

**TOWN COUNCIL MEETING #27-2002**

**DECEMBER 17, 2002 - 7:00 P.M.  
TOWN COUNCIL CHAMBERS**

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**SUMMARY AGENDA**

- ITEM #209-2002** To consider action relative to adopting the December 17, 2002 Consent Agenda.
- ITEM #210-2002** To consider action relative to proposed amendments to the General Assistance Ordinance Appendixes concerning maximum levels of assistance (Chapter 46). **(Public Hearing)**.
- ITEM #211-2002** To consider action relative to an amendment to the Traffic and Parking Ordinance concerning one hour parking in front of Dansk on Main Street (Chapter 48). **(Public Hearing)**.
- ITEM #212-2002** To consider action relative to an application for an Automobile Graveyard and/or Junkyard Permit. **(Public Hearing)**.
- ITEM #213-2002** To consider action relative to an application for an Automobile Graveyard and/or Junkyard Permit. **(Public Hearing)**.
- ITEM #214-2002** To consider action relative to an expenditure from the FY 2003 Miscellaneous and Contingency Account.
- ITEM #189-2002** Tabled November 12, 2002.

To consider action relative to an amendment to the Cable T.V. Franchise agreement concerning Line Extension Procedures.

**OTHER BUSINESS:**

1. Report from Roger Wold on Town investments.
2. Report from Bob Lyman on the Nike Track donation.
3. Discussion on request from Town of Livermore Falls concerning Personal Property Tax.

Adjourn.



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**AGENDA  
FREEPORT TOWN COUNCIL MEETING #27-2002  
TOWN HALL COUNCIL CHAMBERS  
DECEMBER 17, 2002 – 7:00 P.M.**

**FROM:** Dale C. Olmstead, Jr.

**TO:** Kenneth Mann, Chairperson, Mann Road  
Susan Campbell, Vice Chairperson, Hunter Road  
John Arsenault, Prout Road  
Rod Regier, South Street  
Charlotte Bishop, Maquoit Drive  
Rich DeGrandpre, Timber Ridge Road  
Andrew Arsenault, U.S. Route One

**FIRST ORDER OF BUSINESS:** To waive the reading of the Minutes of Meeting #26-2002 held on December 3, 2002 and accept the Minutes as printed.

**SECOND ORDER OF BUSINESS:** Public Comment Period – 30 Minutes  
(Non-Agenda Items Only)

**THIRD ORDER OF BUSINESS:** To take action on the following items of business as read by the Council Chairperson.



COUNCIL MEETING #27-2002  
DECEMBER 17, 2002

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ITEM #209-2002 To consider action relative to adopting the December 17, 2002 Consent Agenda.

**BE IT ORDERED:** That the December 17, 2002 Consent Agenda be adopted.

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ITEM #210-2002 To consider action relative to proposed amendments to the General Assistance Ordinance Appendixes concerning maximum levels of assistance (Chapter 46). (Public Hearing).

**MOTION:** That the Public Hearing be opened.

**MOTION:** That the Public Hearing be closed.

**BE IT FURTHER ORDERED:** That the proposed amendments to the General Assistance Ordinance Appendixes be approved.

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ITEM #211-2002 To consider action relative to an amendment to the Traffic and Parking Ordinance concerning one hour parking in front of Dansk on Main Street (Chapter 48). (Public Hearing).

**MOTION:** That the Public Hearing be opened.

**MOTION:** That the Public Hearing be closed.

**BE IT ORDERED:** That the proposed amendment to the Traffic and Parking Ordinance be approved.

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ITEM #212-2002 To consider action relative to an application for an Automobile Graveyard and/or Junkyard Permit. (Public Hearing).

**MOTION:** That the following re-application for an Automobile Graveyard and/or Junkyard Permit be subject to Public Hearing.

John Ingerson d/b/a Freeport Auto Parts, 2 Allen Range Road

**MOTION:** That the Public Hearing be closed.

**BE IT ORDERED:** That the re-application for an Automobile Graveyard and/or Junkyard Permit issued to the above named applicant be approved.

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ITEM #213-2002 To consider action relative to an application for an Automobile Graveyard and/or Junkyard Permit. (Public Hearing).

**MOTION:** That the following re-application for an Automobile Graveyard and/or Junkyard Permit be subject to Public Hearing.

David Bolduc d/b/a Allen Range Road Use Auto Parts, 13 Allen Range Road

**MOTION:** That the Public Hearing be closed.



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**BE IT ORDERED:** That the re-application for an Automobile Graveyard and/or Junkyard Permit issue to the above named applicant be approved.

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**ITEM #214-2002** To consider action relative to an expenditure from the FY 2003 Miscellaneous and Contingency Account.

**BE IT ORDERED:** That \$2500 be expended from the FY 2003 Miscellaneous and Contingency Account to provide support for the Regional Consolidation of Municipal Services Committee.

**NOTE:** Item requested by Councilor Campbell.

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**ITEM #189-2002** Tabled November 12, 2002.

To consider action relative to an amendment to the Cable T.V. Franchise Agreement concerning Line Extension Procedures.

**BE IT ORDERED:** That the proposed amendment to the Cable T.V. Franchise Agreement concerning Line Extension Procedures be approved.

**NOTE:** This language is agreeable to the Cable T.V. Board and the Cable Company.

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**OTHER BUSINESS:**

1. Report from Roger Wold on Town investments.
2. Report from Bob Lyman on the Nike Track donation.
3. Discussion on request from Town of Livermore Falls concerning Personal Property Tax.

Adjourn.



**TOWN COUNCIL  
CONSENT AGENDA  
DECEMBER 17, 2002**

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**ITEM #204-2002** To consider action relative to the approval of Alcoholic Beverage Licenses.

**BE IT ORDERED:** That the following applications for Alcoholic Beverage Licenses be approved.

Nancy Gray d/b/a Harraseeket Inn, 162 Main Street  
Leona Smith d/b/a Falcon Restaurant, 8 Bow Street

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**ITEM #205-2002** To consider action relative to the approval of Victualers Licenses.

**BE IT ORDERED:** That the following applications for Victualers Licenses be approved.

Ruth Fitch Simmons d/b/a Royal River Natural Foods, 443 U.S. Route 1  
Dianne Morrison d/b/a Eagle Motel, 215 U.S. Route 1  
Cheer-Up, Inc. d/b/a Doherty's N. Freeport General Store, 130 Wardtown Road  
Dayna Riley d/b/a Freeport Café, 31 U.S. Route 1  
R.E. Management, Inc. d/b/a Kids Food Stand - Peddler, L.L. Kids Store  
R.E. Management, Inc. d/b/a Kelley Hot Dogs - Peddler, Polo Store  
R.E. Management, Inc. d/b/a Maine Made Ice cream, 76 Main Street

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**ITEM #206-2002** To consider action relative to the appointment of a Registrar of Voters.

**BE IT ORDERED:** That Beverly Curry be appointed Registrar of Voters in accordance with MRSA 21-A Section 101(2).

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**ITEM #207-2002** To consider action relative to the acceptance of donations to the Freeport Community Library.

**BE IT ORDERED:** That the following donations to the Freeport Community Library be accepted.

	<u>DONOR</u>	<u>PURPOSE</u>	<u>AMOUNT</u>
July:	Freeport Rotary Club	Children's Books	\$500.00
	R. Antoniuc	Book Replacement	\$ 23.00
	L.L. Bean	Meeting Room Use	\$200.00
	J. Hutchins	Stolen Book Replacement	\$ 57.00
August:	Volunteers of America	Meeting Room Use	\$250.00
	E. Bryant	Children's Programs	\$ 20.00
	Maine Satsang Society	Meeting Room Use	\$ 80.00
	National Assn. Of Investors	Meeting Room Use	\$300.00
	P. Koenig	Book Replacement	\$ 10.00
	V. Boyles	Book Replacement	\$ 20.00
	Hydrogen Energy Center	Meeting Room Use	\$ 50.00



October:	L.L. Bean	Meeting Room Use	\$100.00
	Harraseeket Inn	Books for Nora Cooper	\$500.00
	Nancy Gray	Books for Nora Cooper	\$500.00
	P. Anderson	Replace Audio Book	\$ 15.00
	M. Margulis	Book Replacement	\$ 19.32
	B. Schneider	Book Replacement	\$ 40.00
November:	Siemens Building Tech, Inc.	Meeting Room Use	\$100.00
	North Yarmouth Academy	Meeting Room Use	\$ 50.00
	W. Garland	Books Mary Jane Krause	\$ 25.00
	Meadowbrook Motessori School	Meeting Room Use	\$ 50.00
	Pam Winters	Books for Nora Cooper	\$ 10.00

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ITEM #208-2002 To consider action relative to an expenditure from the Bennet Trust Fund.

**BE IT ORDERED:** That \$576.45 be expended from the Bennet Trust Fund for the purpose of Book and Materials from Picton Press.

End of Consent Agenda



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**MINUTES  
COUNCIL MEETING #27-2002  
FREEPORT TOWN HALL COUNCIL CHAMBERS  
December 17, 2002-7:00 P.M.**

<b><u>CHAIRPERSON'S CALL TO ORDER</u></b>	<b><u>Present</u></b>	<b><u>Absent</u></b>	<b><u>Excused</u></b>
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Kenneth Mann, Chairperson  
Mann Road

x

Susan Campbell  
Hunter Road

x

John Arsenault  
Prout Road

x

Rod Regier  
South Freeport Road

x

Charlotte Bishop  
Maquoit Drive

x

Rich DeGrandpre  
Timber Ridge Road

x

Andrew Arsenault  
U.S. Route One

x

Chair Mann called the meeting to order at 7 p.m.

**FIRST ORDER OF BUSINESS:** To waive the reading of the Minutes of Meeting #26-2002 held on December 3, 2002 and accept the Minutes as printed.

**MOVED AND SECONDED:** Under Item 201-2002, change the third sentence to read: "Chair Mann believes that the majority of the Council felt strongly about doing this and trying to get it done before the Christmas season, keeping in mind the proposed reconstruction of portions of Route One." (Councilors Regier & J. Arsenault) (7 Ayes).

**MOVED AND SECONDED:** To add the recorded vote to Item 200-2002 on the top of page 6 as (6 Ayes) (1 Excused—Bishop) (Councilors Campbell & J. Arsenault). (7 Ayes)

**MOVED AND SECONDED:** TO WAIVE THE READING OF THE MINUTES OF MEETING #26-2002 HELD ON DECEMBER 3, 2002 AND ACCEPT THE MINUTES AS AMENDED. (Councilors Regier & Campbell) **ROLL CALL VOTE:** (7 Ayes)



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**SECOND ORDER OF BUSINESS:** (Public Comment Period – 30 Minutes (Non-Agenda Items Only))

**MOVED AND SECONDED:** That the Public Comment Period be opened on Non-Agenda Items only. (Campbell & DeGrandpre) **VOTE:** (7 Ayes)

The following people raised questions and shared their viewpoints on topics such as the Council Chair's responsibilities, luncheons with fellow Councilors, public perception, the new seating arrangement for the Town Manager, treatment of Town staff and the agenda setting meetings which are now open to the Public:

Ed Campbell, Russell Baker, Ed Bonney, Martin Robles, John Patterson, Sue Ann Williams-Lindgren, Jonas Werner, Brad Guay, Alan Caron, Edna Rosengren, Councilor John Arsenault, Councilor Bishop, Councilor A. Arsenault, Councilor DeGrandpre, Councilor Regier, Councilor Campbell and Genie Beaulieu.

Councilor J. Arsenault asked if a legal opinion could be obtained on whether the agenda setting meetings are legal or not. Chair Mann agreed that many interpretations of the State Statute have made this issue confusing and an effort should be made for the Council to get on the same page.

Chair Mann explained why the agenda meetings are scheduled and are opened to the public. He plans to continue them complying with the letter and spirit of the law.

Chair Mann closed the Public Comment Period.

**THIRD ORDER OF BUSINESS:** To take action on the following items of business as read by the Council Chairperson.

ITEM #209-2002 To consider action relative to adopting the December 17, 2002 Consent Agenda.

**BE IT ORDERED:** That the December 17, 2002 Consent Agenda be adopted.(J. Arsenault & Campbell) **ROLL CALL VOTE:** (7 Ayes).

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ITEM #210-2002 To consider action relative to proposed amendments to the General Assistance Ordinance Appendixes concerning maximum levels of assistance (Chapter 46). (Public Hearing)

**MOVED AND SECONDED:** That the public hearing be opened. (Councilors Bishop & Regier) **VOTE:** (7 Ayes)

Chair Mann explained that these changes are mandated by the State when necessary.

**MOVED AND SECONDED:** That the public hearing be closed. (Councilors Bishop & A. Arsenault). **VOTE:** (7 Ayes)

**BE IT FURTHER ORDERED:** That the proposed amendments to the General Assistance Ordinance Appendixes be approved. (Councilors Bishop & Regier)  
**ROLL CALL VOTE:** (7 Ayes).



COUNCIL MEETING #27-2002  
DECEMBER 17, 2002

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**ITEM #211-2002** To consider action relative to an amendment to the Traffic and Parking Ordinance concerning one hour parking in front of Dansk on Main Street (Chapter 48). (**Public Hearing**).

**MOVED AND SECONDED:** That the Public Hearing be opened. (Councilors A. Arsenault & Bishop) **VOTE:** (7 Ayes)

Chair Mann explained the intent of this issue. He asked Councilor Campbell to keep notes on the public's comments and Mr. Olmstead to keep notes on issues raised so that this input can be sent to the Parking and Traffic Committee. Councilor DeGrandpre noted that this Council does support business and this issue started with the best of intentions. While Councilor DeGrandpre was explaining the intent, Mr. Bonney noted a point of order that Councilors should not make comments until everyone in the public has had an opportunity to speak on the item on the printed agenda according to the Council's rules. Chair Mann ruled that the point of order is correct.

**MOVED AND SECONDED:** To waive the rules and permit the Chair to give a brief explanation on where the public hearing is going. (Councilors Regier & Campbell) **ROLL CALL VOTE:** (5 Ayes) (2 Nays—Bishop & J. Arsenault)

Chair Mann explained that this public hearing is mandated by its own rules in the Town Charter. The Council is not required to take any action on this item tonight. This item may be tabled. The purpose is to take input from the public and send it to the Parking and Traffic Committee.

Sheila Mankee from Earrings & Company noted that she is opposed to this amendment because tour buses bring shoppers to Town and they need to stop in convenient locations to drop off their customers.

Susan Saunders, owner of 46 Main Street, representing the new Freeport Village Commercial Property Owners Association, read a letter dated December 9 into the public record asking that the Council solicit input from the Traffic & Parking Committee, the Police Chief, groups with expertise, etc.

Cathy Webster of Varney Road and co-owner of Off Seasons Elves advised that Tour buses bring money to Town. She noted that there is already congestion at this area and she opposes adding anything else. She suggested discharging people somewhere else.

Bob Smith, of the hospitality business, asked the Council to go slow in this issue and make sure there is an opportunity to handle the people that come to Town to shop.

Russell Baker would like to see a light in the square and more handicap parking spaces on Main Street. He presented a petition asking the Council to consider adding one-hour parking on Main Street across from L.L. Bean. He asked why the tour buses cannot park on Mallet Drive any longer. Chair Mann explained that the State asked Freeport to try to get the buses moved off of the shoulder.

Carolyn Woerter, resident, pointed out that small shops benefit from the customers that are discharged from the buses. She has concerns with safety issues when doors open while safety vehicles hurry by. She has concerns with the impact on the tax base and urged the Council to move cautiously on this amendment and consider tabling it until after the holidays.



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Dave Marstaller recalled the old Main Street with its elms and parking on Main Street. While the intent is well intended, it brings about safety issues. Tour buses discharge people on the sidewalk. Right now there is good visibility when the spaces are empty. He is not sure the Town would want to re-stripe seasonally.

Betsy Ruff noted that buses are important to our community. She wants to keep them coming and not make it difficult for them.

Matt Williams from Ben & Jerry's noted that a good portion of his business is from people waiting for their buses. He wants to be sure they keep coming. He, too, worries about people opening doors on the street side.

Jonas Werner of Mermaid Tale Café voiced his reasons for being opposed to this amendment. He asked if the Council researched whether this change is safe, how the traffic flow will be impacted or how tourism will be affected. He urged Councilors to take the time and research all the issues important to Freeport.

Jane Grant of the Nicholson Inn, watches people struggling to get their purchases to the buses. She does not want to see any changes made. She has great faith the Council will do the right thing.

Mitch Beaulieu of Maine Line Tours and Charters noted that they bring 13,500 people on average to Town. He explained that Freeport is friendly to buses and they have doubled the number of trips here. He noted that the buses are not able to be parked closer to the sidewalk because of the trees that are planted and are not pruned. Drivers do not want to scratch their buses. Discussion followed.

Susan Saunders explained that her tenant, Wilson Leather, feels that tour bus customers are very important. She noted the good traffic flow that exists now.

Kirk Goddard mentioned Council processes. He borrowed a tape of the last meeting and wrote down quotes which he read into the record. He urged Councilors to not support this amendment.

Chris Parker, business owner, urged the Council to not make it difficult for tour buses.

Steve Lyons of the State Office of Tourism, made himself available to the Council, noting that convenience is very important to tour bus operators. Currently Freeport is very accessible and people want to come here. He answered questions for the Council.

Rick Hendee noted that the Council has not heard from an official of the Planning Board, Traffic and Parking Committee or traffic engineers that could have provided valuable information. He suggested that the Council ask for input from these committees.

George Denney pointed out that this amendment is a bad idea and hopes the Council will vote no to making this change. He read a statement into the record. He provided a survey signed by local businesses stating that they are opposed to eliminating the bus loading and unloading areas on the east side of Main Street from Bow to Mechanic Street and replacing it with one-hour parking spots.

Scott Libby of Johnston and Murphy urged the Council to do more research. He suspects that it will not help local residents because employees will use these spaces if they are made available.

Christina Darges, Manager of Dansk shared concerns with safety and did not want to jeopardize the business generated by tour buses.



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Councilor Regier read a letter from Ken Bradstreet, Assistant Manager Of Dansk so that it can be included in the record. He also had a letter from John Mathieu, Manager of Patagonia to include.

Genie Beaulieu, Chair of Traffic and Parking Committee, read a motion into the public record that was approved by a vote of 5-1 (Regier Abstained) at their recent meeting. Steve Brown read a second motion made by the Traffic and Parking Committee into the record which was passed by the same vote of 5-1 (Regier Abstained). He asked that the Council treat the Town's committees like gold. Ms. Beaulieu asked that the Council table this amendment and meet with them in workshop and figure out what is best for the businesses, residents and tourists.

Jennifer Gow of G. H. Bass noted that she relies on the tour bus customers and is opposed to this amendment.

**MOVED AND SECONDED:** That the Public Hearing be closed. (Councilors A. Arsenault & Bishop) (7 Ayes)

Discussion followed. Councilor Campbell thanked everyone for coming and sharing their views, noting that these comments have been very helpful. Chair Mann read a statement concerning process.

**MOVED AND SECONDED:** To table indefinitely. (J. Arsenault & Bishop)

Councilor DeGrandpre asked what tabling indefinitely means and was told that it goes away forever. Councilor Regier noted that he would like to say something but was told discussion was closed.

**ROLL CALL VOTE:** (3 Ayes—J. Arsenault, Regier, Bishop) (4 Nays—Mann, Campbell, A. Arsenault & DeGrandpre) (Failed)

Chair Mann hopes to take the information gathered tonight, make a list and come to agreement on what to send to the Traffic & Parking Committee above and beyond this item. Councilor Campbell agreed that thoughtful study is needed but tabling indefinitely would be a great disservice. There are things that have come up tonight that may be helpful to the Town.

**MOVED AND SECONDED:** To table Item 211-2002 until January 7, 2003. At that time, The Freeport Town Council will list matters of concern regarding village traffic and parking and send that list, including Item #211-2002, to the Traffic and Parking Committee for review, consideration and recommendation. (Regier & DeGrandpre).

Councilor Bishop noted that January 7 is too soon to bring it back again. More discussion followed. Ms. Beaulieu explained why the Parking and Traffic Committee requested that this item be tabled indefinitely. More discussion followed.

Councilors Regier and DeGrandpre withdrew the motion. Mr. Bonney offered advice.

**MOVED AND SECONDED:** To reconsider (DeGrandpre & J. Arsenault **(VOICE VOTE)** (7 Ayes).

**MOVED AND SECONDED:** To table indefinitely Item 211-2002. (J. Arsenault & Bishop) **ROLL CALL VOTE:** (7 Ayes)



**MOVED AND SECONDED:** To take two items from "Other Business" out of order on the printed agenda. (J. Arsenault & Bishop) **ROLL CALL VOTE:** (7 Ayes)

**Report from Roger Wold on Town Investments**

Mr. Wold distributed information and proceeded to explain his investment chronology and simplified it for Councilors that were not on the Council when the program began. He gave a brief overview and answered questions. He suggested that these updates be done more frequently. He suggested quarterly reviews. Chair Mann noted this and asked the Town Manager to arrange quarterly meetings.

**Report from Bob Lyman on the Nike Track Donation**

Mr. Lyman introduced Craig Sickles, Joan Samuelson and Larry Wold. He explained that there will be no loss of playing fields. In fact, there will be a net gain. They looked at many locations and found more drawbacks than benefits. Architect, Pat Carroll, sited the track at the high school. The track will be placed over a portion of the Snow Road and the Snow Road will be moved. He displayed a plan and noted that this is a win/win situation for everyone. Mr. Sickles explained how he did not want to lose any field space and what takes place now with various teams.

Mr. Lyman pointed out that the Army National Guard is interested in this project. Grant money is available And they will apply for it to help with the funding. His best estimate is that it will cost the Town Somewhere between \$100,000 and \$200,000. Assuming the National Guard will do the work along with the Town's Public Works Department and Town gravel, the cost may be closer to \$100,000. There is also the possibility of selling a few lots on the Lower Mast Landing Road to help pay for this project. They are trying to stay away from bonding. Nike is committed to 7" of surfacing. Lighting is not being planned at this time. The lighting estimate is \$100,000-\$120,000.

Councilor Regier asked Mr. Lyman to put a package together to ensure that there are no constraints on the property that may be put on the market. Mr. Lyman explained that there is a condition on the property but it may be able to be changed. Mr. Lyman needs the go ahead to answer the letter from the Army National Guard and then an authorization to sell the Town land. He will work through Mr. Olmstead and the Town Planner. He will also work with the Recreation Committee. Councilor Regier suggested that Mr. Lyman communicate with the neighbors that use the Snow Road as well as the Lower Mast Landing neighbors that are involved. Mr. Lyman advised that this project has to go to the Planning Board as well as back to the DEP. Chair Mann urged Mr. Lyman to schedule a meeting with the neighbors so that they can come in and review the plans.

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ITEM #212-2002 To consider action relative to an application for an Automobile Graveyard and/or Junkyard Permit. (Public Hearing)

**MOVED AND SECONDED:** That the following re-application for an Automobile Graveyard and/or Junkyard Permit be subject to Public Hearing.

John Ingerson d/b/a Freeport Auto Parts, 2 Allen Range Road (Councilors J. Arsenault & A. Arsenault) **ROLL CALL VOTE** (7 Ayes)



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There were no public comments.

**MOVED AND SECONDED:** That the public hearing be closed. (Councilors J. Arsenault & A. Arsenault) **VOTE** (7 Ayes)

**BE IT ORDERED:** That the re-application for an Automobile Graveyard and/or Junkyard Permit issued to the above named applicant be approved. (J. Arsenault & Mann) **ROLL CALL VOTE:** (7 Ayes).

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**ITEM #213-2002** To consider action relative to an application for an Automobile Graveyard and/or Junkyard Permit. (**Public Hearing**)

**MOVED AND SECONDED:** That the following re-application for an Automobile Graveyard and/or Junkyard Permit be subject to Public Hearing.

David Bolduc d/b/a Allen Range Road Used Auto Parts, 13 Allen Range Road  
(Councilors J. Arsenault & A. Arsenault) **VOTE:** (7 Ayes).

Mr. Olmstead answered questions for Councilors. The letter that is unsigned referring to this item appeared in the Town Hall and no one knows who brought it in.

**MOVED AND SECONDED:** That the public hearing be closed. (Councilors J. Arsenault & Campbell) **VOTE:** (7 Ayes).

**BE IT ORDERED:** That the re-application for an Automobile Graveyard and/or Junkyard Permit issued to the above named applicant be approved. (J. Arsenault & Bishop) **ROLL CALL VOTE:** (7 Ayes).

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**MOVED AND SECONDED:** To take up an item out of order on the printed agenda (J. Arsenault & DeGrandpre) **VOTE:** (7 Ayes).

**Discussion on Request from Town of Livermore Falls concerning Personal Property Tax**

Chair Mann noted that Councilors have this information in their packets. Councilor Campbell noted that she would be in support of signing the proclamation. Chair Mann would like to discuss this issue with the delegation to Augusta. Freeport's Assessor pointed out that Freeport has a little more than \$92mm worth of personal property evaluation. Discussion followed.

**MOVED AND SECONDED:** To endorse the Town of Livermore Falls' proposal for personal property tax. (Councilor Regier & J. Arsenault) **VOTE:** (7 Ayes).

There was no discussion on the request for money.

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**MOVED AND SECONDED:** To take an item out of order on the printed agenda. out of (Councilors Regier & J. Arsenault) **VOTE:** (7 Ayes)

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**ITEM #189-2002** To consider action relative to an amendment to the Cable T.V. Franchise Agreement concerning Line Extension Procedures.

**BE IT ORDERED:** That the proposed amendment to the Cable T.V. Franchise Agreement concerning Line Extension Procedures be approved as printed.

**NOTE:** This language is agreeable to the Cable T.V. Board and the Cable Company. (Regier & J. Arsenault)

Steve McPheters explained that the Town Attorney and Suscom's General Manager worked together. The Cable Board is in agreement with this amendment. Councilor Campbell had questions about consequences and noted that they are not included. Mr. Olmstead advised that communications are not still on-going with the Town Attorney at this time. Mr. McPheters pointed out that there has been one complaint in the past. Councilor Regier suggested flagging this the next time it is negotiated.

**ROLL CALL VOTE:** (7 Ayes)

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**ITEM #214-2002** To consider action relative to an expenditure from the FY2003 Miscellaneous and Contingency Account.

**BE IT ORDERED:** That \$2,500 be expended from the FY2003 Miscellaneous and Contingency Account to provide support for the Regional Consolidation of Municipal Services Committee.

**NOTE:** Item requested by Councilor Campbell. (Councilors DeGrandpre & J. Arsenault)

Councilor Campbell gave a presentation on the meeting she attended with representatives from surrounding communities. A range of issues were discussed as possibilities for consolidation. They decided that consultants may be needed to help them. The group was asked to go back to their individual Councils with a request to kick in \$2,500 as a good faith commitment to look at potential areas of savings. Mr. Olmstead indicated that only one expenditure has been taken from this account. He recommended that the Council raise the money but not release it until they better understand where this regionalization is going and are comfortable with releasing it.

**ROLL CALL VOTE:** (6 Ayes) (1 Nay—A. Arsenault).

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### **Other Business**

Councilor J. Arsenault asked that Chair Mann reconsider having the Town Manager sit with the Council. It is inconvenient and awkward for the Manager to give input. Councilor Regier added that an acoustical problem exists. Other Councilors concurred. Chair Mann offered to take it under consideration. He is disappointed with the lighting and is willing to put Mr. Olmstead at a microphone on the end of the Council.



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Steve Brown pointed out that some of the procedural things that happened tonight would not have occurred if the Town Manager had been sitting near the Chair. Correcting this arrangement can only make things go better. Rick White agreed that the seating arrangement is not wise, efficient or professional. He noted that the Town Manager is very talented and knowledgeable and the Council needs to rely on him. He is embarrassed to see the Town conduct its business in this fashion. He asked the Council to show character and correct a decision that does not work. Chair Mann clarified that Mr. Olmstead will be moved.

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Adjournment

**MOVED AND SECONDED** That the Council adjourn at 12:55 p.m.. (A. Arsenault & J. Arsenault) **VOTE:** (7 Ayes)

Respectfully Submitted,

*Sharon Coffin*


Sharon Coffin, Council Secretary



# **Town of Freeport**

## **MEMO**

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MEMO TO: Dale C. Olmstead, Jr., Town Manager  
FROM: Johanna S. Hanselman, General Assistance Administrator   
SUBJECT: General Assistance Ordinance Appendixes Updates (Maximum Levels of Assistance)  
DATE: November 13, 2002

Attached you will find MMA's new sample General Assistance Ordinance Appendixes (A, B and C) containing the new maximums for the period of October 1, 2002 - October 1, 2003. The various maximum levels of General Assistance that are controlled by these values are established as a matter of law or regulation based on certain federal values that are made effective on the first day of October each year. These new Appendixes, once adopted by the Freeport Town Council, should replace the existing Appendixes dated October 2001.

Appendix A is a listing of the overall maximum levels of assistance pertaining to all municipalities in Maine. These new overall maximum levels of assistance have been calculated on the basis of the 2002-2003 HUD Fair Market Rental (FMR's) values that are effective October 1, 2002. These maximum levels of assistance are established by Maine General Assistance law (22 MRSA 94305(3-B)) and cannot be altered by action of the municipal officers. These levels increased an average of \$53 per household this year.

Appendix B is a listing of the maximum levels of assistance for food. These maximum levels are the same as the USDA 2001-2002 Thrifty Food Plan, which are presumed to be reasonable by regulation of the Department of Human Services. These levels experienced marginal increases only. Appendix C is a listing of the maximum levels of assistance for housing. These maximum levels are developed from the 2002-2003 HUD FMR values, with the applicable housing, electric utility and heating allowances, as developed by the Maine State Housing Authority, subtracted from the FMR's. These levels have also been increased, bringing them more in line with market prices.

In order to adopt these maximums, the law requires that the Town Council adopt the Appendixes after notice and hearing. After the hearing is closed, the Town Council should move and vote to adopt the Appendixes and sign the attached form in order that it be submitted to the Department of Human Services to show that we are in compliance with Title 22 MRSA 4305(4).



For your information, a comparison of maximum levels from 10/01 to 10/02:

	10/1/01 – 9/30/02 Monthly Maximums	10/1/02 – 9/30/03 Monthly Maximums
<i>Overall Maximum Levels:</i>		
1 Person Household	\$524	\$554
2 Person Household	\$602	\$639
3 Person Household	\$796	\$845
4 Person Household	\$1,036	\$1,099
5 Person Household	\$1,175	\$1,245
6 Person Household*	\$1,250	\$1,320
*Add \$75 for each additional person		
<i>Food Maximums:</i>		
1 Person Household	\$135	\$139
2 Person Household	\$248	\$256
3 Person Household	\$356	\$366
4 Person Household	\$452	\$465
5 Person Household	\$537	\$553
6 Person Household*	\$644	\$663
*Add \$105 for each additional person		
<i>Housing Maximums:</i>	<i>Unheated/Heated</i>	<i>Unheated/Heated</i>
0 Bedrooms	\$412/449	\$413/448
1 Bedroom	\$399/447	\$535/581
2 Bedrooms	\$534/601	\$701/767
3 Bedrooms	\$738/823	\$880/962
4 Bedrooms	\$832/934	\$964/1,063



## GA Maximums

### Persons in Household

<b>Androscoggin SMSA:</b> Auburn, Greene, Lewiston, Lisbon, Mechanic Falls, Poland, Sabattus, Turner, Wales	382	467	609	762	860	935
<b>Androscoggin Non-SMSA</b>	383	474	628	785	880	955
<b>Aroostook</b>	383	450	576	733	844	919
<b>Cumberland SMSA:</b> Brunswick, Cape Elizabeth, Casco, Cumberland, Falmouth, Freeport, Gorham, Gray, North Yarmouth, Portland, Raymond, Scarborough, South Portland, Standish, Westbrook, Windham, Yarmouth	554	639	845	1099	1245	1320
<b>Cumberland Non-SMSA</b>	561	572	761	1034	1188	1263
<b>Franklin</b>	391	450	576	733	844	919
<b>Hancock</b>	413	506	626	789	876	951
<b>Kennebec</b>	398	498	597	751	844	919
<b>Knox</b>	383	493	640	855	899	974
<b>Lincoln</b>	499	554	630	877	1034	1109
<b>Oxford</b>	383	450	576	733	844	919

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



# Appendix B

Effective: 10/01/02-10/1/03

## Food Maximums

Please Note: The maximum amounts allowed for food are established in accordance with the U.S.D.A. Thrifty Food Plan. Through October 2003, those amounts are:

Number in Household	Weekly Maximum	Monthly Maximum
1	32.33	139
2	59.53	256
3	85.12	366
4	108.14	465
5	128.60	553
6	154.19	663
7	170.47	733
8	194.88	838

\* Please Note: Add \$105 for each additional person.



## Standard Metropolitan Statistical Areas

**Please Note:** Municipalities in SMSA's (Standard Metropolitan Statistical Areas), areas with populations greater than 50,000, should **consider** the following figures. Refer to Appendix A to determine if your municipality falls within a SMSA.

### SMSA

Androscoggin County		Unheated		Heated	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		61	262	69	297
1		73	313	83	358
2		92	396	107	450
3		116	497	134	577
4		127	548	150	645
Cumberland County		Unheated		Heated	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		96	413	104	448
1		124	535	135	581
2		163	701	177	767
3		205	880	224	962
4		224	964	247	1063
Penobscot County		Unheated		Heated	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		75	321	75	321
1		91	390	91	390
2		117	501	117	501
3		154	662	154	662
4		160	690	160	690
York County		Unheated		Heated	
Bedrooms		Weekly	Monthly	Weekly	Monthly
0		113	488	122	523
1		135	579	145	625
2		172	738	187	804
3		222	954	241	1036
4		272	1168	295	1267



# GENERAL ASSISTANCE ORDINANCE

## APPENDIXES A-C

### 2002-2003

The Municipality of FREEDPORT adopts the MMA Model Ordinance GA Appendixes (A-C) for the period of Oct. 1, 2002—Oct. 1, 2003. These appendixes are filed with the Department of Human Services (DHS) in compliance with Title 22 M.R.S.A. §4305(4).

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

\_\_\_\_\_  
(Print Name)

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

\_\_\_\_\_  
(Print Name)

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

\_\_\_\_\_  
(Print Name)

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

\_\_\_\_\_  
(Print Name)

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

\_\_\_\_\_  
(Print Name)

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

\_\_\_\_\_  
(Print Name)

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



We the undersigned voters  
respectfully petition the Freeport Town Council

To consider one hour parking in front of Dinet on Main Street

Signature	Printed Name	Address
Rosemarie Murphy	Rosemarie Murphy	23 Cove Rd.
Stephen Coiby	Stephen Coiby	3 oak ave
David Harris	David W. Harris	33 South Freeport Rd
Dale Sawyer	Dale Sawyer	33 SUMMER LANE
Michael Kelly	Michael Kelly	Cove Rd.
Elizabeth Mello	Elizabeth Mello	148 Wadsworth Rd.
<del>Richard E. Boyden</del>	<del>13 South St</del>	<del>Richard E. Boyden</del>
Richard E. Boyden	Richard E. Boyden	13 South St Freeport
Linda Cissel	Linda Cissel	41 LINDSEY LANE Rd
George Strierre	George Strierre	12 South St
Richard Sydnor	Richard Sydnor	10 Blueberry Dr.
Lorraine Mello	Freeport, Me.	
Robert Kapish	Robert Kapish	33 South St
William Prune	William Prune	26 SUMMER ST
Gregory Brand	Gregory Brand	15 Ringrose Rd.



The remainder was being parked in front of Durr's on Main Street.

[illegible]



12/13/02

**We the undersigned voters  
respectfully petition the Freeport Town Council**

To consider and hear parking in front of Diner on Main Street

Signature	Printed Name	Address
<i>Russell Baker</i>	Russell Baker, Jr	40 Baker Road, Freeport
<i>Madeline J. Baker</i>	Madeline J. Baker	40 Baker Road, Freeport
<i>Stacey L Baker</i>	Stacey L Baker	40 Baker Road Freeport
<i>Sandy Fish</i>	Sandra Fish	8 Beech Hill Freeport,
<i>Robert Greenleaf</i>	ROBERT GREENLEAF	131 WARD TOWN RD FREEPORT
<i>Frank D. Wakeman</i>	FRANK DWAKEMAN	1527 US RT 1 Freeport
<i>Susan M. Baker</i>	Susan M. Baker	44 Baker Rd. Freeport
<i>Gary L. Baker</i>	Gary L. Baker	44 Baker Rd. Freeport
<i>Robert E. Curtis</i>	ROBERT E CURTIS	164 Woodstown Rd Freeport
<i>Joyce M. Curtis</i>	Joyce E. Curtis	164 Woodstown, Freeport ME
<i>Betsy Simonitis</i>	Betsy Simonitis	155 Durham Rd, Freeport, Me
<i>W. Simonitis</i>	W SIMONITIS	155 DURHAM RD FREEPORT ME
<i>Daniel Simonitis</i>	Daniel Simonitis	155 "Durham Rd" Freeport ME
<i>Charles L. Durand</i>	CHARLES L DURAND	174 Baker Rd FREEPORT
<i>Susan Durand</i>	Susan Durand	174 Baker Rd Freeport
<i>Emma Baker</i>	EMMA BAKER	1 Juniper Dr Freeport
<i>Harley J. Baker</i>	Harley J. Baker	1 Juniper Dr. Freeport
<i>Beverly Harris</i>	Beverly HARRIS	72 CURTIS RD.
<i>Ernestine Snow</i>	Ernestine Snow	11 Wau Rd.



Printed Name \_\_\_\_\_ Add \_\_\_\_\_

[illegible]



I am opposed to eliminating the bus loading and unloading areas on the eas from Bow to Mechanic Street and replacing it with one-hour par

Name	Business	Street Address	Phone	Signature
<del>Christina Davis</del>	<del>TAXI</del>	• 100 NATH ST	865-10125	<del>Christina Davis</del>
<del>Barbara</del>	<del>Dansk</del>	100 main st	865-6125	<del>Barbara</del>
Patricia Williams	Wright	• 100 Main St	865-1374	Patricia Williams
Denise Gorn	Bass	• 100 MAIN ST.	865-4652	Denise Gorn
Lisa Dehn	Chandler Express	• 1002 Mechanic St	865-3404	Lisa Dehn
- Bob Wack	Corsican Rest	• 9 Mechanic St.	865-9421	Bob Wack
STEVE BROWN	BROWN GOLDSMITHS	• 11 MECHANIC ST	865-4126	Steve Brown
THUD WAINER	DEROSIER'S	• 120 MAIN ST.	865-6290	Thud Wainer
Barbara McManey	Shewass	• 108 Main St	869-9000	Barbara McManey
Michelle	Michelle	• 2 School St	865-1355	Michelle
Callie McManey	Land River	• 4 School St.	865-6403	Callie McManey
Barbara Pelley	Edgemasters	• 85 School St	865-1703	Barbara Pelley
Kate Laughrey	The North Face	• 5 Bow St	865-0300	Kate Laughrey
Bill Morse	The North Face	• 5 Bow St	865-0300	Bill Morse



side of Main Street  
ng spots.

e (i.e., manager, owner, etc)

~~Manager~~

Asst Manager

Manager

MANAGER

Manager

Manager

OWNER

owner

1 Manager

on Manager

business

Key holder

Asst. Manager

Stock Supervisor



# **THE SAUNDERS BUILDING**

**48 Main Street  
Freeport, Maine**

## **OWNERS:**

**John & Susan Saunders  
460 Runaround Pond Road  
Durham, Maine 04222  
(207) 688-4177**

**December 12, 2002**

**TO: Freeport Town Council**

**FROM: Susan S. Saunders, Co-Owner  
The Saunders Building**

**RE: Tour Bus Parking Removal from the East Side of Main Street.**

**You have in your packet a copy of the letter from Maine Line/Coach America that outlines their pattern of trips to Freeport. There are four other points that I would like to add:**

- **FMA estimates that more than 150 different tour bus companies come to Freeport, each with an average of 2-10 trips per year. They come from all over the country. In addition, there are companies such as Maine Line/Coach America that have a much more active schedule in Freeport.**
- **Each cruise ship that arrives in Portland sends an average of four buses to Freeport.**
- **A few years ago Kennebunkport had more than 1,100 tour bus arrivals annually, and according to Steve Lyons of the Maine Office of Tourism, traffic estimates for Freeport were similar.**
- **FMA estimates that tour traffic in Freeport was up 12% this year. They consider this increase to be the direct result of Kennebunkport's decision to make changes that were considered unfriendly to tour buses.**

**There can be no doubt that tour bus traffic is an essential part of customer traffic that provides high sales volume in our stores.**



December 3, 2002

**MAINE LINE/Coach USA**

184 Main Street  
So. Portland, ME 04106  
Tel: 207-799-8527  
Fax: 207-799-5656

Dear Shelley,

Thank you for your inquiry about Maine Line's arrivals in Freeport. The following is the best estimate I have based on our history.

We average 4 coaches per day on dates when the cruise ships are in Portland. There were 33 ship arrivals in 2002. During the months of September and October, we average about 2-3 coaches per day with fall foliage groups. During school vacation in February, March, and April, we average 4-5 coaches per week with British ski groups who stop for 3-4 hours in Freeport to shop before returning home. This amounts to over 300 arrivals (13,500 passenger) per year with our company alone.

This is an estimate. There are also 4 other coach companies in the area that combined will have similar arrival numbers. Also, during the holiday stopping season when the local companies are not arriving in town, you have a substantial number of coaches that arrive from Massachusetts, Connecticut, and Rhode Island.

In our opinion, Freeport has done a very good job in accommodating the coaches that arrive in town. Should the town decide to relocate the coach parking area to another remote location with more room, we would support that suggestion. However, the drop off area downtown should not be changed. Many of the customers that disembark the coaches are elderly and like the convenience and accessibility this location provides. This accessibility is one of the reasons that our chartering customers choose Freeport over other outlet shopping locations. I am aware that there is a congestion issue at times and coaches occasionally double-park to pick up their passengers. With 7 passenger pick-up spots between both sides of Main Street by L. L. Bean, simply enforcing the 15 minute time limit would solve the problem. We will fully support the ticketing of over the limit coaches and illegally parked autos and delivery trucks in this zone.

Please call me when you receive this letter. I would like the opportunity to go to the meeting if you feel that the presence of a local charter company would help the merchants in keeping the downtown accessible to the coaches.

Sincerely,

Mitch Beaulieu  
Operations Manager

**Coach USA**  
EVERYWHERE YOU NEED US MOST™





December 17, 2002

To Whom It May Concern:

As the manager of a high volume store in Freeport, I feel that changing the parking ordinance will affect my business and those around me. The travelers who use the bus are placed in a very strategic part of town that encourages them to visit other parts of Main Street and the surrounding areas. Discontinuing the bus parking would greatly decrease the opportunity for the bus travelers to visit this section of town.

I would like to express my support for keeping the parking ordinance as it stands and continue to use it for the purpose it currently is used for.

Sincerely,

A handwritten signature in blue ink that reads "John D. Mathieu". The signature is written in a cursive style with a long horizontal line extending from the end.

John D. Mathieu



*Tuesday, December 17, 2002*

## ***Freeport Parking Ordinance***

*Conversion of bus loading zone to one hour parking*

1. **Sales**--For us have been increasing every year since the bus tour zone has been in effect. Sales have been up this year until just recently do to other factors, not because of 5--6 parking spaces. If those buses were no longer unloading, our sales would drop, causing us to lay-off workers, of which 40% live in town.
2. **Safety**--The bus zone works well for traffic to move to the side to let emergency vehicles pass without crossing the double yellow and using the opposite lane. If the one hour parking was there, they would have no choice but to use the on-coming traffic lane (northbound only, southbound not such a problem because they are usually returning not responding to a call). Is the fire department getting more funding to work around this? If LL Bean, Dansk or any of the surrounding blocks were on fire, this bus lane also acts like a fire lane. How many customers per square foot are in that block? You need that to clear the buildings and for the fire equipment.
3. **Enforcement**--Is the police department getting more funding to enforce this? There will be blatant disregards for signs. Other traffic issues such as back-ups because of parallel parking, accidents from people pulling out of parking spaces, people being struck crossing between vehicles (buses typically have professional drivers that reduce these incidents).
4. **Buses**--Where will the buses drop off now? Many of the people on these tours are older or frail. They will not be able to walk any distance and are usually here for a short time. Buses do come at all times of the year. FMA does not always know when they come and cannot foresee all tours; some tours just stop because they have time and are passing through. Issue with bus exhaust fumes? Pass an ordinance stating they must turn off the ignition when unloading, loading passengers (most do this already).
5. **Seasonal aspect**--You cannot have a seasonal aspect without upsetting someone. Generally people who shop Freeport find a parking space within a two block radius. If they park this block in March they will expect to park there in August. If there are not buses, people will park there. Then what if a bus comes, do we call the police to track down the owner, do we tow and have the town look bad (back to Enforcement).
6. **Liability**--Who is liable if someone is injured getting out of a vehicle, or trips on the 5 inch curb (people now get off the bus onto the sidewalk and don't have to step over the high curb).
7. **Experimental**--There is nothing wrong with experimenting as long as you lay it all on the table, exactly what you want to try. Why, When, Who, How, Surveys, Outside Consultants, and the exact wording then let the people decide whether or not to proceed.



9. Time moves on and so should Freeport. I believe this town should always remember and be proud to show its heritage. We should work on other ways to do this. Main Street is Coastal Route 1 and traffic should flow smoothly through, if not people will say on I-95 and pass right by. If this motion passes, what's next, soon all of Main Street will have parking again (just like the old days) and we will be back to the slow crawl to nowhere like in the past. Why do you think the kids back in 87-88 called this the 30 minute mile? I have seen this town change, since the bus zone has been in place I have seen an improvement in the time it takes to go through town on those drizzly weekends. I urge all of you to reject this motion until a comprehensive study is completed and discussed with all parties involved.

Thank you for your time,

A handwritten signature in black ink, appearing to read "Ken Bradstreet". The signature is fluid and cursive, with a large, sweeping "K" and "B".

Ken Bradstreet, Assistant Manager  
Dansk International Designs



# *Motion Tabled Indefinitely*

November 26, 2002

Request from Chair Ken Mann to place on the December 3, 2002 Town Council Agenda

To consider action relative to amendments to the Traffic and Parking Ordinance (Chapter 48) to allow one hour parking on the east side of Main Street from Bow Street to Mechanic Street (Section 48-303) and to eliminate bus loading and unloading on the east side of Main Street from Bow Street to Mechanic Street (Section 48-311), as follows:

## **Section 48-303 One Hour Parking Zones**

### **#6. On the east side of Main Street from Bow Street to Mechanic Street**

## **Section 48-311 Bus Loading and Unloading**

- ~~1. On the east side of Main Street from Bow Street to Mechanic Street.~~
- ~~2.~~
1. On the west side of Main Street from Ben & Jerry's store (Map 11, Lot 65) to Justin's Way.





# Town Of Livermore Falls

Municipal Building  
2 Main Street  
Livermore Falls, Maine 04254  
Tel. 897-3321

Office Of  
Selectmen  
Assessors  
Town Manager  
Tax Collector  
Treasurer  
Town Clerk



12/9/02

Re: Machinery tax (Personal Property tax)

Dear *Duke*;

As you are aware, some of the tax discussions in Augusta include elimination of the property tax on machinery and equipment. Eleven communities have formed the Personal Property Tax Coalition, in an effort to retain participation by "industry" in the tax paying arena.

Please entertain the attached draft of our resolution for consideration by your Town Council, to oppose elimination of this revenue source.

Further, would you also discuss helping fund this effort. Eight communities have anted up \$2,000 apiece; we request any amount you could provide to help with the legislative and gubernatorial lobbying that will be required. The Service Center Coalition is also concerned with this problem, and will give it their attention.

Ruth Marden, Jay's Town Manager is head of our Coalition, please call her or myself with any questions you may have, and to talk about funding this effort. We thank you in advance, and look forward to working with you.

Sincerely yours;

for the Town of Livermore Falls,  
and the PP Tax Coalition



TOWN OF \_\_\_\_\_, MAINE

\_\_\_\_\_, 200\_

**RESOLUTION MEMORIALIZING JOHN E. BALDACCI, GOVERNOR OF THE  
STATE OF MAINE AND THE 121<sup>ST</sup> MAINE LEGISLATURE TO OPPOSE  
ELIMINATION OF THE TAX ON MACHINERY AND EQUIPMENT**

WE, your Memorialists, Selectmen of the Town of \_\_\_\_\_, Maine, most respectfully present and petition the Governor of the State of Maine and the Members of the Maine Legislature as follows:

WHEREAS, the current State budget is over \$40 million in deficit, with a \$1 billion deficit projected in the next two years, and municipal budgets are under severe strain;

WHEREAS, vital services such as education and health care are not adequately funded by the State;

WHEREAS, the State has four significant sources of revenue: (1) the tax on machinery and equipment; (2) property taxes on households and small businesses; (3) the sales tax; and (4) the income tax;

WHEREAS, there are four groups of taxpayers in the State: (1) large industries; (2) small businesses; (3) households; and (4) tourists;

WHEREAS, 38 states impose a property tax on general business machinery and equipment, all 50 states tax industries in some fashion, and relative tax burden is just one of many factors (including government regulation) businesses weigh in making location decisions;

WHEREAS, if one revenue-generating tax and one group of taxpayers were eliminated from the system, the burden of revenue-generation would fall increasingly on the three remaining taxes and the three remaining groups of taxpayers, including households and small businesses;

WHEREAS, the tax on machinery and equipment generates approximately \$112 million state-wide in revenue to support vital services such as education and health care, and its elimination would necessitate (even with a 50% state reimbursement) an increase of 4 to 10 mils on households and small businesses just to hold revenues constant;

WHEREAS, even a gradual phase-out of the tax on machinery and equipment would ultimately result in the elimination of the tax, making it necessary to replace 100% of the revenue it now generates;

WHEREAS, even if the State were to reimburse municipalities for 50% of their lost revenue due to the elimination of the tax on machinery and equipment, municipalities would not



be reimbursed for the remaining 50%, and 100% of the revenue would be lost to the state-wide revenue collection system;

WHEREAS, even with respect to the 50% of lost revenues that might be reimbursed at the outset, municipalities cannot count on future legislatures, operating under budget pressures that cannot now be anticipated, to continue making reimbursements;

WHEREAS, industries that operate in the State should make some contribution to the cost of providing municipal services and education;

WHEREAS, elimination of the tax on machinery and equipment would lower the valuation of towns that host large industries, causing their contributions to county-wide programs to fall and their reimbursements for education to rise, which would force neighboring towns to raise property taxes to compensate for the decreased contributions of towns with large industries and the diversion of additional educational subsidies to those towns.

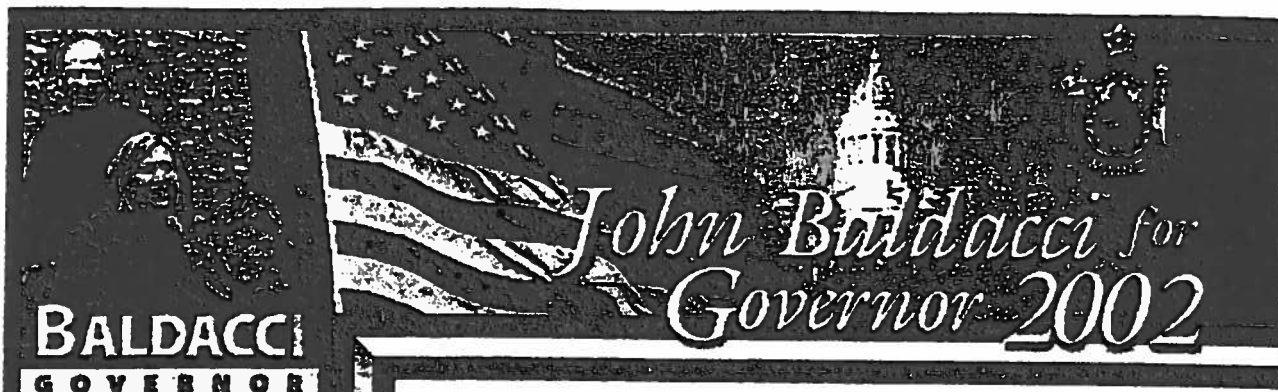
NOW, THEREFORE, BE IT:

RESOLVED: That We, your Memorialists, respectfully urge John E. Baldacci, Governor of the State of Maine, and the Members of the 121<sup>st</sup> Maine Legislature not to eliminate the tax on machinery and equipment, either all at once or over a period of years, and to work instead toward achieving equitable taxation of all groups in the State.

RESOLVED: That We, your Memorialists, respectfully urge John E. Baldacci, Governor of the State of Maine, and the Members of the 121<sup>st</sup> Maine Legislature not to exempt industries located in Maine from the State tax system.

RESOLVED: That suitable copies of this resolution, duly authenticated by the Town Clerk, be transmitted to John E. Baldacci, Governor of the State of Maine, and the Members of the 121<sup>st</sup> Maine Legislature.




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### News Releases

#### BALDACCIO BIG ON SMALL BUSINESS

#### ANNOUNCES 5-POINT SMALL BUSINESS PLAN

October 21, 2002

(Portland) As a Congressman, John Baldacci has been helping small businesses for years. As Governor, Baldacci says he will make it easier for small businesses to start-up and expand here in Maine and has put forth a five-point plan.

1. **ESTABLISH "THE MAINE HEALTH PLAN" WHICH WILL PROVIDE AFFORDABLE HEALTH CARE COVERAGE FOR EVERYONE IN MAINE.** Under my plan small business owners will save money, because they will have an affordable health insurance option for themselves, their employees and their families.
- 2. **ELIMINATE THE PERSONAL PROPERTY TAX ON NEW BUSINESS EQUIPMENT,** thereby encouraging businesses to expand and invest in new technologies so they can compete in the 21st century.
3. **PINE TREE OPPORTUNITY ZONES.** Similar to the Federal Empowerment Zones, the state would temporarily reduce or eliminate taxes for businesses, which expand or locate and create jobs in areas where little or no economic development currently exists. Each zone would have **AT LEAST ONE PRE-PERMITTED INDUSTRIAL SITE.**
4. **CREATE AN INTERNATIONAL DEVELOPMENT DISTRICT.** 95% of the World's customers are outside our borders. My goal is by the year 2010 to increase international trade by 25%. This I.D.D. will promote mutual growth and trade development for Maine, the Maritimes, and Quebec Province.
5. **ONE STOP SHOPPING.** Government needs to better serve small businesses. Under my administration business owners will have a single point of entry to provide a comprehensive guide to available state and federal business programs. We need to help business every step of the way, from permitting and licensing, to employee training and marketing, to accessing capital.

Each of us has our own reasons for why we live in Maine. We know Maine is a wonderful place to live. But, we need to take these steps to create a stable environment, and make Maine a world class place to do business.

Contact: Donna Gormley 942-9696



**TOWN OF JAY**  
**99 Main Street**  
**Jay, ME 04239-1697**  
**(207) 897-6785**

**TOWN OF LIVERMORE FALLS**  
**2 Main Street**  
**Livermore Falls, ME 04254**  
**(207) 897-3321**

November 5, 2002

**Re: No to Eliminating Personal Property Taxation or "Whose Tax Reform"/"Whose Tax Burden?"**

*Dale*  
Dear Mr. Olmstead:

With the current State budget having over a \$200 million deficit (with a projection of over \$1 billion deficit in the next two years) and with municipal budgets severely strained, the State ought not to eliminate \$144 million (or a substantial portion thereof) from the funds available at either the state or local level to support vital state services, such as education and health care.

According to the 2001 Municipal Valuation Return Statistical Summary that the Maine Revenue Services Property Tax Division prepared, the total value of personal property in the State of Maine is \$8,735,219,496.00 ("Total Personal Property Valuation"). See excerpt enclosed. The components of the Total Personal Property Valuation are:

<u>Item</u>	<u>Total State Valuation</u>	<u>% (Rounded)</u>
Production Machinery and Equipment	\$6,772,958,575.00	78
Business Equipment	1,295,888,753.00	15
All Other Personal Property	666,471,108.00	7
Total	\$8,735,219,496.00	100%

If you assume a mil rate of 0.01647, you have a tax revenue of \$143,869,065.00. This revenue amount would vary if you applied the actual mil rate to actual personal property on a specific town basis and you factored in the TIF districts and other exemptions. The taxation of machinery and equipment yields approximately \$112 million dollars in revenue (78% of \$144 million).

There are many people in powerful positions in this State advocating the elimination of all or substantial portions of the personal property tax. Apparently all gubernatorial candidates approve the elimination of the personal property tax. See enclosed October 30, 2002 article from the Bangor Daily News.



We, the undersigned municipalities, have joined together to voice our support to a very simple proposition: No to eliminating personal property taxation. We cannot imagine any possible way to replace the tax revenue that would be lost to the state-wide revenue collection system ("Tax System"). It is not good tax reform to simply eliminate substantial dollars from the Tax System.

### **IMPACT**

We ask you to consider some of the impacts if taxation of personal property is eliminated:

#### **Negative Impact on All Municipalities**

Without raising taxes or without drastically reducing spending the Tax System (local and state) is a zero sum system. Many of the large industries who pay the most of the personal property tax are located in small host towns ("Host Towns") which are surrounded by many small towns ("Surrounding Towns"). The elimination of Personal Property Taxation will in one limited sense be a benefit to the Host Towns, but would overall be very detrimental to Host Towns. Host Towns contributions to the county tax will go down and their reimbursements for education will go up. The Surrounding Towns property taxes will be increased to meet the cost of county government and to meet the educational needs due to the decrease in educational subsidies. (See the attached spreadsheet for Franklin County which shows the impact on Municipalities within Franklin County)

#### **Repeal of Personal Property Taxes Eliminates Some Taxpayers from Paying for Governmental Services**

The large industries who pay most of the tax on machinery and equipment do not, in general, pay much in the way of income taxes and sales taxes. Thus the burden of this reduction in the Tax System will necessarily be borne by other property tax payers, income tax payers and sales tax payers. If personal property taxation is repealed, there will be no direct contribution from these industries to the government of the State of Maine and of the municipalities.

#### **Competitiveness – BETR and Taxation of Personal Property**

Without any substantial proof of overall tax burden and by isolating certain tax programs to compare, the State Legislature is convinced there is a need to reimburse industries for the personal property tax, ergo the BETR Program. However, the State now has a large (and unanticipated) expense for this BETR Program and it is spinning out of control, particularly where the BETR Program reimburses industries for taxes that are not in fact paid (TIF and BETR combo, a/k/a the double dip). If the State eliminates the BETR Program, the State could save \$100 million dollars from sales and income taxes. If the



State wants to give \$100 million dollars of relief to the industries, it can eliminate the taxation on personal property tax. **This is where the rubber hits the road.**

We must prepare to resist this argument when the State looks to eliminate the cost of the BETR Program on the backs of the municipalities by demanding that we need to have "competitive" industries.

In a recent article in the Maine Lawyers Review it was stated:

"Bob Tannewald, Assistant Vice President and Economist at the Federal Reserve Bank, who has staffed tax reform commissions in Massachusetts and New Hampshire, has pointed out that tax competitiveness is a frequently misunderstood and misapplied concept. He suggests that the literature raises serious questions about the degree to which the relatively small differences in state tax obligations make in business location and investment decisions, and suggests that they are impacted to much greater degree by other factors of production costs." See Christopher St. John's article enclosed.

I have listed below excerpts from the Minutes of September 20, 2002 meeting Speaker Advisory Committee on Tax Reform on Mr. Tannewald's presentation:

"State and local taxes, as part of the total picture and cost of doing business, are not necessarily more of a deterrent to business growth and economic development than some other factors, such as government regulation. The difference among states with respect to state and local taxes as a factor in business relocation is incremental. There are other important factors as well, such as skilled workers for specific industries. The state of Georgia trains workers for specific businesses and industries, which has at least as much of an impact on business growth as taxes."

"Beware of simplistic formulas that measure competitiveness and the business tax burden. It is very difficult to allocate business profits by state."

"Property tax rates are comparatively high. The BETR Program does not truly serve as an incentive Program. It only lowers high taxes. There is only limited evidence that these types of programs work. At the local level there is very little flexibility with respect to taxation and little accountability."

Question before the Speaker's Advisory Committee:

"Is there irrefutable evidence that either the overall level of states' business taxes or their specific composition has a major impact on business location and investment decisions? Corollary: Do TIFS increase total investment in Maine or represent a zero-sum competition among municipalities, with the state's taxpayers picking up the business subsidy tab?"



**We believe no such evidence exists, at least none has been presented to-date.**

### **Funds Unlikely to be Replaced**

**The State Constitution requires that the State reimburse the municipalities 50% of any lost revenues by virtue of new State programs. We have no confidence that this provision will be helpful:**

- A. There would still be a 50% loss to the municipality;**
- B. It is far too vague and there is no precedent on how it would work, e.g. how long will the reimbursement last, etc.?**
- C. The Legislature cannot reliably be counted upon for future reimbursements. See, for example, past promises on education funding, jail funding, etc.;**
- D. Where is the State going to get its 50%?;**
- E. What will be the budget pressures put on the Legislature in the next 10 years?**
- F. It may be possible to get around this Constitutional provision altogether by not allowing personal property taxes on new equipment as it is put in place and therefore phase out this tax over the years. The State would then argue that municipalities never had the ability to tax this property because it was never in service and thus the Constitutional provisions does not apply.**

### **NEED FOR ACTIVE INVOLVEMENT**

**We feel that we need to be actively involved, at least to the extent of registering a lobbyist to present our arguments to the Governor (Executive Branch) and to the Legislature. You all know how the legislative process works. If you are not going to be at the table when the deals are made, you will not like the results. Our mere active presence on this issue should have at least the effect of slowing down any rush to eliminate the personal property tax.**

**We feel that we have a unique position in the tax reform debate; that is, proposing to achieve property tax relief for large businesses by exacerbating the property tax burden of homeowners and small businesses or by increasing personal income tax and sales tax is unacceptable. We know of no group whose sole agenda is our protection on this issue. Many of these groups do, however, support our position. However, all other groups have their own agenda for various proposals for reforming the Tax System. We just want elimination of personal property taxation to be out of the debate. Nobody, and we mean nobody can protect our interest better than ourselves.**



Our goal and position are clear and simple. The Maine Municipal Association or the Service Center Coalition group or other groups of advocates within the tax reform debate will not be affected by our position. The tax reform debate certainly should go on and be debated. However, any proposition on taking away our ability to tax personal property must be resisted and not considered as part of any deal. It is not possible to replace the revenue of loss by removing such taxation ability.

We intend to monitor the situation at the Legislature, engage in the debate as necessary and to do the best we can to defeat any proposals that will alter the status quo with respect to taxation of personal property tax.

We firmly believe that if we have a presence at the Legislature and that people know our position about the impact of eliminating the personal property tax, this issue should go away.

### ACTION

We do not have any formal organizational structure. We do not need one. We intend to have no meetings. We do not need any policy discussions. For this purpose, we have a single purpose. We ask that you join with us by writing and letting us know:

- (1) that you support our position;
- (2) that we can publicly and privately state that you support our position;
- (3) that you will call your state senators or representatives and inform them of this position; and
- (4) when requested by us, to contact your senators and representatives to state your opposition to any repeal of this ability to tax personal property. See sample letter enclosed.

We will let you know, from time to time, when we need you. We do want to establish this network for fast reactions to the unfolding of events. You know how events occur in Augusta. If we are not there and not responding, we will stand less of a chance of being protected.

We have already raised a certain amount of money for this endeavor, no more than \$2,000 per municipality. We would ask, but not require, for you to contribute what you can.

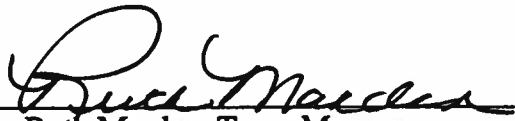
The money raised so far will not take us to the end of the process.

Sincerely yours,

By: \_\_\_\_\_

  
Alan Gove, Town Manager  
Town of Livermore Falls

By: \_\_\_\_\_

  
Ruth Marden, Town Manager  
Town of Jay



**The following municipalities have joined with us and endorse this letter:**

**Robert Welch, Town Manager  
Town of Rumford**

**Patricia Dickey, Town Manager  
Town of Skowhegan**

**Jack Clukey, Town Manager  
Town of Baileyville**

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**SAMPLE LETTER  
[MUNICIPAL LETTERHEAD]**

November \_\_\_\_, 2002

Ruth Marden and Alan Gove  
c/o Town of Jay  
99 Main Street  
Jay, ME 04239-1697

**RE: No to Eliminating Personal Property Taxation**

Dear Ruth and Alan:

On behalf of [Insert name of municipality] I write to indicate our opposition to the repeal of the taxation of personal property taxes. We whole heartedly support your position. You can publicly and privately state that we support your position.

I will let our state senators and representatives know that we are opposed to any repeal of the ability to tax personal property. Also I will, as time permits, make other calls to our representatives and senators when requested by you.

Enclosed please find a check for \$ \_\_\_\_\_ to support this cause.

OR

I will try to find some financial support for this cause and will forward it to you in the near future.

My contact information is as follows:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

Sincerely yours,



Table 1 Projected Tax Rate with Elimination of Personal Property Valuation

Franklin County

Municipality	Total valuation 2002	% of County Tax	County Tax	Real Estate Valuation	% of County Tax Based on just R.E. Valuation	County Tax based on Real Estate Valuation	Difference in Tax Applied to Towns
Avon	\$20,600,000	.91%	\$24,102.00	\$20,484,348	1.26%	\$33,627.98	+\$9,525.98
Carrabassett Valley	\$243,100,000	10.66%	284,427.00	\$223,066,900	13.77%	\$367,505.74	+\$83,078.74
Carthage	\$14,050,000	.62%	16,438.50	\$10,658,881	.66%	\$17,614.65	+\$1,176.15
Chesterville	\$43,350,000	1.90%	50,719.50	\$38,747,356	2.4%	\$64,053.29	+\$13,333.79
Coplin Plt.	\$14,000,000	.62%	16,380.00	\$14,231,302	.88%	\$23,486.21	+\$7,106.21
Dallas Plt.	\$45,450,000	2.00%	53,176.50	\$45,838,438	2.83%	\$75,529.50	+\$22,353.00
Bustis	\$71,250,000	3.13%	83,362.50	\$56,247,400	3.48%	\$92,610.38	+\$9,247.88
Farmington	270,500,000	11.86%	316,485.00	\$245,701,700	15.17%	\$404,870.16	+\$88,385.16
Industry	\$44,650,000	1.96%	52,240.50	\$34,976,175	2.16%	\$57,647.96	+\$5,407.46
Jay	\$738,400,000	32.37%	863,928.00	\$253,874,830	15.67%	\$418,214.59	-\$445,713.41
Kingfield	\$53,150,000	2.33%	62,185.50	\$49,064,694	3.03%	\$80,867.28	+\$18,681.78
New Sharon	\$45,700,000	2.01%	53,469.00	\$38,494,400	2.38%	\$63,519.51	+\$10,050.51
New Vineyard	\$35,600,000	1.56%	41,652.00	\$40,254,339	2.49%	\$66,188.40	+\$24,536.40
Phillips	\$40,450,000	1.78%	47,326.50	\$42,185,029	2.61%	\$69,391.06	+\$22,064.56
Rangeley	\$223,250,000	9.79%	261,202.50	\$194,836,406	12.03%	\$321,067.11	+\$59,864.61
Rangeley Plt.	\$87,550,000	3.84%	102,433.50	\$75,650,977	4.67%	\$124,637.02	+\$22,203.52
Sandy River Plt.	\$31,900,000	1.40%	37,323.00	\$30,574,408	1.89%	\$50,441.96	+\$13,118.96
Strong	\$44,200,000	1.94%	51,714.00	\$31,119,356	1.92%	\$51,242.63	-\$471.37
Temple	\$22,000,000	.97%	25,740.00	\$16,412,031	1.02%	\$26,955.76	+\$1,215.76
Weld	\$46,550,000	2.04%	54,463.50	\$34,028,575	2.10%	\$56,046.63	+\$1,583.13
Wilton	\$145,400,000	6.38%	170,118.00	\$123,718,294	7.64%	\$203,902.97	+\$33,874.97

Figures used for tax rate are actual for 2002 -- % used for reduction and Real Estate Values are derived from the Municipal Valuation Return Statistical Report published and compiled by Maine Revenue Services.

Prepared by:

Ruth Marden, Town Manager  
Town of Jay



## 2001 MUNICIPAL VALUATION RETURN STATISTICAL SUMMARY

MUNICIPALITY	Certified Ratio	Land	Buildings	Total Land & Building	Production Machinery & Equipment	Business Equipment	All Other Personal Property	Total Personal Property	Total Real & Personal
ANDROSCOGGIN		\$1,109,319,948	\$2,802,472,094	\$3,711,792,040	\$392,559,538	\$104,178,812	\$91,417,488	\$598,153,838	\$4,299,945,878
AROOSTOOK		\$844,277,798	\$1,459,443,045	\$2,103,720,783	\$412,433,846	\$39,900,672	\$11,523,289	\$463,758,787	\$2,567,479,550
CUMBERLAND		\$8,500,156,388	\$11,072,318,082	\$17,572,472,481	\$1,252,422,740	\$535,611,339	\$152,431,102	\$1,940,465,181	\$19,512,937,882
FRANKLIN		\$568,789,816	\$1,051,378,223	\$1,620,165,839	\$754,331,080	\$12,512,913	\$9,789,929	\$778,633,822	\$2,398,789,781
HANCOCK		\$2,418,309,308	\$2,618,178,894	\$5,034,488,200	\$331,721,634	\$21,021,547	\$11,354,854	\$384,087,835	\$5,398,588,035
KENNEBEC		\$1,687,894,772	\$3,031,731,740	\$4,719,626,512	\$102,910,570	\$148,837,490	\$37,770,013	\$289,518,073	\$6,008,144,585
KNOX		\$1,378,868,099	\$1,759,846,971	\$3,138,513,070	\$85,822,982	\$21,196,335	\$13,124,319	\$120,183,848	\$3,259,698,716
LINCOLN		\$1,501,234,113	\$1,617,500,330	\$3,118,734,443	\$32,616,897	\$21,682,441	\$10,982,141	\$65,283,279	\$3,184,027,722
OXFORD		\$1,072,818,446	\$1,884,115,829	\$2,956,932,375	\$438,598,561	\$19,834,094	\$40,790,878	\$489,221,531	\$3,458,153,908
PENOBSCOT		\$1,615,778,417	\$3,581,504,291	\$5,177,282,708	\$861,280,751	\$168,283,549	\$168,392,094	\$1,282,958,394	\$6,470,239,102
PISCATAQUIS		\$317,998,107	\$428,273,831	\$744,271,938	\$59,678,678	\$2,652,505	\$4,595,796	\$68,924,979	\$811,198,917
SAGadahoc		\$725,828,524	\$1,252,809,872	\$1,978,638,398	\$229,287,948	\$3,639,348	\$3,171,301	\$238,098,597	\$2,214,734,983
SOMERSET		\$631,217,980	\$1,115,637,079	\$1,946,855,059	\$818,481,883	\$58,885,522	\$11,295,322	\$888,642,527	\$2,833,497,568
WALDO		\$779,444,580	\$1,068,547,714	\$1,878,992,304	\$44,145,890	\$25,859,204	\$22,610,702	\$92,415,798	\$1,971,408,100
WASHINGTON		\$527,330,388	\$710,988,334	\$1,238,318,720	\$331,975,551	\$7,891,781	\$15,020,861	\$354,899,193	\$1,588,204,913
YORK		\$4,972,303,771	\$8,868,775,593	\$11,841,079,364	\$524,612,416	\$111,163,201	\$82,191,323	\$687,966,940	\$12,539,048,304
STATE TOTALS		\$28,650,584,180	\$42,132,318,032	\$68,782,880,212	\$6,772,958,575	\$1,295,888,753	\$688,471,208	\$8,735,219,498	\$77,518,089,708

Prepared by:

 State Property Tax Division  
 Maine Revenue Services



### Section 5.3 --- LINE EXTENSION PROCEDURES

(a) Franchisee shall provide Cable Service(s) to those residents who have requested such Service(s) and whose residence or other building to which Cable Service is requested is located within three hundred (300) feet of the Cable System within seven (7) business days of said request. In the case of requests for Cable Service requiring a service Drop to serve a single residence, which Drop is in excess of three hundred (300) feet but less than one thousand (1,000) feet from the Cable System, Franchisee shall provide the requested Cable Service within thirty (30) days of receipt of any necessary pole attachment or make-ready requirements. In the case of requests for Cable Service requiring a service Drop or line extension of over one thousand (1,000) feet from the Cable System, Franchisee shall complete the service Drop or line extension within sixty (60) days of receipt of any necessary pole attachment or make-ready requirements. Franchisee shall seek any necessary pole attachment permits or make-ready requirements with due diligence. The conditions of Section 5.2 above shall apply.

(b) Failure to install within said seven (7) day period to residents whose residence or other building in which Cable Service is requested is located within three hundred (300) feet of the Cable System without just cause (Force Majeure) or Subscriber fault shall require Franchisee to automatically provide the cable installation to the affected Subscriber without charge and at its sole cost and expense, no later than seven (7) days of the initial installation date. Subscribers who have not received said free installation work as a result of missed appointments shall have reason to petition the Franchise Authority or its designee for appropriate relief. Franchisee shall provide all Freeport subscribers with written notice of this 7 day installation deadline and the subscriber's right to a free installation if the deadline is not met.

(c) In arranging for appointments for cable installation and repair work, Franchisee shall give the subscriber or prospective subscriber a choice as to whether said installation or repair will occur in the morning hours, between 8:00 a.m. and noon, or in the afternoon hours, between noon and 7:00 p.m., or on Saturdays between 8:00 a.m. and 5:00 p.m. In the event that Franchisee fails to arrive at the subscriber's premises within 30 minutes of the scheduled time or scheduled window of time (which window shall not exceed 4 hours) for reasons not caused by the subscriber, the Franchisee shall make no charge to the subscriber for any make-up or late installation. The Franchisee shall apply a \$20.00 credit to the subscribers' account for any late service call as defined above.



**MEETING NOTES**  
**REGIONAL CONSOLIDATION OF MUNICIPAL SERVICES**  
**COMMITTEE**

**Meeting held at the Cumberland Town Hall**  
**Wednesday, December 4, 2002 at 7:00 P.M.**

**Present:** Steve Moriarty, Bill Stiles (Cumberland), Dick Brobst,  
Clark Whittier (North Yarmouth), Susan Campbell, Ken  
Mann (Freeport) Ann Goggins (Falmouth)

**Also Present:** Nat Tupper, (Yarmouth), Tom Bell (Portland Press  
Herald).

The Committee discussed a range of topics and ideas including greater cooperation or sharing on school administration and services, policy research, Browntail Moth programs, assessing, public works, fire and EMS, police and dispatch operations.

A consensus was reached that consolidation of school functions was a worthy goal but should not be tackled until some smaller successes were achieved.

The Committee discussed the need to establish a structure (governance model) into which consolidated services could be folded over time, as well as a particular function to focus on.

The Committee agreed that financial savings, particularly in the short term, could not be the only driving factor for consolidation, but would be of primary significance. Other reasons for the effort (and measures of success) were to include: (not necessarily in order)

- Cost savings and cost efficiency- longer term
- Better program and policy development
- Improved service delivery
- Maximization of existing shared resources.



Another objective was later added: To better integrate land use development patterns over time.

Committee members suggested some work needed to be done to “run the numbers” or lend proof that consolidation/regionalization actually would save money. There was a long discussion on how service unit costs might be benchmarked against other communities in Maine or the country and how service delivery (demand) units could be compared. There was no clear consensus on how such analysis could be done or if it would be useful.

The Committee agreed there were two types of consolidation issues – those related to systemic (structural) programs (departmental operations, on-going work processes, etc) and project (episodic) activities (ordinance research, Browntail Moth spray, etc).

The Committee agreed to focus on police services, including dispatch operations. North Yarmouth currently does not provide either service directly and Freeport separates dispatch operations from police services. Nevertheless, the full consensus of the group was to focus on these two functional areas.

While recognizing that a governance structure is needed, the Committee agreed to focus on the preliminary assessment of police/dispatch services first. If preliminary analysis indicates a value and interest among the towns to further investigate functional consolidation, the group would then also initiate governance discussions.

It was acknowledged that agreement on the “end game” (the final recommended results) would not dictate the process, timing or phasing of implementation.

The group discussed the role of consultants in the process. It was agreed that an expert should be used to analyze the needs and potential benefits (examine current staff, equipment, locations, procedures, demographics, activities and call volumes) and outline the costs and steps needed to bring about consolidation.



The Town Managers will be asked to identify potential consultants and available funding resources, and to work with the public safety chiefs to draft a scope of services for the consultant's work.

The Committee will meet again on Wednesday, January 15, 2003 at 7:00 P. M. at the Cumberland Town Hall.

The Managers will arrange that at least one municipal manager is in attendance at all meetings, (rotation) but all are welcome to come.

Nat Tupper and Warren Turner will draft a brief mission statement or goals and objectives statement and will circulate it for comment. All minutes, reports and correspondence will be sent by e-mail and will be posted at Regional Cooperative Forum (web site) at [www.virtuالتownhall.net/regionalforum](http://www.virtuالتownhall.net/regionalforum). E-mail postings to Regional Forum@virtuالتownhall.net.

Adjourned at 9:15 P.M.

Respectfully,

Nathaniel J. Tupper