

WISCASSET BOARD OF SELECTMEN,
BOARD OF ASSESSORS AND OVERSEERS OF THE POOR
JANUARY 10, 2012

Preliminary Minutes

Present: Chair Judy Colby, Bill Curtis, Pam Dunning, Vice Chair David Nichols, Ed Polewarczyk and Assessors' Agent Sue Varney

1. Call to Order

Judy Colby called the meeting to order at 6 p.m.

2. Pledge of Allegiance to the Flag of the United States of America

3. Abatement meeting to discuss and act on 14 abatement requests

Barry and Lesley Brynjolfsson (U08-002, Acct. #1559)

The record of a sale to abutters, leaving this property without waterfront, was not recorded and in order to correct this, the Assessors' Agent recommended an abatement valued at \$350,000, resulting in a refund of \$5,302,50. Robert Patterson, attorney representing the Brynjolfssons, requested a further \$100,000 reduction from the current recommended assessed value of both the land and buildings. He cited the functional and economic obsolescence of the property. Assessors' Agent Sue Varney will correct the record to change the number of bathrooms to 1 and 1/2 baths and eliminate the non-functional fireplaces. She will make a site visit to the property to properly assess the functional obsolescence of the house.

Ed Polewarczyk moved to postpone action until Sue Varney can complete action on this property. Vote 5-0-0.

K2 Holdings LLC (U11-022, Acct. #1668)

K2 Holdings LLC requested a reduction in value due to fire and provided the board with the replacement cost provided by the insurance company; however, the assessed value of the property was less than the insurance value at the time of loss. The building was 75% functional and the applicant asked for a decrease to 50% functional for tax year 2011 only. **David Nichols moved to drop the 75% functional to 50%. Vote 5-0-0.**

Lester Morse (R03-001, Acct # 353)

Ted Zagwyn, acting for Mr. Morse, asked for an abatement on the basis of a reduction in real estate values in the past three years. Sue Varney explained that the assessed value was not based on an appraisal and no abatement could be made unless the applicant could show that the assessment of his property was inconsistent with similar properties. **Judy Colby moved to deny the abatement and give the applicant an opportunity to refile at a later date. Vote 5-0-0.**

Martina C and Terry A. Moore (U01-089, Acct. #1226)

Martina C. and Terry A Moore (U011-105, Acct. #1243)

The applicants had filed for an abatement on the basis that nearby properties had sold for less than the taxable valuation. The applicants were not present. Sue Varney said she had notified the owners of the meeting and that the values should stand unless and until the values of all properties in the neighborhood were adjusted. She said the selling price of a house is not necessarily the assessed value. Ed Polewarczyk suggested postponing this matter until the owners were present because in similar cases where the owners were not present, they did not

return to the Board of Assessors but appealed directly to the County Commissioners. **Judy Colby moved to deny both claims. Vote 4-1-0.**

Edward Kitfield (U01-054, Acct. #1365)

Edward Kitfield (U02-056, Acct #1367)

An abatement was due in these two cases because of a clerical error. **David Nichols moved to grant the abatements. Vote 5-0-0.**

Susan Coombs (U-06-019/001, Acct. # 2028)

Sue Varney said the mobile home was destroyed and the abatement was necessary to clear the books. **Judy Colby moved to grant the abatement to clear the books. Vote 5-0-0.**

Nancy Longfellow (U11-016-011, Acct #1660)

An abatement was requested because of flood damage to the finished basement and half-bath in the basement. Sue Varney said she had based the abatement on lack of the finished basement only. The half bath will be removed and the abatement recalculated. **Pam Dunning moved to grant the abatement when corrected. Vote 4-1-0.**

Amanda Fogg (U21-005, Act# 1837)

The applicant had not received the blind exemption. Sue Varney recommended an abatement valued at \$4,000, resulting in a refund of \$60.60 be granted. **David Nichols moved to grant the abatement. Vote 5-0-0.**

Peter Fairfield (R01-016, Acct # 2528)

The size of the mobile home was corrected from 28 x 56 to 24 x 56 and the Assessors' Agent recommended an abatement valued at \$10,400 resulting in a refund of \$157.56 be granted. **Judy Colby moved to approve the abatement. Vote 5-0-0.**

William Thayer (R02-017D, Acct. # 215)

The house burned and the record was not corrected to reflect that. Sue Varney recommended an abatement valued at \$120,006 resulting in a refund of \$1,818.09 be granted. **David Nichols moved to grant the abatement. Vote 5-0-0.**

Neopost Leasing, Inc. (Personal Property #320)

This business merged with Mail Finance and should not have been assessed. Varney recommended an abatement valued at \$2,000, resulting in a refund of \$30.30 be granted. **David Nichols moved to grant the abatement. Vote 5-0-0.**

Poverty Abatement

Judy Colby moved to go into executive session pursuant to 1 M.R.S.A §405(6)(A)(1) to discuss a poverty abatement. Vote 5-0-0.

Judy Colby moved to come out of executive session. Vote 5-0-0. Judy Colby moved to deny the abatement. Vote 5-0-0.

4. Other Business

Town Manager Laurie Smith proposed a resolution for action by the selectmen to amend the town's Money Purchase Pension Plan. The amendment would exclude from participation those employees who elect to participate in the Maine Public Employees Retirement System and to allow employees participating in the MePERS to transfer funds from the current provider to another trust. Smith said there are outstanding issues with the RSU that will be worked out at a later time. Two corrections were made. **Pam Dunning moved to adopt the resolution as amended. Vote 5-0-0.**

Executive Session regarding Mason Station LLC

Judy Colby moved that the Board of Selectmen go into executive session pursuant to 1 M.R.S.A. §405(6)(E) to discuss properties at Birch Point Road (Mason Station LLC) with legal counsel. Vote 5-0-0. The board entered executive session at 7:28 and exited at 8:58 pm.

5. Adjournment

Judy Colby moved to adjourn the meeting at 9:00 pm. Vote 5-0-0

WISCASSET BOARD OF SELECTMEN,
BOARD OF ASSESSORS AND OVERSEERS OF THE POOR
JANUARY 3, 2012

Preliminary Minutes

(tape recorded meeting)

Present: Chair Judy Colby, Bill Curtis, Pam Dunning, Vice Chair David Nichols, Ed Polewarczyk and Town Manager Laurie Smith

1. Call to Order

Chair Judy Colby called the meeting to order at 7 p.m.

2. Pledge of Allegiance to the Flag of the United States of America

3. Approval of Treasurer's Warrant: December 27, 2011 and January 3, 2012

Pam Dunning moved to approve the Treasurer's Warrant of December 27, 2011. Vote 5-0-0. Pam Dunning moved to approve the Treasurer's Warrant of January 3, 2012. Vote 5-0-0.

4. Approval of Minutes: December 20, 2011

Ed Polewarczyk moved to adopt the minutes of December 20, 2011 as amended. Vote 5-0-0.

5. Special Presentations or Awards:

A. Business Recognition Award for David Stetson and Wiscasset Hardware dba Wiscasset Old General Store: Town Manager Laurie Smith gave a brief history of what originally was the Wiscasset Hardware and which had subsequently changed its line of merchandise and was renamed Wiscasset Old General Store. Judy Colby presented a plaque to David Stetson and the Stetson family in recognition of 63 years in business in Wiscasset, being a valuable member of the community and an important economic contributor to the Town of Wiscasset. Linda Stetson thanked the board for the award and said they looked forward to serving the Town of Wiscasset in the future.

B. Doug Herling of Central Maine Power to discuss the Montsweag Dam Project: Town Manager Laurie Smith said that the board had previously expressed interest in potential ownership of the dam and had requested maintenance records from CMP and an opportunity to discuss the project with CMP. Doug Herling said that 11 of the 12 compensation properties CMP was to transfer to land trusts as part of the agreement for the CMP transmission project had been turned over and only the Montsweag Brook property remained. He said CMP had no maintenance records for the dam and had not done any maintenance. He said CMP had never used the pump house and had not been able to get into it.

Ed Polewarczyk voiced his objection to the way DEP operates, removing property from the tax base and putting it into a trust, penalizing all taxpayers. His concern with the dam was that it was a source of water for fire protection for nearby property owners and the town would lose control if it did not own the dam property.

Herling said CMP would provide \$100,000 to whoever took over the property for expenses of the dam, although members of the board who had seen the dam said it seemed to be in good condition. Under the covenant, the land in question cannot be subdivided, and since Woolwich has no interest in owning its side of the dam, there should be no problem about division. Marking the boundary lines, a requirement of the covenant, was discussed as was access to the dam for the citizens of Wiscasset through Freedom Song Road.

Although the CMP representatives had hoped for action by the town within the next month or two, as other parties were interested in the property, the selectmen informed them that a town vote

was necessary. David Nichols moved that the Board of Selectmen direct the Town Manager to write a letter of intent to CMP on obtaining the Montsweag Dam, to put the matter on the ballot for the next election and to recommend acquiring the property. Vote 5-0-0.

6. Appointments - None

7. Public Comment on Non-agenda Items

George Green referred to a newspaper article about the difference in market value and assessed value on a property in Yarmouth, which had resulted in a tax rebate. He cautioned the board about the problems associated with assessing property in the current market, which may have no relation to the selling price.

In response to Richard Hanson's question on the board's action on tax liens, Laurie Smith explained that because of the lengthy foreclosure process, those properties that were committed in 2009 would be foreclosed on January 20, the next foreclosure date. The total amount owed to the town on the 36 properties (which were foreclosed previously for taxes due from 1999 through 2008) is \$343,764, the majority of which is owed by Mason Station. Including the payments due in October 2011 and April 2012, Mason Station owes approximately \$700,000, \$400,000 of which will be foreclosed for taxes due through 2009.

There are six properties in foreclosure with asbestos problems. Smith proposed that the board meet in an executive session with an attorney in the future with regard to the board's legal rights in relation to those properties. Eleven properties have set up a payment schedule; 23 have not.

The board discussed the foreclosure process and whether to take ownership of foreclosed properties, which would involve being responsible for maintenance until the property could be sold. This might not be advantageous in the current real estate market. The properties would also be removed from the tax rolls. If the town takes ownership, the town can either auction the property or put it out for bids.

8. Department Head or Committee Chair Report

A. Ervin Deck, Airport Manager with update on Airport FBO: David Stapp, the Fixed Base Operator at the airport, has closed his business and will no longer rent space at the airport. The Airport Committee recommends managing the airport without an FBO. Although the loss of rent and cost of maintaining the building would amount to approximately \$13,000 per year, some of the loss would be made up in fuel sales by cutting out the FBO as middleman. The mechanic will stay on, run the maintenance facility, and perform some services. Deck offered to take over some of the responsibilities. Renting the tiedowns can be done at a lower price than the FBO was charging and may as a result attract more business. Deck asked the board members for their recommendation, operating the airport without an FBO for six months on a trial basis or advertising for an FBO. Hiring summer help was also suggested and Deck was asked to provide a job description. There was a consensus for a two-prong approach: development of a business plan and a sending out a request for proposals.

9. Unfinished Business

A. Community Marquee Policy: Smith provided the board with the revised policy to which had been added that the marquee may be used for "Meetings for citizens that provide information to make educated decisions in the voting process." Ed Polewarczyk moved to adopt the Community Marquee Policy as amended. Vote 5-0-0.

10. New Business

A. Easement Deed for Public Safety Tower: Pam Dunning moved that the Board of Selectmen authorize the Town Manager to sign the utility easement documents. Vote 5-0-0.

B. Review of Budget Committee Recommendations: The Budget Committee recommended that the Superintendent of Schools' building not be allowed to sit empty for another year, that the Art Center be given to the Artists' Guild, with the stipulation that it be given back to the town when no longer needed, and that the Scout Hall be given to the scouts with the understanding that it be given back to the Town if no longer needed. **Bill Curtis moved to take the recommendation under advisement until budget time.** Judy Colby recommended putting the superintendent's office building up for sale to avoid liability as a rental property. She said if Wiscasset needed a superintendent's office in the future, there would be room in one of the schools. There was discussion on dividing the property in order to separate the three-bay garage from the house and the possible use of the property by the Ambulance Department with the necessary improvements. Smith said the latter suggestion could be proposed as part of the budget process. It would provide more space for the Fire Department but would increase utility costs as the ambulance vehicles needed a heated space. Colby recommended looking into the cost to move the ambulance service and to construct a new garage. According to Ed Polewarczyk, moving the ambulance department would be cost prohibitive and he advocated selling the property. **Vote 1-4-0.**

The Art Center is currently maintained by the Town. Constance Schumann, chair of the Budget Committee, said the Artists' Guild preferred owning the building, which would facilitate obtaining grants for renovations. There were questions about the scouts being able to maintain their building. There was a consensus that the Town Manager speak to both groups and report to the selectmen.

C. Retirement Plan Update on Money Purchase Pension Plan: Smith reported that some employees have joined the Maine State Retirement Plan as of January 1, 2012. The unions have voted to give up their current plan. Smith is working with the attorneys on the wording to terminate the current plan. The new retirement plan will not affect Social Security.

11. Town Manager's Report

A. Roof repair bid: Smith said no bids were received. Bid documents will be sent out again with different timing requirements.

B. Aluminum Ramp Bid: Selectmen Curtis and Smith had met regarding the specifications for the ramp bid and will be bringing those back to the board. The original bid was \$6,204; \$7,000 is in the budget.

C. January 27 meeting with the Coalition of Nuclear Communities: Polewarczyk plans to attend. He said Wiscasset should support the organization in its efforts to have federal funds released to towns to assist in storage of spent fuel rods or compensating towns for loss.

D. General Update: An abatement hearing will be held on January 10 at 6 p.m. followed by an executive session to discuss the Mason Station. A goal-setting workshop for the budget process will be held on January 24 at 6 p.m.

12. Other Business

Bill Curtis recommended making the *Town of Wiscasset Accomplishments* available to the press.

13. Adjournment

At 8:55 p.m., **Bill Curtis moved to adjourn the meeting. Vote 5-0-0.**

January 12, 2012

To: Board of Selectman
Via: Airport Committee
Town Manager
From: Airport Manager

Ocean Point Aviation, our only fixed based operator (FBO) at the airport notified the town on or about December 1, 2011 that the business would cease to operate as a full-service FBO. This decision leaves the town with two options; find a new FBO or operate the airport without one. On December 7, the airport committee voted (5-0) to recommend the latter option; that is, have the town operate the FBO. On January 3, 2012, I briefed you on the matter and indicated that I concur with the Committee's recommendation. At your request I prepared this report/business plan that, among other things, provides you with both a plan of action and draft budgets based on the two above scenarios. In addition I prepared one additional alternative that would result in hiring a full-time airport manager. While I do not believe the airport needs a full-time manager at this time, this option should be considered as a future alternative, possibly within the next two to three years.

This Plan presents each of the three scenarios (options) addressed in the first paragraph and is organized into sections that present the advantages and disadvantages of each option as well as the estimated expenses and revenue from each. A projected expense and revenue summary is provided with each option, and detailed data is provided at the end of this report, starting on page 5.

It's important to note that the projected revenue is based on several assumptions.

1. The number of current based aircraft in hangars (approximately 35) will remain constant.
2. The number of aircraft on apron tie downs (currently 6) will increase to approximately 30 by midsummer and will average 20 throughout the year.
3. The number of aircraft in town owned hangar space will average 3 throughout the year.
4. Fuel sales will equal or exceed 2011 sales of 36,000 gallons
5. No major or unexpected repairs will be needed in 2012
6. In addition to leases and other fees, the airport generates approximately \$20,000 per year in property taxes on privately owned hangars. While this money is not by law, transferred to the airport account, it is revenue generated by the airport nonetheless and should be considered by the public when making financial decisions about the airport.

Note: This report was presented to the Airport Committee on January 11, 2012. The Committee again, recommends Option B by a 5-0 vote.

Respectfully submitted,

Ervin C Deck
Airport Manager

Option A – Privately Operated FBO

Background: This option means that we are successful in finding a new FBO and negotiate a favorable lease of equal or better terms than the one we currently have with Ocean Point Aviation. At a minimum, staffing must be for at least six days per week, including weekends and most holidays.

Advantages: There are several advantages to having an FBO on the airport. The primary benefits are:

1. The presence of people to meet and greet visitors and to help maintain the community atmosphere of the airport.
2. Issues or problems that arise are immediately noticed (within limits) and reported to either the airport manager or other responsible persons/authority.
3. Fuel sales can be overridden in the event of credit card problems or other issues (this affects about 10-15% of all transactions).
4. Added security of the airfield, fueling system, aircraft, and buildings.

Disadvantages: Shortcomings of having an FBO include:

1. Reduced revenue in fuel sales. We currently get \$0.04 per gallon in fuel flowage fees. However, if the town runs the system, we can realize between \$0.50 and \$0.80 per gallon (or more). However, it is recommended the profit margin remain low as compared to both Brunswick and Augusta, our nearest competitors.
2. The wrong FBO and wrong FBO staff can be a deterrent to our positive community image.

Revenue and Expense Summary: The following is a summary of the projected revenue and anticipated expenses of operating the airport with an FBO. A detailed analysis can be found on page 5.

| | |
|----------------------|-------------------|
| Revenue: | \$30,940 |
| Minus Expenses: | -\$42,989 |
| Difference: | <u>(\$12,049)</u> |
| Plus Property Taxes: | <u>+\$20,000</u> |
| Difference: | \$7,951 |

Summary: This alternative is no different then how we've been operating for most of the airport's 50 plus year history. A deficit of approximately \$12,000 is realized with expenses calculated against revenue, and a nearly \$8,000 surplus for the taxpayers when property taxes are included in the formula.

Option B – Town Operated FBO

Background: This option means that the town operates the FBO and that we do not seek the services of full-service FBO (one that among other things, sells fuel). This option does leave open the possibility for non-full service FBO businesses, such as flight training and aircraft maintenance. In fact, as of this date, Ocean Point Aviation plans on continue with its flight training and aircraft rental business, operating from the second floor office (for rent and a share of utilities), and our current aircraft mechanic has agreed to remain in business and will lease the maintenance building.

Advantages: There are several advantages to having operating the FBO through the town. The primary benefits are:

1. We can lower the overall cost of aviation by providing most services at very competitive rates. This marketing strategy should result in increased use of the airport, both local and transient aircraft.
2. We can purchase fuel in bulk (up to 8,000 gallons at a time) resulting in lower wholesale costs. This directly relates to lower consumer costs at the retail level. Most small FBOs do not have the credit or cash flow to do this, resulting in higher margins.
3. The town will realize increased revenue from fuel sales and other airport services. This includes:
 - a. Fuel sales. A proposed \$0.50/gallon markup on aviation (100LL) fuel and \$1.50 on Jet A fuel.
 - b. Tie Downs. A proposed monthly fee of \$20.00
 - c. Hangar Space. A proposed \$200 per month fee on aircraft storage in the FBO Hangar.
 - d. Office/Building Rental. A proposed \$300/month rental fee plus share of utilities.
4. The town will have a direct impact on the airport’s image

Disadvantages: Shortcomings of not having an FBO include:

1. No regular presence at the airport until new budget is in place (July 2012)
2. The need to provide town staff at the airport. This increases operating costs
3. Staffing levels and hours will be dramatically reduced as compared to having an FBO
4. No loaner or rental car availability directly through the town.
 1. Possible slight increase in insurance premiums, primarily because we cannot properly manage movement of aircraft in the town’s hangar resulting in potential liability issues.

Revenue and Expense Summary: The following is a summary of the projected revenue and anticipated expenses of operating the airport without an FBO. A detailed analysis can be found on page 6.

| | |
|----------------------|------------------|
| Revenue: | \$60,700 |
| Minus Expenses: | <u>-\$65,670</u> |
| Difference: | <u>(\$4,790)</u> |
| Plus Property Taxes: | <u>+\$20,000</u> |
| Difference: | \$15,030 |

Summary: As shown, this option results in a revenue shortfall of \$4,790 and a surplus of slightly more than \$15,000 when property taxes are considered. This is the recommended option for 2012-2013.

OPTION B – FULL TIME AIRPORT MANAGER

Background: This option requires hiring a full-time manager to oversee the daily operations and maintenance of the airport. This is an alternative to having an independent FBO on the airport. It assumes the manager would provide services five days per week, including some other services currently performed by part-time summer help and full-time employees.

Advantages: In addition to the advantages of Option B (town operated FBO) there are several other advantages to having a full time airport manager. The primary benefits are:

1. A professional running the facility on a full-time basis. This person would not only run the airport and FBO, but would have the direct responsibility of marketing the airport on a regular and full-time basis.
2. Manager could handle many routine functions either not performed now, or performed by others or at a time and place convenient to others. Such items include: light repairs, routine building and airfield maintenance and repairs (such as lights, pavement cracks, etc.)
3. Manager would have the town's and airports best interest at heart and not their own personal business enterprise.
4. Rapidly assess airport conditions and react immediately.
5. Can better position the airport for the future through increased presence at the airport. This is extremely important with the pending return of the Texas Flying Legends Museum this coming summer and their proposed construction of a permanent facility/museum.

Disadvantages: Shortcomings of having a full-time manager:

1. Cost

Revenue and Expense Summary: The following is a summary of the projected revenue and anticipated expenses of operating the airport without an FBO. A detailed analysis can be found on page 7.

| | |
|----------------------|-------------------|
| Revenue | \$60,700 |
| Minus Expenses: | <u>\$115,142</u> |
| Difference: | <u>(\$54,442)</u> |
| Plus Property Taxes: | <u>\$20,000</u> |
| Difference: | <u>(\$34,442)</u> |

Summary: As shown, this option results in a revenue shortfall of \$54,442, which is reduced to \$34,442 when property taxes are include.

RECOMMENDATION

The airport committee (by a vote of 5-0) and I recommend Option B (Town Operated FBO). While the period between now and July 1, 2012 (when the new budget is in place) will be a challenge, the advantages outweigh the disadvantages. The airport will realize a higher return on its dollar, can lower aircraft operating costs (through lower fuel prices and fees), and has direct control over its image in the community. In the long-term (within the next 2-3 years), and if the Texas Flying Legends Museum makes Wiscasset its permanent summer home, and if the US economy improves, the time for a full-time manager may have arrived. KIWI is a gem. It's a well-known and well-liked airport that has a community flavor unlike most other airports. We must continue to take advantage of this asset and manage it accordingly.

Table 1 – Revenue & Expenses with Privately Owned FBO (Option A)

| EXPENSES | | NOTES |
|----------------------------|--------------------|---|
| Personnel | | |
| Full-Time | | |
| Part-Time | \$1,800.00 | Green grass mowing (200 hours @ \$9.00/hr) |
| FICA | \$415.00 | |
| Medicare | \$97.00 | |
| Overtime | \$2,000.00 | Snow plowing (Public Works) |
| Utilities | | |
| Electricity | \$3,000.00 | 4 sites (Whaleback Ridge; SRE Building; Runway Lights; Weather Station) |
| Communications | \$1,752.00 | Two lines (FBO voice/fax + fuel terminal = \$60/mo) (Internet = \$86/mo) |
| Heating Oil | \$1,750.00 | SRE Building only (500 gallons @\$3.5/gallon) |
| Services | | |
| Advertising | \$1,000.00 | |
| Recording Fees | \$600.00 | Maine DEP and State Airport License |
| Contracted Personnel | \$14,000.00 | Airport Manager |
| Engineering | \$2,500.00 | Unplanned work by consultant or other engineer/special services |
| Insurance | | |
| Workers Comp | \$75.00 | |
| Airport | \$2,000.00 | Through MMA |
| Supplies/Equipment | | |
| Postage | \$50.00 | |
| Gasoline | \$650.00 | Fuel for grass mower |
| Diesel | \$2,000.00 | Fuel for snow removal equipment |
| General Supplies | \$1,500.00 | |
| Safety Equipment | \$300.00 | |
| Repairs/Maintenance | | |
| Buildings | \$2,000.00 | |
| Equipment | \$3,000.00 | Includes snow removal and grass mower |
| Grounds | \$2,500.00 | Runway lights and pavement crack repairs |
| Miscellaneous | | |
| Master Plan Update | | Estimated to complete plan (will roll balance of fund over from current year) |
| | \$42,989.00 | |
| REVENUE | | |
| Land Leases | \$21,000.00 | Private hangars |
| Rent | \$6,000.00 | \$500/month from FBO |
| Fuel Flowage | \$1,440.00 | \$0.04/gallon * 36K |
| Excise Tax | \$2,500.00 | Estimated |
| Apron Tie-Down | \$0.00 | All goes to FBO |
| Hangar Slots | \$0.00 | All goes to FBO |
| | \$30,940.00 | |
| SUMMARY | | |
| Revenue | \$30,940.00 | |
| Less Expenses | \$42,989.00 | |
| SubTotal | (\$12,049.00) | |
| Plus Property Taxes | \$20,000.00 | |
| Total | \$7,951.00 | |

Table 2 – Revenue and Expenses with Town Operated FBO (Option B)

| EXPENSES | | NOTES |
|----------------------------|------------------|---|
| Personnel | | |
| Full-Time | | |
| Part-Time | \$12,480 | Green grass mowing and staffing airport 4 hours/day, 6 days/week (1248 hours) @\$10/hour |
| FICA | \$1,480 | |
| Medicare | \$41 | |
| Overtime | \$2,000 | Snow plowing (Public Works) |
| Utilities | | |
| Electricity | \$4,800 | 5 sites (Whaleback Ridge; SRE Building; Runway; Weather Station; + FBO Building) |
| Communications | \$1,752 | Two lines (FBO voice/fax + fuel terminal = \$60/mo) (Internet = \$86/mo) |
| Heating Oil | \$8,750 | Two building (SRE Building @ 500 gal/year + FBO Building @2500 gal/year) |
| Services | | |
| Advertising | \$1,000 | |
| Recording Fees | \$600 | Maine DEP and State Airport License |
| Contracted Personnel | \$16,000 | Airport Manager (allows for added workload managing part time staff and additional oversight) |
| Engineering | \$2,500 | Unplanned work by consultant or other engineer/special services |
| Insurance | | |
| Workers Comp | \$267 | |
| Airport | \$2,000 | |
| Supplies/Equipment | | |
| Postage | \$50 | |
| Gasoline | \$650 | Fuel for grass mower |
| Diesel | \$2,000 | Fuel for snow removal equipment |
| General Supplies | \$1,500 | |
| Safety Equipment | \$300 | |
| Repairs/Maintenance | | |
| Buildings | \$2,000 | |
| Equipment | \$3,000 | Includes snow removal and grass mower |
| Grounds | \$2,500 | Runway lights and pavement crack repairs |
| Miscellaneous | | |
| Master Plan Update | | Estimated to complete plan (will roll balance of fund over from current year) |
| | <u>\$65,670</u> | |
| REVENUE | | |
| Land Leases | \$21,000 | Private hangars |
| Rent | \$7,200 | \$300 month FBO second floor + \$300/month maintenance hangar |
| Fuel Flowage | \$18,000 | \$0.50/gallon * 36K |
| Excise Tax | \$2,500 | Estimated |
| Apron Tie-Down | \$4,800 | Est. 20 aircraft @ \$20/month |
| Hangar Slots | \$7,200 | Est. 3 aircraft @ \$200/month |
| | <u>\$60,700</u> | |
| SUMMARY | | |
| Revenue | \$60,700 | |
| Less Expenses | <u>\$65,670</u> | |
| SubTotal | <u>(\$4,970)</u> | |
| Plus Property Taxes | <u>\$20,000</u> | |
| Total | <u>\$15,030</u> | |

Table 3 – Revenue and Expenses with Full-Time Manager (Option C)

| EXPENSES | | NOTES |
|----------------------------|-------------------|--|
| Personnel | | |
| Full-Time | \$70,000 | Full time salaried manager (includes grass mowing and possibly snow plowing) |
| Part-Time | | |
| FICA | \$8,300 | |
| Medicare | \$1,940 | |
| Overtime | | |
| Utilities | | |
| Electricity | \$4,800 | 5 sites (Whaleback Ridge; SRE Building; Runway; Weather Station; + FBO Building) |
| Communications | \$1,752 | Two lines (FBO voice/fax + fuel terminal = \$60/mo) (Internet = \$86/mo) |
| Heating Oil | \$8,750 | Two building (SRE Building @ 500 gal/year + FBO Building @2500 gal/year) |
| Services | | |
| Advertising | \$1,000 | |
| Recording Fees | \$600 | Maine DEP and State Airport License |
| Contracted Personnel | | |
| Engineering | \$2,500 | Unplanned work by consultant or other engineer/special services |
| Insurance | | |
| Workers Comp | \$1,500 | |
| Airport | \$2,000 | Through MMA |
| Supplies/Equipment | | |
| Postage | \$50 | |
| Gasoline | \$650 | Fuel for grass mower |
| Diesel | \$2,000 | Fuel for snow removal equipment |
| General Supplies | \$1,500 | |
| Safety Equipment | \$300 | |
| Repairs/Maintenance | | |
| Buildings | \$2,000 | |
| Equipment | \$3,000 | Includes snow removal and grass mower |
| Grounds | \$2,500 | Runway lights and pavement crack repairs |
| Miscellaneous | | |
| Master Plan Update | | |
| | \$115,142 | |
| REVENUE | | |
| Land Leases | \$21,000 | Private hangars |
| Rent | \$7,200 | \$300 month FBO second floor + \$300/month maintenance hangar |
| Fuel Flowage | \$18,000 | \$0.50/gallon * 36K |
| Excise Tax | \$2,500 | Estimated |
| Apron Tie-Down | \$4,800 | Est. 20 aircraft @ \$20/month |
| Hangar Slots | \$7,200 | Est. 3 aircraft @ \$200/month |
| | \$60,700 | |
| SUMMARY | | |
| Revenue | \$60,700 | |
| Less Expenses | \$115,142 | |
| SubTotal | <u>(\$54,442)</u> | |
| Plus Property Taxes | \$20,000 | |
| Total | <u>(\$34,442)</u> | |

Table 4 – Revenue and Expense Summary (Options A, B, C)

| EXPENSES | OPTION A | OPTION B | OPTION C |
|----------------------------|-----------------|-----------------|------------------|
| Personnel | | | |
| Full-Time | \$0 | \$0 | \$70,000 |
| Part-Time | \$1,800 | \$12,480 | \$0 |
| FICA | \$415 | \$1,480 | \$8,300 |
| Medicare | \$97 | \$41 | \$1,940 |
| Overtime | \$2,000 | \$2,000 | \$0 |
| Utilities | | | |
| Electricity | \$3,000 | \$4,800 | \$4,800 |
| Communications | \$1,752 | \$1,752 | \$1,752 |
| Heating Oil | \$1,750 | \$8,750 | \$8,750 |
| Services | | | |
| Advertising | \$1,000 | \$1,000 | \$1,000 |
| Recording Fees | \$600 | \$600 | \$600 |
| Contracted Personnel | \$14,000 | \$16,000 | \$0 |
| Engineering | \$2,500 | \$2,500 | \$2,500 |
| Insurance | | | |
| Workers Comp | \$75 | \$267 | \$1,500 |
| Airport | \$2,000 | \$2,000 | \$2,000 |
| Supplies/Equipment | | | |
| Postage | \$50 | \$50 | \$50 |
| Gasoline | \$650 | \$650 | \$650 |
| Diesel | \$2,000 | \$2,000 | \$2,000 |
| General Supplies | \$1,500 | \$1,500 | \$1,500 |
| Safety Equipment | \$300 | \$300 | \$300 |
| Repairs/Maintenance | | | |
| Buildings | \$2,000 | \$2,000 | \$2,000 |
| Equipment | \$3,000 | \$3,000 | \$3,000 |
| Grounds | \$2,500 | \$2,500 | \$2,500 |
| Miscellaneous | | | |
| Master Plan Update | \$0 | \$0 | \$0 |
| | \$42,989 | \$65,670 | \$115,142 |
| REVENUE | | | |
| Airport Revenue | \$30,940 | \$60,700 | \$60,700 |
| Shortfall/Suplus | (\$12,049) | (\$4,970) | (\$54,442) |
| Property Taxes | \$20,000 | \$20,000 | \$20,000 |
| Shortfall/Surplus | \$7,951 | \$15,030 | (\$34,442) |

To: Town Manager, Board of Selectman

From : Roland Abbott Chief, Wiscasset EMS

RE: Wyman Property

The following is what the ambulance service feels is needed to make the Wyman property usable for the base of operations.

1) Need housing for the ambulances. Have looked at different options including using the existing garage that is there. To use that garage it would need power, water, sewer and the building insulated to make that a usable option. Rough estimates I have are \$ 40,000 to \$60,000 to do all that and make it usable.

The other option is to build a garage near the parking lot from steel which is the most cost effective. The materials for the building would be \$15,000 to \$25,000 depending on which company we use and \$30,000 to erect it and make it usable. The hookups for water, sewer and electrical are right at the existing building which would save on hookup. All that is needed in this building is heat, lights, water and sewer. This should all be able to be accomplished for approx. \$10,000.

2) I did a walk around of the Wyman house and that would suit the needs of the service with just minor renovations which are as follows.

Relocate the kitchen area to the adjoining room to allow to have a stove and full size refrigerator.

Add a shower stall to the bathroom where there was once an existing bath tub.

Cleaning and paint for most of the rooms.

At our meeting in January I brought up the idea of moving. The members there were in favor of doing this and offered time and experience to help do the chores needed to reduce the cost to the town. These chores included painting, cleaning help relocate whatever they can. They also said they would assume the responsibility of cleaning and up keep of the building.

Finally I have talked with the school who used to occupy the building they advised that they used about 1400/kwh per month. They used 1,200 gallons of #2 fuel a year to heat it. Estimate for water/sewer Would be about \$2,000 per year.

Estimates for the ambulance to move to the Wyman property with the addition of a steel garage are as follows keeping in mind these are rough numbers.

\$75,000 to \$100,000 to build and outfit new garage.

\$3,500 to renovate the Wyman house

\$8,500 annual operating costs (which includes heat, water, sewer, electricity, and maintenance products)

Name: WISCASSET, INHABITANTS OF

Account: 826 Card: 2 of 2

Map/Lot:

R06-011

Location:

214 GARDINER ROAD

Neighborhood RURAL WEST

Zoning/Use RURAL
 Topography Level
 Utilities All Public
 Street Paved

Reference 1 B1939P0204
 Reference 2 R-06-011/00 0000000000
 Tran/Land/Bldg 1 2 12
 FARM LAND 0 OPEN SPACE 0
 Exemption(s) 12 0 0 Land Schedule 103

| Dwelling Description | | | | Replacement Cost New | |
|----------------------|-------------------|--------------|------------------|----------------------|--------|
| Ranch | One Story | 1,000 Sqft | Grade C 100 | Base | 93,575 |
| Exterior | ALUM/VINYL | Masonry Trim | None | Trim | 0 |
| Dwelling Units | 1 OTHER Units-0 | Roof Cover | Asphalt Shingles | Roof | 0 |
| | | | | | 0 |
| Foundation | Concrete | Basement | Dry Full Bmt | Basement | 0 |
| Fin. Basement Area | None | Basement Gar | None | Fin Bsmt | 0 |
| Heating | 100% Hot Water BB | Cooling | 100% Refrig.A/C | Heat | 1,278 |
| Rooms | 0 | | | | |
| Bedrooms | 0 | Add Fixtures | 0 | | |
| Baths | 0 | Half Baths | 1 | Plumbing | -1,136 |
| Attic | None | | | Attic | 0 |
| FirePlaces | 1 | | | Fireplace | 5,105 |
| Insulation | Full | | | Insulation | 0 |
| Unfin. Living Area | NONE | | | Unfinished | 0 |

| Dwelling Condition | | | | | | | Layout | | | Total |
|-------------------------------------|-----------------------|-------------------|---------------|-------------------|-------------------|---------|---------|--------------|--------|------------|
| Built 1945 | Renovated 2005 | Kitchens Obsolete | Baths TYPICAL | Condition Average | Phys. % | Func. % | Econ. % | Percent Good | | Value Rcnd |
| Functional Obsolescence | Economic Obsolescence | | | Phys. % | Func. % | Econ. % | | | | Value Rcnd |
| None | None | | | 67% | 97% | 100% | | | | 64,224 |
| Outbuildings/Additions/Improvements | | | | | | | | | | Value Rcnd |
| Description | Year | Units | Grade | RCN | Cond | Phy | Func | Econ | | |
| 1 Story/BASEMENT | 1960 | 744 | C 100 | 55,123 | Avq. | 69% | 100% | 100% | 38,035 | |
| ONE STORY FRAME | 1980 | 418 | C 100 | 26,234 | Avq. | 79% | 100% | 100% | 20,725 | |
| PAVING..... | 1980 | 5800 | C 100 | 11,600 | Avq. | 79% | 100% | 100% | 9,164 | |
| 2,162 SFLA | 61.12 = \$/SFLA (1) | | | | Outbuilding Total | | | 67,924 | | |
| Acpt Land | | 0 | | Accepted Bldg | | 132,100 | | Total | | 132,100 |

3 Acres land = 58,500

Garage = 60,984

Shed = 1,902

Ranch = 132,100

253,486

House
Land

133,000
40,000

173,000

(listed as
warehouse)

WISCASSET

Valuation Report

01/05/2012

Name: WISCASSET, INHABITANTS OF

Page 4

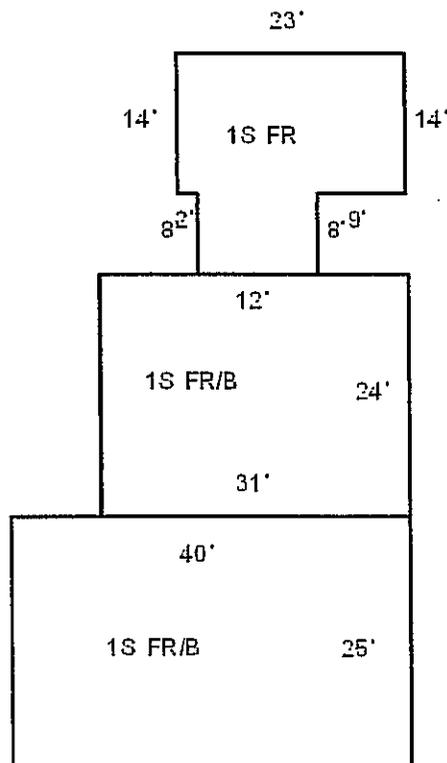
Account: 826

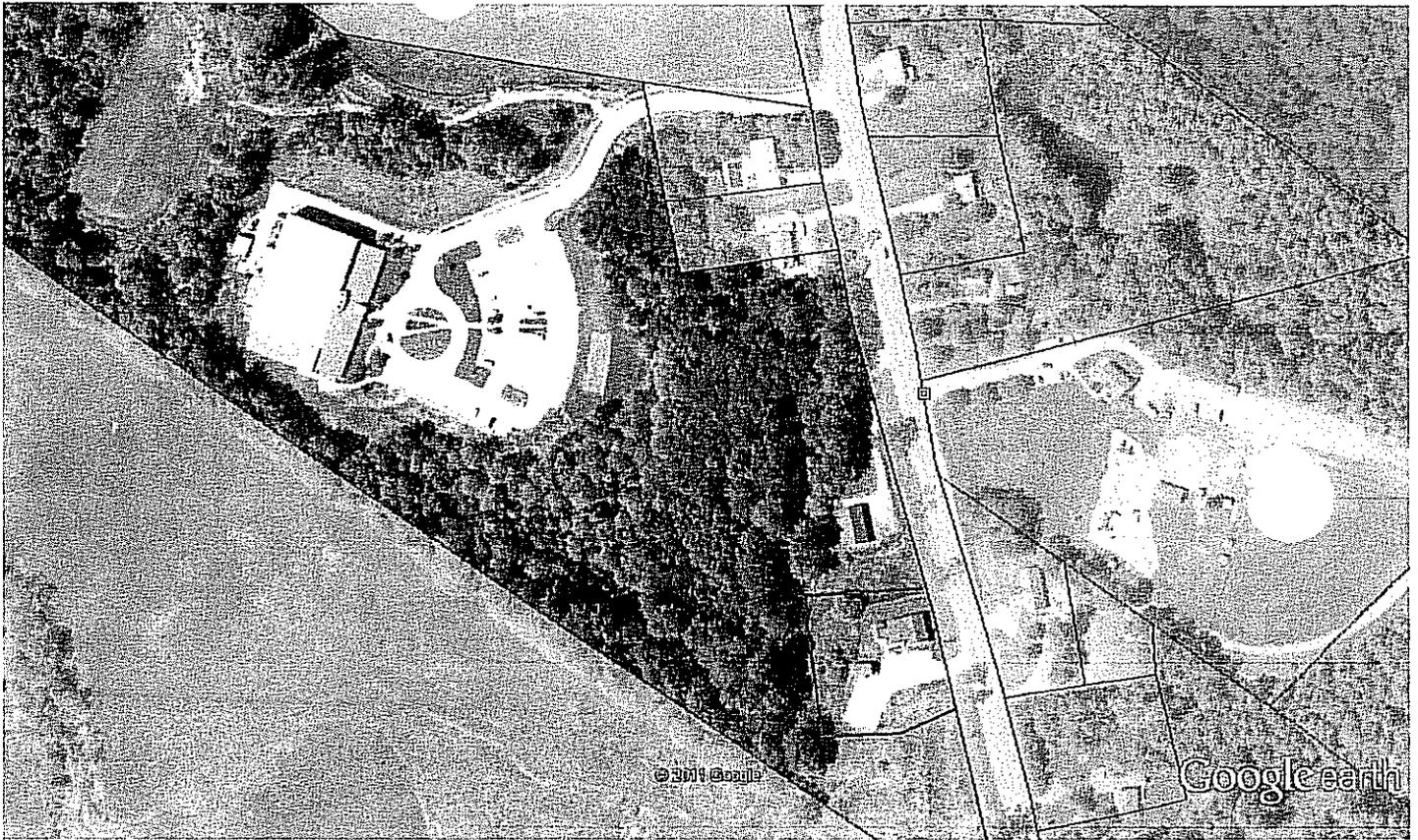
Map/Lot:

R06-011

Location:

214 GARDINER ROAD

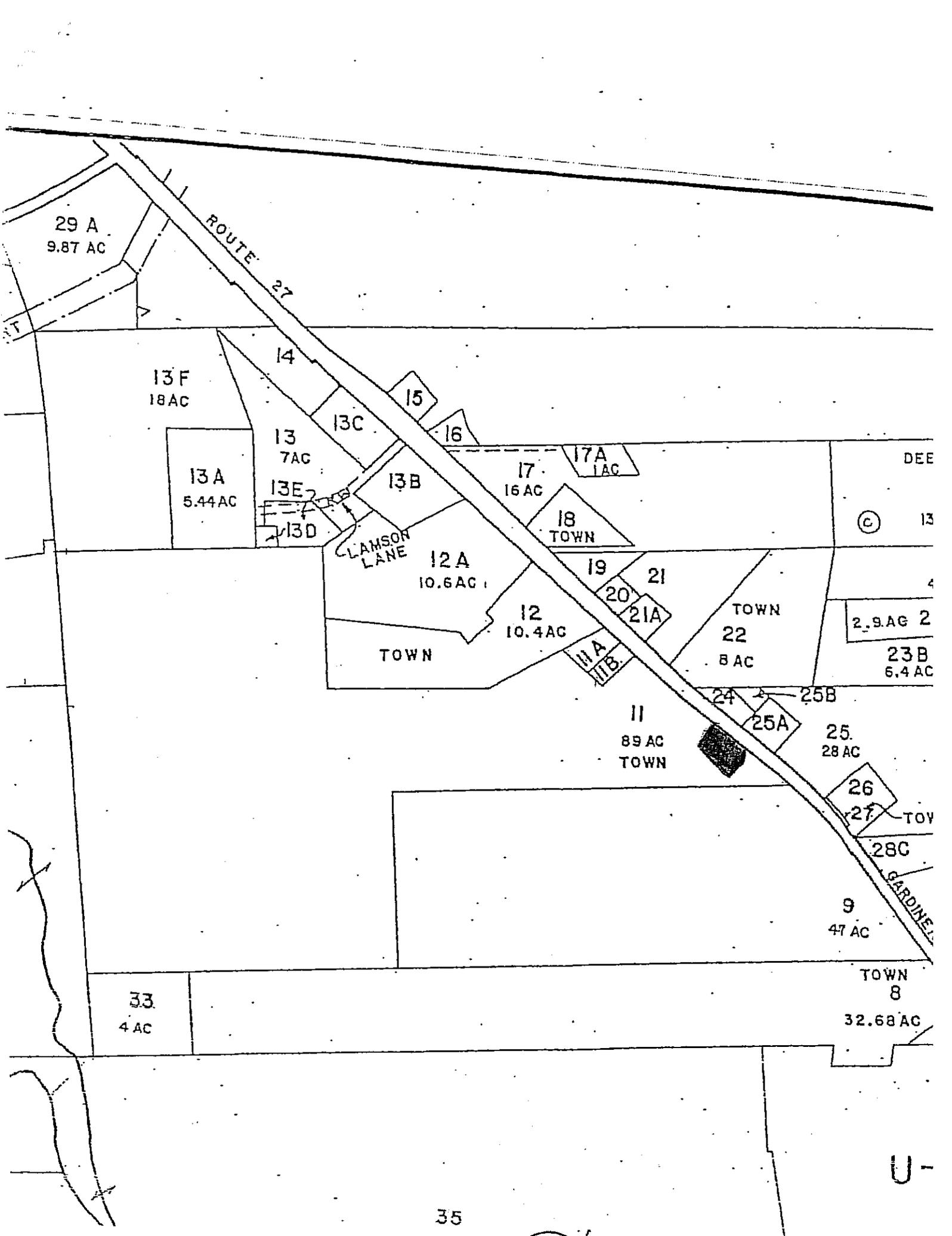




Google earth

feet
meters





29 A
9.87 AC

ROUTE 27

13 F
18 AC

13 A
5.44 AC

13
7 AC

13 E
13 D

13 C

15

16

CLAMSON LANE

12 A
10.6 AC

17
16 AC

17 A
1 AC

18
TOWN

19

21

20

21 A

12
10.4 AC

TOWN

11 A
11 B

TOWN
22
8 AC

2.9 AC 2

23 B
6.4 AC

11
89 AC
TOWN



24
25 A

25 B

25
28 AC

26

27 TOV

28 C

9
47 AC

GARDINER

33
4 AC

TOWN
8
32.68 AC

9B

| | | | |
|------|-------------------------|-------------------|-------------------|
| 610 | Janitors' Salaries | 11,306.36 | 9,482.76 |
| 620 | Contracted Services | 200.00 | |
| 630 | Heat for Buildings | 4,500.00 | 4,000.00 |
| 640 | Utilities (except heat) | 4,500.00 | 4,400.00 |
| 650 | Janitors Supplies | 2,000.00 | 2,500.00 |
| | | <u>22,506.36</u> | <u>20,382.76</u> |
| 820 | Insurance | 1,400.00 | 1,100.00 |
| 1110 | Recreation | 500.00 | 500.00 |
| 1230 | Capital Equipment | 2,111.40 | 6,827.73 |
| 1410 | Tuition | <u>1,000.00</u> | |
| 1430 | Professional Subsidy | 800.00 | 1,000.00 |
| | Grand Total | <u>244,390.88</u> | <u>181,748.81</u> |

Estimated Expenses \$426,139.69
 Less Estimated Receipts 168,264.63

VOTED TO RAISE.....257,875.06

Art. 38 Voted to lease to the Bradford-Sortwell-Wright Post No. 54, American Legion, for \$1.00 per year, with option to renew; the building on Lincoln Street, known as the Old Fire Station, to be used as Scout Meeting Hall - this to include all scouting.

Art. 39. Voted to authorize the Selectmen to appoint a Wiscasset Recreation Commission which shall be composed of seven persons, two appointed for a term of one year, two shall be appointed for a term of two years and three for a term of three years. The Commission shall be responsible for the recreational programs and the utilization of the funds appropriated for such, under the jurisdiction of the Selectmen.

Art. 40. Voted to dismiss this article.

Art. 41. Voted to raise \$20,000 for a Recreation Fund for the recreational organizations of Wiscasset, to be expended for maintenance of a meeting place and to assist organized Youth programs. Voting was by ~~xxxxx~~ with votes as follows:

YES - 99 No - 53

Art. 42. Voted to lease the Old Red Brick School to the Maine Art Gallery for a period of five years.

Art. 43. Voted by secret ballot to dismiss this article by vote as follows:

Yes - 148 No - 94

Art. 44. Voted to accept from Esther Berry Tompkins the sum of \$200 for the care and upkeep of the lot of Harry S. Berry and Heirs in Woodlawn Cemetery as far as income will permit.

Art. 45. Voted to authorize the Selectmen to have a street light installed on Route #218 at the junction of Blagdon Ridge Road.

Art. 46. Voted to authorize the Selectmen to have a street light installed on the West Alna Road at a point about halfway between the Robert Sutter trailer and the Harold Smith residence.

Art. 47. Voted to withdraw the sum of \$8,500 from the School Bus Reserve Account to use for the purchase of a new school bus.

Art. 48. Voted to authorize the Treasurer to deduct fifty percent from all accounts payable to all those who taxes, such deductions to apply to such taxes.

Art. 49. Voted to authorize the Selectmen in behalf of the town to sell and dispose of any real estate acquired by the town for nonpayment of taxes thereon, on such terms as they may deem advisable, and to execute quitclaim deeds for such property.

Art. 50. Voted to authorize the Selectmen to appoint three members to the Airport Committee.

March 9 1968

LEASE

This lease is made this 4th day of August, 2009.

The Inhabitants of the Municipality of Wiscasset, a body corporate and located in Wiscasset, Lincoln County, Maine, (Lessor), in consideration of rent to be paid and the covenants to be undertaken by the Lessee, does hereby lease, demise and let unto Maine Art Gallery, Inc. a Maine corporation with status 501c(3) with a principal place of business in Wiscasset, Lincoln County, Maine, the building located on the northerly corner of Hodge and Warren Streets in Wiscasset, Maine, known as the Old Academy Building and the Lessor's land contiguous thereto (excepting streets and ways).

It is mutually understood and agreed upon by the Lessor and the Lessee that:

1. This Lease shall run for a period of 5 (five) years from August 4, 2009.
2. The Lessee shall pay rent of \$1.00 (one dollar) per year payable in advance upon the signing of this Lease.
3. This Lease includes the Lessor's personal property which is presently located in the leased premises. The Lessee shall be responsible for all repairs of these items of personal property required as a result of the negligence of the Lessee, its employees, invitees or guests.
4. The Lessee shall be responsible for paying for all utilities servicing the leased property.
5. The Lessee may make alterations to the leased premises, and install equipment and fixtures in the leased premises, at its own expense, only with the prior written approval of the Lessor.
6. The Lessee shall be responsible for all interior repairs to the leased premises required as a result of the negligence of the Lessee, its employees, invitees or guests.
7. The Lessee shall keep the premises clean and in a safe condition and shall operate its business in conformance with all applicable laws, ordinances and regulations. The Lessor shall have the right to inspect the leased premises at all reasonable times and shall be allowed to enter the leased premises at reasonable times for the purpose of doing work, if necessary, on the leased premises.
8. The Lessee shall be responsible for all costs involved in operating its business and shall hold the Lessor harmless from all claims of whatever nature for damage to persons or property in on the leased premises. The Lessor shall be responsible for providing its own insurance for the content and property of its business.

9. The Lessee shall not assign or underlet the leased premises without the written consent of the Lessor.

10. Failure on the part of the Lessor to complain of any action or non-action on the part of the Lessee shall not be deemed to be a waiver by the Lessor of any rights under this lease.

11. The Lessee may not commit waste of the leased premises or use the leased premises for any other purpose usually denominated extra hazardous as to fire by insurance companies.

12. The Lessor may enter to view and make improvements and to expel the Lessee if it makes or suffers any strip or waste of the premises, or if it fails to quit or surrender the premises to the Lessor at the end of the term, or if it violates any of the covenants of the Lease, or if it shall be adjudicated a bankrupt or insolvent, or if any assignment shall be made of the Lessor's property for the benefit of its creditors.

12. The Lessee shall quit and deliver up the leased premises to the Lessor or its attorney, peaceably and quietly, at the end of the term, in as good order and condition as the same are, or may be put into by the Lessor. Also, at the termination of this Lease the Lessee shall return to the Lessor any keys to the leased premises which the Lessee might possess. Should the Lessee continue to possess the premises after the term of this lease and without having a new Lease having been executed, the terms of the present Lease, so far as are applicable, shall continue to apply to the Lessee's tenancy.

IN WITNESS WHEREOF, the Lessor and the Lessee have executed this Lease in duplicate.

Signed Patricia Blake
Selectman

Signed [Signature]
Selectman

Signed [Signature]
Selectman

Signed Pamela Dunning
Selectman

Signed [Signature]
Selectman

Signed [Signature]
For the Board of Maine Art Gallery

02-100-112

1998

8-5 20 09

Pay To The Order Of: Maing Wiscasset \$ 5.00

Five and 00/100 Dollars Checkmark

THE FIRST, N.A.
223 MAIN ST.
DAMARISCOTTA, MAINE 04513
01

For: Lease

0101120183015 644 4495 21 1998

MAINE ART GALLERY, INC.
PH. (207) 882-7511
P.O. BOX 315
WISCASSET, ME 04578

maine art gallery 
P.O. Box 315 Warren Street Wiscasset, Maine 04578
207-882-7511

Arthur -
For Old Academy Bld.
Lease.

Thank you!
Michele

THIS INDENTURE,

Made the 2nd day of October in the year of our Lord one thousand nine hundred and sixty eight.

WITNESSETH, That INHABITANTS OF TOWN OF WISCASSET do hereby lease, demise and let unto BRADFORD-SORTWELL WRIGHT POST NO. 54, that certain building together with contents located on the north-erly side of Lincoln Street, in said Wiscasset, and formerly used as the town Fire Station.

TO HOLD for the term of one year, on the 11th of March, one thousand nine hundred and sixty-eight yielding and paying therefor the rent of one (\$1.00) dollar with the further right to renew for one year on the same terms and conditions by giving written notice to the said lessor, at Wiscasset, thirty days prior to the expiration of this lease, and said lessee does covenant to quit and deliver up the premises to the Lessor, or its attorney, peaceably and quietly, at the end of the term aforesaid, in as good order and condition (reasonable use and wearing thereof, or inevitable accident, excepted,) as the same are, or may be put into by the said Lessor, and to pay for all utilities, the premiums on insurance now carried by the lessor on said building, the repairs and maintenance to keep the building in its present condition, any major changes or alterations to be approved by said lessor, and not make or suffer any waste thereof; and that he will not assign or underlet the premises or any part thereof, without the consent of the Lessor in writing on the back of this lease. And the Lessor may enter to view and make improvements, and to expel the Lessee if it shall fail to pay the rent aforesaid, whether said rent be demanded or not, or if it shall make or suffer any strip or waste thereof, or shall fail to quit and surrender the premises to the Lessor at the end of said term, in manner aforesaid, or shall violate any of the covenants in this Lease by said Lessee to be performed; or if the estate hereby created shall be taken from the Lessee by process of law, or if the Lessee shall be adjudicated a bankrupt or insolvent, or if the assignment shall be made of Lessee's property for the benefit of creditors, the Lessor may immediately or at any time thereafter, enter and expel the Lessee or those claiming under him and remove his or their effects and without prejudice to any other remedies for arrears of rent or breach of covenant, and upon such entry said term shall cease.

And the premises shall not be occupied, during the said term for any purpose usually denominated extra hazardous as to fire by insurance companies and shall be used only as a "Scout Meeting Hall."

PROVIDED, that in case the building upon said premises, or any part thereof, during the term hereof, shall be damaged by fire or other unavoidable casualties as to be unfit for occupation or use, then the rent hereinbefore reserved, or a fair and just proportion thereof, according to the nature and extent of the damages sustained, shall be suspended or abated until the said premises shall have been rebuilt and put in proper condition for use and occupation.

Laurie Smith

From: Audibert, Gerry <Gerry.Audibert@maine.gov>
Sent: Wednesday, January 04, 2012 1:49 PM
To: Selectboard@edgecomb.org; admin@wiscasset.org; epolewarczyk@roadrunner.com; jsarmanian@yahoo.com; jessica_chubbuck@yahoo.com; colbyjrc@roadrunner.com; mbarnes@lcrpc.org; Misty Gorski; pjld@roadrunner.com; Robert Faunce; stuart@seguinsoftware.com; townmanager@wiscasset.org; rustycurtis@myfairpoint.net
Subject: US Route 1 Update
Attachments: Meeting Summary 2011 12 12 Final.doc

Hi everyone - I hope you all had a great New Year! Attached is a summary of our December 12 meeting. My apologies for the delay in getting this to you.

Things are starting to come together on the Action Plan. I met with senior management yesterday and they are on board with your priorities and most of your specific recommendations, so now I am organizing various work groups focusing on the following:

- ITS/Traveler Information Systems - We are developing a plan that might be partially implementable by summer. I will be speaking with local emergency response as well on obtaining traffic incident reports so we can have a credible travel advisory system for travelers. I expect to have more specifics on this for you in a month or so. This effort will likely require involvement by several midcoast Chambers of Commerce and others to allay any fears of losing business if for instance we show travel times for alternate routes.
- Safety - I am organizing a Road Safety Audit (RSA) team to review traffic safety concerns along US Route 1 from Woolwich to Newcastle including concerns about posted speed limits. The team will include members from Wiscasset and Edgecomb, police and other emergency services personnel and MaineDOT. Simply stated, an RSA involves a field review with the various perspectives of each participant. We take a good look at what the causative factors are in the various safety issues and take ideas from everyone present on how they might be resolved. We then develop a recommendations and implementation plan, part of which might be feasible as part of next summer's Route 1 paving project in Wiscasset. Our goal is to conduct the RSA within the next several weeks, but this will depend on the weather. If we receive a lot of snow, we may have to wait until spring. I will be contacting you shortly for names of individuals to invite to serve on the RSA Team. This is generally a one- to several-day effort.
- Access management and land use management - We are working on possibly hiring a consultant to help both Wiscasset and Edgecomb develop and implement land use and traffic management planning and associated activities.
- Pedestrian access and safety - This will involve a review of Wiscasset's Bicycle-Pedestrian Plan, Railroad Park proposal, looking into the feasibility of a pedestrian tunnel adjacent to the railroad tracks, centerline pedestrian barriers, discussions with Red's Eats and Wiscasset on pedestrian issues, off-street parking and other related activities. Again, I expect to establish a team with good local representation to participate in identifying potential solutions.
- Traffic Modeling - Ed Hanscom will be expanding on an earlier traffic model he built for Wiscasset Village to test the improvements that will be recommended along the way.

I will be contacting Laurie and Stuart soon once we have all of the pieces in place and have a better understanding of how the individual efforts will correlate to each other. In the meantime, feel free to call or e-mail me at any time.

<<Meeting Summary 2011 12 12 Final.doc>>

Gerry Audibert, PE
Bureau of Transportation Systems Planning
Maine Department of Transportation
16 State House Station
Child Street
Augusta, Maine 04333-0016

Cell: (207) 446-3259
Tel: (207) 624-3315
Fax: (207) 624-3301

e-mail: gerry.audibert@maine.gov

Towns of Wiscasset and Edgecomb
Joint Boards of Selectmen Workshop
Re: Wiscasset/Edgecomb US Route 1 Traffic Issues
December 12, 2011
Wiscasset Town Office
6 p.m.- 8 p.m.
Facilitator: Jonathan Reitman

MEETING SUMMARY

Facilitator Jonathan Reitman reviewed the agenda and reminded everyone that tonight is a selectperson's workshop, not a public meeting. Accordingly, public comment would be reserved until the last few minutes of the meeting

The group approved the Meeting Summary for the November 14 workshop.

Purposes for tonight's meeting:

- 1) As two Boards, jointly adopt the proposed Vision, Goals and performance measures
- 2) Define short-term strategies to pursue
- 3) Identify mid- and longer-range strategies
- 4) Develop process for MaineDOT and the towns to have ongoing dialogue about the Route 1 traffic issues.

A primary reason for this Joint workshop is to reestablish strong working relationships between the two communities and between the communities and MaineDOT.

Vision, Goals and Performance Measures Accepted by the Group

US Route 1 Non-Bypass Strategies Establishing a Joint Vision, Goals and Performance Measures to Identify and Evaluate Non-Bypass Strategies

Selectmen from the Towns of Edgecomb and Wiscasset were asked at the November 14 Joint Boards of Selectmen Workshop to identify a common vision, goals and performance measures to be used in identifying and evaluating non-bypass strategies. The following drafts represent key points made at the Workshop (see attached Workshop Summary). The two Boards of Selectmen are asked to review the statements and to provide further input at the upcoming December 12 meeting. The statements will then be used in the ensuing discussion to identify and evaluate the potential strategies to be considered.

Proposed Vision Statement

The Boards of Selectmen from the Towns of Wiscasset and Edgecomb envision US Route 1 as being a major thoroughfare connecting midcoast Maine and having smooth and safe traffic flows providing residents, through travelers and pedestrians an opportunity to enjoy the scenic, cultural and historic nature of the area.

Goals

- Minimize traffic delays
- Minimize overall travel time through the two communities
- Improve traffic safety
- Maintain the area's historic and cultural assets – improvements should be appropriate to and in keeping with the historic era
- Provide smooth traffic flow with minimal disruptions and delays
- Minimize traffic volumes
- Minimize jay walking
- Be pedestrian friendly – provide suitable pedestrian crossing opportunities without inhibiting traffic flow
- Implement strategies in the short-term
- Promote the area as a destination, but also offer alternate routes for through-travelers
- Protect and enhance historic values of the area
- Incorporate mulimodal approaches
- Ensure Davey Bridge is not considered a barrier to the rest of the County

Evaluation Criteria

- Impact to traffic volume
- Impact to safety
- Cost
- Benefit-to-Cost
- Sustainability
- Impacts to historic assets/Viewshed
- Acceptability to surrounding communities from those that are impacted the most
- Identify and implement short-term strategies first, then consider longer-term strategies

Gerry Audibert of MaineDOT then reviewed the various Non By-Pass Strategies which had been proposed, considered or implemented as of November 1, 2011. For each strategy, MaineDOT has preliminarily evaluated the strategy utilizing the Evaluation Criteria adopted by the group at its November 14 meeting (potential historic impact, capital cost, benefit to cost, sustainability, acceptability, traffic flow impacts, traffic safety impact).

Working from the following MaineDOT spreadsheets, Gerry explained that some of the ideas were deemed not worthy of consideration for various reasons (e.g. cost, impact on historic assets, etc.) and those were marked with a red block. The boxes with an orange block were deemed of medium impact, the ones with a yellow box held the highest promise. Blocks which remained white had the smallest or minimal beneficial impacts.

As the discussion began about the various strategies, the question was raised about whether the group or the MaineDOT had set a specific, measurable goal to reduce traffic volume. Gerry responded that it is difficult to set a specific target for traffic impact because we are now looking at some of these strategies anew, not in conjunction with a potential By-Pass. It was suggested that a specific goal would allow the towns and the MaineDOT to measure more precisely the traffic impact of various strategies.

Preliminary Evaluation Spreadsheet

US Route 1 Wiscasset-Edgcomb Bypass Strategies
Preliminary Evaluation of Previously-Defined Potential Non-Bypass Strategies
7-Dec-12

| Strategy No. | Strategy Description | Traffic | Potential State Impact | Capital Cost | Benefit to Govt | Sustainability | Acceptability | Traffic Mobility Impacts | Traffic Safety Impacts | Previous Implementation | Comments |
|--------------|-------------------------------|---------|----------------------------|--------------|-----------------|----------------|---------------|--------------------------|------------------------|---|---|
| 1 | Fulfill all On-Off Ramp Plans | Medium | Adverse Effect | High | Medium | High | Low/Low | Medium | High | Priority Traffic Design Features | Consider On-Off ramp expansion along with additional design |
| 1A | Repeal all On-Off Ramp Plans | Medium | Adverse Effect | High | Medium | High | Low/Low | Medium | High | Priority Traffic Design Features | Consider On-Off ramp expansion |
| 1B | Repeal all On-Off Ramp Plans | Medium | Adverse Effect | High | Medium | High | Low/Low | Medium | High | Priority Traffic Design Features | Consider On-Off ramp expansion |
| 2 | Traffic Signals | Medium | Potentially Adverse Effect | Medium | Medium | Medium | Medium | Medium | Medium | Installed at Water & Main Streets in July 2001 | Consider On-Off ramp expansion |
| 2A | Repeal Traffic Signals | Medium | Potentially Adverse Effect | Medium | Medium | Medium | Medium | Medium | Medium | | Consider On-Off ramp expansion |
| 3 | Repeal On-Off Ramp Plans | Short | No Effect | Low | Medium | High | Medium/Low | Low | Low | Repealed On-Off Ramp Plans in 2001 | Consider On-Off ramp expansion |
| 4 | Repeal On-Off Ramp Plans | Long | Potentially Adverse Effect | High | Low | Low | Medium/Low | Medium | Low | US Dept of Transportation American Road & Builders Builders | Consider On-Off ramp expansion |
| 5 | Repeal On-Off Ramp Plans | Long | Adverse Effect | High | Medium | Low | Low/Low | High | High | | Consider On-Off ramp expansion |
| 6 | Repeal On-Off Ramp Plans | Short | Potentially Adverse Effect | Low | High | High | Medium/Low | Medium | Medium | Consider On-Off Ramp Plans in 2001 | Consider On-Off ramp expansion |
| 7 | On-Off Ramp Plans | Short | Potentially Adverse Effect | Medium | Medium | Medium | Medium | Medium | Medium | | Consider On-Off ramp expansion |
| 8 | Repeal On-Off Ramp Plans | Medium | No Effect | Low | Low | High | Medium/Low | Medium | Low | | Consider On-Off ramp expansion |
| 9 | Repeal On-Off Ramp Plans | Medium | No Adverse Effect | Low | High | High | High | Medium | Low | Installed in 2001, 2002 | Consider On-Off ramp expansion |
| 10 | Repeal On-Off Ramp Plans | Long | No Adverse Effect | Medium | High | High | High | High | Low | Partially implemented in 2001 | Consider On-Off ramp expansion |
| 11 | Repeal On-Off Ramp Plans | Long | No Effect | Medium | Medium | High | High | Medium | Low | Partially implemented in 2001 | Consider On-Off ramp expansion |
| 12 | Repeal On-Off Ramp Plans | Short | No Effect | Low | Low | High | Low/Low | Low | Low | Partially implemented in 2001 | Consider On-Off ramp expansion |
| 13 | Repeal On-Off Ramp Plans | Short | No Effect | Low | High | High | Low/Low | Low | Low | Partially implemented in 2001 | Consider On-Off ramp expansion |
| 14 | Repeal On-Off Ramp Plans | Short | No Effect | Low | Low | High | High | Low | Medium | | Consider On-Off ramp expansion |
| 15 | Repeal On-Off Ramp Plans | Long | No Adverse Effect | High | Low | Low | High | High | Low | Partially implemented in 2001 | Consider On-Off ramp expansion |
| 16 | Repeal On-Off Ramp Plans | Medium | No Adverse Effect | High | Medium | High | High | Low | High | Partially implemented in 2001 | Consider On-Off ramp expansion |
| 17 | Repeal On-Off Ramp Plans | Short | No Adverse Effect | Low | Medium | High | Medium | Medium | Medium | | Consider On-Off ramp expansion |
| 18 | Repeal On-Off Ramp Plans | Short | No Adverse Effect | Low | Medium | High | Medium/Low | Medium | Medium | Partially implemented in 2001 | Consider On-Off ramp expansion |
| 19 | Repeal On-Off Ramp Plans | Long | No Adverse Effect | Medium | Medium | Medium | Medium/Low | High | High | | Consider On-Off ramp expansion |
| 20 | Repeal On-Off Ramp Plans | Long | Adverse Effect | High | Low | Low | Low/Low | Low | Medium | | Consider On-Off ramp expansion |
| 21 | Repeal On-Off Ramp Plans | Long | No Adverse Effect | High | Medium | High | Medium | Medium | Medium | | Consider On-Off ramp expansion |
| 22 | Repeal On-Off Ramp Plans | Medium | No Adverse Effect | Low | Medium | High | High | Low | Low | Edge-on Ramp & Signal installation planned | Consider On-Off ramp expansion |
| 23 | Repeal On-Off Ramp Plans | Long | No Adverse Effect | Medium | Medium | High | Low/Low | Low | Low | | Consider On-Off ramp expansion |
| 24 | Repeal On-Off Ramp Plans | Medium | No Adverse Effect | Low | High | High | Medium/Low | Medium | Medium | Partially implemented in 2001 | Consider On-Off ramp expansion |
| 25 | Repeal On-Off Ramp Plans | Long | No Adverse Effect | High | Low | High | Medium | Medium | Medium | | Consider On-Off ramp expansion |
| 26 | Repeal On-Off Ramp Plans | Long | No Adverse Effect | High | Low | High | Low/Low | Low | Medium | | Consider On-Off ramp expansion |
| 27 | Repeal On-Off Ramp Plans | Medium | No Adverse Effect | Medium | Medium | High | High | Low | Low | Partially implemented in 2001 | Consider On-Off ramp expansion |
| 28 | Repeal On-Off Ramp Plans | Short | No Effect | Low | Medium | Low | Medium/Low | Low | Medium | | Consider On-Off ramp expansion |
| 29 | Repeal On-Off Ramp Plans | Medium | No Adverse Effect | Medium | Medium | High | Medium/Low | Medium | Medium | | Consider On-Off ramp expansion |
| 30 | Repeal On-Off Ramp Plans | Long | No Adverse Effect | High | Low | High | Low/Low | Low | Medium | | Consider On-Off ramp expansion |
| 31 | Repeal On-Off Ramp Plans | Long | No Effect | Medium | High | High | High | High | Medium | | Consider On-Off ramp expansion |
| 32 | Repeal On-Off Ramp Plans | Medium | No Adverse Effect | Medium | Medium | High | High | Low | Medium | | Consider On-Off ramp expansion |
| 33 | Repeal On-Off Ramp Plans | Short | No Adverse Effect | Medium | High | High | High | Medium | Medium | | Consider On-Off ramp expansion |
| 34 | Repeal On-Off Ramp Plans | Short | No Adverse Effect | Low | High | High | Medium/Low | Medium | Medium | | Consider On-Off ramp expansion |
| 35 | Repeal On-Off Ramp Plans | Long | Adverse Effect | High | Low | Low | Low/Low | Low | Low | | Consider On-Off ramp expansion |
| 36 | Repeal On-Off Ramp Plans | Medium | No Adverse Effect | High | Medium | High | Medium/Low | Low | High | | Consider On-Off ramp expansion |
| 37 | Repeal On-Off Ramp Plans | Medium | No Adverse Effect | Medium | Medium | High | High | Low | High | | Consider On-Off ramp expansion |

Notes:
 1) Any strategy that results in a net loss of traffic volume is a net loss of traffic volume and is not supported by the Maine State Historic Preservation Office.
 2) Any strategy that results in a net loss of traffic volume is a net loss of traffic volume and is not supported by the Maine State Historic Preservation Office.
 3) Yellow shading indicates highest performance expectations, moderate costs and moderate impacts.
 4) Green shading indicates highest performance expectations, moderate costs and moderate impacts.
 5) Red shading indicates highest performance expectations, high costs and high impacts.
 6) Red shading indicates highest performance expectations, high costs and high impacts.

Feedback on Preliminary Evaluation Spreadsheet

Initially, the group agreed with MaineDOT's decision to take the "red block" strategies off the table as unworthy of further discussion. There was also agreement that we can't determine if any one of these strategies will have a specific impact. Several of the most promising strategies should be taken together as a package and data should then be generated. There was agreement that MaineDOT should put together a "package concept" of various acceptable strategies, and then test them by modeling to determine whether those strategies are worth pursuing further. If the impact is negligible, they should not be pursued.

The Edgecomb representatives agreed that the Wiscasset representatives should take the lead in evaluating those strategies which required modifications within Wiscasset. The question was posed: We have \$100,000 to spend for traffic improvements in 2012. What is the biggest bang for our buck?

The Wiscasset selectmen and staff have met to review the strategies and (using the numbers on the preliminary evaluation spreadsheet) voted to further pursue the following strategies:

- #4 (relocate Post Office)
- #7 (off-street parking)
- #9 (install webcams, traffic counters)
- #10 (sensor-based traffic information)
- #11 (variable message signs on I-295)
- #13 (install alternate route "fixed" signs on I-95 and I-295)
- #24 (address access management)
- #27 (Develop Railroad Avenue Plan)
- # 31 (Provide actual travel times via signs and electronic devices).
- While not on Wiscasset's official list, there was some support for strategy #35 (install centerline pedestrian barrier in summer) as a means to deter pedestrian jaywalking and cars crossing the centerline.
- Wiscasset representatives also voted to remove from consideration #25 (Buy/relocate Reds Eats). However, there is a willingness to pursue the pedestrian issues in that area.

There was some disappointment that in MaineDOT's "Consolidated List" ITS/Traveler Information Systems elements was placed as a Long-Term range. Several people expressed the contrary belief that better use of technology is achievable now. Gerry Audibert from MaineDOT noted that a Maine ITS system should be and will be a "coordinated statewide plan." That takes time. Despite the need for a statewide plan, the group continued to advocate for short-term use of those technologies that already exist.

There was discussion about the need for local Emergency Management information to be accessible by the current MaineDOT's Traveler Information System, in order to track accident

data, which could have impacts on traffic flow and the messages MaineDOT issues through its ITS. Some followup on this has already occurred and will continue to be pursued.

Review of MaineDOT's Short-Term (summer 2012) Strategies

US Route 1 Wiscasset-Edgcomb Non-Bypass Strategies
 Preliminary Evaluation of Previously-Defined Potential Non-Bypass Strategies
 Short Term (Summer 2012)
 7-Dec-11

| Strategy No. | Strategy Description | Potential Historic Impact ¹⁾ | Capital Cost | Benefit-to-Cost | Sustainability | Acceptability | Traffic Mobility Impacts | Traffic Safety Impacts | Previous Implementation | Comments |
|--------------|---|---|--------------|-----------------|----------------|----------------|--------------------------|------------------------|--|--|
| 6 | Parallel Parking & Center Island with Pedestrian Barriers | Unlikely Adverse, Need Diets | Low | High | High | Medium/Low | Medium | Medium | Center Island tested 2009-2001, perpendicular parking converted to angle parking in 2003 | Consider - Would based parking spaces per side |
| 7 | Off Street Parking | Hard to quantify | Medium | Medium | Medium | Medium | Medium | Medium | | Consider |
| 13 | Install Alternate Route Signs on I-95 & I-295 | No Effect | Low | High | High | Low/Regional | Low | Low | Fixed message "Alternate route" signs installed in 1990s | Consider |
| 17 | Reconfigure local Road Traffic Directions | No Adverse Effect | Low | Medium | High | Medium | Medium | Medium | | Consider |
| 28 | Utilize Traffic Control Officers | No Effect | Low | Medium | Low | Medium/Highway | Low | Medium | Tested in 2011 - Little Effect | Consider |
| 35 | Install Concrete Pedestrian Barrier at Summer | Adverse Effect | Low | High | Medium | Low/Low | Medium | Medium | | Consider |

Notes:

- 1.) Any strategy that moves forward would need a formal determination of effect by MaineDOT with consultation with the Maine State Historic Preservation Officer
- 2.) Any strategy that has an effect would need to be assessed for possible mitigation measures and mitigation
- 3.) Yellow highlights indicate highest performance expectations, lowest costs and/or least impacts
- 4.) Orange highlights indicate moderate performance expectations, moderate costs and/or moderate impacts
- 5.) No highlight color indicates low performance expectations, high costs and/or high impacts
- 6.) Red highlight indicates not supported by MaineDOT

There were a number of **feedback comments about the “Short-Term” Spreadsheet** which suggested pursuing Strategies #6, 7, 13, 28, 34, 35.

Strategy 6 (Parallel Parking & Center Island with Pedestrian Barriers): Wiscasset representatives noted that whenever you take parking away in downtown that becomes an issue.

Strategy 7 (Off street parking): There was some receptivity to talking about this, but participants wanted to know about performance measures: How would we know if this had an impact? Wiscasset has wanted MaineDOT’s help in creating off street parking (satellite lots).

Strategy 13 (Install Alternate Route Signs on I-95 and I-295) continued to have strong support, especially for variable message signs which gave real-time information to travelers.

Strategy 34 (Reconfigure local Road Traffic Directions): Wiscasset representatives express skepticism about the value of this strategy. “This has already been tried with little positive impact.” People asked for more information about the impacts (positive and negative) of pursuing this strategy.

Strategy 28 (Utilize Traffic Control Officers): Wiscasset selectmen voted NO on this strategy, preferring to utilize resources elsewhere.

Strategy 35 (Installing Center-line Pedestrian Barrier in Summer): A number of concerns were expressed including one about potential vehicle damage. There were also concerns about whether it could be made to look consistent with the Historic District.

Review of MaineDOT's Medium-Term (2014-2015 Biennium) Strategies

US Route 1 Wiscasset-Edgcomb Non-Bypass Strategies
 Preliminary Evaluation of Previously-Defined Potential Non-Bypass Strategies
 Medium Term (2014-2015 Biennium)
 7-Dec-11

| Strategy No. | Strategy Description | Potential Historic Impact ¹ | Capital Cost | Benefit-to-Cost | Sustainability | Acceptability | Traffic Mobility Impacts | Traffic Safety Impacts | Previous Implementation | Comments |
|--------------|--|--|--------------|-----------------|----------------|---------------|--------------------------|------------------------|--|------------------------------------|
| 1A | Pedestrian Underpasses with Concrete Pedestrian Barriers | Very High Adverse | High | Medium | High | Low Local | Medium | High | Preliminary Tunnel Design Evaluated | Consider, but may not be practical |
| 2 | Traffic Signals with One-Way Streets at Water & Middle and Left Turn Pockets | Possibly Adverse, Need Detail | Medium | Medium | Medium | Medium | Medium | Medium | Tested at Water & Middle Streets in July 2011 | Consider |
| 2A | Reduce Parking on Sidestreets with Traffic Signals | Possibly Adverse, Need Detail | Medium | Medium | Medium | Medium | Medium | Medium | | Consider |
| 5 | Moist Parking Structures | No Effect | Low | Low | High | Medium Local | Medium | Low | | Consider |
| 16 | Improve High Crash Locations | Need More Detail | High | Medium | High | High | Low | High | Has 77 Plans (Both Tunnels Developed - Need to Finalize) | Consider |
| 22 | Provide Park and Ride Lots and Services | Need More Detail | Low | Medium | High | High | Low | Low | Espresso Park lot, Golfers' restrooms waiting in place | Consider |
| 24 | Incorporate Access Management | Need More Detail | Low | High | High | Medium Local | Medium | Medium | MaineDOT access mgmt. policy applies to rural Route 1 | Consider |
| 27 | Develop Railroad Avenue Plan | Need More Detail | Medium | Medium | High | High | Low | Low | Wiscasset Applied for TIGER III Funding | Local issue |
| 29 | Reroute Local Traffic off Route 1 | Need More Detail | Medium | Medium | High | Medium Local | Medium | Medium | | Consider |

Notes:

- 1) Any strategy that requires forward would need a formal determination of effect by MaineDOT with consultation with the Maine State Historic Preservation Officer
- 2) Any strategy that has an effect would need to be assessed for possible mitigation measures and mitigation
- 3) Yellow Highlights indicate highest performance expectations, lowest costs and/or least impacts
- 4) Orange Highlights indicate moderate performance expectations, moderate costs and/or moderate impacts
- 5) No highlight color indicates low performance expectations, high costs and/or high impacts
- 6) Red highlight indicates not supported by MaineDOT

Feedback on the MaineDOT proposed Medium-Termed strategies

- **Strategy #22 (Provide Park and Ride Lots):** Is there really a need for this? Van pools to BIW seem to fulfill much of this need.
- **Strategy #24 (Incorporate Access Management):** Wiscasset has made this one of its own local goals, and would appreciate any MaineDOT support of this initiative.
- **Strategy #27 (Develop Railroad Avenue Plan):** There was strong interest in further discussing between Wiscasset and MaineDOT implementation of the plan.
- **Strategy #29 (Rerouting Local Traffic off Route One):** Wiscasset does not favor this strategy. Concerns were expressed that the local roads couldn't handle the increased traffic, there would be more speeding. The locals find their own ways to get where they're going.

Review of MaineDOT's Long-Term (Beyond 2015) Strategies

US Route 1 Wiscasset-Edgecomb Non-Bypass Strategies
 Preliminary Evaluation of Previously-Defined Potential Non-Bypass Strategies
 Long Term (Beyond 2015)
 7-Dec-11

| Strategy No. | Strategy Description | Potential Historic Impact ^{1,2} | Capital Cost | Benefit to Cost | Sustainability | Acceptability | Traffic Mobility Impacts | Traffic Safety Impacts | Previous Implementation | Comments |
|--------------|--|--|--------------|-----------------|----------------|-----------------|--------------------------|------------------------|---|------------------------|
| 4 | Relocate Post Office/Businesses | Possibly Adverse Road Delays | High | Low | Low | Medium/Local | Medium | Low | US Postal Service Administration Contacted | Consider - Local Issue |
| 9 | ITS/Traveler Information Systems | No Adverse Effect | Low | High | High | High | Medium | Low | Implemented in 2009, Ongoing | Consider |
| 15 | Develop/Improve Public Transportation | Need More Detail | High | Low | Low | High | Medium | Low | Intensely bus increased 1990s, excursion train started 2003 | Consider |
| 19 | Re-route Trucks in Summer | No Adverse Effect | Medium | Medium | Medium | Medium/Regional | High | High | | Consider |
| 21 | Create Alternate Route (Mountain Road...) | Need More Detail | High | Medium | High | Medium | Medium | Medium | | Consider |
| 23 | Implement Gateway One Recommendations | Need More Detail | Medium | Medium | High | Low/Local | Low | Low | | Consider |
| 25 | Buy/relocate Red's Eats | Need More Detail | High | Low | High | Medium | Medium | Medium | | Consider - Local Issue |
| 30 | Install "Metering" Traffic Signals along Route 1 | No Adverse Effect | Medium | Low | Low | Low/Regional | Low | Medium | | Consider |

Notes:

- 1) Any strategy that moves forward would need a formal determination of effect by MaineDOT with consultation with the Maine State Historic Preservation Officer
- 2) Any strategy that has an effect would need to be assessed for possible minimization measures and mitigation
- 3) Yellow Highlights indicate highest performance expectations, lowest costs and/or least impacts
- 4) Orange Highlights indicate moderate performance expectations, moderate costs and/or moderate impacts
- 5) No highlight color indicates low performance expectations, high costs and/or high impacts
- 6) Red Highlight indicates not supported by MaineDOT

Feedback on the MaineDOT proposed Long-Term strategies

- **Strategy #15 (Develop/Improve Public Transportation):** There was receptivity to this. Perhaps once the railroad into Brunswick is completed, there could be increased excursion rail, and/or tourist buses. Would this be a public or private sector effort?
- **Strategies #21 (create alternate route—Mountain Road???) and #23 (Implement Gateway One recommendations):** Wiscasset vote NO on the Gateway One recommendations except there was support for the Access Management pieces.
- **Strategy #25 (Buy/relocate Red's Eats):** Both Wiscasset and Edgecomb oppose this strategy but are open to discussing pedestrian issues. One of the owner's of Red's Eats has since approached MaineDOT to express their interest and willingness to work with MaineDOT to minimize the pedestrian issues. The Town of Wiscasset will also be included in the discussions.

- **Strategy #30 (Install “Metering” Traffic Signals Along Route 1):**
Wiscasset opposes this.

General Comments: The Edgecomb representatives expressed strong support for Strategy #38 (Improve Safety at Eddy Road). This is a high-crash area. MaineDOT was also asked to reexamine the speed limits on Route 1 emerging from Wiscasset into Edgecomb. Gerry Audibert agreed to do this and noted speed limits are generally posted based on the 85 percentile speed, which is the speed at which most people drive.

Several participants expressed deep appreciation to Gerry Audibert for all his working in Developing Short, Medium and Long Range proposals for the group to review. This was precisely what he had been asked to do by the group in its first meeting. The spreadsheets allowed the discussion to be more focused.

Nest Steps:

- 1) Gerry Audibert will assess the feedback from these meetings. He understands that **the group’s priorities** are a) Improved use of technology and signage for ITS; b) work on the posted speed, primarily near Eddy Road in Edgecomb, and evaluate all High Crash Locations; c) Off street parking, that may be tied to changes in parking on Main Street, and d) Improved management of pedestrian crossings.
- 2) Gerry will contact Wiscasset planners as soon as possible with MaineDOT’s Action Plan. MaineDOT will then conduct its analyses and will report back its findings to the joint Boards of Selectmen by March to work out details on the preferred strategies. Communications with the two Towns will continue on specific Action Items as well in the interim.

11D

November 21, 2011

Select Board
Town of Wiscasset
51 Bath Road
Wiscasset, ME 04578

Dear Board Members,

In 2004, Wiscasset renegotiated its franchise agreement with Adelphia Cable and obtained a \$40,000.00 capital grant to be used for the purchase and maintenance of equipment used for producing and broadcasting Public, Education and Government Access (PEG) programs.

Unfortunately, Lincoln County Television (LCTV), the PEG station for Wiscasset and nine other towns in Lincoln County, in operation since 1991, has never received any money from this grant.

LCTV respectfully requests \$13,333.00, representing a third of the total grant, from the Town of Wiscasset, which will be used to purchase and maintain production and broadcasting equipment at the LCTV Media Center.

LCTV would appreciate receiving the requested funds by the end of December 2011. Accordingly, I have asked Mary Ellen Crowley, our station manager, to remain available to answer any questions related to this request. Mary Ellen may be reached at the LCTV Media Center, by calling 563-6338.

Sincerely,

John Emerson, President
LCTV Board of Directors



Town of Wiscasset

11E

January 5, 2012

Doug Herling, Vice President
Central Maine Power Company
52 Farm View Drive
New Gloucester, ME 04260

Dear Mr. Herling:

Thank you for attending our Selectmen's meeting on Tuesday, January 3rd. As was discussed at the meeting the Board of Selectmen is interested in acquiring the Montsweag Brook compensation parcel. In order for the Town to acquire the property the Town will need to vote on the question through the Town election process. The Selectmen voted to place the question on the next election warrant, which is currently planned for June 12th. The Selectmen have also agreed to recommend the article to the voters.

Again, thank you for your cooperation and assistance in this matter. Should you have any questions or we need to discuss other issues please contact me.

Sincerely,

Laurie A. Smith
Town Manager