	\$6,400	Current Revenues



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Festival Plaza Lighting

Department: Planning & Permitting-Electrical Divisi

Net Effects on Operating costs (+-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

Fiscal Year: 2016

Priority: Medium

Project Title: Festival Plaza Clock Repairs

Project Purpose: Present Equipment obsolete

Department: Planning & Permitting-Electrical Divis

Project Description: The clock in Festival Plaza is inoperative and needs replacement parts.

Location: Festival Plaza

Justification: Inaccurate time on clock faces

Useful Life: 15 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$2,180	\$0	\$0	\$0	\$0	\$0	\$0	\$2,180

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Acquisition		2016	100.00%	\$2,180	Current Revenues



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Festival Plaza Clock Repairs

Department: Planning & Permitting-Electrical Divisi

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Municipal Fire Alarm Upgrade

Project Purpose: Replace worn-out equipment

Department: Planning & Permitting-Electrical Divis

Project Description: Upgrade the receiver/transmitter for the municipal fire alarm system. This is an installed price.

Location: Electrical Building

Justification: The video analog recording display for the equipment has failed. The unit is over 20 years old and requires upgrading. This unit transmits all building alarms to the 911 Call Center for fire and security purposes. The City has no spare parts for this system.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$16,050	\$0	\$0	\$0	\$0	\$0	\$0	\$16,050

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Acquisition		2016	100.00%	\$16,050	Current Revenues



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Municipal Fire Alarm Upgrade

Department: Planning & Permitting-Electrical Divisi

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine

FY2016 Capital Improvement Program

Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: FY 16 PD 1 - CIP - Fleet Replacement

Project Purpose: Vehicle Replacement

Department: Police

Project Description: Scheduled Vehicle Replacement

Location: Auburn Hall

Justification: The department has established a three year life cycle for the patrol fleet and a five to seven year life cycle for support vehicles. In FY15, the request was reduced to one vehicle, forcing the department to extend the service life to a fourth year for the patrol fleet. This has increased vehicle repair costs significantly while drastically reducing trade-in value. To maintain a three year life cycle, the department will trade-out one 2007 vehicle, three 2012 vehicles and two 2013 vehicles. The department will purchase six police vehicles. The six vehicles include the three vehicles cut from FY15 CIP.

Useful Life: <5 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$232,000	\$0	\$0	\$0	\$0	\$0	\$0	\$232,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: FY 16 PD 1 - CIP - Fleet Replacement

Department: Police

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: FY 16 PD 2 - CIP - Mobile Radio Replacement

Project Purpose: Present Equipment obsolete

Department: Police

Project Description: Mobile Radio Replacement

Location: Auburn Hall

Justification: The current mobile radios are currently over 12 years old. The current model used is no longer in production, therefore servicing the radios is impossible as parts are no longer available for them nor are they covered by service contracts. This is year three of a three year replacement project. The 7 new mobile radios have a service life of ten years.

Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$39,500	\$0	\$0	\$0	\$0	\$0	\$0	\$39,500

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: FY 16 PD 2 - CIP - Mobile Radio Replacement

Department: Police

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

FiscalYear: 2016

Priority: Very High

Project Title: FY 16 PD 3 -CIP- Mobile Radar Unit Replacement

Project Purpose: Present Equipment obsolete

Department: Police

Project Description: Mobile Radar Unit Replacement

Location: Auburn Hall

Justification: The current radar units in the patrol vehicles have reached the end of their useful service life. These fifteen units are critical to our traffic safety efforts. This request was not funded in FY15, thus extending the service life of the units, which has led to increased repair costs.

Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: FY 16 PD 3 -CIP- Mobile Radar Unit Replacement

Department: Police

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: FY 16 PD 5 - CIP - Public Safety Building Engineering Study

Project Purpose: Capital Planning

Department: Police

Project Description: This project will begin an engineering study for a Public Safety Headquarters Building.

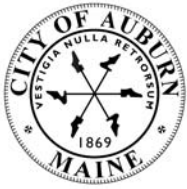
Location: Auburn Hall

Justification: The City's Public Safety Departments are in need of infrastructure upgrades. Police Headquarters at Auburn Hall will soon exceed its space capacity. Auburn Fire Central Station is in needs of structural upgrades to ensure the structural integrity of the building. Research has shown that a combined public safety headquarters can lead to increased efficiency for first responders as well as office support staff. This engineering study will create a conceptual design for a Public Safety Headquarters building that will replace the existing Fire and Police Headquarters buildings. This is a joint request is by both Police & Fire totaling \$40,000.

Useful Life: <5 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: FY 16 PD 5 - CIP - Public Safety Building Engineering Study

Department: Police

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: FY 16 PD 4 - CIP - Speed Trailer

Project Purpose: New Equipment

Department: Police

Project Description: Two Speed Measuring Trailers Purchase

Location: Auburn Hall

Justification: The community's demand for the speed trailer is increasing. The trailer plays a vital role in our traffic calming efforts throughout the city. The trailer has the capability to display vehicle speeds on a large sign along with programmable safety messages. Two additional trailers are going to be required to meet the increased demand for traffic calming throughout the city.

Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: FY 16 PD 4 - CIP - Speed Trailer

Department: Police

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine

FY2016 Capital Improvement Program

Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Reconstruction

Project Purpose: Street Improvement

Department: Public Services-Engineering

Project Description: This program involves the full depth reconstruction of both rural and urban roadways. The preconstruction steps include: roadway survey and design, procure easements and permits, compile construction bid documents, and award of construction contract. The construction work includes: installation of drainage system, excavation of existing roadway materials, placement of new road base, paving, curbing, sidewalks, matching existing properties to new roadway, and final surface restoration. Each street's level of reconstruction varies based upon condition and usage.

Location: Hasty Armory

Justification: Streets designated are those that have deteriorated beyond resurfacing and whose subbase materials are not adequate for reclaiming (generally due to an abundant amount of utility trenches or poor initial construction) or require horizontal/vertical alignment changes to provide a safe and maintainable roadway based on current standards. Reconstruction is the most costly of all the street improvement programs and is therefore usually targeted at those streets that are in the worst condition. However, this program provides the longest life expectancy with the least amount of future maintenance costs of all other street improvement programs. The identified streets have undergone separation by the Sewer District and will complete work in the neighborhood.

Useful Life: 25 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Reconstruction

Department: Public Services-Engineering

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Reclaim/Resurface

Project Purpose: Street Improvement

Department: Public Services-Engineering

Project Description: This program includes reclaiming (grinding) the existing pavement structure and underlying gravel base material, drainage improvements, and re-grading the roadway to a proper profile. Reclaiming results in a substantially lower cost compared to full depth reconstruction. Gravel may be added to the roadway and drainage improvements are made.

Location: Ingersoll Arena

Justification: The reclamation process provides an alternative to conventional reconstruction at generally half the cost. It provides a stronger roadway base by utilizing the existing distressed pavement layer as an aggregate for the new gravel base layer.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Reclaim/Resurface

Department: Public Services-Engineering

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

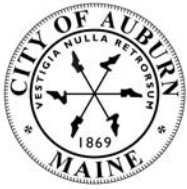
Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Major Drainage

Project Purpose: Federal Mandate

Department: Public Services-Engineering



Project Description: Implementation of a 5-year plan as per EPA Phase II National Discharge Elimination System (NPDES) stormwater regulations. Provides funding for the upgrade of the City's existing drainage infrastructure.

Location: Various

Justification: Necessary to comply with Federal NPDES mandates and provide adequate drainage systems throughout the City.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Major Drainage

Department: Public Services-Engineering

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Maine DOT Match

Project Purpose: Street Improvement

Department: Public Services-Engineering

Project Description: This program provides for surface transportation improvements through the partnership of federal, state, and local planning organizations (MPO'S) under the guidelines of the Transportation Enhancement (TE) program. The program design provides for "a continuous, comprehensive and cooperative transportation plan" for the Lewiston-Auburn urbanized area. This match is to fund the City's share of project costs. In addition, this money funds the City portion of Municipal Partnership Initiative projects which the MDOT contributes 50% of the construction cost.

Location: Center Street/Lake Auburn Ave

Justification: Local share funding for various projects.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Maine DOT Match

Department: Public Services-Engineering

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine

FY2016 Capital Improvement Program

Project Description Worksheet

FiscalYear: 2016

Priority: Very High

Project Title: Retaining Walls

Project Purpose: Deteriorated Structure

Department: Public Services-Engineering

Project Description: This program involves the reconstruction of existing retaining walls that currently are in disrepair but are supporting various urban roadways. The preconstruction steps include: survey and design, procure easements and permits, compile construction bid documents, and award of construction contract. The construction work includes: dismantling of existing retaining walls, installation of new retaining wall superstructure, installation of drainage systems, excavation of existing roadway materials, placement of new road base, paving, curbing, sidewalks, matching existing properties to new roadway, and final surface restoration. Each projects level of reconstruction varies based upon condition and usage.

Location: Beacon Ave

Justification: Retaining walls designated to be replaced are those that have deteriorated beyond repair and have mounting maintenance needs. Reconstruction of these retaining walls will provide the longest life expectancy with the least amount of future maintenance costs. Any additional utility work that may be required in the vicinity of the retaining wall will be incorporated into the project to avoid the need to revisit the area with construction in the future.

Useful Life: 30 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Retaining Walls

Department: Public Services-Engineering

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine

FY2016 Capital Improvement Program

Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Sidewalks

Project Purpose: Street Improvement

Department: Public Services-Engineering

Project Description: This program identifies the community's need for new sidewalks and the rehabilitation and maintenance of existing sidewalks. This will provide funding to enhance sidewalks identified in the downtown bike ped improvement plan.

Location: Various

Justification: The City of Auburn has approximately 56 miles of sidewalks that are meant to provide safe pedestrian accessibility. As with the City's road infrastructure, a combination of resurfacing, rehabilitation, and reconstruction must be used to continually improve and maintain sidewalks. Recent emphasis on walking as alternative transportation and wellness requires an increased commitment to improving and maintaining pedestrian mobility as an overall betterment to the community.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Sidewalks

Department: Public Services-Engineering

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: (2) Loader/Backhoes

Project Purpose: Equipment Replacement

Department: Public Services-Public Works

Project Description: These two units work smaller jobs. An example is catch basin installs and rebuilds. Driveway culverts and snow removal.

Location: Woodbury Brackett Municipal Building

Justification: This is a replacement for the two 1996 units we currently own. They have substantial down time for repairs and the repairs are becoming very costly.



Useful Life: Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: (2) Loader/Backhoes

Department: Public Services-Public Works

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

FiscalYear: 2016

Priority: Medium

Project Title: Leaf Vacuum

Project Purpose: Improve efficiency

Department: Public Services-Parks

Project Description: A tow behind leaf vacuum with a hydraulic arm for controlling the chute. The vacuum picks up and shreds the leaves before sending them into the back of the truck.

Location: Woodbury Brackett Municipal Building

Justification: With the demand for removing leaves and yard waste from the cemeteries, park areas, and keeping the gutter lines and storm drains open, we need to add this machine to keep up with the volume of work. This unit is much more efficient than using sweepers.



Useful Life: 15 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Leaf Vacuum

Department: Public Services-Parks

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

Fiscal Year: 2016

Priority: Medium

Project Title: Portable Lift System

Project Purpose: New Equipment

Department: Public Services-Public Works

Project Description: A set of 4 electric hydraulic lifts. They can be used on all types of vehicles

Location: Woodbury Brackett Municipal Building

Justification: The department currently has 6 units and this would allow us to service two vehicles at the same time.

Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000



Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Portable Lift System

Department: Public Services-Public Works

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: Traffic Paint Machine

Project Purpose: Improve efficiency

Department: Public Services-Public Works

Project Description: A single operator/one man operation self propelled striper. This unit has an airless paint system with a manual or a skipline controller and forward carriage design. Hand spray capability can be used for crosswalk and symbol marking.

Location: Woodbury Brackett Municipal Building

Justification: This would allow us to purchase a unit for a replacement of the unit we currently have. Downtime is becoming a problem, and parts are becoming an issue. We would like a new unit due to the increase in painting being required by PS allowing staff to complete more of the work in house. This will allow us to be able to complete the striping work quicker.



Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Traffic Paint Machine

Department: Public Services-Public Works

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: (2) One Ton Trucks

Project Purpose: Equipment Replacement

Department: Public Services-Public Works

Project Description: 4X4 One ton pickup trucks fully geared to plow with a dump body.

Location: Woodbury Brackett Municipal Building

Justification: This would replace 2 one tons (1996, 1999) that are not 4x4 and do not plow with units that are fully geared up to plow. This would not increase our fleet but just replace older units with more versatile units.

Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$130,000	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000



Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: (2) One Ton Trucks

Department: Public Services-Public Works

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

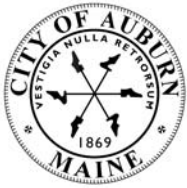
Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

Fiscal Year: 2016

Priority: High

Project Title: Loader

Project Purpose: Equipment Replacement

Department: Public Services-Public Works

Project Description: A new 34000 pound wheeled loader with an acs bucket.

Location: Woodbury Brackett Municipal Building

Justification: This is a replacement for unit 44. It is a 1991 and is the unit that drives the large snow blower.

Useful Life: 20 Yrs



Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$255,000	\$0	\$0	\$0	\$0	\$0	\$0	\$255,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Loader

Department: Public Services-Public Works

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Fiscal Year: 2016

Priority: Medium

Project Title: Zero Turn Mower

Project Purpose: New Equipment

Department: Public Services-Parks

Project Description: A 27 horsepower, 60" deck zero turn mower.

Location: Woodbury Brackett Municipal Building

Justification: An additional zero turn mower to increase the efficiency of the crew.

Useful Life: 10 Yrs



Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Zero Turn Mower

Department: Public Services-Parks

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

FiscalYear: 2016

Priority: Medium

Project Title: Utility Vehicle

Project Purpose: New vehicle

Department: Public Services-Parks

Project Description: A 4X4 side by side utility vehicle with a rear bed.

Location: Woodbury Brackett Municipal Building

Justification: The vehicle will be used to inspect and maintain Mt Apatite, our 325 acre wooded park with 4 miles of trails. It will also help to maintain our river walk system, and in our parks and ball field areas where a pickup truck is too heavy to drive on the fields.

Useful Life: 10 Yrs



Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Utility Vehicle

Department: Public Services-Parks

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

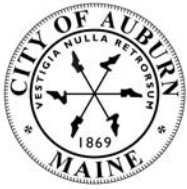
Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

FiscalYear: 2016

Priority: Medium

Project Title: 75' Bucket Truck

Project Purpose: Equipment Replacement

Department: Public Services-Public Works

Project Description: This is the arborist bucket truck that is used for tree work, as well as to hang banners, holiday lights and various other work as required.

Location: Woodbury Brackett Municipal Building

Justification: This is a replacement for the current 1998 bucket truck. Motor vehicle law requires that these type of vehicles are rebuilt or replace after 20 years of service. The amount of work and costs associated with a rebuild are such that a replacement of the vehicle makes fiduciary sense.



Useful Life: Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: 75' Bucket Truck

Department: Public Services-Public Works

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: (2) Excavators

Project Purpose: Equipment Replacement

Department: Public Services-Public Works

Project Description: 16 ton tracked excavator with a blade. One unit will have a hammer, one a thumb, both will have a digging bucket and articulating clean up bucket.

Location: Woodbury Brackett Municipal Building

Justification: This a replacement for (2) units, 1995 and 2000. These units are our primary digging tools for large jobs and ditching. The two units currently do not have all of the attachments the new units would have. Allowing us to cut down on our rental costs. The overall cost to maintain these two units is growing substantially.



Useful Life: Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: (2) Excavators

Department: Public Services-Public Works

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

FiscalYear: 2016

Priority: Medium

Project Title: Hot Box Pavement Reclaimer

Project Purpose: New Equipment

Department: Public Services-Public Works

Project Description: Hot box reclaimers are designed to heat, reheat, reclaim and recycle asphalt materials and are available in a trailer style mounting. The hot box will allow PS to haul heated asphalt while the thermostat maintains hot mix temperature. Ideal for winter use. Asphalt chunks can be reclaimed via an over-night heater.

Location: Woodbury Brackett Municipal Building

Justification: This is a second unit which will allow PS to have two crews out patching at the same time. This will also allow us to use asphalt at \$75 a ton versus cold patch at \$116 a ton. In addition, hot mix asphalt has a much longer life than cold patch.



Useful Life: 10 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Hot Box Pavement Reclaimer

Department: Public Services-Public Works

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

FiscalYear: 2016

Priority: High

Project Title: 35 Ton Trailer

Project Purpose: Equipment Replacement

Department: Public Services-Public Works

Project Description: 35 Ton low boy trailer that are used to transport the excavators and various other equipment to job sites and back to the shop in the event that something breaks down.

Location: Woodbury Brackett Municipal Building

Justification: This is to replace the 1986 unit that had to be taken out of service. Metal fatigue has made this unit unusable.



Useful Life: Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: 35 Ton Trailer

Department: Public Services-Public Works

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Fiscal Year: 2016

Priority: High

Project Title: Truck Wash

Project Purpose: New Equipment

Department: Public Services-Public Works

Project Description: An automated, water recycling unit that would allow for an efficient and thorough vehicle cleaning.

Location: Woodbury Brackett Municipal Building

Justification: Significant increase in the life of equipment due to winter operations. The wash could also be rented out to other entities.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$925,000	\$0	\$0	\$0	\$0	\$0	\$0	\$925,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Truck Wash

Department: Public Services-Public Works

Net Effects on Operating costs (+-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+-)

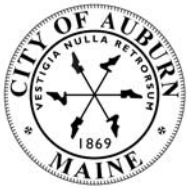
Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine FY2016 Capital Improvement Program Project Description Worksheet

FiscalYear: 2016

Priority: Medium

Project Title: Brine Unit and Drop Tanks

Project Purpose: New Equipment

Department: Public Services-Public Works

Project Description: Automated brine making unit. Brine is used as a pre-treatment before snowstorms. It settles into tiny crevices on roadways, creating a layer that prevents the ice and snow from bonding with the pavement.

Location: Woodbury Brackett Municipal Building

Justification: This unit has the potential to pay for itself over time, and allow us to pre treat roads more effectively. It will cut down on the amount of Liquid calcium chloride and salt we use. The unit will save approximately 20-25 thousand dollars a year in calcium chloride expenses.



Useful Life: 15 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000

Cost breakdown and funding source(s)



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Brine Unit and Drop Tanks

Department: Public Services-Public Works

Net Effects on Operating costs (+-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+-)

Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Fiscal Year: 2016

Priority: High

Project Title: Repurpose Ingersoll

Project Purpose: Expanded service

Department: Recreation

Project Description: Balance needed to complete indoor turf facility.

Location: Ingersoll Arena

Justification:

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$330,000	\$0	\$0	\$0	\$0		\$0	

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Construction		2016	100.00%	\$410,000	G.O. Bond



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Repurpose Ingersoll

Department: Recreation

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Asbestos Abatement

Project Purpose: Increased Safety

Department: Recreation

Project Description: Continue and complete interior asbestos abatement. Reinsulate areas after asbestos is removed and install new flooring.

Location: Hasty Armory

Justification: There are areas of the facility which still contain asbestos that presents a health and safety hazard. This request is the balance of what we need to completely remove all asbestos at Hasty.

Useful Life: 30+ Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Construction		2016	100.00%	\$37,500	G.O. Bond



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Asbestos Abatement

Department: Recreation

Net Effects on Operating costs (+-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+-)

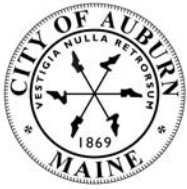
Taxes:

Other Income:

Subtotal

Gain from saile of
replaced assets

Total



City of Auburn, Maine
 FY2016 Capital Improvement Program
 Project Description Worksheet

Fiscal Year: 2016

Priority: Very High

Project Title: Window Replacement-Balance needed to complete

Project Purpose: Improve efficiency

Department: Recreation

Project Description: Replace windows at Hasty Memorial Armory

Location: Hasty Armory

Justification: The project was put out to bid in FY15, in order to complete the window project at Hasty another \$25,000 is needed. Windows on two sides of the building will be completed with money from FY15, but 25K is need to complete the remaining two sides.

Useful Life: 20 Yrs

Cost FY 2016	Cost FY 2017:	Cost FY 2018:	Cost FY 2019:	Cost FY 2020:	Cost FY 2021:	Cost after 6 years:	Total Cost
\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000

Cost breakdown and funding source(s)

Cost Type	Enter Cost Type if Other	FY	Percent	Cost	Proposed Finance Source
Construction		2016	100.00%	\$35,000	G.O. Bond



City of Auburn, Maine
FY2016 Capital Improvement Program
Project Description Worksheet

Effects on Operating Costs and Income

FiscalYear: 2016

Project Title: Window Replacement-Balance needed to complete

Department: Recreation

Net Effects on Operating costs (+/-)

Direct Costs

Number of Personnel:

Personnel Cost

Cost of Service:

Materials & Supplies:

Utilities:

Other:

Subtotal

Indirect Costs

Fringe benefits:

General Admin.:

Other:

Subtotal

Total Direct & Indirect Cost

Debt Service:

Total Operating Cost

Net Effect on Municipal Income (+/-)

Taxes:

Other Income:

Subtotal

Gain from sale of
replaced assets

Total