



**BOARD OF SELECTMEN
Minutes**

May 9, 2017

6:30pm – Regular Meeting

Broadcast Studio
423 Webbs Mills Road

Resolution: We, the Raymond Board of Selectmen, recognize our individual and collective responsibilities as leaders and representatives of our community. To this end, we pledge to conduct ourselves in a manner befitting these roles and duties. We pledge and encourage others to "Be the Influence" and to recognize that decisions matter.

Selectmen in attendance: Joe Bruno, Samuel Gifford, and Rolf Olsen

Selectmen absent: Teresa Sadak, and Lawrence Taylor

Town Staff in attendance:

Don Willard – Town Manager
Nathan White – Public Works Director
Sue Look – Town Clerk

1) **Called to order** at 6:30pm by Chairman Bruno.

2) **Minutes of previous meeting**

Motion to approve the April 11, 2017, Minutes as presented by Selectman Gifford.
Seconded by Selectman Olsen.

Unanimously approved.

3) **New Business**

a) **Appointment of Planning Board Member**

- Edward Kranich

Mr Kranich – I apologize for last month, I didn't realize we needed to meet. I worked in a Planning Office, in Civil Construction (highways, bridges, railroads, transmission for power lines, etc). I will retire soon and would like to give back to my community. I have lived in Raymond 2 years. I have read the plan of development for the town. I like the open space and forest areas. Seems like a nice community.

Selectman Gifford – Have you read the Shoreland Zoning?

Mr Kranich – Yes. I have lived in CT and have seen what happened to the lakes there with discharge, runoff and overcrowding and I think the development should be held back a bit to keep nice clean lakes.

Motion to appoint Mr Kranich to the Planning Board for a term ending June 30,

* Taken out of order

Unanimously approved.

b) Presentation of Main Street Sidewalk Project – Owens McCoullough, Sebago Technics

Mr McCoullough – We have been in front of the Selectmen and have had a couple of public meetings a year ago, or maybe a little more than a year ago. It is a section that runs from Route 121 to the Route 302 intersection of Main Street, about 2,300 feet or .4 miles. It is a State-owned right-of-way and there is a program (Local Project Administration (LPA)) where you can put in a request to the State to get the funds to do “safe routes” for sidewalks and pedestrians. The State originally approved this for about \$180,000 or something in that range. We did some preliminary planning and costing on it and talked with DOT. It became apparent that we were going to be way short of money to do the project. The project is closer to \$350,000-\$380,000. So, going back to the State we told them we would probably not go forward with it. The State has since come back and said that they would look to fund the whole project with a 20% match by the Town. The State sent a revised agreement for a Local Administered Federal Aid Project (LAP). The agreement puts forth an upper limit for design work at \$44,000. We go through what they call PS&E (plans, specifications and estimates), it goes through a preliminary design. The State takes those with an updated cost estimate and then funds the project. So timewise we would be looking to do the design work for the project over 2017 and hopefully the State would fund the project in 2018. These reflect the conversations I have had with Mike LaBerge at the State.

Chairman Bruno – So when you say 2018, you mean July of 2018 fiscal year?

Mr McCoullough – Correct. The way this works is, since this has federal money in it, when you are going to construction it is a little different than a normal Town construction project:

- We have to meet Davis Bacon Wage Rates (*NOTE: The 1931 Davis-Bacon Act requires the payment of prevailing wage rates to all labors and mechanics on Federal or Federally assisted construction contracts. Overall program responsibilities are administered by the U.S. Department of Labor. Project specific responsibilities are administered by the contracting agency. Davis-Bacon Act requirements are implemented in various Federal assistance programs through the "related act" provisions in each agency's implementing statutes.*).
- You have to have a very specific protocol around testing and documenting the project.
- There have to be wage rate interviews.
- It is more involved on the construction side it

All of this is built into the budgeting of the project. At this point it is my understanding that this will go to the Town for a vote at the Town Meeting. If it is approved, then the Town would sign the LAP agreement and go forward with the project.

I always bring this up, if the Town got halfway through the design or planning of the project and then said, “We have changed our mind, we don’t want to go forward with this.” you can walk away from it, but any money that the State put into it the Town

* Taken out of order

would have to pay back. That is just 1 thing to keep in mind.

We have already done the right-of-way survey on this section, that was done a year ago. We know where the right-of-way is. We had some discussion about which side of the road to put the sidewalk. At this point we are looking to put it on the easterly side of the road, the uphill side of it. From a drainage and construction standpoint it makes more sense to put it up on that side. A year and a half or maybe two years ago we had a public meeting where we showed options for both sides of the road. It was my opinion that the uphill side of the road made more sense. If it is on the downhill side of the road you have to build the sidewalk up with curb so the folks that are on the downhill side would have more visual and grading impact. If it is on the uphill side I have a chance to blend it in to the land contours.

Chairman Bruno – How far down does the sidewalk go? From 302 to where?

Mr McCoullough – It goes all the way down to the intersection of 121.

Chairman Bruno – Does it turn to the Library at all?

Mr McCoullough – No. Right now, the budgeting and the plan is to end it right there. I have had some discussion with Nathan. I am glad you brought this up Joe because when you get down to that intersection there are 2 businesses on the corner and their curb cut is wide open for parking. I have been through this a few times and DOT likes to tighten up those curb cuts as much as they can which would result in less parking for the businesses. It is better for pedestrians, but not for the businesses on the parking side. Nathan and I have talked about possibly going up between where Public Works is now and the businesses, there is a path that goes through there to the Library. It makes some sense to bring the sidewalk up that way and preserve the parking. I will eventually need to take the plan to DOT and fine tune the concept. There will be some back and forth with them.

Town Manager Willard – If something changed in the future to consolidate with the Library we could remove the sidewalk and take it to the corner if needed.

Mr McCoullough – Certainly. So that is the project. My guess is that it will be a 2018 project and will take about 3 months to build. There will be subsurface drainage that has to be installed with curbing. There is already subsurface drainage that is in pretty rough condition. We did the lower end of the road earlier, but we held off this section because of this opportunity.

Town Manager Willard – So along with the pedestrian element of it, we are going to have the improved drainage. A side piece is when you put in a sidewalk and curbing you have a traffic calming effect, it slows traffic and improves safety. The visual look will feel narrower for drivers and it will have the effect of slowing them.

Mr McCoullough – Don is right. We often see that if you build it wide, flat, and long people drive to the conditions they are comfortable with. When we see curb and sidewalk and a little narrowing it tends to act as natural traffic calming. It does not preclude someone who behaves badly. For the most part it does help with that. It would have vertical curb (they call it slip-form concrete curb) it is an extruded concrete curb that runs down and then a 5-foot wide bituminous sidewalk running the whole length of the road. Pretty standard in what you would see in a residential setting.

Chairman Bruno – A black asphalt sidewalk.

Public Works Director – On 302 there is granite curbing and this will be concrete curbing.

Mr McCoullough – Slip-form concrete curb is being used a lot more. It is a pretty durable product. It is quite a bit less costly than granite curb. Slip-form is about \$10 a foot and granite is approaching \$40 a foot. There is a big cost difference. On a road like this 2,300 feet times another \$30 a foot adds up very quick (\$69,000).

Selectman Olsen – So we will have to meet Davis-Bacon. We will also have to meet the Drug Free Workplace and if we do who is going to be in charge of the drug testing and enforcement?

Mr McCoullough – The contractor. You don't have to administer that. The contractor has to fill out forms for equal opportunity employment. They have to post some information. They have to have a safety plan in place. They have to have a drug plan in place. Our obligation is to make sure that they have signed and filled the paperwork out that says that they will comply with those requirements. The only physical check that we have to do is wage weight interviews. When we approach a worker, we ask for their job position, what their rate of pay is, and whether or not they get benefits. There is a whole protocol around that. And then they have to submit certified payrolls with all of their work. The DOT uses a software called Elations and it is all uploaded into a database which we check and DOT checks.

Chairman Bruno – This will go out to bid obviously.

Mr McCoullough – Yes, it has to.

Selectman Olsen – Will it be sequestered small business?

Mr McCoullough – No, it is open bid.

Selectman Olsen – Typically if you are under a half million in a Federal contract they try to impose that from time to time.

Mr McCoullough – I have not had that happen to me. We do get DBE and WBE goals in it. Maine's goals are fairly low because we just don't have many DBEs or WBEs.

DBE – Disadvantaged Business Enterprise – DBEs are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51% interest and also control management and daily business operations.

WBE – Women's Business Enterprise – A women-owned business is defined as being owned, capitalized, operated and controlled by a woman or group of women. The business must be a "for-profit" business which physically resides in the United States or one of its territories.

If I get 1% or 2% on a job I am lucky. It is just amazing. I was at a conference in Washington DC and some of the states like PA and NY and a few others have goals of 30%, but the demographics are there to support it. We just don't have it so we get a bit of a pass.

Selectman Olsen – If you are going on that side of the road you are essentially right over the water line.

Public Works Director White – The water line is in the road, right in the travel lane.

Mr McCoullough – So we will come to the edge of the existing travel lane and will saw cut it. In some areas, we may saw cut to the center of the road because of the way the drain lines will have to run to the catch basins. Generally, the sidewalk and the curbing will be a continuation of the current travel pavement over 5 feet.

Glen Gisel – 7 Main Street – Just a couple of concerns. I don't know if they have been addressed or not. Number 1 is the snow removal. How is snow going to be removed

* Taken out of order

without putting it on the resident's lawn? Particularly mine. With the stonewall there is nowhere to put it except in the road. That seems to be an issue. And the other issue is what about ATV traffic? Dirt bikes? You can't keep them off the sidewalk now. They go right up and down the middle of the road. Traffic does not know what Speed Limit is on Main Street now. The Sheriff is having a problem enough enforcing traffic now. How is this going to help slow down traffic?

Public Works Director White – I had not given snow removal much of a thought yet and at your place Glen we would probably have to have it hauled off.

Mr Gisel – There is another expense.

Mr McCoullough – ATV traffic, dirt bikes... that is an enforcement issue. We can try to sign it to keep them off it. They are not allowed within the public right-of-way so that is an enforcement issue. The sidewalks certainly will not add to speed, if anything the sidewalk will help reduce the speed because there will not be a shoulder and it will feel a little smaller. We typically see with curb and sidewalk that the traffic slows down a little bit. If people are still speeding through there...

Chairman Bruno – The speed limit is 25 mph through there. On the snow removal, is that going to be a part of the contract we have to clean the sidewalks? We are not going to expect people to clean the sidewalks?

Public Works Director White – No, that will be part of the contract.

Town Manager Willard – It is not something that has been thought through. It is different than on 302, but it is not something that is unique to the world. Towns and cities have sidewalks, it is a matter of coming up with a plan that will meet our needs.

Public Works Director White – Right now when he snow blows he is dumping it right beside the sidewalk, 2-3 feet to the side is typical. Or maybe blowing it into a truck (which is less typical). Cities do that.

Mr McCoullough – One thing about sidewalks is their objective is to get pedestrian traffic out of the travel lanes and onto the sidewalks. The vertical curb makes it safer for the pedestrians.

Kevin Simpson – 19 Main Street – Are the plans or drawings available to look at?

Mr McCoullough – All we have done to date is to do a right-of-way survey which I will make sure Don has a copy of and we did some very early-on sketch plans to get a general sense of what a sidewalk might look like that I will provide to Don. I do have a presentation, but could not connect to the projector.

Mr Simpson – I am curious because I have a fence that runs along there and I have a sewer line that runs under the road to my leech field across the street. I have a letter from the DOT stating that they don't care until the day they have to tear up the road and then I might care. 😊 I wasn't sure if that would come up in the planning or in the discovery or if that would be an issue. You talked about some additional drainage.

Mr McCoullough – The drainage I am referring to is replacing the catch basins and underground piping that is on that side of the road. If you have a drainage line down there it is better to let us know about it to be sure it is not missed. The goal is not to cut through your sewer line.

Public Works Director White – We have a couple of those throughout town and when we rebuild a town road, on 2 of them we have put conduit beside it as a fail-safe. A little different rules on a town road than a state.

Mr Simpson – Another thing, the 5 feet. If you are looking at the white line that is currently painted on that side of the road, is that roughly where the curb will begin?

Mr McCoullough – This road is not classified as an urban collector or an urban sub-collector. It is classified as a town road in a DOT right-of-way. It is a long story, but they have different classifications for roads. This is fortunate because we have some leeway on the width of the road. We will try to match the existing width of the road, so we will not have any less. We will try to maintain 12, 13, 14 feet of road width. We have not finalized anything yet, but it certainly would not be closer than the white line.

Mr Simpson – From the white line to my fence is “10 million tons” of sand and gravel from I don’t know how many winters. I am trying to figure out if my fence has to come out. I wanted to get a sense of where I would measure from.

Mr McCoullough – I just don’t know yet.

Mr Simpson – Thank you.

Kimberly Williams – 32 Main Street – I would like to ask, if this goes forward, could we be notified about public meetings? At the first public meeting Danielle had said we will keep you informed. I know she is not there now, but I have called the Town Office a few times to see how this was progressing and nobody has ever gotten back to me. And I wanted to say that somebody hit my house with their car, so just because there is a sidewalk does not necessarily mean you are going to be safe.

Town Manager Willard – If you call the Town Office and want to know about this, ask for me. I will get back to you immediately. I also want to tell you that this came about quite quickly, so I apologize. We did not anticipate this to go this way. We thought at a staff level the project was probably done because of the significant cost difference between what we thought it would cost and actual. It was a big surprise to get the additional significant grant funds from the Department of Transportation. That is a big part of the problem with this, is that it was uncertain for a long time and it is still uncertain because it requires a Town vote. So, I do apologize, we did not anticipate it was going to go this way 2 years ago.

Judy Gisel – 7 Main Street – I have a couple of concerns. I would like to invite you to come on Halloween and sit in my yard and watch what happens. The other part is, most of you know that Glen owns a business, and I sit out at the picnic table in the summer, and other than answering the phone for his business I took a survey of how many people walk, ride their bikes, 4-wheelers, dirt bikes, all of that and there are weeks that go by that there aren’t more than maybe 1 or 2 people that will walk on that road or use a bicycle. So, my concern is why do we have to have a sidewalk so my neighbors can ride their extra vehicles up and down the road, in and out of the cars? And we can’t seem to do anything about it. I know that isn’t your problem, but it is one of our problems. So that is what I have to say.

Chairman Bruno – When the 302 sidewalk was put in there was a lot of doubt that people would use it and now it is used all the time.

Mrs Gisel – From where?

Chairman Bruno – From Raymond Beach to the Town line.

Mrs Gisel – No, not from Raymond Beach.

Town Manager Willard – I used it this weekend and I saw people out there.

Bruce Peavey – 35 Main Street – I would be on the affected side, unfortunately. I have a couple of questions. The plowing, do you have to buy a piece of equipment to plow

* Taken out of order

that sidewalk?

Public Works Director White – We sub-contract that out. We don't even own a piece of equipment to do the 302 stuff, it is all sub-contracted out.

Mr Peavey – So what happens when they go across my lawn, which will be sidewalk, and get to my driveway? Is that snow going to be deposited...

Public Works Director White – They are very careful with all the stuff they do on 302 to make sure the driveway is clear. Under the contract, they have to do it within 24 hours. He does it the day after the storm when the driveways are clear and he cleans up after himself. I haven't had any trouble yet with either of the contractors and those sidewalks have been in 11 or 12 years now. We have had really good luck with both of the contractors we have had.

Mr Peavey – Maybe they would do my driveway if I talked to them. Portland Water, I am not hooked up to Portland Water. I just had a well put in and all of a sudden, they are laying pipe. I understood that there was an issue with that. If the sidewalk goes in then we can't hook up to Portland Water?

Chairman Bruno – Why would there be an issue?

Mr Peavey – I don't know. That is why I am asking.

Chairman Bruno – It might be the opportunity to hook up when they have that all torn up.

Town Manager Willard – The cost would be increased if you had to cut through a sidewalk and curbing, but it is not impossible. If you wanted to do it the time would be during construction.

Mr Peavey – I think we have stubs on the front lawns. Don't we?

Town Manager Willard – If you have a stub it should take it to the property line.

Mr McCoullough – If you have a stub there will be a shut-off valve at the property line.

Public Works Director White – You would have had to have paid for it if you have one. DOT has a moratorium on new asphalt/new paving, a 5-year moratorium when they will not allow you to cut and it becomes a permit fee after that. The sidewalk is something the municipality is going to own, not the State, so it will not be under their rule.

Mr McCoullough – Maybe this will help you, as this goes forward we notify the Portland Water District to get a copy of all the plans. We will review it. If you have interest at that point in time to go on public water, that would be the time to ask the Water District about doing it.

Mr Peavey – I think it would be nice if the Town let the affected land owners know when there is something happening. That would be appreciated. I just found out about this. Also, I have a telephone pole on my property, what is the deal with that?

Mr McCoullough – Again, when we get to the design of it, the power and telephone companies are notified and if it is required because of the location of the sidewalk, we would coordinate with them to relocate a pole.

Mr Peavey – Who pays for that relocation?

Mr McCoullough – If it is a municipal project and it is within the right-of-way, then the member utility pays for the relocation.

Mr Peavey – Another thing, I am retired and I get a lot of sit time, looking out the

* Taken out of order

window watching the cars go by and what people there are... and like Judy said, I don't see a lot of activity. And reference the speed limit, maybe we need more signs. I am very aware of fast cars going down through there, plus dirt bikes, plus snow machines in the winter. I am thinking that if we have a sidewalk, they'd be more comfortable buzzing down the sidewalk than in the street. They might figure it is legal on the sidewalk, or less illegal. I think it might encourage them to go down the sidewalk.

Chairman Bruno – It is illegal and it is an enforcement issue. If people are going to ride dirt bikes, 4 wheelers, and snowmobiles down Main Street, they are breaking the law.

Mr Peavey – They do it when we get a nice storm. It is a daring thing. Also, how wide is the street, how many rods?

Mr McCoullough – I think it is a 3-rod road. I'll have to look at the survey plan, I can't tell you that for sure.

Mr Peavey – I am going to get out my measuring stick. I have a granite mailbox post that with great difficulty I put in because I thought it would be kind of neat, the only one in the village. So where are the mailboxes going to go? They have to go on the street side of the sidewalk, right?

Mr McCoullough – Mailboxes if they are in the area of construction will be removed and get reset. We will have to coordinate with the Post Office on location. It is pretty normal during the process.

Mr Peavey – It is about an 8' long piece of granite.

Town Manager Willard – You may want to check that. The MDOT calls that a DFO – Deadly Fixed Object – something that will withstand a crash. For a mailbox post it is not a good thing from a liability standpoint. If they knew about that, they would require that you remove that.

Chairman Bruno – And you just stated it publicly. 😊

Mr Peavey – So isn't a tree.

Town Manager Willard – We can't cut every tree, but we can avoid putting in steel I-beams, granite, etc. in the right-of-way. I am not saying to take your post out, only that it is not recommended.

Mr Peavey – I wouldn't be able to take it out. Also, behind it on the lawn (been there since 1900) are 2 pieces of granite sunk into the lawn, I don't know how far. I put 1 in between to plant flowers in. What will happen to those? Will they go bye-bye?

Town Manager Willard – Not if they are on your property.

Mr Peavey – I think in a lot of cases; the road comes to you. This is an old house and I have pictures of it when it was a dirt road through the village. Obviously, the road has been improved and the road just grows, which is why I want to know how wide the road was.

Mr McCoullough – There are 2 things to consider: the width of the paved section of the road and the width of the public right-of-way that is owned by DOT. Those 2 widths are different. I will give Don a copy of the survey plan and you can look at it in his office.

Mr Peavey – Also, there is a hydrant there too, which is good for the insurance. When they put that in they took out my property stake. That is nothing to do with you, but

now if I have a disagreement with my neighbor I would have to have it surveyed to prove where it should be. I think it's probably now the hydrant. I think that is it for now. Thank you.

Board of Selectmen – Thank you.

Richard Pierpont – 25 Main Street – A lot of my questions have been answered or addressed. We have lived in Town for 35 years or so. There isn't a lot of traffic going up and down Main Street. Maybe it is one of those things where if you build it they might come. I don't know what the Town is going to get out of this. If we don't go ahead with the sidewalk right now, do we owe the State any money back?

Chairman Bruno – Not yet.

Mr Pierpont – I'm neither here, nor there on the sidewalk, but I have a few questions. I have a dirt driveway. Will that be paved across my driveway or will the sidewalk end at one side of the driveway and begin again at the other?

Mr McCoullough – When we build the sidewalk and you have a gravel driveway, there will be a paved apron that will go all the way across your driveway.

Mr Pierpont – OK. Does the Town have any figures of what it will cost to plow this thing every year?

Public Works Director White – I do not. We would take the footage that he is doing right now and calculate how much this additional will cost. We pay about \$2,500 per year to snow-blow the 302 stuff. This should not add more than \$400 or \$500 to that.

Mr Pierpont – My main concern is not with the sidewalk, but with the Portland Water District. We are not hooked up to the water. Is there a 5-year moratorium for going across that sidewalk?

Public Works Director White – No. What I said was DOT owns that section of Main Street and by their rule if they were to pave the road they would put a 5-year moratorium on the road. The Town of Raymond is going to own the sidewalk. That doesn't fall into their DOT rules. We don't have any kind of a moratorium on our paving or our sidewalks yet and I don't see it coming. I would like to make sure that anyone who had plans to hook up that we do it when we go by before we put the sidewalks in. But if somebody's well fails and they need to put one in we will have to cut it and put it in.

Mr McCoullough – I am making a note to ask DOT if this project would fall under their moratorium or not. The way these funds work is you build it to a standard, the Town owns it, and is responsible for it. DOT will not take over maintenance for it. They give you money for a project, you are now responsible for it. So, I will just double check.

Mr Pierpont – Don, were you able to check with the Portland Water District to see if there was a fee coming back to the Town? When they originally put the line in I thought there was a fee, I don't know the figure. I know it was like a \$3,000 fee to the Town to hook up to the water, then I pay Portland Water District and they'll cut in and bring it up to my house. After 10 years that fee will go away.

Town Manager Willard – We tried to research this and this is going back 15 years. I think before we turned it over to the District I think you were correct and there was a fee to the Town, but now it is all District administered and we turned all the infrastructure over.

Mr Pierpont – Thank you very much.

Board of Selectmen – Thank you.

Mr Peavey – You must have the layout of the water up through the Town?

Town Manager Willard – It is a District asset now and it is nothing we are ever going to be involved in. If we don't have an "as built" kicking around the Town Office, we certainly can get one. We are not going to be excavating the water line.

Mr Peavey – I understand. I just would like to know if I do have a stub.

Town Manager Willard – That is a Portland Water District question.

Chairman Bruno – You can call the Water District.

Town Manager Willard – If you did not pay, then you probably do not have a stub.

Mr Peavey – My final question (possibly) on that road width, I should have that when we are done?

Town Manager Willard – Owens said he would give me the survey and I should have that when Owens?

Mr McCoullough – I will put one in the mail and email you a copy, so a couple of days.

Mr Peavey – Could you call me at 655-4079.

Mrs Gisel – I would just like to thank the people that I called about the meeting tonight. I called 4 and they were all here, so thank you for coming guys.

Chairman Bruno – Thanks for letting us know about your concerns. I think we can address most of them.

Town Manager Willard – This may just be anecdotal, I said it at the public meeting. I feel strongly about the idea of pedestrian access and worked really hard to do the 302 Project when I first got here. It wasn't my project, I inherited it. You are never going to see a sidewalk that is overrun with walkers, but over time people will use it and it promotes a sense of community, a sense of more of a village setting. This part you may not believe, but I have had a lot of experience with this and in the long run people say that it has improved the quality of life, the quality of place, that it is an improvement to the property. It is an improvement that we are not going to tax you on, so young families, older people, like to walk and have the safety. The principle users are the people who abut them. We will work very diligently to do everything in the best possible way and to come up with a quality product. I think it will be a good thing and something you would enjoy.

Citizen not at a microphone – The problem is you can not walk to the other end of the village. After 121 you will be in the street or on someone's lawn.

Town Manager Willard – You can walk to 302. This weekend people were using it, walking to Tassel Top, the shopping plaza, etc. I am not saying we counted hundreds of people, but I saw more than a few walking. I think it will be something that people who live in the village can enjoy.

Selectman Gifford – Does everyone get the Town Website? You will be notified of future meetings on that. I am very embarrassed that we have not...

Chairman Bruno – The next thing is that it goes to Town Meeting.

Public Works Director White – I would like to add that we sincerely thought that this project was pretty much done. It was underfunded, it was done. Then 3 or 4 weeks ago we got notification that they were going to fund the whole thing (other than the 20% Town match). I think we owe it to the tax payers to bring it before them and see

* Taken out of order

if they want to do it. We are never going to have this opportunity again. It is a \$400,000 project that we would probably never fund locally. So, I thought we owed it to everybody to see what we could come up with. That is why we are in a time crunch to get it to Town Meeting.

Town Manager Willard – I had asked that we send a notice and, apparently, we did not send a notice. I think we should send a notice to everybody on that strip for Town Meeting. So, we will do that. I apologize. We want the input, we want the people to know. What we did do is advertise it the way we normally do on our website, Facebook, public access TV. We did not send a personal invitation. I wanted that to happen. Tonight, I will see that that happens for Town Meeting. My apologies.

Selectman Gifford – I let Mr & Mrs Gisell know.

Chairman Bruno – Thank you all for coming out tonight. I hope we answered some of your questions.

c) Tax Abatement Requests – Curt Lebel, Contract Assessor

Motion to approve abatement of \$2,231.24 in tax value for Map 67 Lot 29 owned by Pine Point Realty Trust by Selectman Gifford. Seconded by Selectman Olsen.

Unanimously approved.

Motion to approve abatement of \$1,901.25 in tax value for Map 63 Lot 8 owned by Bruce Male by Selectman Gifford. Seconded by Selectman Olsen.

Unanimously approved.

Motion to approve abatement of \$70.80 in tax value for Map 52 Lot 6 owned by Linda Eldridge by Selectman Gifford. Seconded by Selectman Olsen.

Unanimously approved.

d) Quit Claim Deed Requests – Sue Carr, Tax Collector

Motion to approve Quit Claim Deed for Map 30 Lot 20 owned by David G Glicos by Selectman Olsen. Seconded by Selectman Gifford.

Unanimously approved.

e) * GPCOG Joint Bid/Membership Discussion – Nathan White, Public Works Director

Public Works Director White – Doing a little research on GPCOG (Greater Portland Council of Governments), it has been a little “hit or miss” in what we use for GPCOG. Our primary product was road salt. I had trouble finding a salt company that would guarantee me delivery, guarantee the testing of the project that we needed. I was only dealing with the 2 that we’ve been dealing with through GPCOG. I found a company in Searsport that does the DOT salt, all DOT specs. They are more than happy to take us on. They would not give me any pricing until GPCOG was out. Outside of

* Taken out of order

that, road signs, road striping, cutting edges – all those other companies that we use – are more than happy to deal with us outside of GPCOG at the same pricing level, if not better. I have done better over the years on my plastic culvert pricing going outside of GPCOG. Not a lot of money, but when you are buying \$10,000 worth of culvert pipe \$.10 per foot is a lot of money. We have bought them from Paris Farmer's Union for the past 10 years, and they have a new store in Raymond. I don't personally care which way it goes.

Town Manager Willard – As long as we are on GPCOG, I should tell you that we got a proposal that is not a formal thing yet (but I think it is going to be) where they want over a couple of year period to double the dues. I have spoken to Joe about it. We are concerned about it as a Town. Some of our neighboring towns are concerned about it. I think before they double the dues, they should come up with a new work plan that adds value to the Lakes Region, adds value to our Town. We have had visioning meetings to say what it is we are interested in and one of the big things is economic development support. We are interested in broadband. We are interested in support that would enable us not to have to add staff for some of these specialized items. So, I think they are working on that, but to come up with a plan to double the dues, even over a 2-year period before they have something that gives us real value, we are not supportive. It looks like they are trying to find a way to grow the revenue stream and offer new services, but I think a better way to do it would be to offer some new services to inspire us to contribute more.

Selectman Gifford – Double dues would be around \$10,000?

Town Manager Willard – About \$9,000.

Chairman Bruno – I have never seen the value in GPCOG. I think it another government organization that does nothing to pay their executive director a lot. If we are able to get all the same services for better pricing, I don't understand why you would pay almost \$9,500 to be a member.

Public Works Director White – The only wildcard I have was the salt. Trucking is going to be more expensive from Searsport. Even if it is a \$1 more a ton you are only talking \$1,000 more per year. I just don't see it.

f) Network Administrator Contract – Don Willard, Town Manager

Town Manager Willard – As you instructed during the budget process, we have gone to a straight contract with our Network Administrator at the amount outlined in the budget (\$80,000) for network administration, television broadcast, operations. The contract is in a form that was submitted by the Town Attorney. It has been reviewed by the Town and the Contractor, and it is awaiting your approval and will be executed.

Chairman Bruno – This is a 3-year contract at \$80,000 a year?

Town Manager Willard – Correct.

Chairman Bruno – He will be a 1099?

Town Manager Willard – Yes.

Chairman Bruno – He is no longer an employee of the Town.

Motion to approve the Network Administrator Contract by Selectman Gifford. Seconded by Selectman Olsen.

* Taken out of order

Unanimously approved.

g) Approval of Warrant for RSU #14 Budget Validation Vote – Sue Look, Town Clerk

Annual vote on the RSU #14 Budget to be held on June 13, 2017, in conjunction with the Municipal Election portion of Town Meeting and the State Election. The budget will be finalized at the vote on May 24th.

Town Clerk Look – On May 24th the budget will be voted on at an open meeting and then the ballot approval is on June 13th.

Motion to approve the Warrant for the RSU #14 Ballot Question for the June 13, 2017 Election by Selectman Olsen. Seconded by Selectman Gifford.

Unanimously approved.

4) Public Comment

Rep Jessica Fay – Succession bills have been sent forward as ought not to pass. There is now a \$.05 deposit on the “nips”. My 1st bill (LD357 – Overboard Discharge) passed and was signed by the Governor. Age friendly community – there is a group of citizens talking about what this might look like. We will have another meeting on May 19th at 3pm at the Public Safety building. All are welcome. My email is Jessica.fay@legislature.gov (check).

5) Selectman Comment

none

6) Town Manager's Report and Communications

a) Confirm Dates for Upcoming Regular Meetings

- May 18, 2017 – Special Selectmen’s Meeting to consider Insurance Bids
- June 20, 2017 – Regular Selectmen’s Meeting, later in month due to Town Meeting & Election Day

b) Reminder of Upcoming Budget & Elections Schedules

- May 24th – RSU #14 Budget Validation Vote – 6:30pm at Windham High School
- June 6th – Town Meeting at 6pm at the Jordan Small Middle School gymnasium
- June 13th – Town Election and State Referendum Election from 7am to 8pm at the Jordan Small Middle School gymnasium

c) Reminder of Upcoming Holiday Schedule

- Monday, May 29, 2017 – Memorial Day

* Taken out of order

7) Treasurer's Warrant

Motion to approve the Treasurer's Warrant for a total of \$224,405.31 by Selectman Olsen. Seconded by Selectman Gifford.

Unanimously approved.

8) Executive Session

- a) Town Manager's Annual Performance Review (Pursuant to MRSA 1 §405 (6)(A))

Moved to the June regular meeting.

- b) Consideration and Award of Scholarship Applications (Pursuant to MRSA 1 §405 (6)(F))

Motion to enter executive session pursuant to MRSA 1 §405 (6)(F) at 7:38pm by Selectman Olsen. Seconded by Selectman Gifford.

Unanimously approved.

Motion to leave executive session at 7:45pm by Selectman Gifford. Seconded by Selectman Olsen.

Unanimously approved.

Motion to award \$1,000 to each of the 4 qualified applicants by Selectman Olsen. Seconded by Selectman Gifford.

Unanimously approved.

9) Adjournment

Motion to adjourn at 7:46pm by Selectman Gifford. Seconded by Selectman Olsen.

Unanimously approved.

Respectfully submitted,

*Susan L Look
Town Clerk*

* Taken out of order