



City of Lewiston

27 Pine Street
Lewiston, Maine 04240

City of Auburn

60 Court Street
Auburn, Maine 04210



JOINT LEWISTON AUBURN CITY COUNCIL MEETING
THURSDAY, FEBRUARY 22, 2018
5:30 PM – Informal Gathering with Refreshments
6:00 PM -- Workshop
LEWISTON CITY HALL COUNCIL CHAMBERS

1. Welcome from Mayor Bouchard & Mayor Levesque
2. Introductions
3. Presentation by Lewiston Auburn Railroad

The Lewiston Auburn Railroad is a joint venture of the two communities. However, the two Councils rarely have the opportunity to hear from representatives of the Railroad. It has embarked on several new ventures recently including a proposed freight rail study and a preliminary engineering review of the Lewiston Lower Rail Line related to the potential establishment of a multi-use path along that corridor. Attached is some brief background material on the railroad and these projects.

4. LA 911 Radio System Upgrade

Representatives of LA 911 will update the Councils on the status of its current and projected near-term capital projects. In the near future, the Councils will be asked to provide funding for full radio system replacement where a choice must be made between retaining the current VHF system or moving to an 800 MH system. The issues and costs associated with each system will be presented. Please see the attached information.

5. Regional Tourism Initiatives

There has been considerable interest focused on tourism recently including Auburn's Sports Tourism Study, the Chamber's Tourism Subcommittee, and AVCOG's regional tourism program. Each of these organizations has been invited to review their programs as a starting point to further efforts to develop the tourism industry in Lewiston Auburn and the surrounding region.

6. Closing Remarks
7. Next Meeting



EXECUTIVE

Edward A. Barrett, City Administrator
Denis D'Auteuil, Deputy City

February 15, 2018

To: Auburn and Lewiston Elected Officials
Fr: Edward A. Barrett
Su: Lewiston Auburn Railroad Company (LARC)

Background

The Lewiston Auburn Railroad was founded in 1872 by the Cities of Lewiston and Auburn in order to construct a 5.4 mile track from Lincoln Street in Lewiston to Lewiston Junction in Auburn (see attached map). Lewiston initially owned 80% of the company and Auburn 20% based on the initial capital contribution from each community required to build the line. The intent of this project was to connect into the Grand Trunk line running from Portland to Montreal and to provide competition to the Maine Central Railroad, then the only railroad providing service to the downtown industrial areas of the communities. The new line was initially leased to the Grand Trunk (now to the St. Laurence and Atlantic) for a 99 year period with proceeds of the lease allocated to each city annually.

Portions of the original rail line have now been abandoned, although there was an effort by the State of Maine to preserve a rail connection between the also abandoned Lewiston Lower and Auburn via the current pedestrian bridge using the abandoned portion.

In recent years, the railroad has also constructed sidings associated with the Auburn intermodal facility.

Assets

The most recent available audit for the company is as of June 30, 2016. At that time, the organization's total assets were \$7,016,000, the majority of which reflected land and rental property. The company owns a number of properties in Lewiston and Auburn with respective assessed values of \$1,022,450 and \$2,601,600¹. The majority of the companies assets are likely tied to its railroad rights of way.

¹ Note that property associated with railroad rights of way is not taxable under Maine Law and that the asset value shown above is from the company's audit while the assessed values for each community come from the respective

Liabilities

The company's only significant long-term liability is a loan from the Androscoggin Valley Council of Governments with annual payments of \$30,000 which will be paid off in November 2018. This loan was for the purchase of land in Auburn and Poland. In addition, the company owns a 25% interest in 415 Lisbon Street, LLC in Lewiston. As a partial owner, the company is a guarantor of \$257,000 in the LLC's debt. Given recent changes at 415, the railroad may also be subject to assessments necessary to cover building expenses in excess of revenues.

Income

The company has the following major annual income streams:

Grand Trunk Depot rental:	\$21,829 ²
SL&A Master Track Agreement	\$27,202
SL&A Rangely Branch Agreement	\$18,240 ³
Land Lease in Auburn – Equipment Repair Facility	2,500
Land Lease in Lewiston – Parking	<u>3,960</u>
Total	\$73,731

Expenses

Once the last payment is made on the organization's long-term loan, expenses for the railroad company appear to be fairly minor. Reviewing recent expenditures, it appears that the organization would generally spend in the range of \$30,000 to \$40,000 per year.

In general, therefore, the organization should operate on a positive annual cash flow basis in the range of \$30,000+⁴. This amount could increase considerably should traffic on the Rangely Branch increase.

Governance Structure

For most of its history, the Directors of the railroad were the Mayors of the two cities, five Lewiston Councilors, and 2 Auburn Councilors. A new charter was adopted by the legislature in 2006 that cleaned up some of the initial charter's vague language,

Assessors Office. Assessed value, market value, and audited asset value may all be computed on different bases and the numbers shown above may not be comparable.

² Rails restaurant, current tenant in this property, recently announced its closure. This will affect income from this property.

³ This is a minimum payment that may be higher based on actual rail use of the line. Annual revenue capped at \$240,000.

⁴ This assumes continued rental flow from the Depot in Lewiston.

specified the directors must be residents of the respective communities, limited ownership to municipal governments in which the corporation has rails or tracks, set quorum standards for the six Lewiston and three Auburn Directors, and outlined the process of appointing the directors, which is done by the respective Councils or a proxy designated by the Councils.

The new by-laws also include a Shareholders' Agreement Regarding Corporate Governance and how the shareholders' respective shares are to be voted. Generally, each shareholder's shares must be voted as a block by a majority of its respective directors. The shareholding percentages generally reflect the initial capital investment by community.

Proposed Studies

The Railroad Company directors recently approved undertaking a freight business development study to clarify the opportunities for expanded freight usage of the company's rail lines and identify ways to cooperate with various related private sector activities and organizations. The company will also be undertaking an engineering feasibility study of the Lewiston lower rail corridor as part of an effort to establish a rail trail connecting the Lewiston/Auburn downtown riverfront areas with Lisbon and, potentially in the future, Topsham and Brunswick. This study would provide information on permitting challenges and cost estimates that will assist in negotiations with PanAm over the development of this trail.

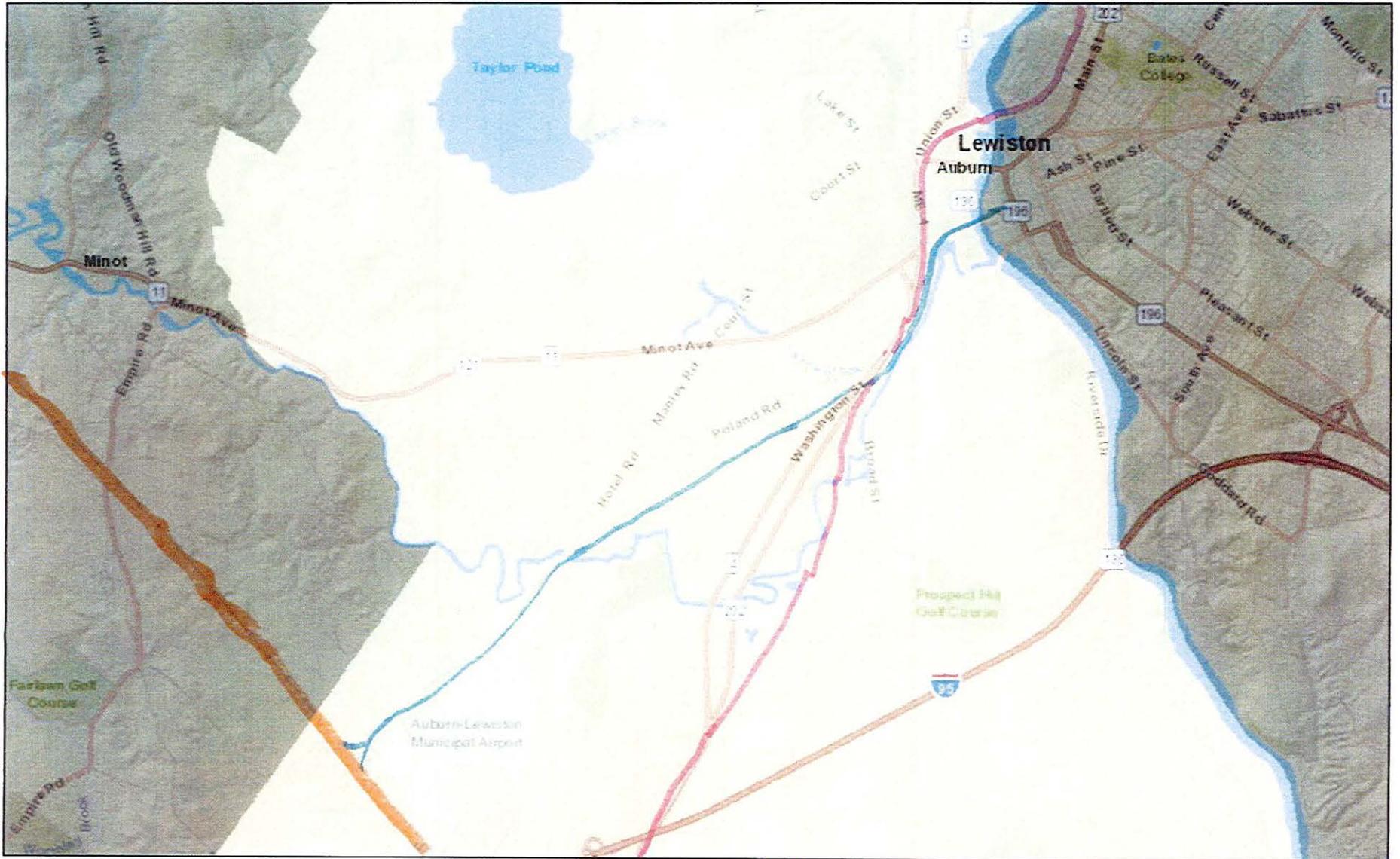
Future

Should the freight usage of the LARR companies lines increase and its assets continue to produce a revenue stream, railroad income could become a viable source of future Lewiston Auburn investments in areas including transportation and economic development.

Should you have any questions about the above, please let me know.

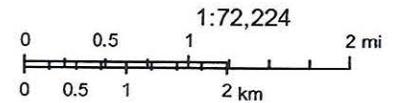
Cc: Denis D'Auteuil

Auburn Parcel Map

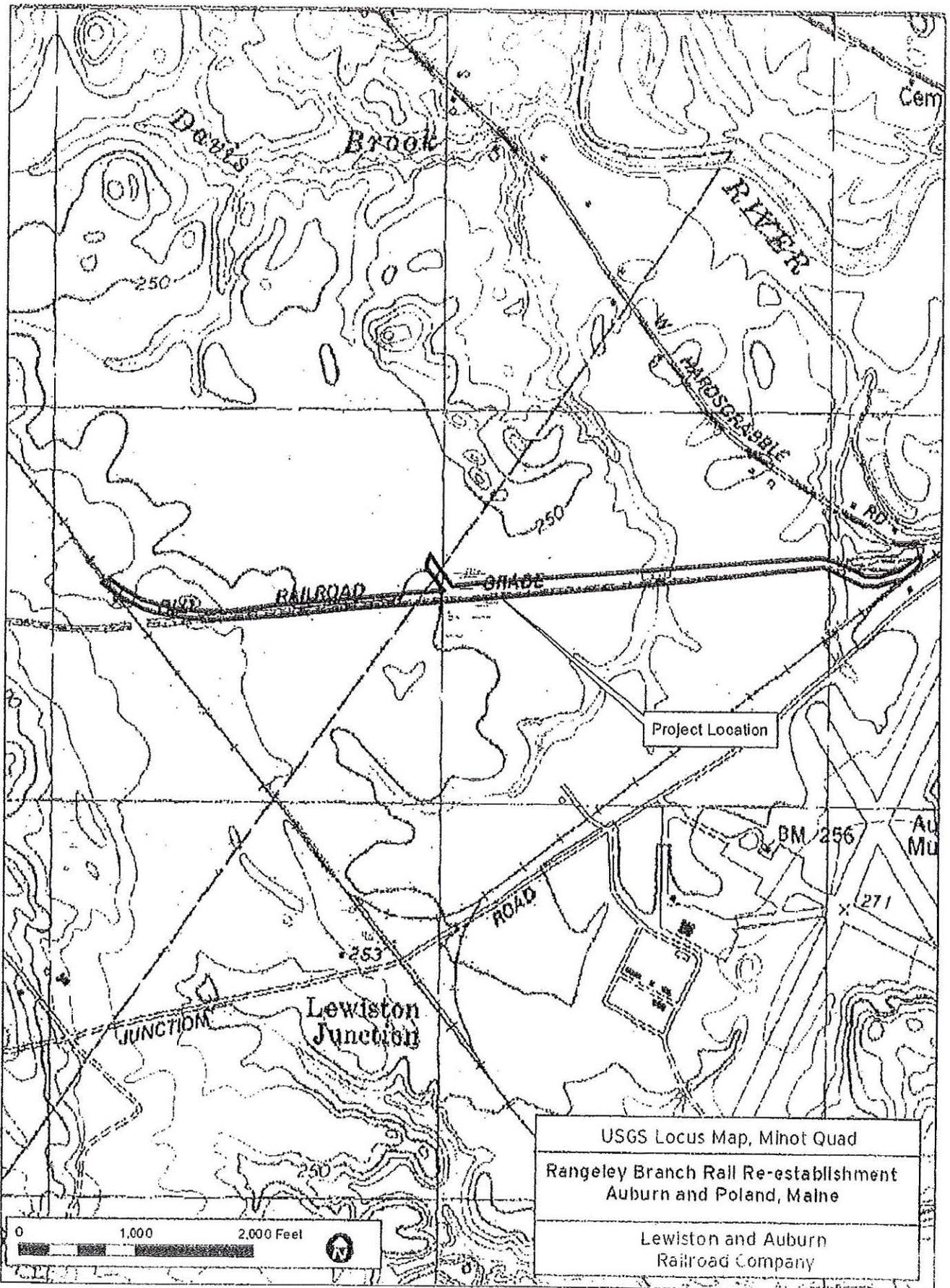


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█ Maine Central Railroad
█ LARR
█ SE, Lowell + Atlantic



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),



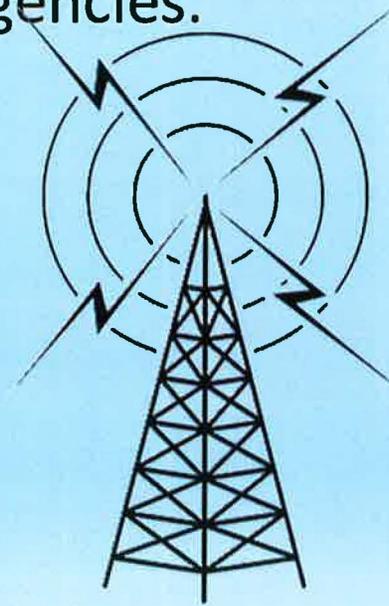
Radio System Project

- **LA911 Capital Project Overview:
FY18 – FY19 – FY20**
- **Radio System Discussion**
- **Radio System Replacement Options**
- **Input from Police & Fire Chiefs**
- **Questions**



LA911 Capital Project Overview: FY18 – FY19 – FY20

FY18 Goal: Improve Radio Transmit & Receive capabilities for our four Public Safety Agencies.



FY18 Capital Project Budget

FY18 Capital Project Details

- Goff Hill Antenna Tower & Equipment Shelter Project to be completed in March - April 2018



180' Antenna Tower



Radio Equipment Shelter

FY18 Capital Project Details

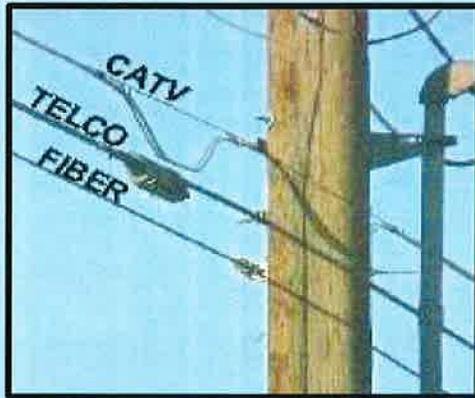
- Webber Ave Equipment Shelter Project to be completed in March - April 2018



Radio Equipment Shelter

FY18 Capital Project Details

- Antenna Site Connectivity Project awarded.
Connectivity Project 50% Complete



Fiber Project



Microwave Project

FY19 Capital Project Details

FY19 Goal: Upgrade and replace the LA911 Communications Dispatch Center Equipment & Workstations and continue Antenna Site improvements.

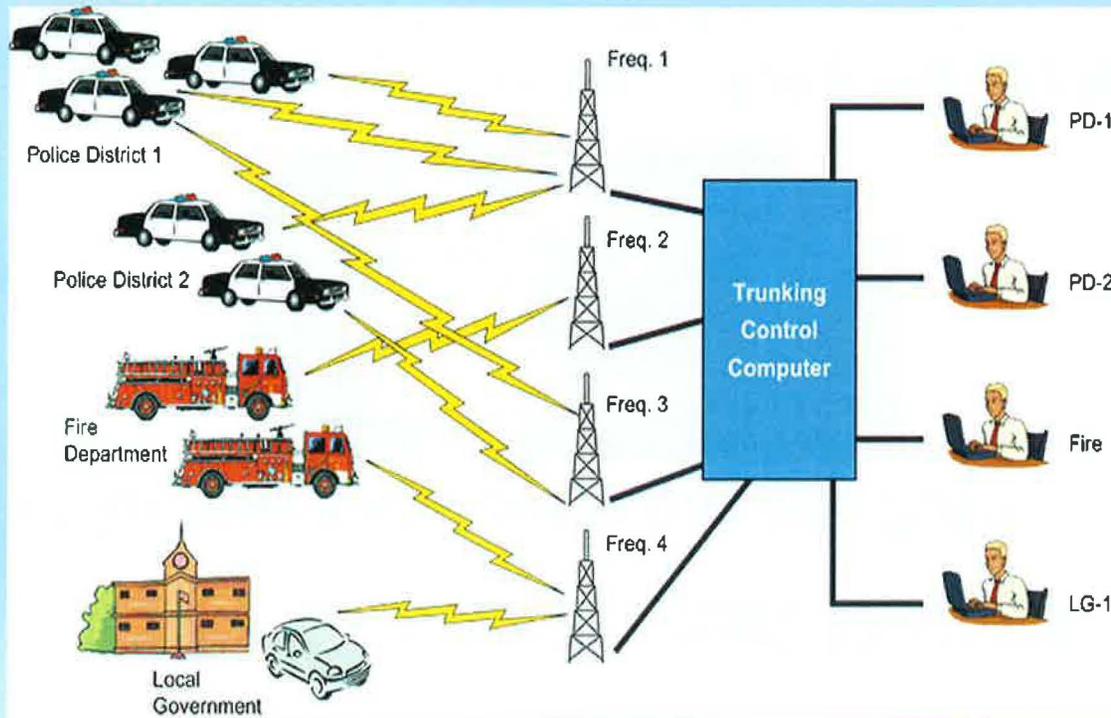


FY19 Capital Project Details

• Replace Eight (8) Dispatcher Center Radio Consoles (adaptable to VHF or 800Mhz Radio System)	\$550,000
• Upgrade Eight (8) Dispatcher work stations	\$127,000
• Continue Antenna Site Connectivity & Redundancy Project	\$170,000
• Equipment shelter for new equipment (South Lewiston)	\$150,000
• <u>Prepare RFP for new Radio System</u>	<u>\$ 25,000</u>
• Total Proposed FY19 Capital Budget	\$1,022,000

FY20 Capital Project Details

FY20 Goal: Upgrade or replace the radio equipment to support the Lewiston & Auburn Police & Fire Departments.



FY20 Capital Project Details

- Publish RFP for new Radio System in July 2019



- Award and begin Implementation of the Project in Fall of 2019. Complete project by July 2020.



Radio Project Schedule

FY18

- Goff Hill Tower & Webber Ave Bldg. Project March - April 2018
- Antenna Site Connectivity & Fiber Run March - April 2018
- East Lewiston Antenna Site (Project Pending) On Hold

FY19

- Eight (8) Dispatcher Center Radio Consoles & Work Stations March 2019
- Antenna Site Connectivity & Redundancy Project March 2019
- Prepare equipment shelters for new equipment March 2019
- Prepare RFP for new Radio System June 2019

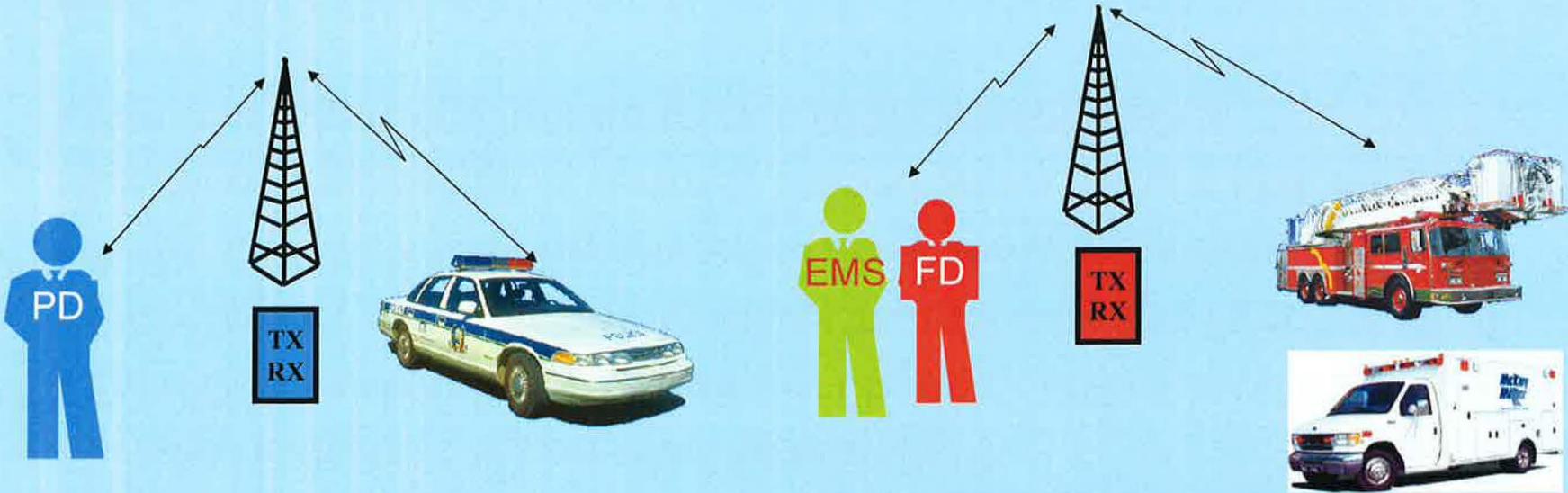
FY20

- Publish RFP for new Radio System July 2019
- Complete Implementation of Radio System Project July 2020

Radio System Discussion

- Two Radio System Types: VHF and 800MHZ
- Review of Current & Proposed Radio System
- Review of Purchase Options
- Input from Police & Fire Chiefs
- General discussion, questions

Basic VHF Diagram



Police Channels

Auburn Police Primary
Auburn Police Tactical

Lewiston Police Primary
Lewiston Police Primary

Fire & EMS Channels

Auburn Fire & EMS Primary
Auburn Fire & EMS Tactical

Lewiston Fire Primary
Lewiston Fire Tactical

Current Radio System Status

➤ VHF Radio system:

- Current system has Reached End of Life; 22+ years old.
- System is Not Expandable
- System is used at Maximum Capacity Daily
- Each Department has one Primary Channel (Fully Functional)
- Each Department has one Tactical Channel (Limited Functionality)
- Radio Channels are only shared in emergency situations
- **Building Penetration** is severely limited when using a VHF Frequency
- Transmit Capability limited to two of six antenna sites

•Notes:

Transmit Capability at two sites tied to system design and available radio frequencies. Same would be true for new VHF System.

Building Penetration capability limit varies by construction types.

VHF Radio System Benefits

- Replacement cost of VHF Radio Equipment is less than 800Mhz
- VHF option maintains current radio capabilities with vendor supported equipment. Current VHF equipment no longer supported
- Equipment replacement will improve system reliability
- VHF has excellent range in flat rural areas with Vehicle Mobile Radios

VHF Radio System Challenges

- If a radio channel is in use, radio user must wait in “queue” before being able to transmit on the system
- The system is limited by the number of frequencies in the system
- Additional frequencies are not readily available
- Radio Transmit ability for First Responder has limitations
- Interference and Electrical Noise from environment is prevalent
- Future impact FCC action will have on Frequencies (Narrow Banding)
- The challenges listed above will not be eliminated with a new VHF system



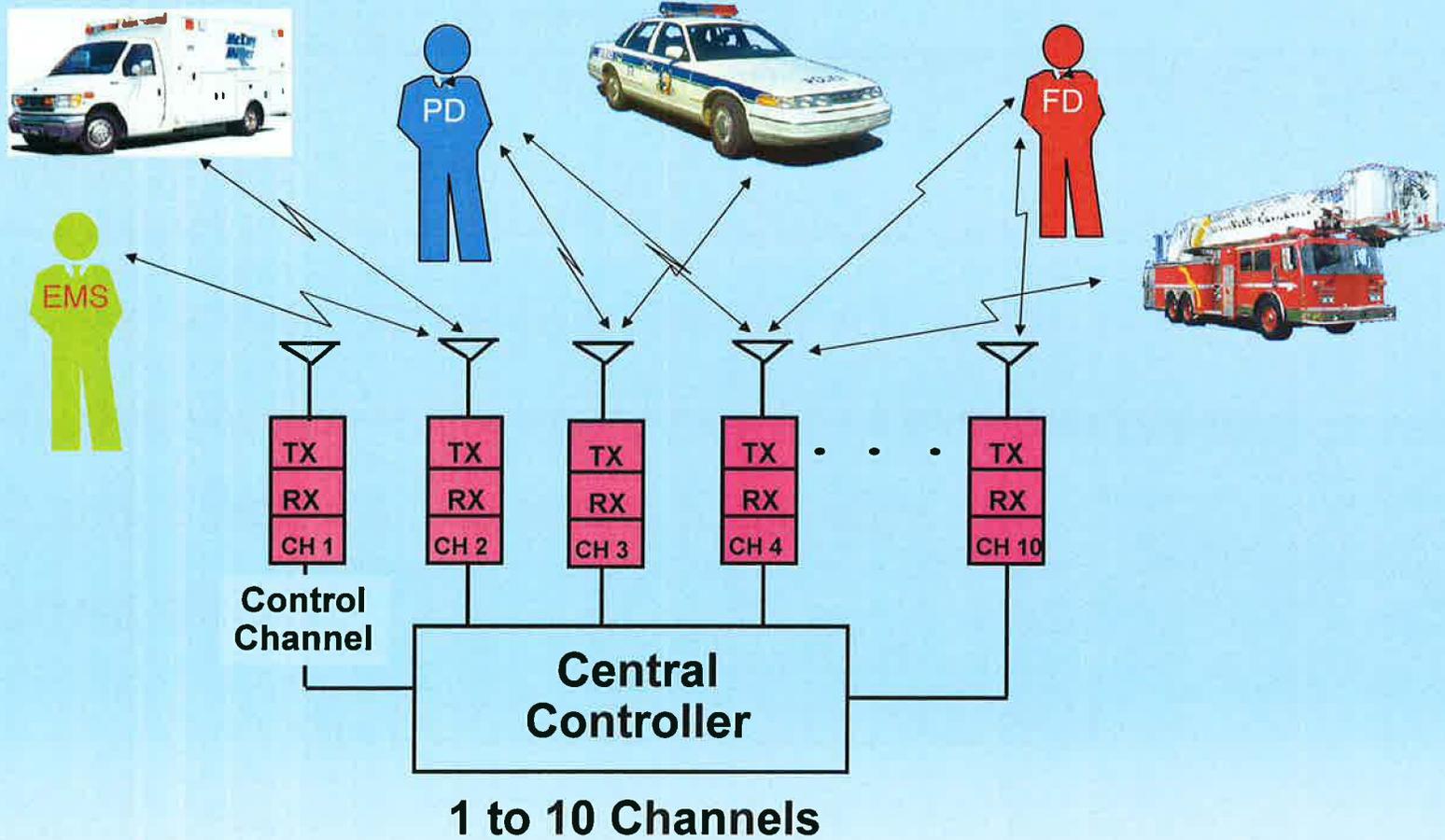
- *VHF provides lower audio quality:*



Proposed Radio System

- 800 MHz System
- Distributes available frequencies to all users
- Dual Band Feature allows 800 & VHF users to communicate
- Five (5) antenna sites become transmit and receive sites
- The 800MHz Frequency has a designated Public Safety User Range reserved for First Responders only.
- 800MHz uses a group of similar radio frequencies to create a “pool” for radio system users to access
- Agencies access the 800MHz “pool” through the use of Talk Groups

Basic 800MHz Diagram



800 MHZ Radio System Benefits

- Assignment and use of radio frequencies managed by Radio System
- Offers system flexibility by dividing frequencies into user “Talk Groups”
- Example of Talk Groups: Police Patrol, Fire Operations, Investigation
- Brings radio users together on a common radio system and is expandable going forward using in place equipment
- Potentially Expandable to include other agencies and entities
- GPS and over the air programming of radio user equipment

Footnote:

Over the air programming is a back office function used by the IT Department to program radios. Inventory includes 100 mobiles and 250 portables, all require programming and updates.

GPS capability notes the radios location.

800MHZ Radio System Benefits

- Transmit Receive capability will be equal at each of the five (5) antenna sites serving Auburn & Lewiston
- In-building radio coverage will improve for First Responders
- Less interference from environment and other communities
- Chiefs will have the ability to manage and assign radio channels
- 800MHZ provides higher audio quality

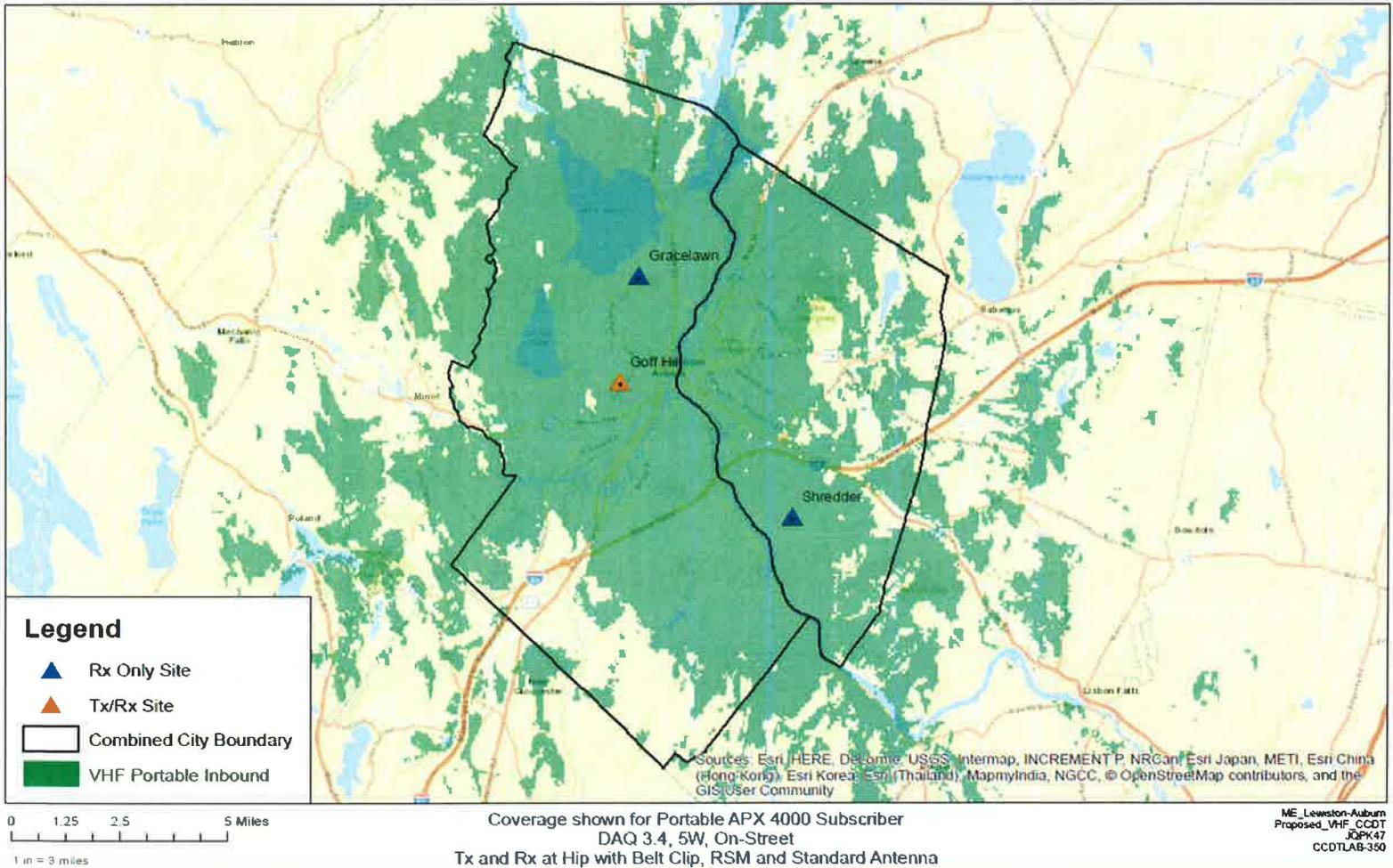


800MHZ Radio System Challenges

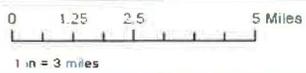
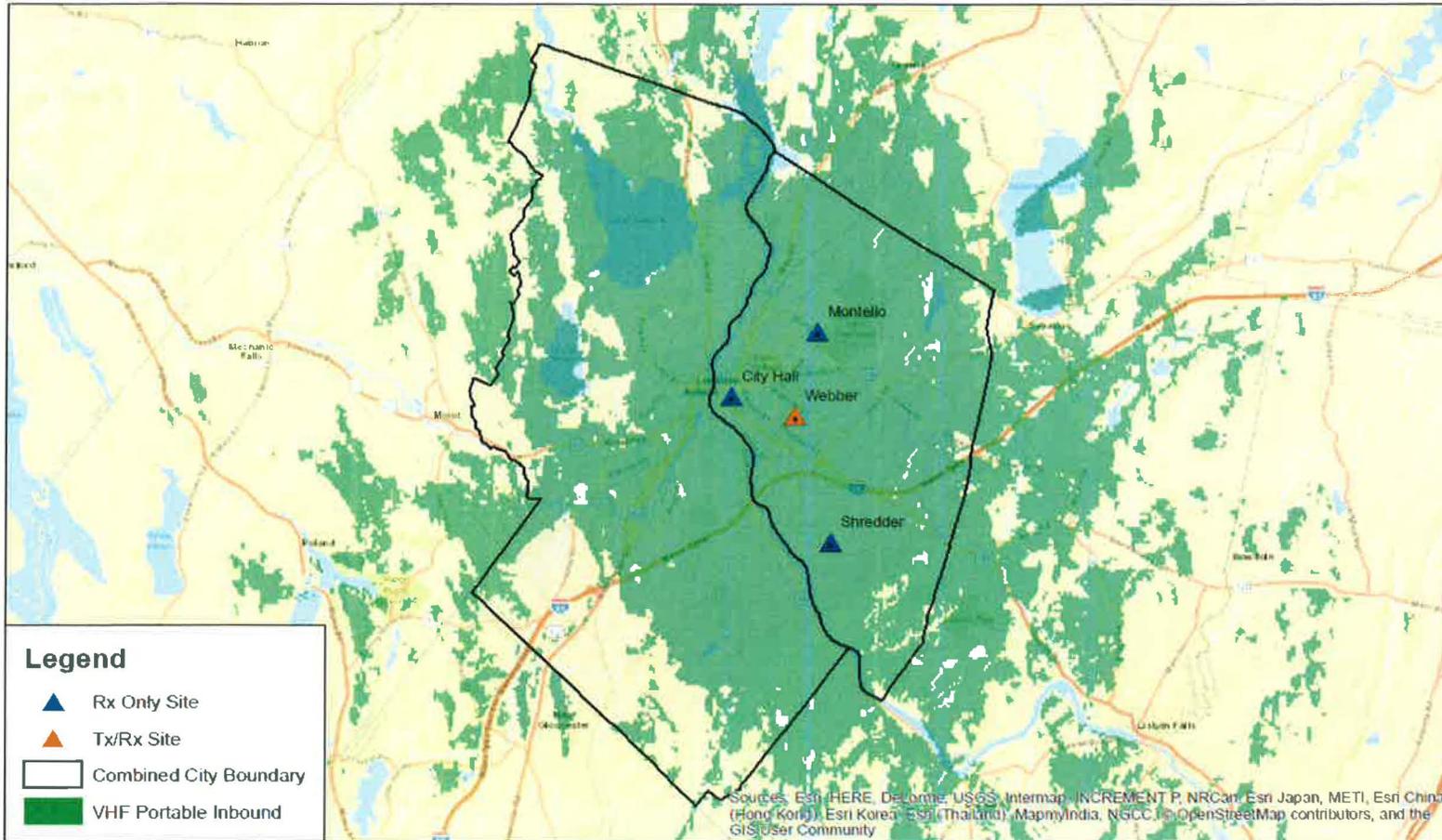
- Cost of main radio components higher than VHF
- Cost of replacing mobile and portable radios higher than VHF
- Other mutual aid departments will not have 800 capability
- Dual Band Radios required to maintain interoperability
- In vehicle repeaters required in some below grade buildings
- 800Mhz has an added dimension of complexity. Computer software controls channel assignment.
- Annual System support cost are more than 2X that of VHF

City of Auburn, Maine
Receive Voted VHF P25 FDMA System
95% Covered Area Reliability

VHF Auburn Portable Coverage



City of Lewiston, Maine
Receive Voted VHF P25 FDMA System
95% Covered Area Reliability



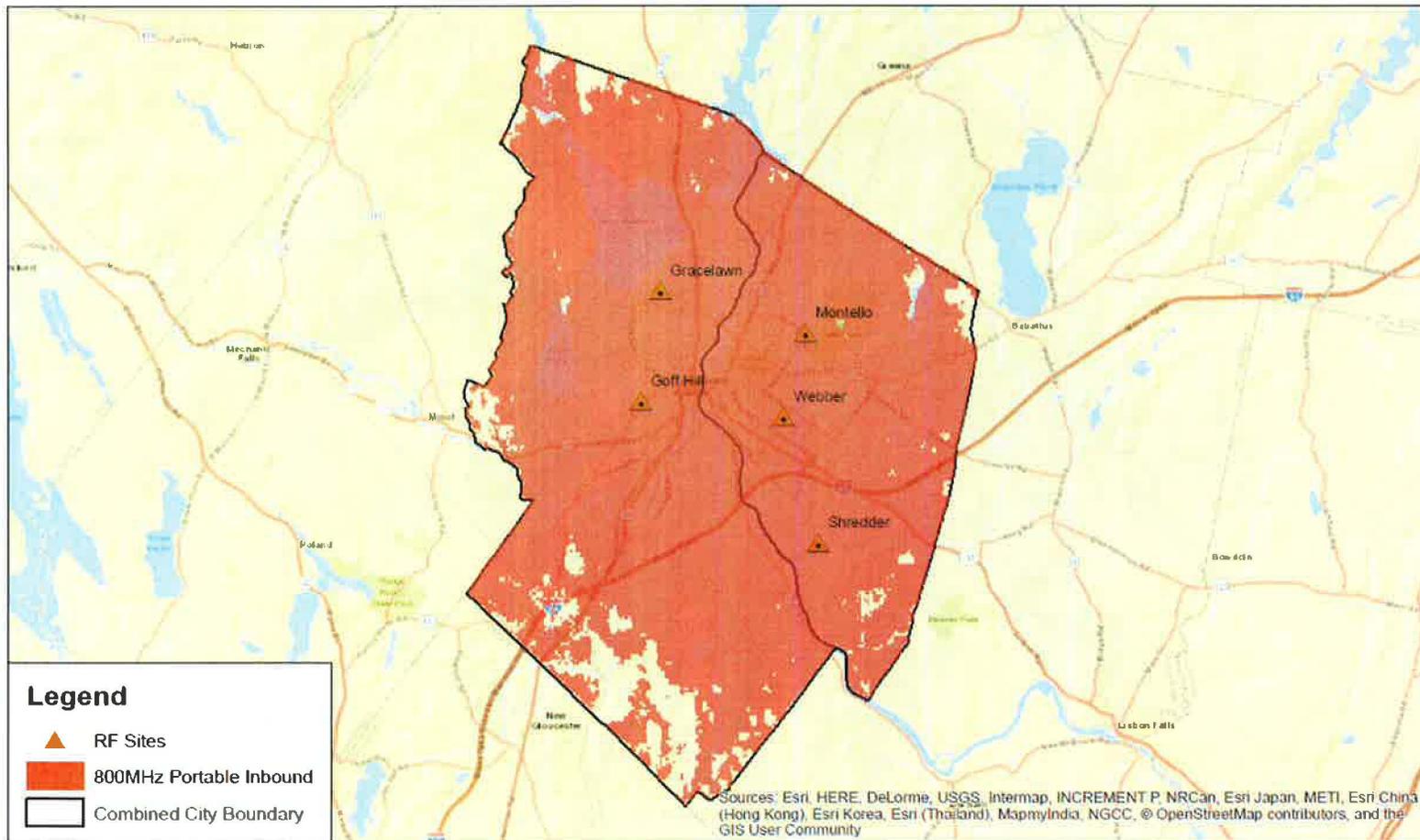
Coverage shown for Portable APX 4000 Subscriber
 DAQ 3.4, 5W, On-Street
 Tx and Rx at Hip with Belt Clip, RSM and Standard Antenna

Sources: Esri HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, OpenStreetMap contributors, and the GIS User Community

ME_Lewiston-Auburn
 Proposed_VHF_CCDT
 JGP/47
 CCDTLAB-350

VHF Lewiston Portable Coverage

Cities of Lewiston and Auburn, Maine
5 Site 800MHz Simulcast Astro P25 FDMA System
95% Covered Area Reliability



0 1.25 2.5 5 Miles
1 in = 3 miles

Coverage shown for Portable APX 8000 Subscriber
DAQ 3.4, 3W, On-Street
Tx and Rx at Hip with Belt Clip, RSM and Tri Band Antenna

ME Lewiston-Auburn
Proposed_800MHz
JOPK47
CCDLAB-350

800Mhz
Portable
Coverage

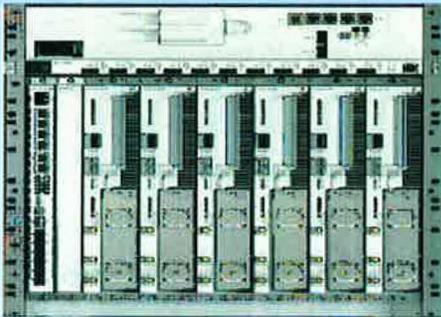
Radio System Replacement Options

- Option I: Purchase VHF Radio Equipment

This option will require main component replacement along with 20% Mobile & Portable Radio replacement.

- Option II: Purchase 800MHZ Radio Equipment

This option will require main component replacement along with 100 % Mobile and Portable Radio replacement.



Main Component



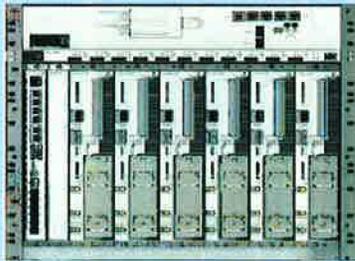
Mobile Radio



Portable Radio

Option 1 Project Cost

- Replace existing VHF System: \$3,000,000
- Mobile and Portable Radio Replacement: \$200,000
- Total Cost \$3,200,000



Main Component



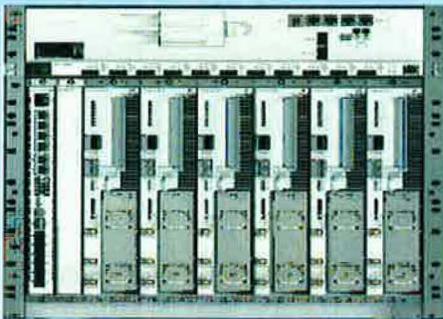
Mobile Radio



Portable Radio

Option 2 Project Cost

- Purchase of 800MHZ Radio System: \$4,500,000
- Mobile and Portable Radio Replacement: \$1,500,000
- Total Cost \$6,000,000



Main Component



Mobile Radio



Portable Radio

General Talking Points and Comments from Police and Fire Chiefs

- VHF 2 channels per Department: 1 primary and 1 tactical
- 800Mhz offers Police and Fire Chiefs ability to create Talk Groups
- VHF Portable Hand Held Radio Communications once inside buildings is limited for both transmit and receive functions (inherent issue with VHF). Requires other user to transmit on Mobile Vehicle radio.
- VHF & 800Mhz Mobile Radio Communications are effective due to the power of the mobile radio unit.
- VHF radio channel interference creates the need for filtering.



Maine's Lakes & Mountains Tourism Council (MLMTC)

MLMTC is a regional collaboration of the following chambers and business associations:

- Bethel Area Chamber of Commerce
- Flagstaff Area Business Association
- Franklin County Chamber of Commerce
- Fryeburg Business Association
- Greater Bridgton Lakes Region Chamber of Commerce
- Jay-Livermore-Livermore Falls Chamber of Commerce
- Lewiston Auburn Metropolitan Chamber of Commerce
- Oxford Hills Chamber of Commerce
- Rangeley Lakes Region Chamber of Commerce
- River Valley Chamber of Commerce
- Sebago Lakes Region Chamber of Commerce
- Androscoggin Valley Council of Governments

Established in 1992 as a non-profit Maine Corporation with 501c6 designation, MLMTC works in partnership with the Maine Office of Tourism to promote the state's identified Lakes and Mountains Region as an attractive lakes and mountains vacation destination to new and returning visitors.

For more than twenty years, the Androscoggin Valley Council of Governments has worked in partnership with the council providing staff support, project management, grant writing expertise and fiscal management services.

MLMTC Bolsters Your Chamber's/Association's Marketing Reach

Maine's Lakes and Mountains Tourism Council uses multiple platforms to connect with potential visitors. As one of the 3,500+ members of one of the organizations listed above, you are part of our collaborative marketing effort to bring people to the communities throughout Maine's Lakes & Mountains Region.

MLMTC Travel Planner and Map

MLMTC's travel planner provides an overview of much of what there is to see and do throughout the region, designed for ease of use and accentuated with gorgeous regional photography. The beautifully-designed map highlights our notable attractions. Both pieces are distributed via:

- www.MaineLakesAndMountains.com
- A digital version of the guidebook is featured on fliphtml5.com
- Maine State Visitor Centers in Kittery, Yarmouth, Hampden North and South, Houlton, Calais and Fryeburg
- Chambers of Commerce throughout the region
- Targeted consumer and trade travels shows in MA, NY, DC, and PA
- Getaways on Display locations in South Central PA, Philly/Metro, NJ, VA & MD

MLMTC Website – www.MaineLakesandMountains.com

- Attractively designed website - a great platform for businesses looking to reach potential visitors
- Opportunity to create FREE listings for tourism businesses, packages, and events
- 5,000+ unique monthly visitors
- Responsive website provides an optimal viewing experience across a wide range of devices

Print and Online Advertising & Marketing

- *Maine Invites You* – Maine's official travel planner
- Trip Advisor
- Facebook
- Instagram
- Search Engine Marketing – Google Ad Words

Staying Connected with Social Media

- Facebook
- Instagram
- Twitter
- Google+
- Digital Newsletter

Partnerships at Work

MLTMC partners with the Maine Office of Tourism and other regional tourism organizations to stretch our promotional dollars.

- Support of the Maine Sports Commission
- Co-op advertising in print, web and radio, when opportunity arises
- Consumer travel shows in the Northeast and Canada

MLMTC Contact

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Maine's Lakes & Mountains Tourism Council

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