

# Maine Town & City

The magazine of the Maine Municipal Association

January 2020

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Canadian Pacific buy  
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### ALSO IN THIS ISSUE

Bicentennial series  
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# Maine Town & City

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The Magazine of the Maine Municipal Association

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### They Say It's Your Birthday



*This month, Maine Town & City begins a special, year-long series showcasing local efforts to celebrate Maine's Bicentennial.*

**Priorities, for you:** *New Maine Municipal Association President Christine Landes outlines her goals for 2020.* [Page 5](#)

**More election coverage:** *We wrap up our summary of municipal elections from voting held in November 2019.* [Page 27](#)

## The Shape of Roads

*For many small towns, a key function – maybe the key function – is maintaining, repairing and building local roads. How is it going?* [Page 11](#)

## Reason for Rail Optimism

*Canadian Pacific's proposed takeover of an important rail line that runs from Searsport through western Maine has local leaders talking.* [Page 15](#)

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## A MESSAGE FROM MMA

BY CHRISTINE LANDES / PRESIDENT

### 2020: It's your year to shine

Every year, each of us makes New Year's resolutions that, for most of us, fall by the wayside about three weeks into the New Year. Yes, I am guilty of this also. This is the year that my resolutions (goals) as president of your association will not be forgotten. There were three goals I set out for my term as president that I think each of us will be successful in fulfilling if we work together. Let me recap.

As I gave my induction speech at the Maine Municipal Association Convention last October, I referenced three quotes from Vince Lombardi. This great coach led the Green Bay Packers – the most dominating NFL team in the 1960s – which included victories in Super Bowls I and II. Lombardi was a firm coach who demanded dedication and effort from his players. Will you be part of my team and accomplish these goals?

*“The achievements of an organization are the results of the combined effort of each individual.”*

The first goal I would like to accomplish as your president is to continue to have MMA provide superior services to your municipality and add to them as is deemed necessary and vital to your success in the community you serve. The Maine Municipal Association continues to strengthen Maine's local government by committing to provide valuable services to each of its members. The services at your fingertips include: advocacy, educational services, information, legal and personnel advisory services, group insurance self-funded programs, and training just to name a few. Please take full advantage of this resource and MMA. If you do, MMA and you will continue to be overachievers.

*“People who work together will win, whether it be against complex football defenses, or the problems of modern society.”*

Secondly, a goal I set as president of your association is to continue to have the Executive Committee (a member municipality, elected committee) work together to create an overall association that each of you can be part of – to create a win! Each day, we are exposed to issues that allow us, as the people of the modern society and this association, to collaborate, brainstorm, create, and share possible solutions on. Maine Municipal Association wants each of you to be able to reach out and create this win for all of us.

*“There is only one way to succeed in anything, and that is to give it everything. I do, and I demand that my players do.”*

My last goal, as your association president, is to give everything I can to this association to make it the most successful it can possible be. I am willing to speak to your affiliate organizations, continue work with the past and future presidents on vital issues, encourage Executive Committee members to give everything they can in serving their roles, support the Executive Director and his staff as much as possible, and continue to promote our association as one of the best in the country. Would you join me in this goal by giving it your everything? Will you join an affiliate organization? Will you inspire a young person to serve their local government in some role, or even seek a career in municipal government? Will you share your passion with community members? And most importantly will you share your success with yourself? *You* are the most valuable player on this team, and I am proud to call you that.

Cheers to 2020! This is OUR year to shine.

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# Falmouth gets an early start on Maine bicentennial celebration

*A key piece of advice for fellow municipalities is build off events that already take place. History, a picnic and tree plantings are among the areas of focus in Falmouth.*

By Janine Pineo

If any town is primed for Maine's bicentennial this year, it's Falmouth.

"We were kind of in a unique position," said Erin Cadigan, Falmouth's education and outreach coordinator.

In 2018, the town marked its 300th anniversary, a yearlong celebration with 75 events – not all municipally sponsored – and other initiatives that provided the groundwork for Falmouth's plans for marking the state's bicentennial.

Cadigan said the town realized it could leverage the contacts made during the 2018 anniversary and segue into the 2020 anniversary more easily. The first question a town can ask is: "What are we doing already?" Cadigan suggested.

With that in mind, and from events suggested by the Maine Bicentennial Commission, Falmouth held its first event July 30, 2019, when municipalities across the state celebrated



**American Legion members raise the state's bicentennial flag outside Falmouth Town Hall on July 30, 2019.**

Bicentennial Kickoff Day by holding a Bicentennial Flag Raising Ceremony with the official bicentennial state flag. The 2019 date marked the 200th anniversary of the vote to separate from Massachusetts.

In Falmouth, the ceremony at Town Hall involved members of the American Legion, the singing of the National Anthem and a reception that showcased two of the town's 2018 projects that will continue to play a part in the state bicentennial commemoration: the exhibit on the "Story of Falmouth," and a book titled "Building Community."

It is the book and the story about its once-mysterious subject that was

submitted to the bicentennial commission in its first round of grants in November 2019, with the second of three deadlines set for Feb. 1, 2020.

"(The book) grew out of a legacy project of our 300th anniversary," Cadigan said. Falmouth was awarded a \$3,000 grant to expand the project for the state's bicentennial.

The community grants are open to nonprofits, such as historical societies and libraries; local Maine government institutions, including state, local and city governments; and Maine schools. The program began with \$375,000 in funds "to support the interests, needs and creativity of citizens and communities throughout Maine as they plan local commemorations of the Bicentennial," according to the Maine200 website.

The committee is leaving the creativity for projects up to the communities, but there are several "core outcomes" that will be looked at as part of the application review process, among them to:

"Have long-term value for imparting historical information, and creating conversations that strengthen individuals, communities and their connections."

"Spotlight artwork and products of our past, while showcasing and providing market access for the emerging next generation of artists, makers and innovators."

## Mystery mural

What mysterious item in Falmouth was the focus of the project submitted to the committee?

In the town hall, on a nine-by-four-

## BICENTENNIAL SERIES

Throughout 2020, Maine Town & City will feature articles about municipal efforts to celebrate Maine's 200<sup>th</sup> birthday, written by freelancer Janine Pineo of Hudson. The Maine Municipal Association also wants to highlight your community events at the special Bicentennial area of our website: <https://memun.org/bicentennial>. Please email information about your happenings to me at: [econrad@memun.org](mailto:econrad@memun.org). We hope you enjoy our articles and featured website offerings. Let's party.

Eric Conrad, Editor

foot piece of Masonite, is a mural of Falmouth, illustrated with 30 circular vignettes of various locations in the town.

“Nobody knew anything about it,” Cadigan said of the mural, which was moved to the town hall in the 1990s, although no one can remember where it was before that.

The mystery of the origin of the work sparked a year of research by an extensive number of people. As the book says, “While all appreciated the painting, none could provide a clue.”

As the research progressed, it was determined the mural was painted after 1931 because one of the vignettes, that of the Plummer School, didn’t exist prior, according to the book. Cadigan said another clue was a picture found in the 1944 Falmouth High School yearbook, showing the mural hanging in the library. Falmouth High School is now the Plummer School.

It wasn’t until the painting was restored for the town’s tercentennial that the mystery was solved. When the frame was removed, four more inches of painting were revealed, including the artist’s name and the year of the work: Portland-based artist Edward La Salle and 1940.

*Janine Pineo is a freelance writer from Hudson and regular contributor to Maine Town & City, [jpineo@gmail.com](mailto:jpineo@gmail.com).*



**The Edward La Salle mural at the town hall and its 30 vignettes are the focus of the grant project by Falmouth for the state’s bicentennial.**



**The Falmouth High School, now the Plummer School, vignette**

The book, which is being given away for free, documents the quest to discover the origins of the mural, profiles the artist and his works, and then tells the story of each of the vignettes featured on the mural. They cover four centuries of Falmouth’s history, written by community members.

### Teaching history

The bicentennial grant will be used to create educational materials to be used in Falmouth school curriculum, Cadigan said. The Falmouth Historical Society, which was “very much involved in the creation of the book,” she said, will help distribute the posters that will be printed as part of the curriculum.

On the move again for the state’s bicentennial will be the 12-panel “Story of Falmouth” traveling exhibit, Cadigan said. Created for the 2018 anniversary, it can move to different town settings for display, she said, to “get this back out there to remind folk of our place” in statehood.

Cadigan said the town also will add bicentennial banners on U.S. Route 1

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streetlights. Not all will change; just every second or third pole along the route.

Another community event that Maine200 is encouraging communities to hold is an old Maine tradition, the bean supper, during statehood weekend on March 14 and 15. "We can help with that," Cadigan said, adding that while the town is not necessarily going to host its own supper, it can lend a hand to groups that would like to hold a supper that weekend and promote their events.

Falmouth will celebrate next summer with a community picnic, an-

other event that was successful during the tercentennial, Cadigan said. The event, which was hosted on farmers market night, had food trucks and a DJ for a street dance. Lawn games were played, she said, and the night ended with a fireworks display.

"It was just a really simple community event," Cadigan said. "People just really enjoyed it."

The picnic will be held in July.

### Looking way ahead

Another signature program that Maine200 is promoting is the planting of eastern white pine trees to create a

"Tricentennial Pine Grove" as a living bridge between the state's bicentennial and its tercentennial in 2120.

Falmouth has plans to do that, too, with an added component involving trees.

"We're still working on the plan," said Jay Reynolds, Falmouth's public works director. The town will plant three pines and erect a commemorative bicentennial marker as part of the state's program. The trick is finding an appropriate public space that is safe and accessible.

Reynolds said they are looking along U.S. 1 for either a public town-owned park or right-of-way.

The white pine cone and tassel is the state's official flower, a tribute to the tree's significant contribution to Maine's settlement and growth. Cadigan pointed out that Falmouth was an integral part of the mast trade, which reaches as far back as the 1600s in the early days of settlement. There was a time when the largest of the white pine were sought by England's Royal Navy for masts for its growing fleet. So important were the trees to the crown that the largest specimens were "pro-



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ected” under a controversial act that was meant to keep settlers from using them for lumber.

Reynolds said Falmouth would like to hold the tree-planting in April or May, coupling it with another project the town started last year. “We would also dovetail this with Tree City USA,” he said.

Early last year, the town applied for that program from the Arbor Day Foundation and held the required tree planting in April. “It took us a while to

find the first location,” Reynolds said.

This spring, he said, the state and Arbor Day Foundation will give Falmouth the official designation and signage of being a Tree City USA.

“Our goal is for the town to plant 200 trees,” Cadigan said.

Reynolds said the conservation commission has proposed that the town plant the symbolic number of trees on both public and private lands in honor of the bicentennial.

“It would not necessarily be the

white pine,” he said, but most likely a variety of native trees.

Planning is in the early stages, although Reynolds said that one possible location is on a Maine Department of Transportation project on State Route 100 that needs 50 trees planted.

The library project could use trees, too, he said. Falmouth Memorial Library is in the midst of an extensive expansion that started early last year that will require landscaping work this year.

Reynolds said Maine Audubon, which is located in Falmouth, is interested in the tree project and a couple of plant nursery businesses also have expressed an interest.

It is not only public space that the town would include in the project. Reynolds said residents who would like to plant trees can become involved in helping Falmouth reach its goal for the year.

The lesson Falmouth would share is its best advice for 2020 planning is to look at events that already happen, such as old home days or an annual parade, and build on those to start.

“Keep it simple and think of things you are already doing,” Cadigan said. ■



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# Rural roads: Consensus is more funding, repair work is needed

*Some municipal and county officials say communities are keeping up admirably with road projects and maintenance, despite state funding cuts. Others aren't so sure.*

By Glenn Adams

It's no secret that Maine faces serious funding challenges keeping the state's highways and bridges safe and well-maintained. While larger highways seem to get most of the attention, upkeep of rural roads persists as a leading issue of concern in municipalities across the state.

A 2019 report by TRIP, a national transportation research nonprofit, says Maine's rural roads and highways need attention. The report said 22% of the rural pavements are in poor condition, the ninth highest percentage among the states. Maine's 22% is also 7 percentage points higher than the national average. The 22% figure is also 3 percentage points higher than it was in 2017.

TRIP also says Maine rated even higher – seventh – with 14% of its rural bridges structurally deficient. That is a point worse than two years earlier and compares with the national average of 9% structurally deficient.

The findings are significant because the nation's rural transportation system is “the first and last link in the supply chain from farm to market, connects manufacturers to their customers, supports the tourism industry, and enables the production of energy food and fiber,” said TRIP's report.

“Rural Americans are more reliant on the quality of their transportation system than their urban counterparts,” the report added.

TRIP's report echoes the findings of the American Society of Civil Engineers' latest report card on the state of Maine' highways and bridges. The 2017 report gave Maine a grade of D for its roads and C-minus for its

bridges, grades the state Department of Transportation does not dispute.

A major problem, says ASCE, is the state's heavy dependence on borrowing through bonds to maintain and upgrade the highways, which it calls a “Band Aid” approach to a larger challenge. State officials are looking for longer-term and more dependable solutions that could include a fuel tax increase, a vehicle mileage tax, public-private partnerships and raising license and registration fees.

It's estimated that it would take an additional \$100 million, in addition to the funding already received from traditional sources and bonds, to make progress in fixing the state's highways.

## Accidents can result

Bad roads can be a life-and-death matter, says the American Automobile Association.

“Damaged and deteriorating roadways too often result in deadly crashes, and it is time to act,” said Kathleen Bower, AAA senior vice president of public affairs and international relations.

Most of Maine's motor vehicle accidents happen on local roads, figures from the state Department of Transportation show. Between 2013 and 2017, DOT figures show, 91,474 crashes occurred on rural roads, while 71,685 happened on urban roads. Also during those five years, there were 571 fatal crashes on rural roads, far surpassing the 114 on urban roads, although weather and driver infractions are part of this figure.

These trends appeared as total funds distributed to eligible Maine municipalities, counties and Indian reservations through the state's Local Road Assistance Program (LRAP) have declined, from \$23.27 million



*Elaine Aloes, Chair Selectboard, Solon*

in FY 2011 to \$21.65 million for FY 2020. “Now most 'hold harmless' towns are seeing a decrease in their annual amount. While this is not good news for any town, it now means that every town will be receiving the same rate per lane-mile as stated in the law,” DOT explained. For example, the statutory rural local roads rate is \$600 per lane-mile, so a rural “hold harmless” town formerly receiving \$800 is now receiving \$600 per lane-mile, DOT said.

## Small town impact

Municipal officials gave varying views on the impact of the cuts.

In the Somerset County Town of Solon, the loss of LRAP funding “is a big concern,” said Elaine Aloes, chair of the board of selectmen in the town of 1,053 residents, and a member of the Maine Municipal Association's Executive Committee. LRAP funding there has dropped from \$48,120 in fiscal 2011 to \$42,224 for fiscal 2020.

The state maintains U.S. Routes 201 and 201A there, but Solon taxpayers must keep up with 46 miles of local roads, split about 50/50 between paved and gravel.

---

*Glenn Adams is a freelance writer from Augusta and regular contributor to Maine Town & City, [adamsgj1@gmail.com](mailto:adamsgj1@gmail.com).*

Aloes said the town feels the crunch in maintaining those because it doesn't want to raise property taxes too much as funding needs for schools increase. At the same time, "you can't cut your budget too much," she said.

As a result, local roads suffer, especially those that are unpaved. That's because the town puts more emphasis on maintaining paved roads in which more has been invested, said Aloes. "There's a lot more complaints from people on gravel roads," she added.

Decades ago, the state maintained

local roads, but later turned them over to towns, along with promise to help maintain them, said Aloes. But she said that promise, along with unfulfilled Municipal Revenue Sharing promises, have not been kept. The decrease in LRAP funding is compounded by the dollar-eating impact of inflation, she said.

In Moscow, also in Somerset County, the loss of LRAP funding "hasn't affected us that much," said J. Donald Beane, first selectman in the town of about 500 residents. Since 2011, Mos-

cow's share has dropped from \$20,640 to \$15,524 anticipated for 2020.

Overall, said Beane, Moscow's roads are in good shape. The main highway through town, U.S. Route 201, is maintained by the state. Route 201 is in good shape through Jackman, but the condition gets worse from there to the Canadian border, said Beane.

On Moscow's other main road, Route 16, the town only does snow plowing while the state maintains it. The rest of the local roads are up to the town.

"We usually pick out a road a year to resurface, and keep up with them all," said Beane.

Beane's assessment of a stretch of Route 201 is supported by a Maine Better Transportation Association contest, which found a 14.3-mile section from Jackman, through Moose River and Dennistown Plantation and Sandy Bay Township to the Quebec border as the worst road in Maine.

MBTA's assessment was based on observations by William Jarvis, a for-ester from Jackman, who cited the

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road's "terrible condition" that keeps motorists driving at speeds far below the 55-mph limit. "By next spring some sections of the road will be barely passable," Jarvis wrote.

Wilton also has not been hurt much by the reduction in local road assistance, said Rhonda Irish, manager of the Franklin County town of about 4,100. Wilton's LRAP funding was \$73,416 in 2011 and will drop to \$55,868 in 2020.

Asked about the general condition of Wilton's roads, Irish said, "I would say good to very good."

Wilton budgets about \$300,000 a year in local funds for new paving of local roads and budgets separately for culverts and other improvements. The town's highway foreman brings in a list every year of where work is needed and the road committee and select board prioritize from there, said Irish.

The town also spends about \$20,000 to \$30,000 per year for sidewalks. The state paves and maintains Route 4 and U.S. 2. On state Routes 156 and 133, the state does maintenance and the town plows, Irish said.

### Decisions in Mexico

Mexico, in Oxford County, does feel the impact of the reduction of LRAP funding, from \$27,372 in 2011 down to \$23,868 for 2020. Jack Gaud-

et, town manager and road commissioner, said the reduced amount "must be obtained from another source if the town is to maintain the same revenue as the previous year."

Gaudet said Mexico, which has about 2,680 residents and 109 roads, sets parameters for road repairs on the basis of availability and priority of travel by public vehicles. The top priority includes main streets, followed by school bus routes, and then other streets.

Mexico procured municipal bonds in order to perform a major rebuild of a long road in the recent past, said Gaudet.

"The payment of these bonds diverts a major amount of annual funding for a small community," Gaudet said. "We still continue the process to rehabilitate smaller roads with top

grind and overlay of asphalt" in keeping with priorities set by the town.

The state maintains Routes 17, U.S. Route 2 and one other road.

"All and all, the roads in town are pretty good," said Gaudet. One or two need drainage work.

Few people see more rural roads than county sheriff's departments. Sheriffs give varying views on the condition of the roads from county to county. York Sheriff William L. King Jr. said in an email, "Some roads are very poor and others are dirt roads. They are especially treacherous in the wintertime."

York County Chief Deputy Thomas Baran said deputies patrol 525 square miles, and that during snowstorms it's hard for them to keep up with snow accumulating on the roads.

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that within a short period of time the roads become snow covered again, making travel difficult,” wrote Baran.

Waldo County Sheriff Jeffrey Traf-ton said the roads in rural areas are “mostly good.”

### Top issue in Aroostook

In Aroostook County, road conditions came up as a priority issue when Maine Senate President Troy Jackson held a “town hall” meeting in Caribou in September, The County website reported. Caribou Mayor Mark Goughan said roads were a top issue based on council discussions over the past year.

A major issue is obtaining revenue from the state DOT to help repair local roads, the mayor said. While the city appreciated DOT funding for improvements on High Street, it still has other roads in need of repair. Caribou's LRAP funding has dropped from \$156,033 in 2011 to \$143,156 for 2020.

Jackson said local funding is a problem affecting not just the county, but all of Maine.

“We are definitely challenged,” Jackson told the town hall crowd. “You can go into larger parts of the state and see that roads and bridges are deteriorating. We're not keeping up, and I don't think there's anyone that can say we are.”

The condition of Maine's roads and state's ability to keep them well-maintained and safe has prompted

state policymakers to dive into the root of the issue, which is money.

The Maine Municipal Association has joined the conversation, said Eric Conrad, MMA's director of communications and educational services.

“We at Maine Municipal know that road and culvert construction, clearing and maintenance is a high priority for all of our towns and cities, but most especially for small towns in rural areas. It consistently ranks among the top three issues they face every year,” said Conrad.

“At our 2020 convention, we will have state and local road officials dedicate an entire day, a series of presentations, on the latest best practices for financing, maintaining and building local roads,” said Conrad. The convention will be held Oct. 7-8 at the Augusta Civic Center.

Meanwhile, the Blue Ribbon Commission to Study and Recommend Funding Solutions for the State's Transportation System continues its work to address a \$160 million-per-year funding shortfall for Maine's highway and bridge system.

The legislative resolve creating the commission says higher fuel efficiency vehicles and alternative fuel vehicles “continue to erode the funding provided by per gallon fuel taxes” while increasing the inequity between drivers in terms of the fee paid per mile to use the state's highways and bridges.

## BUGGIES PRESENT NEW CHALLENGES

**One of the recent** challenges for motorists on rural roads is the appearance of horse-drawn carriages accompanying the growth of Amish communities in Maine.

Signs warning motorists of buggies have been posted on some roads. A state DOT publication offers tips for motorists on how to avoid accidents with those horse-drawn conveyances. Among those tips are slowing down, leaving plenty of room between the car and carriage, and not honking your horn or revving the engine.

Car-buggy accidents have occurred in recent years in Aroostook and Lincoln counties. In one case, a motorcyclist struck a horse-drawn carriage.

That, combined with concerns about the unpredictability of future federal highway funding and inadequacy of bonding to properly fund the highways, creates an emergency, the resolve says.

The commission, which includes lawmakers, highway improvement interests, public transportation, bicycle and pedestrian groups, bulk haulers, rail interests and the Maine Turnpike, held several holding meetings through the fall. ■



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# Rail purchase raises sense of optimism, Searsport to Jackman

*Municipal leaders familiar with the industry say Canadian Pacific's coast to coast profile, and a deep water port in Searsport, present strong economic potential.*

By Betty Adams

From east to west and stops in between, local officials welcomed the news of Canadian Pacific's planned purchase of the Central Maine & Quebec Railway (CMQ), whose tracks cut a swath through much of rural Maine.

The 481 miles of rail included in the purchase would give the giant Canadian Pacific (CP) a reach from coast to coast.

At the eastern terminus in Maine, Searsport Town Manager James Gillway said, "From the town's perspective, we're excited to see a top railroad connected to Searsport. CMQ did a great job turning the short line around from being a failing railroad to a profitable one. To have it actually located with CP is amazing. I'm hoping they're going to be able to see the potential here."

Traveling to and from Searsport should prove to be "a quicker jaunt than over the Crown of Maine to (Canadian) ports on East Coast," he said.

Jeremy Berry, of CP Media Relations, made a similar point about the connection in an email: "From a customer perspective, CMQ joining the CP network will present a more seamless option to move traffic across a vast North American network with greater efficiency through a true precision scheduled railroad. CP is incredibly excited to be introduced to CMQ's current and potential customers and hopes to become more familiar with them once the transaction is closed. CP is optimistic that with its support, CMQ will be able to develop beneficial long-term opportunities with its customers."



*Victoria Forkus, Town Manager, Jackman*

In announcing the purchase itself, CP President and CEO Keith Creel said, "With additional port access, more dots on the map, and our proven precision scheduled railroading operating model, we are confident this transaction will bring benefits to all stakeholders moving forward."

The closing was scheduled to take place at the end of 2019, according to Berry.

The state favors the deal. "Maine DOT is very supportive of this purchase," said Nathan Moulton, director of the department's Office of Freight and Passenger Services. "With this purchase by the CP, we will have improved connections to the CP national rail system, fewer required rail interchanges between carriers and a Class 1 Railroad operator that is focused on rail operations and growing that business."

The Federal Railroad Administration defines Class 1 railroads as "railroads with operating revenues of

\$433.2 million or more." CP is a Canadian Class 1 railroad with its 2018 annual report citing freight revenue totals of \$7.3 billion (Canadian dollars) an increase of 12% over the previous year.

The same report lists a number of regulatory changes by both the United States and Canada designed to help prevent another tragedy like that in Lac-Megantic in July 2013.

While the deal was pending, several freight trains a day continued to move along the CMQ rails.

## Reactions: Jackman to Milo

In Jackman, at the western Maine terminus, Town Manager Victoria Forkus said that trains roll through town fairly regularly. "You can get stopped on one side of the tracks and sit there five to 10 minutes."

While CMQ and CP are freight carriers, Jackman Town Clerk Diane St. Hilaire recalls riding those same rails in a passenger car when she was 18, traveling 3 ½ days to Forks, Washington.

"I jumped on the train here at midnight, and we got as far as Calgary, Alberta," she said. "The dome car was awesome going through the Rocky Mountains." A few ferry rides later, and she reached her destination.

In Milo, which encompasses the hamlets of Derby and Milo Junction, the announcement of the sale brought cautious optimism. Milo Town Manager Damien Pickel, who is also the police chief, said that when the sale was announced, "I didn't hear any negative comments." He added, "The town sometimes when it comes to the railroad has some skepticism."

Part of that stems from the August 2013 Chapter 11 bankruptcy protection filing by the CMQ's predecessor, the

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*Betty Adams is a freelance writer from Augusta and regular contributor to Maine Town & City, [adamshetty00@gmail.com](mailto:adamshetty00@gmail.com).*

Montreal, Maine and Atlantic Railway, following the petroleum train derailment and explosion that left 47 people dead and much of the downtown destroyed in Lac-Megantic, Quebec. "The railroad bankruptcy left some people with a bitter taste in their mouth," Pickel said.

CMQ's parent company, Rail Acquisition Holdings LLC, managed by an affiliate of Fortress Investment Group LLC, acquired the rail assets in 2014, and began to make improvements.

### Safety awareness

And the safety section of CP's website notes, "At CP, we know that operating safely is integral to our long-term success. It's not just a requirement for doing business, it's part of who we are. This unwavering commitment to safety is why CP led the industry for the 13th consecutive year in 2018, with the lowest train accident frequency rate among Class 1 railroads in North America."

Pickel pointed to CMQ's investment in Katahdin Railcar Services, which

provides a tank car cleaning operation as well as locomotive and freight car repair in Derby. (The announcement of the sale says Fortress Transportation and Infrastructure Investors LLC will retain ownership of Katahdin Railcar Services and "continue to develop and grow" the service.)

Pickel said that despite the Quebec rail catastrophe, there are "no real worries like there were when that tragedy happened in Canada."

"The biggest concerns involved the purge of tank system, a flare when the gases come out," Pickel said. "When they first started doing it, we got calls saying, 'The train yard's on fire.'" He said that while callers were reassured that it wasn't the case, emergency responders went to the rail yard as a precaution.

"They had one or two hiccups with too much product going through the flare system, but nothing that would make anybody from OSHA or DEP get upset," he said, adding that the business itself is "very safety conscious."

The town tries to keep residents informed with Facebook postings, he added.

Pickel said he believes in helping business in any way possible and said he urged the townspeople "to give the railroad the opportunity to show the town they're not going anywhere," he said. "The best way to do stuff here is to work with your businesses and not to overregulate them."

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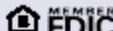
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## Chamber senses optimism

Denise Buzzelli, executive director of the Piscataquis Chamber of Commerce, said that over the past six years she has seen the revival of the Derby. "That entire community was literally built for purpose of housing workers for the railroad," she said. Now, homes that had been boarded up in the wake of the railroad bankruptcy are being re-occupied. "It's like the oppression has lifted," she said. "People know there's hope in sight."

Pickel said that when the Town of Milo acquired the Derby Shops (a 97-acre parcel formerly owned by the railway) after the bankruptcy, there was skepticism among the townspeople. "I kind of lobbied the town to put some faith in the railroad, and it's been well-received." He said part of that resulted from outreach by CMQ, including open houses and the like. A Brownfields cleanup grant also helped with the revitalization of the Derby Shops.

Buzzelli said people contact the Chamber now seeking information because they want to move to the Milo/Brownville area. "Real estate prices are

low, taxes are low, and people going through that area are really impressed with the community feel and walkability."

She said the stronger railway connection should prove great for the region itself.

Farther south in Hermon, Scott Perkins, economic and community development director for the town, called the announcement of purchase "good news for the entire state really." He also noted that the railroad has changed hands a number of times. CMQ offices recently moved from Iron Road in Hermon to Bangor, and the railway still owns "a fair amount of property" in the town, Perkins said.

He noted the connectivity in the town for both the railway and Interstate 95, saying, "The possibilities are limitless."

"I can't see any negatives, but we're all going to learn more together," he said, adding, "We love CMQ Railway. He cited the leadership and the partnership that was developed and said he was "sorry to see things change from that perspective."

Searsport's Gillway sees the potential for additional rail traffic along the line in both directions with "folks realizing they can get to Midwest or West Coast faster by coming to Searsport with goods and freight. I would envision them coming into the port and offload-

ing from ship to rail. (Searsport) would be more efficient for shippers than going to ports south of us or up north in Canada where they're larger."

Searsport currently sees cargo shipment of break bulk (material, such as salt and gypsum and other items not in containers) "Wood products could be going," Gillway said, "There's a lot of potential." Gillway said, "It is a big plus for us."

Gillway also said that when the Central Maine & Quebec Railway took over, their goal was safety. "They had a series of meetings regarding improvements to the track itself and how they were going to make it safe." And residents and motorists have witnessed railway workers in town making improvements along the line, and particularly along U.S. Route 1.

"There weren't a lot of incidents in our area to begin with," Gillway said. "I can't even remember a derailment. There might have been one many years ago when it was the Bangor & Aroostook Railroad."

Motorists traveling Route 1 could see workers replacing track and rail lines in the Searsport area.

"I'm sure that's why (the rail line) is interesting to CP cause they've made improvements to the point that it fits their high standards," Gillway said.

"I got a call from select board member; he was excited about it and wanted



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If you need help setting up login credentials to access the Member Center, please contact us at: [resourcecenter@memun.org](mailto:resourcecenter@memun.org) or, call Carol Weigelt or Ben Thomas at: 1-800-452-8786.

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to learn more, but not a lot of comment from the public. The whole system runs and basically doesn't affect them."

### Financial stability

"The basic reaction is one of optimism based on the history of railroads in Milo and Brownville area," said Peter Hamlin, chairman of the Milo Select Board. "The main fact of the matter is that CP is a long player, an international railroad and a Class 1 railroad. The optimism comes from the financial ability to maintain and grow the railroad in this area."

He, too, cited the town's acquisition of the Derby Shops to try to maintain the railroad tradition. "Our purpose was to stabilize the situation take the property from bankruptcy court and try to maintain tradition."

Hamlin is most optimistic about the railroad's link from coast to coast.

"(Having) the Searsport connection – a deep water port and access to European markets – is a big thing."

Hamlin said the town has two things to be happy about: "The old Derby Shops and what's there now and the potential for an investor with deep pockets to make this obviously a stable investment for them and for prosperity for Maine and particularly for Milo and the Brownville area."

From 1978-82, Hamlin was a train man on the CP railroad, working both passenger and freight trains in both directions. At that point, passenger trains were run by the Canadian Via Rail. He followed in the family tradition: His grandfather was an engineer, running

steam locomotives and retiring in the mid-1950s when diesel engines took over, Hamlin said.

"This consolidates that southern set of tracks that makes it whole again," Hamlin said. He sees the CP purchase of the CMQ railway as a logical progression: "It will give Maine hopefully access to a deep water port in Searsport and enhance business all along the line." He added, "This should be a good omen."

He said the CMQ railway is planning to maintain the Derby shops and functions.

"We're assuming the CP purchase is probably an optimistic note," Hamlin said. "They have deep pockets and therefore they have a vested interest in making this rail line work." ■



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# The Municipal RISK MANAGER

WINTER 2020

A Publication of the Maine Municipal Association

## Grant Programs

If your entity is in need of money for safety equipment or education we are here to help. The Maine Municipal Association Workers Compensation Fund continues to offer their members two grant programs to assist aid with safety efforts: The Ed MacDonald Safety Enhancement Grant and Scholarship Grant Programs. These programs offer financial incentives to members of the Fund by supporting their purchase of safety equipment or safety services that will assist in reducing the frequency and/or severity of workplace injuries.

The deadline for the next Safety Enhancement Grant is April 15th, 2020.

For more information about any of the Maine Municipal Association Risk Management Service programs, including the Ed MacDonald Safety Enhancement Grants eligibility and applications, please visit our website at [www.memun.org](http://www.memun.org) and click on the Risk Management Services link, or call us at 1-800-590-5583. 🏠



### The Municipal Risk Manager

The Municipal Risk Manager is published seasonally to inform you of developments in municipal risk management which may be of interest to you in your daily business activities. The information in these articles is general in nature and should not be considered advice for any specific risk management or legal question; you should consult with legal counsel or other qualified professional of your own choice.

**Publisher:** Risk Management Services

**Editor:** Marcus Ballou

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## MMA Workers' Compensation Fund Introduces The Safety Incentive Program

The MMA Workers' Compensation Fund is excited to announce the new *Safety Incentive Program*. This voluntary Program rewards members with the opportunity to earn financial incentives by improving workplace safety. The Program is designed to help you to continue to control your costs by improving your loss experience and minimizing workplace disruptions.

MMA Risk Management Services has designed this program to work in partnership with all of our members to improve workplace safety and the members' workers' compensation experience.

The goals of this program are to:

- Reduce the incidence of injury and illness throughout the operations;
- Improve overall safety in the work environment;
- Maintain lines of communication with all employees;
- Protect member assets; and
- Promote a self-sustaining safety culture
- Utilize best practices claim management



The Workers' Compensation Fund *Safety Incentive Program* is voluntary and offers members the opportunity to earn up to 10% in contribution credits starting January 1, 2021. Joining this program reaffirms a commitment to a safe and healthful workplace. Our team of professionals will continue to work with you to manage your workplace safety efforts by providing sample safety policies and programs, training opportunities, and additional resources to help you obtain maximum benefit from your workplace safety efforts. 🏠

## OSHS 300 Logs – What are they and what am I required to do?

It is that time of year again!!! – Cold weather with the possibility of snow. It is also nearing the time when employers must post OSHA 300A summary logs. The Loss Control Department of Maine Municipal Association get questions each year from our mem-

bers about OSHA 300 logs and the posting of the 300A form. So, here is some information from Research and Statistics Division, State of Maine Department of Labor, Bureau of Labor Standards.

*Story Continued on Next Page*

### What are the differences between an OSHA 300 and a 300A form?

To answer this, we need to start by talking about the 301 form. The 301 is a detailed incident report that gets filled out with all the demographic and injury data of an employee's injury event. Most small establishments will be able to go through a year without ever needing to fill out a 301 form because they won't have any recordable events and medium sized establishments might need to fill out up to a handful of 301's throughout any given year. But for larger establishments, this will be a much more common occurrence. And keeping track of all those 301 forms can become a headache.

That's where the 300 form comes in. The 300 form works like an index of all of the 301 forms generated in a calendar year. If you only know small details about an injury event like who got hurt, the occupation of an injured employee, or details of the injury event, you can look at the 300 form to quickly find out what case corresponds to that description. That's because the 300 provides basic (and personally identifiable) information about every recordable case so that your safety personnel, OSHA inspec-

tors, or other privileged individuals (union reps, lawyers, etc.) can use to scan through your collection of 301 forms, and gives them a high level feeling for the safety record of a particular establishment.

But shouldn't employees not privileged to Personally Identifiable Information also be able to get a feel for the safety record of their organization? OSHA thinks so, and that's where the 300A forms comes into play. The 300A is a one page summary document of all the recordable events of the prior year. There is no information on the 300A about individual events, just the grand totals which are calculated on the 300 form, presented in a much more streamlined and simplified manner compared to the full 300 form. That's what makes the 300A form perfect for being posted in a common area for all employees to see.

### What is the difference between a recordable and a reportable injury?

All rePORTable events are reCORDable, but very few reCORDable events are rePORTable. RePORTable cases are limited to deaths (which must be reported within 8 hours) and serious injuries (which must be reported within 24 hours), are defined by the

type of injury sustained. While deaths are pretty self-explanatory, an injury is only classified as a serious injury that results in an amputation or loss of any body part (including an eye) or a fracture or break (including teeth) or that necessitates immediate hospitalization or formal admission to the inpatient service of a hospital or clinic for care or treatment.

In contrast, reCORDable events are defined based on what the result of the injury. Did the employee lose time due to the injury? Were they transferred or put on restricted work? Did the employee suffer hearing loss? A reCORDable injury only becomes a rePORTable injury if it crosses one of the above thresholds to be considered a serious injury.

### Are reporting requirements for workers compensation the same as OSHA / Maine Department of Labor?

In the world of OSHA and the Maine Department of Labor, reportable and recordable are different than the requirements for filing a First Report of Injury (FROI) with Maine Municipal Association (or your Workers' Compensation carrier). If an employee has, or alleges, that they have sustained a work related injury the Work-

## MMA Risk Management Services Delivers Dividends

All of us at MMA Risk Management Services (RMS) would like to recognize the extraordinary efforts and continued commitment of our membership. We are pleased to announce that the Property & Casualty Pool and Workers Compensation Fund have awarded dividends to all eligible members. Due to our membership's dedication to health and safety, sound management, responsible underwriting and favorable loss experience, the Workers Compensation Fund distributed approximately \$650,000 in dividends and the Property & Casualty Pool provided dividends of nearly \$600,000, for total payments over \$1.2 million. Since 1997, the two programs have returned more than \$22 million in dividends to participating members.

For more information about any of the MMA Risk Management Services programs, including dividend distributions, online training programs, grants, scholarships and other available services, please visit our website at [www.memun.org](http://www.memun.org) and click on the Risk Management Services link, or call 1-800-590-5583. 🏠



Members listed top to bottom: Rangeley, West Bath, Bath Water District, Chesterville, Phippsburg, Limestone Water & Sewer District, Farmington, Limestone, Caribou Utility District and Wales

ers' Compensation Statute requires that a FROI be filed on all injuries that result in medical treatment and/or lost time from work. If there is a day missed from work a FROI is required to be filed within 7 days of notice of the lost time, if there is medical treatment only you should file a FROI as soon as possible. For members of the MMA Workers Compensation Fund FROIs can be filed on the Risk Management Services page of the MMA website at <https://www.memun.org>.

### Does the OSHA 300 have to be posted or just the 300A?

Only the 300A is required to be posted, as only the 300A is guaranteed to be void of personally identifiable information.

### When does the 300A have to be posted?

The 300A form must be posted every year by February 1st of the following year, summarizing all injuries from the previous year. The log must be visible from February 1st until April 30th. If you have multiple locations – Public Works in one location, Fire Department in another and the Town Office in a third location, then department-specific 300A forms must be displayed, at each location, in a common area where notices to employees are usually posted.

### One of our departments has not had a recordable incident in the previous 12 months. Do I still have to post a 300A form for that department?

Yes. A department-specific 300A form must still be posted in departments not recording an incident. The form would have all zeros in the totals column.

### How do employers report a reportable injury / illness to the DOL – Email? Telephone?

Public sector catastrophe reporting can be done by telephone (207-623-7900 or 207-592-4501 24/7), email ([accident@bls.maine.gov](mailto:accident@bls.maine.gov)) or fax (207-623-7937)

### What organizations, in the State of Maine, are exempt from maintaining logs?

There are two ways a public sector organization can be exempt from normal recordkeeping requirements:

1. Any establishment which had 10 or fewer employees throughout the entire prior calendar year. If at any time an establishment has 11 or more employees, they are responsible for keeping an OSHA log the following year, regardless of how their employment force fluctuates.
2. Any establishment with a North American Industry Classification System (NAICS) code included on the list in the following link: <https://www.osha.gov/laws-regs/regulations/standardnumber/1904/1904SubpartBAppA>

Any establishment with 11 or more employees whose NAICS code is not included in the above list is required keep an OSHA log.

NOTE: Even if an establishment has under 10 employees AND has a NAICS code on that list, they can still be required to keep an OSHA log if they are notified in writing by the Bureau of Labor Statistics that they have been chosen to participate in the Survey of

Occupational Injuries and Illnesses (SOII). These come in manila envelopes that look kind of like Publisher's Clearinghouse junk mail, so it's a good idea to keep a careful eye out for these letters in December.

### What about electronic submission of 300A? Is that now a requirement for public entities in Maine?

The OSHA web link below, titled OSHA ITA, is a link for Maine's public sector to the OSHA Injury Tracking Application (ITA). This is the application for employers who are required to file 300A information electronically with reporting requirements.

While OSHA only requires information from the 300A form to be electronically submitted, the Survey of Occupational Injuries and Illness (SOII) survey is a separate data project and requires information from the 300 and 301 forms as well.

Electronic submission is not required of any establishments with less than 20 employees, and only required of establishments with between 20 and 249 employees if their NAICS code appears on the list. All establishments with 250 or more employees are required to electronically submit their 300A forms. OSHA requires all 300A information to be submitted by March 2nd.

A great resource to help you to determine if you need to electronically submit data or not is the Maine Department of Labor, Safety Works. Their contact number is 207-623-7900 or 1-877-723-3345. 📍

### Online Reference Material

MMA – <https://www.memun.org>

OSHA Logs – 300, 301, and 300A – <https://www.osha.gov/recordkeeping/RKforms.html>

OSHA ITA – <https://www.osha.gov/injuryreporting/ita>

Maine Department of Labor / Safety Works OSHA Recordkeeping – <https://www.osha.gov/recordkeeping2014/index.html>

NAICS Code for Exempt Organizations – <https://www.osha.gov/laws-regs/regulations/standardnumber/1904/1904SubpartBAppA>

Electronic Submission – <https://www.osha.gov/recordkeeping/NAIC-Scodesforelectronicsubmission.html>

With grateful appreciation for the assistance of Mr. Victor Tardiff III, Director, Research and Statistics Division, State of Maine Department of Labor, Bureau of Labor Standards in putting this information together.

## Welcome New Members

### Property & Casualty Pool

Town of Blue Hill

Town of Houlton

Old Town Water District

### Workers Compensation Fund

Old Town Water District

## New Driving Simulator

At the May, 2019 MMA Property & Casualty Board meeting, MMA Risk Management Services (RMS) was granted permission to purchase a desktop simulator from Virtual Driver Interactive. This driver training tool is offered free of charge to our members. This simulator is self-paced and very realistic, which makes it a great hands-on training tool that will provide helpful reminders to both new and experienced drivers about why it is important to use more caution when driving. The ten progressive and interactive scenarios review the dangers of distracted driving, the benefits of increasing braking distance between vehicles, and the effects of weather on driving. Please contact RMS Senior Loss Control Consultant if interested in using the simulator at [llemieux@memun.org](mailto:llemieux@memun.org). 🏠



*Pictured left to right: Suzannah Heard Town of Arrowsic and Lance Lemieux MMA Risk Management Services*

## Training Alert

### Law Enforcement Driving Liability Presentation

Risk Management Services will be sponsoring two presentations for law-enforcement officers about the dangers and liability of driving a police cruiser. The first session will be on March 11, 2020 at Jeff's Catering in Brewer. The second session will be held at Dirigo Safety in Auburn on May 20, 2020.

All members of the MMA Property & Casualty Pool are invited to send officers free of charge to this five hour training that provides helpful reminders to both new and experienced officers about why they need to use more caution when driving. The class will discuss the dangers of multitasking while driving, the effects of shiftwork and being tired while driving, emergency response/pursuit, and the liability (both personal and agency-specific) that police officers can incur from accidents during driving.

Non-members or workers compensation only members can still register attendees for a per seat fee of \$38.

For more information please email [rms-losscontrol@memun.org](mailto:rms-losscontrol@memun.org)

Presenter Scot Maddox, who has had a distinguished and long career in law enforcement and now practices law in the State of Maine, used relevant statistics such as the high number of crashes, injuries, and deaths that occur from

driving during police work, relevant case law, and statutory law including Maine's liability act. 🏠

### Critical Incident Stress Management Presentation

The Bradford Fire Department is hosting and Risk Management Services is sponsoring a two-day Group Crisis Intervention course, presented by Dr. Laurie Cyr-Martel, on March 7th and 8th at Jeff's Catering in Brewer. This course is free of charge to all members of the MMA Workers Compensation Fund and is directed towards fire, police, emergency dispatchers, and EMS employees. Attendance is limited to 30 so early registration is encouraged. Dr. Cyr-Martel will discuss the core elements of a comprehensive, systematic and multi-component crisis intervention curriculum. This Group Crisis Intervention course will prepare participants to understand a wide range of crisis intervention services. Fundamentals of Critical Incident Stress Management (CISM) will be outlined and participants will leave with the knowledge and tools to provide several group crisis interventions, specifically RITS (Rest Information and Transition) CMB's (Crisis Management Briefings), Defusing's, and the Critical Incident Stress Debriefing (CISD). The need for appropriate follow-up services, health and wellness, and referrals when necessary, will also be discussed. Attendees who complete both days will receive a certificate indicating 14 Contact Hours, which qualifies in ICISF's continuum. 🏠

## FREQUENTLY ASKED QUESTIONS

### WHAT TO DO IN THE EVENT OF A CLAIM?

We understand that a claim can be a stressful and difficult matter to manage. That is why we want you to know that the Property & Casualty Pool and Workers' Compensation Fund is here to assist you. It is critical for municipal, school and governmental officials to proceed carefully in the event of a loss. It is important to:

#### ALWAYS:

- Contact MMA Risk Management Services immediately
- Take pictures of the damage
- Take pictures of the incident site
- Complete an incident report
- List witnesses & parties involved
- File a police report (if necessary)
- File a "Report of Occupational Injury/Illness"

#### NEVER:

- Admit liability
- Pay for a claim directly
- Put off filing a claim
- Disturb/alter the incident site
- Discuss confidential claims
- Make promises to claimants
- Take threats of claims lightly

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# CMP's historic corridor project sparks many different reactions

*An estimated 25 municipalities have weighed in, as has Governor Mills. Efforts are under way to gather signatures that could prompt a November statewide vote.*

**By Susan Cover**

Maine voters may get the final say in November on Central Maine Power's plan to bring Canadian hydro-power through Maine to Massachusetts, a \$1 billion project known as New England Clean Energy Connect.

A group led by Wilton Select Board member Tom Saviello, a former state senator, has until Feb. 3, 2020 to turn in enough signatures to the Secretary of State to call for a vote on the project. Gov. Janet Mills, the Maine State Chamber of Commerce and the City of Lewiston have all expressed support for the CMP corridor, while 25 Maine cities and towns have voted to rescind previous support or oppose it, according to the Natural Resources Council of Maine, a leading opponent.

Saviello said there are 700 volunteers across the state working to collect signatures and that they are "well on their way" to meeting the deadline with more than enough.

Regardless of whether there is a public vote, CMP still has several regulatory hurdles to clear, including approvals from the Army Corps of Engineers, the U.S. Department of Energy, the Maine Department of Environmental Protection and the Maine Land Use Planning Commission. The project received a green light in 2019 from the Maine Public Utilities Commission, which granted it a Certificate of Public Convenience and Necessity.

In its report, the PUC explained that state law requires it to consider the project's effects on the "economics, reliability, public health and safety, scenic, historic and recreational values, and state renewable energy goals."



*U.S. Army Corps hearing was held last December. (Submitted photo)*

It notes that the line and its operating costs will be paid by Hydro-Quebec and Massachusetts electricity customers. The PUC report states that Maine customers will benefit from the new line because of lower wholesale electricity prices and improved reliability.

In addition, the regulators state that the project will "provide environmental benefits by displacing fossil fuel generation in the region" and bring more than 1,600 jobs to the region during construction of the project.

The commission report did express concern about potential impacts on scenic and recreational values and tourism, calling the effects "adverse and significant." It stated that other regulatory agencies – namely the Maine DEP and land use planners – could take steps to help mitigate that type of damage.

"When these are balanced against the ratepayer, economic and environmental benefits of the NECEC, the Commission finds that these adverse effects are outweighed by the ben-

efits," according to the PUC report.

The project area covers six counties and 38 municipalities or townships, according to the Army Corps of Engineers.

## **Public interest is high**

During a December public hearing held by the Army Corps, hundreds of Mainers packed a conference room at the Ramada Inn in Lewiston to speak out about the proposal. Jay Clement, a project manager with the Corps' regulatory division, explained that from their perspective the "benefits must be balanced against the foreseeable detriments." The Corps will consider land conservation, economics, aesthetics, the environment, energy, historic properties, fish and wildlife and recreation, among other things, he said.

In March 2019, CMP asked the Corps for permission to temporarily and permanently fill in waterways and wetlands as part of its 145-mile project to run power from the Canadian border to a new substation in Lewiston.

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*Susan Cover is a freelance writer from Augusta and regular contributor to Maine Town & City, [mainefreelancer@yahoo.com](mailto:mainefreelancer@yahoo.com).*

Of that, 53 miles will be a new corridor for the power lines and the rest will be along existing corridors, he said.

Many of those who spoke at the hearing called for a full environmental impact statement to be conducted before any additional approvals are granted for the project. Among the first to speak in favor of the project were two Lewiston officials – Economic and Community Development Director Lincoln Jeffers and City Administrator Ed Barrett.

Jeffers described the 53 miles of previously undeveloped power corridor as a “working forest” and said that the volume of trees that will need to be cut will be less than 1 percent of the trees cut “anywhere in Maine.”

“We need wind, solar and hydro,” he said. “This is not a matter of one or the other.”

Barrett said the project will add 10 percent to Lewiston’s tax base because a new \$250 million converter station will be built in the city. He said Lewiston’s low per-capita income and relatively high poverty rate mean the city could benefit from the additional \$6 million in property taxes each year that it will get because of the project.

“We urge you to move forward and bring this project to reality,” he said.

### Focus on recreation

On the other side of the issue, Caratunk Select Board Member Liz Caruso said she worries about poten-

tial damage to recreational activities, including snowmobiling, rafting, sightseeing and hunting and about the lack of firefighting ability in some of the more remote areas.

“For a state divided on many things, the state is united in opposition to this poorly planned, above ground corridor,” she said.

In February 2019, Mills announced her support for the project following a signed agreement that requires New England Clean Energy Connect to establish a rate relief fund (\$140 million), a fund to benefit low-income customers (\$50 million), money for broadband (\$15 million), money for heat pumps (\$15 million) and electric vehicle charging stations (\$15 million), education grants (\$6 million) and money for the Greater Franklin Development Council (\$5 million).

Mills touted the importance of working with Hydro-Quebec, which she described as the “largest generator of renewable energy in North America” as part of the state’s plan to “wean off of fossil fuels in a significant way.”

“By all objective analyses, it will suppress the price of electricity in Maine and in the region, saving Maine residents millions of dollars each year in electricity costs,” she said in a prepared statement.

As part of her decision-making process, Mills met with both supporters and opponents. But she said the agreement – officially called a stipulation –

brought enough benefits to Mainers to earn her support.

In November, the Maine State Chamber of Commerce announced its support for the project, acknowledging that many people continue to have questions.

“The clean energy corridor is one of the largest investments in infrastructure Maine has seen in years, and it’s our opportunity to make a positive, lasting impact on the future of our state,” Chamber President Dana Connors said in a statement. “The people of Maine are right to have questions. When armed with facts about the clean energy corridor, we are confident they will conclude, as we did, that this project is good for Maine.”

Project Manager Thorn Dickinson, vice president for business development at Iberdrola USA, CMP’s parent company, said he’s willing to go anywhere in the state to talk about the project, emphasizing the importance of reducing carbon emissions, the property tax benefits to cities and towns along the corridor and the overall suppression of electricity prices once the new hydropower is added to the grid.

“All of the benefits we’re talking about come at no financial cost to Mainers,” he said.

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## Towns in the middle

Early on in the process, many towns along the corridor expressed support for the project.

"We've never been shy about supporting projects that come down the road," said Jay Select Board member Gary McGrane.

But after the board heard from citizens and received a petition calling for a town vote, they called a special town meeting where a vast majority voted to oppose it, he said. McGrane said he feels it's his job as a select board member to represent the people.

"I listened to what the people had to say and they didn't want it," he said.

Other towns voted in opposition too, including: Jackman, Wilton, Farmington, Anson, Moscow, Pownal, Chesterville and Livermore Falls, according to documents on file with the PUC.

In Eustis, the town held a public meeting in August to hear from people for and against the line, according to the letter the town sent to the PUC. Then in September, residents voted 103-4 against the project. In Jackman, the vote was 78-11 to oppose the project, with the select board opting to file as an intervenor in the case so it can be

kept abreast of "discussions and decisions that affect the Greater Jackman area," according to a letter from Jackman Town Manager Victoria Forkus.

In Durham, the votes were more nuanced than just for or against the project, said Select Board Chairman Kevin Nadeau. When they first heard about the project from CMP, they agreed to write a letter expressing support for the power company as it sought to win the contract, he said. Then project opponents petitioned the town to hold a vote and in July 2019 Durham voters opposed the New England Clean Energy Connect.

That prompted town officials to write a letter clarifying that their original letter "was never meant as an endorsement," he said. The power will run along the existing corridor in Durham and would not bring a negative impact to the town, he said. In addition, he said the town could expect a modest amount of property tax revenue.

"Initially CMP overstepped in their use of the letter and correspondingly a lot of town votes have been portrayed in a light that's not reflective of the population as a whole," he said. ■

## NEW ENGLAND CLEAN ENERGY CONNECT

**Project area:** Six Maine counties and 38 municipalities or townships

**Length:** 145.3 miles from the Quebec-Maine border in Beattie Township in Franklin County to the Larrabee Road Substation in Lewiston

**New corridor:** 53.5 miles from the Canadian border to The Forks

**Where:** Private land CMP owns or controls

**Cost:** \$1 billion

**Who pays for it:** Electric distribution companies in Massachusetts and Hydro Quebec

**Why:** The project developed in response to a request for proposals from Massachusetts, for long-term contracts for clean energy projects.

*Source: U.S. Army Corps of Engineers*

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# Voters re-elect incumbents, welcome newcomers as well

By Liz Mockler

Following is the second half of municipal election results from Nov. 5, 2019. Unopposed incumbents are not included in this listing. For space considerations, losing candidates are only named if they have served in any municipal capacity in the past.

Whenever possible, the people whom the winners replace on select boards or councils are included, whether they resigned or did not seek re-election.

The results are based on newspaper accounts, interviews with city clerks and independent research. The results are listed in alphabetical order by municipality.

**Appleton:** Newcomer **Danielle Gould** was unopposed to replace **Heather Wyman**, who resigned in June. Gould is new to municipal governance and picked up 167 votes of the 187 cast. Gould will serve until June 2021.

**Augusta:** The city council welcomed three new members after **Reagan LaRochelle** received the most votes in a four-way race for two at-large seats. LaRochelle, leader of the group Augusta First, defeated longtime Councilor **Mark O'Brien**, as well as former school superintendent **Martha Witham**, for one of the seats. **Heather Pouliot**, president of the Augusta Downtown Alliance won

the second seat. LaRochelle received 1,385 votes and Pouliot collected 1,271. O'Brien garnered 1,174 votes and Witham, superintendent in various districts over her career, received 389 votes. LaRochelle is an economic development consultant; she also served as chairwoman of the Augusta Housing Authority's Board of Commissioners. Pouliot is a graphic designer whose husband is a state senator. At the time of her election, she was serving as president of the Downtown Alliance Board of Directors and co-chairperson of the Augusta Comprehensive Plan Committee.

In a three-way race for Augusta's Ward 3 seat, **Michael Michaud** received 265 votes to hold off his challengers, including former Councilor **Stanley Koski**, who received 91 votes, and a third challenger who drew 192 votes. Michaud replaces **Harold Elliott**, who resigned last June. Michaud, a longtime city volunteer, was serving on the city's school board when elected. Under the city charter, he must be replaced on the school panel. Also, former Councilor **Darek Grant** was unopposed to fill the remainder of **Jennifer Kay's** term, which expires in December of this year.

**Bath:** **Jennifer Lynn DeChant** ran unopposed to replace Councilor

**David Comeau**, who did not seek re-election. DeChant was elected to the council one year after she declined to run for a second term as a state representative so she could pursue her career. She served in the House since 2012.

**Bucksport:** Proving again that every vote counts, newcomer **James Morrison** defeated incumbent Councilor **Robert Carmichael Jr.** by a single vote, 434 to 433. A recount failed to overturn election night's count. Both candidates were running for a two-year term to replace **David Kee**, who resigned last July. Meanwhile, six candidates vied for the remaining two seats. Former Town Clerk **Kathy Downs** collected the most votes with 793, while newcomer **Edward Rankin Jr.** collected 423 votes. The winners far outpaced the other candidates.

**China:** In a three-way race for two council select board seats, voters re-elected 20-year veteran Selectwoman **Irene Belanger** for another term, as well as electing former longtime Planning Board member **Wayne Chadwick** for the second open seat. Chadwick replaces former Chairman **Bob MacFarland**, who did not seek re-election. Chadwick picked up the most votes with 494, while Belanger garnered 329. Belanger served on the town's Planning Board for 11 years, including a stint as chairwoman, and presently represents the town on 10 local and regional committees. Meanwhile, voters will replace former Selectman **Jeffrey LaVerdiere** during the March primary election or sooner rather than wait until November. LaVerdiere resigned in late October, too late to make the Nov. 5 ballot.

**Fairfield:** Voters elected two for-

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mer town councilors to replace outgoing Councilors **Aaron Rowden** and **Beverly Busque**, both of whom did not seek re-election. Former Councilor **Stephanie Thibodeau** won the most votes with 429, followed by former board Chairman **Michael Taylor**, who garnered 359 votes. A third candidate received 230 votes. Councilor Thibodeau took a three-year break after serving a term and decided to run again this year.

*Kennebunkport:* Voters were scheduled to break a tie vote in a special election this month after two newcomers both received 352 votes in Nov. 5 voting. **Michael Weston** and **Charles Sullivan** are vying to fill the seat vacated last September by Selectman **Stuart Barwise**, who moved out of state. Several recounts were conducted and the result did not budge.

*Oakland:* Voters returned veteran Town Council Chairman **Michael**

**Perkins** to the select board with 582 votes. Perkins, also a state representative, has served since 2008 and has led the council since 2009. **David Groder** collected 453 to win the seat vacated when council **Harold Buzzell** did not see re-election. Groder held off a third candidate, who received 387 votes. Groder is a former member of the town's Budget and Advisory Committee and a deputy fire chief for the City of Augusta. Groder also works as a volunteer firefighter and reserve police officer for Oakland.

*Lewiston:* Voters elected **Mark Cayer** as their new mayor over two challengers with 3,237 votes, or 54.6% of votes cast. His closest challenger was **Timothy Lajoie**, who received 2,522, or 42.5 % of the vote. A third candidate, Charles Soule, received 169 votes. Former Ward 5 Councilor and Council President **Kristen Cloutier** was elevated to the position of mayor in March after **Shane Bouchard's** early departure. She did not seek re-election in November. In Ward 1 voting, newcomer **Safiya Khalid** received 642; her challenger garnered 280 votes. Khalid replaces **James Lysen**, who did not seek re-election. In Ward 2, incumbent **Zachary Pettengill** defeated one challenger by a vote of 617 to 530. In Ward 5 balloting, former school committee member **Luke Jensen** ran unopposed to fill the seat that was previously held by **Cloutier**. Jensen received 274 votes. Newcomer **Kerry Lee Clement** was elected to the Ward 6 seat by a vote of 541 to 495. He is replacing **Joline Landry Beam** who did not seek re-election. In Ward 7 newcomer **Stephanie Gelin** defeated incumbent **Michael Marcotte** by a close vote of 389 to 386.

*Ogunquit:* Two town Budget Committee members ran for the seat vacated last August when select board



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Chairman **Charles “Bunky” Waite** resigned. Newcomer **Heath Ouellette** edged out **Fred Lynk**, an alternate on the town’s budget committee, by a vote of 325 to 320. Lynk was serving on the Budget Review Committee member and Ouellette was an alternate at the time of the election.

*Prospect:* Former Selectwoman **Diane “Didi” Terry** ran unopposed to complete the term of **Clayton Emery**, who resigned in September. Terry had retired from the select board in March 2019, but decided to return to fill the empty seat in the November election. She will serve until March 2021.

*Rockland:* Incumbent Councilor **Edward Glaser** and newcomer **Nate Davis** won the two available seats in a four-way race. Glaser, a former harbormaster, won the most votes with 646 votes, while Davis collected 574 votes. Longtime firefighter **Don Robishaw** garnered 477 votes, and veteran U.S. Coast Guardsman **Ian Emmott** received 366 votes. Davis will take the seat vacated last fall by **Amelia Magjik**, who moved out of state. Both Davis and Glaser will serve three-year terms.

*Sanford:* Incumbent City Councilors **John Tuttle Jr.** and **Robert Stackpole** held off challengers to win new three-year terms. Tuttle received the

most votes with 1,299, and Stackpole racked up 1,236 votes. The two challengers received 1,021 and 918 votes.

*Topsham:* In a three-way race for two council seats, newcomer **Matthew Nixon** won the most votes with 1,013, while incumbent **Marie Brilliant** won the second seat with 866 votes. A second incumbent, **Bill Thompson**, placed third, collecting 734 votes. The top vote-getters win.

*West Bath:* Newcomer **Suzanne Andresen** defeated budget committee member **Marc Travis** by a vote of 210 to 146. Andresen replaces **Peter Oceretko**, who did not seek reelection.

*Winslow:* Voters returned Councilor **Jeff West** for another term, while newcomer **Lee Trahan** was elected to replace longtime outgoing Councilor **Ken Fletcher**. West, with experience as an EMT and firefighter, will serve his second term on the board. Trahan is a former school board member who served one year, and has been the town’s trustee on the Vassalboro Sanitary District Board of Directors since 2006. Trahan ran for the council in 2017, losing by a single vote. West received 631 votes and Trahan collected 617. A third candidate received 302 votes. Both terms are for three years. ■

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**WEDNESDAY, OCTOBER 14TH**  
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**TUESDAY, DECEMBER 8TH**  
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2/5-6	WED-THU	MeWEA/MWUA Joint Conference	Augusta - Augusta Civic Center	MeWEA
FEB	TBD	MBOIA 2015 IBC Fire & Life Safety Principles	Brewer - Jeff's Catering	MBOIA
2/12	WED	MTCCA Title 30A - Town Meeting and Local Election Law	Caribou - Caribou Inn & Convention Center	MTCCA
2/13	THU	MFCA Legislative Breakfast	Augusta - Senator Inn	MFCA
2/20	THU	Planning Board/Boards of Appeal	Belfast - Hutchinson Center	MMA
2/25	TUE	MTCCA Title 30A - Town Meeting and Local Election Law MTCCA Title 30A - Town Meeting and Local Election Law - Video Conference	Augusta - Maine Municipal Association Machias - University of Maine at Machias	MTCCA
2/25	TUE	MBOIA 2015 IBC Fire & Life Safety Principles	Portland - Fireside Inn & Suites	MBOIA
2/27	THU	MeWEA Legislative Breakfast	Augusta - Senator Inn	MeWEA

MARCH				
3/11	WED	MWDA Advanced GA	Augusta - Maine Municipal Association	MWDA
3/16	MON	 TRIO Toolbox (NEW!)	Augusta - Maine Municipal Association	MMA
3/17	TUE	MTCCA Records Management	Augusta - Maine Municipal Association	MTCCA
3/17	TUE	Elected Officials Workshop	Lewiston - Ramada Inn & Conference Center	MMA
3/20	FRI	MTCMA 41st Annual Statewide Manager Interchange	Bangor - Hilton Garden Inn	MTCMA
3/24	TUE	MTCCA New Clerks	Augusta - Maine Municipal Association	MTCCA
3/25	WED	MFCA Membership & Joint Membership Meeting	Newry - Sunday River	MFCA
3/26	THU	MBOIA March Membership Meeting & Training	Newry - Sunday River	MBOIA
3/26-27	THU-FRI	MFCA Professional Development Conference	Newry - Sunday River	MFCA
3/27	FRI	MeWEA Ski Day with NHWPCA	Carrabassett Valley - Sugarloaf Mountain	MeWEA
3/27	FRI	Verbal Judo - Tactical Communication for the Public Employee	Augusta - Maine Municipal Association	MMA
3/31	TUE	Managing Freedom of Access Requests	Orono - Black Bear Inn	MMA

APRIL				
4/2	THU	MCAPWA Annual Spring Meeting	Waterville - Elks Banquet & Conference Center	MCAPWA
4/3	FRI	MeWEA Spring Conference	Orono - Black Bear Inn	MeWEA
4/3-4	FRI-SAT	MACA Annual Business Meeting & Training	Augusta - Senator Inn	MACA
4/7	TUE	MMTCTA Tax Liens Workshop	Orono - Black Bear Inn	MMTCTA
4/7	TUE	How to Lead Effective Meetings	Freeport - Hilton Garden Inn	MMA
4/9	THU	MLGHRA Spring Training #1 - Mental Health Challenges for First Responders	Augusta - Maine Municipal Association	MLGHRA
4/14	TUE	MMTCTA Tax Liens Workshop	Portland - Fireside Inn & Suites	MMTCTA
4/15	WED	Elected Officials Workshop	Portland - Clarion Hotel	MMA

\*Please note that the listings with a  symbol are new courses!

## EDUCATIONAL OFFERINGS 2020

## AT-A-GLANCE CALENDAR

4/22	WED	Basic Municipal Budgeting	Portland - Fireside Inn & Suites	MMA
4/24	FRI	MAAO Northern Maine Spring Workshop	Caribou - Northern Maine Development Commission	MAAO
4/27-28	MON-TUES	MWDA Spring Training Seminar	Bangor- Hollywood Hotel & Casino	MWDA
<b>4/28</b>	<b>TUE</b>	<b>MUNICIPAL TECHNOLOGY &amp; NEW ENERGY CONFERENCE</b>	<b>AUGUSTA - AUGUSTA CIVIC CENTER</b>	<b>MMA</b>
4/28-29	TUE-WED	MCAPWA Supervisory Leadership in Public Works Program - Part I	Augusta - City Center Plaza	MCAPWA

### MAY

5/5	TUE	Personnel Practices	Bangor - Hilton Garden Inn	MMA
5/11-13	MON-WED	MCAPWA Supervisory Leadership in Public Works Program - Part II	Augusta - City Center Plaza	MCAPWA
5/13	WED	MTCCA Vital Records	Portland - Fireside Inn & Suites	MTCCA
5/13	WED	MAAO Board of Assessment Review MAAO Board of Assessment Review - Video Conference	Augusta - Maine Municipal Association Caribou - Northern Maine Development Commission	MAAO
5/13	WED	Regulating Vacation Rentals	Portland - Holiday Inn by the Bay	MMA
5/14	THU	MMTCTA Annual Conference	Waterville - Elks Banquet & Conference Center	MMTCTA
5/18-19	MON-TUE	MBOIA 11th Annual Maine Code Conference	Sebasco - Sebasco Harbor Resort	MBOIA
5/19	TUE	MTCCA Licensing	Augusta - Maine Municipal Association	MTCCA
5/22	FRI	MLGHRA Spring Training #2 - Employee Recruitment, Hiring & Retention	Augusta - Maine Municipal Association	MLGHRA
5/27	WED	Planning Board/Boards of Appeal	Bar Harbor - Atlantic Oceanside Hotel & Event Center	MMA
5/28	THU	 <b>Community Risks of Inland and Coastal Flooding (NEW!)</b>	<b>Augusta - Maine Municipal Association</b>	<b>MMA</b>

### JUNE

6/2	TUE	New Managers Workshop	Augusta - Maine Municipal Association	MMA
6/4	THU	MCAPWA Highway Congress	Skowhegan - Skowhegan Fairgrounds	MCAPWA
6/11	THU	MMTCTA Cash Management	Augusta - Maine Municipal Association	MMTCTA
6/11	THU	Elected Officials Workshop	Machias - Lee Pellon Center	MMA
6/23	TUE	MTCCA Municipal Law for Clerks MTCCA Municipal Law for Clerks - Video Conference	Augusta - Maine Municipal Association Caribou - Northern Maine Development Commission	MTCCA
<b>6/26</b>	<b>FRI</b>	<b>MUNICIPAL HUMAN RESOURCES &amp; MANAGEMENT CONFERENCE</b>	<b>WATERVILLE - THOMAS COLLEGE</b>	<b>MMA</b>
6/30	TUE	 <b>Municipal Leadership: How to Achieve Results When Your Teammates Can Tackle You (NEW!)</b>	<b>Augusta - Maine Municipal Association</b>	<b>MMA</b>

### JULY

7/9	THU	MFCA Membership Meeting & Networking	Hope - Hope Fire Station	MFCA
7/9	THU	 <b>Drones: Legal Update (NEW!)</b>	<b>West Kennebec Fire Station</b>	<b>MMA</b>
7/13	MON	Verbal Judo - Tactical Communication for the Public Employee	Bangor - Hilton Garden Inn	MMA
7/14	TUE	MMTCTA I've Got The Job - Now What? Workshop	Augusta - Maine Municipal Association	MMTCTA
7/15	WED	MMTCTA Introduction to Governmental Accounting	Augusta - Maine Municipal Association	MMTCTA
7/16	THU	MBOIA July Membership Meeting & Training	Augusta - Maine Municipal Association	MBOIA
7/21	TUE	 <b>Diversity Immersion (NEW!)</b>	<b>Augusta - Maine Municipal Association</b>	<b>MMA</b>
7/22	WED	MTCCA New Clerks	Orono - Black Bear Inn	MTCCA
7/30	THU	Planning Board/Boards of Appeal	Houlton - Fire Station	MMA
7/30	THU	MMTCTA Basic Excise Workshop	Augusta - Maine Municipal Association	MMTCTA

### AUGUST

8/5	WED	MTCCA Vital Records	Orono - Black Bear Inn	MTCCA
8/12-14	WED-FRI	MTCMA 75th New England Management Institute	Carrabasset Valley - Sugarloaf Mountain	MTCMA
8/19	WED	Elected Officials Workshop	Rangely - The Rangely Inn & Tavern	MMA
8/20-21	THU-FRI	MMTCTA Governmental Accounting	Waterville - Elks Banquet & Conference Center	MMTCTA

## EDUCATIONAL OFFERINGS 2020

## AT-A-GLANCE CALENDAR

### SEPTEMBER

9/1	TUE	MTCCA Voter Registration	Orono - Black Bear Inn	MTCCA
9/2	WED	MTCCA Title 21A - State Election Law	Orono - Black Bear Inn	MTCCA
9/3	THU	MMTCTA Payroll Law	Waterville - Elks Banquet & Conference Center	MMTCTA
9/9	WED	Planning Board/Boards of Appeal	Greenville - Bartley's Center Cove Events	MMA
9/10-11	WED-FRI	MAAO Fall Conference	Sebasco - Sebasco Harbor Resort	MAAO
9/11	FRI	Labor & Employment Law	Augusta - Maine Municipal Association	MMA
9/11	FRI	MCAPWA Golf Tournament	Cumberland - Val Halla	MCAPWA
9/11-13	FRI-SUN	MSFFF Annual Convention/Meeting	Rockport - Samoset Resort	MSFFF
9/15	TUE	MTCCA 25th Networking Day & Annual Business Meeting	Waterville - Waterville Elks Banquet & Conference Center	MTCCA
9/16	WED	MEWEA Golf Tournament	Newry - Sunday River	MeWEA
9/17	MON	MWDA GA Basics	Orono - Orono Town Hall	MWDA
9/17-18	THU-FRI	MeWEA Fall Convention	Newry - Sunday River	MeWEA
9/18	TUE	MWDA Advanced GA	Orono - Orono Town Hall	MWDA
9/22	TUE	MTCCA Voter Registration	Portland - Fireside Inn & Suites	MTCCA
9/23	WED	MTCCA Title 21A - State Election Law	Portland - Fireside Inn & Suites	MTCCA
9/24	THU	MBOIA September Membership Meeting & Training	Portland - Fireside Inn & Suites	MBOIA

### OCTOBER

10/3	SAT	MSFFF Firefighters Memorial Service	Augusta	MSFFF
<b>10/7-8</b>	<b>WED &amp; THU</b>	<b>84TH ANNUAL MMA CONVENTION</b>	<b>AUGUSTA - AUGUSTA CIVIC CENTER</b>	<b>MMA</b>
10/7	WED	MFCA Membership Meeting	Augusta - Augusta Civic Center	MFCA
10/14	WED	Elected Officials Workshop	Orono - Black Bear Inn	MMA
10/20	TUE	Roles of Elected Officials & Municipal Managers	Augusta - Maine Municipal Association	MMA
10/22	THU	MMTCTA Municipal Law for Tax Collectors & Treasurers	Orono - Black Bear Inn	MMTCTA
10/27	TUE	MBOIA DECD & Fire Marshal's Office Training	Portland - Fireside Inn & Suites	MBOIA
10/28	WED	MBOIA DECD & Fire Marshal's Office Training	Brewer - Jeff's Catering	MBOIA
10/29	THU	MBOIA DECD & Fire Marshal's Office Training	Waterville - Elks Banquet & Conference Center	MBOIA
10/29	THU	Legal Update on Recreational Marijuana	Bangor - Hilton Garden Inn	MMA
10/30	FRI	MBOIA DECD & Fire Marshal's Office Training	Augusta - Maine Municipal Association	MBOIA

### NOVEMBER

11/5	THU	Managing Freedom of Access Requests	Portland - Clarion Hotel	MMA
11/12	THU	MMTCTA Municipal Law for Tax Collectors & Treasurers	Augusta - Maine Municipal Association	MMTCTA
11/13	FRI	 Women in Leadership Symposium (NEW!)	Augusta - Maine Municipal Association	MMA
11/16	MON	 Spurring Civic Engagement (NEW!)	Freeport - Hilton Garden Inn	MMA
11/18	WED	Planning Board/Boards of Appeal	Augusta - Maine Municipal Association	MMA

### DECEMBER

12/2	WED	 Workplace Active Threat Defense (NEW!)	Saco - Ramada Inn & Conference Center	MMA
12/4	FRI	MWDA Winter Issues Training	Augusta - Maine Municipal Association	MWDA
DEC	TBD	MTCMA/MMANH Joint Workshop - Leadership Exchange	Portland - TBD	MTCMA
12/8	TUE	Elected Officials Workshop Elected Officials Workshop - Video Conference	Augusta - Maine Municipal Association Caribou - Northern Maine Development Commission	MMA
12/10	THU	MBOIA Annual Membership Meeting & Training	Lewiston - Green Ladle	MBOIA
12/15	TUE	MMTCTA Small Claims - <i>Snow date 12/17</i>	Augusta - Maine Municipal Association	MMTCTA
12/15	TUE	Planning Board/Boards of Appeal	Saco - Ramada Inn & Conference Center	MMA

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# PEOPLE

Former municipal manager **Henry Bouchard** died on Dec. 5 at his Brunswick home at the age of 85. A Topsham native, he began his municipal career as town manager of Searsport after earning a bachelor's degree in public administration from the University of Maine. He served as Searsport manager from 1963 to 1969. He then managed the City of Rockland from 1969 to 1973, resigning to take the job of executive director of the Maine Municipal Bond Bank from 1974 to 1988. Bouchard then worked for Peoples Heritage Bank in Portland from 1988 to 1995, establishing its first municipal banking division.



David Martin

Outgoing Caribou Councilor **David Martin**, who has served for more than a decade, was feted by his peers in December and presented an honorary clock by Mayor **Mark Goughan** to mark the time he has

served the city. Martin, a former mayor, was elected in 2007. Although he acknowledged that he and other councilors had policy differences over the years, he was praised for never wavering from the values and goals that were touchstones of his service. His term expired on Dec. 31.

Two Farmington firefighters were guests in the famous annual Tournament of Roses Parade in Pasadena, Calif., on New Year's Day. **Patty Cormier** and **Stephan Bunker** were selected by Acting Fire Chief **Tim Hardy**, who has overseen the department since the devastating Sept. 16 propane gas explosion that injured Fire Chief **Terry Bell Sr.** and killed his brother, Capt. **Michael Bell**, as well as injuring others, most of whom spent some time in hospital. The South Portland Unity Lodge #3 of the Odd Fellows, whose philosophy is "to help those in need and build a better community," paid all expenses for the two firefighters

to attend. **Michelle Trynor**, an events coordinator who had been to the parade in the past, petitioned for support to pay the firefighters' trip. The national Odd Fellows' float theme this year was "First Responders Bring Hope." The float was a fire truck with a hand-picked number of firefighters aboard. Cormier was chosen to ride on the float, while Bunker and Trynor were seated in the special reserved grandstand, sitting with dignitaries from state Odd Fellows chapters from across the nation.

**Tarsha Downing** was appointed to the Mechanic Falls town council on Dec. 3 to finish the term of **Wayne Hackett**, who resigned in November. Downing, a bookkeeper who grew up in neighboring Minot, will serve until the municipal elections in June, when someone wins election to finish the final year of Hackett's term. She was one of two people who sought the temporary seat in December.

**Tony Milligan** was sworn in as Rumford's new police chief on Jan. 2 after serving the department for 31 years – 27 of them as a drug enforcement agent with a focus on the Rumford-Mexico area. **Stacy Carter** retired at the end of 2019 after being named permanent town manager. Carter had also worked as interim town manager in the past. Carter took over as temporary town manager last month. Capt. **Dan Garbarini** was acting chief during the transition.



Charles Haeuser

**Charles "Tex" Haeuser**, the City of South Portland's planning director, announced last month he will end his 30-year career in Maine's fourth-largest municipality at the end of March. Haeuser, who is interested in the impact of climate change, said he might work part-time as a planning consultant. Before being named

city planning director in 1990, Haeuser worked in planning for the Town of Cumberland, Southern Kennebec Planning and Development Council and as an intern with the South Portland Neighborhood Housing Services. He oversaw the evolution of the city from its working-class roots, which included shipbuilding during World War II, to the retail hub and home to workers from Greater Portland it is today. He was named Maine Professional Planner of the Year in 2010 by his peers.



Rich Roedner

Topsham Town Manager **Rich Roedner** ended his 17-year career with the town on Jan. 2, and started a new one in North Carolina four days later. Roedner, 57, and his wife wanted to move to a warmer region. He was set to start as manager of Elon on Monday, Jan. 6. Roedner and his family moved to Maine in 1988. His Maine municipal career started as Saco planner for a dozen years, followed by two years as Frye Island manager. He was hired as Topsham planning director in 2002 and promoted to manager in 2014. **Derek Scrapchansky**, assistant town manager since 2018, will serve as interim manager. The select board plans to advertise the position as soon as this month, with the goal of naming a permanent manager by March.

Just a few weeks after being re-elected in 2019, Winthrop Town Councilor **Barbara Buck** died on Nov. 30 at the age of 64. She died 11 days after resigning her town position because of ill health. Buck was appointed by the town council in 2016 to complete the term of her husband, **Kenneth Buck Sr.**, who died in early 2016. Barbara Buck was elected to a three-year term in November 2016 and was re-elected for another three-year term on Nov. 5. Buck worked for 28 years for the state in the Office of Information Technology, retiring in 2017. A special election has been scheduled for March 3 to fill her seat.

If your municipality submits a news item for the Maine Town & City, consider sending a corresponding photo to:

Eric Conrad: econrad@memun.org  
Sue Bourdon: sbourdon@memun.org

## STATEWIDE

The state will provide grants to beef up enforcement of pedestrian laws, and plans a public campaign to highlight and educate Mainers about how to remain safe while walking and crossing streets after 16 people were killed last year. In 2018, just six pedestrians were killed when struck by cars and trucks but, in 2017, 21 pedestrian deaths were recorded. State transportation officials also will meet with municipal leaders where there have been a high rate of pedestrian injuries and deaths. State and local governments have been working together for years trying to improve road safety, especially at busy intersections.

## STATEWIDE

Efficiency Maine and the Maine chapter of The Nature Conservancy will offer grants to towns with fewer than 4,000 residents to help finance the conversion of existing incandescent building lights to LED fixtures. By the end of 2019, 16 municipalities already had accepted grants, including Belfast, Calais, Carthage, Columbia, Easton, Fryeburg, Island Falls, Isle au Haut, Machiasport, Mattawamkeag, Searsport, Stockholm, Surry, Washburn, West Bath and Westfield. Another 20 towns were considering applying for a grant and have until the end of this month to file a request. The trend to convert to LED has been growing across Maine in recent years to save municipalities money, as well as reducing emissions linked to climate change. The grants are expected to cover 75 percent of the cost of the LED conversion projects in each community.

## AUBURN

The city's watershed protection commission has acquired a 35.6-acre parcel abutting the southern end of Lake Auburn to preserve as open space and to protect water quality and wildlife. The city's drinking water is siphoned from the lake. Under the deal, the Androscoggin Land Trust will hold a permanent conservation easement on the property. The land will be open to public access. The watershed commission intends to create a low-impact trail across the property for walking, hiking, snowshoeing and other activities, including picnics. Part of one acre of the land closest to the water will be off limits to any type of activity.

## BANGOR

The city council gave organizers of the American Folk Festival a Christmas gift

## NEW ON THE WEB [www.memun.org](http://www.memun.org)

Highlights of what's been added and updated at [www.memun.org](http://www.memun.org) since the last edition of Maine Town & City.

**MMA Year in Review.** Maine Municipal Association's 2019 Year in Review document is out, with a new look. Executive Director Stephen Gove lists MMA's accomplishments and priorities.

**Leadership Training.** The Maine Development Foundation offers two municipally relevant training programs: The Institute for Civic Leadership and Leadership Maine. Municipal scholarships are available.

**Newly Elected Officials.** MMA produced a five-minute, animated video offering advice and tips for recently elected, local officials. Portland City Councilor Jill Duson is the narrator.

when they agreed to forgive the remaining \$104,000 owed to the city. After nearly 20 years, organizers of the popular festival, which attracted thousands of fans each August to the city's waterfront, reported a significant drop in financial support and the number of musical bands that participated. At its peak, the festival raised \$625,000; by 2017, revenue had dropped by 40 percent.

## BATH

The city will award grants of up to \$10,000 over the next three years to the owners of commercial and mixed-use buildings through its Façade Improvement Grant Program. The deadline for applying for the first-year awards was Dec. 31. More grants will be provided this year and next. The program was pursued after a real estate association sold its many long-held downtown buildings. A similar program was undertaken a decade ago with Community Development Block Grants funding. The new effort will be financed with sheltered tax revenue from the Bath Iron Works tax increment financing district, which can only be used for economic development purposes. The city expects to award \$100,000 in grants over the three years. Officials hope the new program will increase the city's economic vitality and generate interest by private investors within the commercial zones.

## BUCKSPORT

The renowned Maine Maritime Academy was expected to open a continuing education center on the site of the former Verso Paper mill this month to provide classes and recertification courses for potentially thousands of mariners. Officials think the center could attract 20,000 mariners from as far away as Ohio who need periodic

training. Eventually, all of MMA's recertification classes will move to Bucksport from the academy's flagship campus in Castine. The new center is expected to be an economic boost for the town, which sits along the Penobscot River and has been hit hard by the loss of good-paying mill jobs. MMA officials predict that as many as 900 people, including 400 MMA students and 500 maritime professionals, will take classes at the new site this year. The number of professional sailors who will need recertification is expected to increase to about 2,000 over the next five years, or an estimated 50 merchant mariners a week for all but two weeks a year.

## MARS HILL

The town's library has won a \$2,000 grant from the American Library Association to help residents of the Aroostook County town of about 1,440 to help town residents and those from nearby Blaine and Bridgewater self-report information for the 2020 census. The WTA Hansen Memorial Library was the sole Maine library to receive a grant to improve census counts in rural towns that have historically been undercounted. Library staff will place electronic devices in the three communities from March through April. Staff will focus on elderly residents and those without internet access. The population of Blaine, according to 2010 census totals, was 700; Bridgewater residents totaled about 590 a decade ago. Although plans have not been finalized, library officials plan to place ThinkPad tablets in places such as churches and community centers to help improve census data. Nationwide, more than 500 libraries applied for a census grant, with an acceptance rate of 12 percent.

# MUNICIPAL BULLETIN BOARD

**FEB. 20**

## **Planning Boards/BOA: Belfast**

Attorneys from MMA's Legal Services Department will host a session for local Planning Board and land use Boards of Appeal members from 4 p.m. to 8:30 p.m. on Feb. 20 at the University of Maine's Hutchinson Center in Belfast.

The workshop is designed as an introduction for new or less experienced members, but veteran board members may find an update useful as well. Among the topics to be covered: jurisdictional issues; public notice requirements; site visits; procedure for decisions; and, variances. The cost is \$65 for MMA members and \$130 for non-members.

## **SPECIAL SESSION!**

**MARCH 3**

## **TRIO Toolbox: Augusta**

Harris Local Government's TRIO software suite is a popular package that many small to large municipalities and water and sewer districts in Maine rely upon. This workshop is designed to help TRIO users understand the tool better, know where to turn for help – and ask questions of the Harris experts themselves. Officials from small towns, who use TRIO only occasionally throughout the year, may find this offering especially valuable.

The afternoon workshop will be held on March 3 at the Maine Municipal Association's Christopher G. Lockwood Conference Center in Augusta. It starts with registration from 1 to 1:30 p.m. and ends at 4:30 p.m. Cost is \$55 for MMA members.

**MARCH 17**

## **Elected Officials Workshop: Lewiston**

Attorneys and staff from MMA's Legal Services and Communication & Educational Services departments will lead a workshop for Elected Officials on March 17 at the Ramada Inn and Conference Center in Lewiston. The evening workshop begins with registration at 4 p.m. and ends at 8:30 p.m., including a light dinner. Officials who attend will receive a certificate showing they have met the state's Freedom of Access training requirement.

The workshop is designed for newly elected officials, but veteran councilors and select board members will benefit from the refresher and legal updates as well. Topics include: open meeting and records; roles and responsibilities; effective communication; media relations; and, conflicts of interest, among others. Cost for the workshop is \$65 for MMA members and \$130 for non-members.

## **SPECIAL SESSION!**

**MARCH 27**

## **Verbal Judo: Augusta**

One of MMA's most popular programs – Verbal Judo: Tactical Communications for the Contact Professional – returns on March 27. The all-day workshop will be led by Joel Francis, National Director/Trainer for the Verbal Judo Institute. It begins with registration at 8 a.m. and will be held at the MMA Conference Center in Augusta. It is scheduled to conclude at 4:30 p.m.

Boiled down, Verbal Judo teaches employees who have contact with the public how to calm difficult people who may be acting out of emotional stress or other influences. Cost is \$120 for MMA members and \$240 for non-members.

**MARCH 31**

## **Managing Freedom of Access Requests: Orono**

Sometimes FOA requests come in slowly. Sometimes they come from serial requesters, and they keep coming for a while. Either way, Maine law requires that all FOA requests be handled properly, fairly and in a timely manner. That's what this March 31 workshop – to be held at the Black Bear Inn and Conference Center in Orono – will address.

The program will be led by MMA Legal Services Attorneys Richard Flewelling and Michael Lichtenstein; Union Town Manager Jay Feyler; and, Eric Conrad, MMA's Director of Communication & Educational Services. The afternoon workshop begins with registration at 1:30 p.m. The program runs from 2 p.m. to 4:30 p.m. Cost is

\$45 for MMA members and \$90 for non-members.

## **SPECIAL SESSION!**

**APRIL 7**

## **How to Lead Effective Meetings: Freeport**

Portland meeting facilitator extraordinaire Nancy Ansheles returns to lead this highly regarded workshop on preparing for, organizing and running effective meetings. The session is designed for many people in municipal government, from elected officials who handle large and sometimes boisterous groups to deputy department heads who lead small staff meetings, and want them to be as effective as possible.

The day-long meeting will be held at the Hilton Garden Inn in Freeport. It starts with registration at 8:30 a.m. and will conclude at 4 p.m. Cost is \$85 for MMA members and \$170 for non-members. MTCMA (managers) members who attend can receive six credits in the Leadership Category.

**APRIL 15**

## **Elected Officials Workshop: Portland**

Attorneys and staff from MMA's Legal Services and Communication & Educational Services departments will lead a workshop for Elected Officials on April 15 at the Clarion Hotel in Portland. The evening workshop begins with registration at 4 p.m. and ends at 8:30 p.m., including a light dinner. Officials who attend will receive a certificate showing they have met the state's Freedom of Access training requirement.

The workshop is designed for newly elected officials, but veteran councilors and select board members will benefit from the refresher and legal updates as well. Topics include: open meeting and records; roles and responsibilities; effective communication; media relations; and, conflicts of interest, among others. Cost for the workshop is \$65 for MMA members and \$130 for non-members.

**All of the upcoming workshops can be found on the MMA website.**

**Use the following link:**

<http://www.memun.org/TrainingResources/WorkshopsTraining.aspx>

# LEGAL NOTES

## LD 1: An Annual Vote

We've noticed some confusion recently about how often a municipality must vote to increase its property tax levy limit under 30-A M.R.S. § 5271-A ("LD 1"), so let's review.

Every budget year, every municipality must recalculate its levy limit. MMA's website ([www.memun.org](http://www.memun.org)) has a worksheet for this under "State & Federal Relations Resources." The starting point for calculating the new levy limit is the previous year's levy limit. That number is then adjusted by several factors to arrive at the new levy limit for the current year.

If the proposed municipal budget exceeds the new levy limit, the voters must (1) reduce the budget or (2) vote to "exceed" the levy limit or (3) vote to "increase" the levy limit. See "LD 1 Revisited," *Maine Townsman*, Legal Notes, March 2015, for more details and sample warrant articles.

A vote to increase the levy limit increases the *current year's* levy limit permanently. But the increase is only "permanent" in the sense that the increased limit becomes the starting point for calculating the next year's levy limit. The levy limit must be recalculated each budget year. Voting to increase the levy limit in one year does *not* eliminate the need to recalculate and, if necessary, vote to increase the levy limit in following years. (By S.F.P.)

## Funding Charities & Financial Disclosure

**Question:** Is there a law requiring charities and nonprofits to disclose their finances if they're seeking a municipal appropriation?

**Answer:** No, but the municipal officers (selectmen or councilors) could make financial disclosure a prerequisite to municipal funding of charities and nonprofits.

We get this question (or some variant of it) virtually every budget season. Municipalities struggle with funding requests from charities and nonprofits, partly because there are so many worthy causes, but also because there are so many other competing public demands for limited tax dollars – for schools, roads, fire protection, and solid waste disposal, to name just a few.

But the fact of the matter is, these organizations are not entitled to a place in a proposed budget or on a town meeting

## MUNICIPAL CALENDAR

**ON OR BEFORE FEBRUARY 15** — Written statements, as prescribed by State Tax Assessor, of wages withheld in the previous calendar year are to be furnished each employee (36 M.R.S. § 5251).

■ Monthly/Quarterly expenditure statement and claim for General Assistance reimbursement to be sent to Department of Health and Human Services, General Assistance Unit, DHS #11, Augusta, ME 04333-0011 (22 M.R.S. § 4311).

**FEBRUARY 17** — Presidents' Day, the third Monday in February, is a legal holiday (4 M.R.S. § 1051) and shall be observed as a school holiday in the absence of any vote of the superintending school committee designating how the day shall be observed (20-A M.R.S. § 4802).

warrant unless their request has been submitted by legally binding voter petition. Absent a binding petition, the municipal officers have broad discretion over what is included in a budget or on a town meeting warrant; they are free to include or exclude funding requests from charities and nonprofits as they see fit and using any criteria or prerequisites they wish, including full financial disclosure.

For more on this subject, see "Funding for Charities & Social Service Agencies," *Maine Townsman*, Legal Notes, December 2010.

And for some great advice on vetting these funding requests rationally, see the older but still very helpful feature article entitled "Social Services: Handling Requests Fairly, Efficiently," *Maine Townsman*, November 1992. (By R.P.F.)

## Deputies & FOAA Training

**Question:** Both elected and appointed municipal clerks and treasurers are now required to complete training in Maine's Freedom of Access Act (FOAA), but what about their deputies?

**Answer:** The recently amended FOAA training law (1 M.R.S. § 412) now applies to both elected and appointed municipal clerks, treasurers, assessors and budget committee members as well as selectmen, councilors, school board members, and local public access officers. But the law does not expressly include deputy clerks or deputy treasurers (see "Right to Know Training Requirement Expanded," *Maine Town & City*, Legal Notes, August 2019).

Nevertheless, because deputy clerks and deputy treasurers are authorized to perform the very same functions as

their principals, we think these deputies *should* complete FOAA training, just like the clerks and treasurers who appointed them.

We mentioned this recently to the State's Public Access Ombudsman, Brenda Kiely, and she agreed. Since the Ombudsman works closely with the Legislature, don't be surprised if the law is amended in the near future to explicitly include deputy clerks and deputy treasurers, along with (possibly) certain other local officials not already included.

Incidentally, the State's FOAA website ([www.maine.gov/foaa/](http://www.maine.gov/foaa/)) is a great resource, with Frequently Asked Questions (FAQs), contact information for the Ombudsman, and a search tool for the over 300 statutory public records exceptions. (By R.P.F.)

## Deadline for Warrant Articles?

**Question:** Is there a deadline for drafting town meeting warrant articles?

**Answer:** There is no legal deadline *per se* for the preparation of warrant articles, but of course the deadline for posting an approved and executed town meeting warrant is the seventh day before the meeting (see 30-A M.R.S. § 2523(4)), so articles would have to be completed no later than the approval and posting of the warrant.

Also, if any article is to be voted on by secret ballot referendum election, the question must be forwarded by the municipal officers (selectmen or councilors) to the municipal clerk at least 60 days before election day (see 30-A M.R.S. § 2528(5)).

So, effectively these two statutory requirements establish "deadlines" of a sort for the final draft of warrant articles.

# LEGAL NOTES

Many towns also publish their annual town meeting warrant in the annual report (though this is not legally required), and publishers often require that annual reports be submitted to them weeks or even a month or more in advance. The warrant as published in the annual report is not the official warrant, however (only the posted one is), so warrant articles appearing in the annual report are not necessarily final and are subject to change before the official warrant is posted (see "Town Meeting Warrants – Posted versus Published," *Maine Townsman*, Legal Notes, January 2010).

We're sometimes asked if the seven-day posting requirement for warrants and the 60-day filing requirement for ballot questions are also the "deadlines" for submission of voter-petitioned articles, but strictly speaking, they are not – because local officials need sufficient time prior to these posting and filing requirements to validate signatures and verify that the petition meets all other applicable legal requirements. So for all practical purposes, voter petitions should be filed well before these posting and filing requirements.

Petitioners should also understand that even if the petition is timely and requests that the petitioned article be placed on a certain upcoming warrant, they cannot require that this be done because the municipal officers retain discretion over the timing of the vote on petitioned warrant articles (see "Voter Petitions: A Primer," *Maine Townsman*, Legal Notes, February 2010).

For more on the preparation of warrant articles, town meeting warrants, and referendum ballots, as well as recently revised legal requirements for voter peti-

tions, see our *Town Meeting & Elections Manual*, available free to members at [www.memun.org](http://www.memun.org). (By R.P.F.)

## Limiting Participation at a Public Hearing

**Question:** May our board limit who can speak at a public hearing – for example, only local residents?

**Answer:** We strongly advise against restricting participation at a public hearing to local residents – or to voters, taxpayers, or any other limited category of persons. In the first place, a public hearing, by definition, is an opportunity for the general public, not just a select group, to be heard. Restricting who can speak risks, among other things, a due process violation.

Secondly, it is entirely conceivable that those who do not belong to a certain group may still have a legitimate interest in the subject of the hearing. For example, someone who does not live locally may nevertheless own property and pay taxes locally.

If a large or contentious crowd is expected, we believe those most likely to be affected may be given priority to speak first, but not to the exclusion of others, who should be permitted to speak later. We also believe speakers may be given reasonable time limits (3-5 minutes, for example) and may be instructed to avoid unnecessary repetition, name-calling, irrelevancies, etc.

For some other tips on conducting fair and orderly public hearings, see "Public Comment Period," *Maine Townsman*, Legal Notes, December 2013.

Note that what we say here does not apply to town meetings or voting. Only

registered voters have the right to speak at town meetings; non-voters can speak only with the consent of 2/3 of those voters present (see "Speaking at Town Meetings," *Maine Townsman*, Legal Notes, March 2014).

And only residents can be registered voters or vote; non-residents cannot vote in local elections even if they own property and pay taxes locally (see "Voting by Non-Residents," *Maine Townsman*, Legal Notes, May 2010). (By R.P.F.)

## Wage and Hour Regulations Now in Effect

We want to remind municipal employers that Maine's minimum wage increased from \$11.00/hour to \$12.00/hour on January 1, 2020. For more information, visit the Maine Department of Labor's website at: [https://www.maine.gov/labor/labor\\_laws/minimum\\_wage\\_faq.html](https://www.maine.gov/labor/labor_laws/minimum_wage_faq.html)

Also effective Jan. 1, 2020, are new federal regulations revising the overtime pay exemption under the federal Fair Labor Standards Act (FLSA). The regulations increase the minimum salary required for an employee to be exempt from overtime pay requirements from \$455/week to \$684/week (or \$35,568/year). The regulations make no changes to the "duties test" for determining whether salaried workers who earn more than the minimum salary are exempt from overtime pay requirements.

Remember that municipal employers in Maine are governed by federal, not state, overtime regulations. For more on the new federal overtime regulations, see "U.S. DOL Issues New Overtime Regulations," *Maine Town & City*, Legal Notes, Nov. 2019, and this U.S. DOL webpage <https://www.dol.gov/whd/overtime2019/index.htm> (By S.F.P.)

The Maine Municipal Association (MMA) is a voluntary membership organization offering an array of professional services to municipalities and other local governmental entities in Maine.

**MMA's services include advocacy, education and information, professional legal and personnel advisory services, and group insurance self-funded programs.**

For more information visit the MMA website: [www.memun.org](http://www.memun.org)



Maine Municipal Association

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# Maine Municipal Bond Bank

## 2020 SPRING BOND ISSUE SCHEDULE

Capital financing through the Bond Bank's General Bond Resolution Program allows borrowers to take advantage of the Bond Bank's high investment grade rating, low interest rates and reduced issuance and post issuance costs. Traditionally twice a year, in the spring and fall, the Bond Bank will consolidate eligible applicants and engage in a bond sale. From application to receipt of funds the bond issuance process usually lasts three to four months. Below is the schedule for the Bond Bank's Spring Issue.

FEBRUARY						
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

MARCH						
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL						
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY						
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

### Wednesday, February 12th

Application Deadline.

### Wednesday, March 18th

Application approval (Board Meeting).

### Monday, April 6th

Preliminary opinions and loan agreements due from bond counsel of each borrower.

### Wednesday, April 8th

Last date for signing school contracts and rates in place for water districts. PUC Approvals due.

### Monday, April 20th & Tuesday, April 21st

Maine Municipal Bond Bank Pricing.

### Wednesday, April 22nd

Maine Municipal Bond Bank Sale Meeting (Board Meeting).

### Monday, May 11th

Final documents due from bond counsel.

### Wednesday, May 20th

Pre-Closing.

### Thursday, May 21st

Closing - Bond Proceeds Available (1:00 PM)

If you would like to participate in or have any questions regarding the 2020 Spring Bond Issue, please contact Toni Reed at 1-800-821-1113, (207)622-9386 or tir@mmbb.com.



When you need a **legal team**  
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