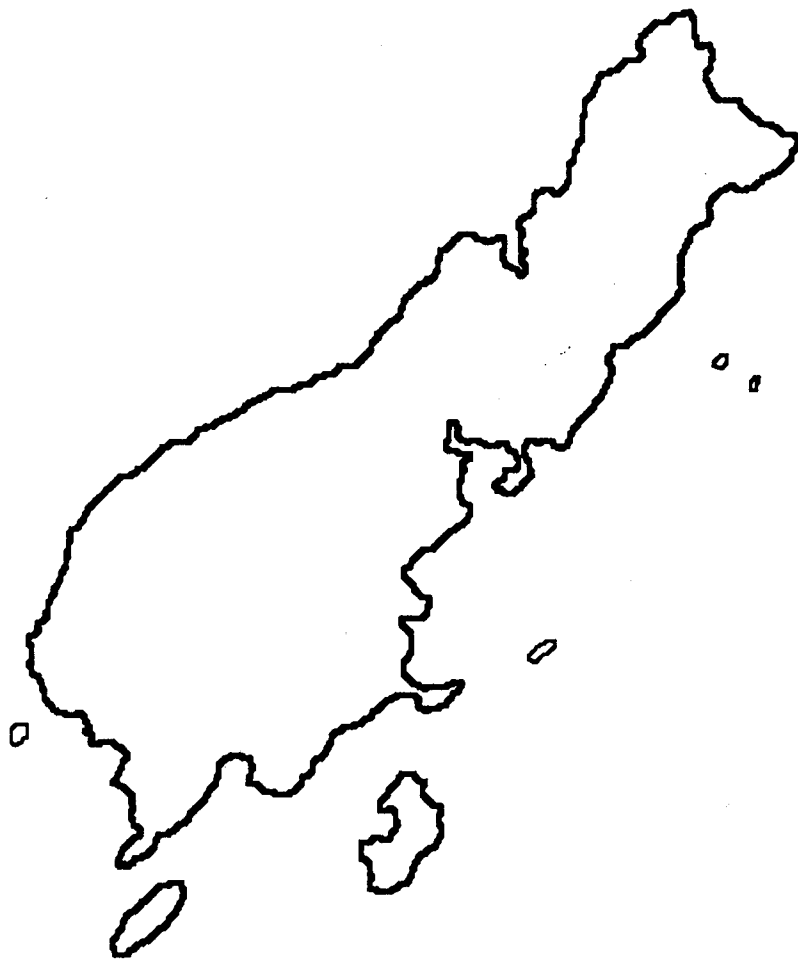


The Town of Long Island Research Committee Report



September, 1992

TOWN OF LONG ISLAND RESEARCH COMMITTEE REPORT

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TOWN OF LONG ISLAND RESEARCH COMMITTEE REPORT SUMMARY

PURPOSE AND GOALS

The purpose of the Town of Long Island Research Committee was to "see if incorporation as an independent town is in the best interests of the citizens of Long Island." This idea to proceed as a subcommittee of the Long Island Civic Association was approved on July 28, 1991 and specific goals were accepted at our first Research Committee meeting on July 31, 1991. It seemed like a simple mission at the time, particularly in regard to taxes. However, altogether, the committee has put in literally thousands of hours. The history of how this all began and the year-long proceedings are outlined in the Research Committee's notebooks, newsletters, meeting minutes, news clippings, copies of legislation, etc. at the Long Island Library.

The purpose of this report is to, as briefly as possible, summarize our findings and encourage further discussion prior to the election. We hope you will continue to seek out committee members with questions and additional information if needed before making an opinion about incorporation.

It is important to point out that our mission was to fact find this issue of incorporation, not to advocate for or against it. Naturally, most people need to believe in what they are doing to expend time, energy and money. That includes people who have come to support as well as oppose becoming a new town. A majority of the Committee have come to believe that incorporation is a good idea, but several who have worked with us are unsure and were encouraged to share as many ideas and points of view as possible. We have repeatedly encouraged healthy dissent in order to understand all the ramifications of the move we are studying.

There are many good ways of doing business as a town. We have tried not to reinvent the wheel. We will choose and mold those ways that seem most appropriate to serve our people and solve our local problems and issues. Every question and answer may raise more questions and answers on each issue, but this is normal. Whether we become the Town of Long Island or stay with the City of Portland, there will always be many questions that do not have complete or perfect answers. No one has a crystal ball and no solution to any problem can satisfy everyone. That is the nature of society and governments. Many issues are a compromise. This is why access and participation in local government is so vital to the future well-being of any community. That very lack of access and the limitations Long Islanders have to participating in Portland City Government are major reasons for considering incorporation.

Report Summary Cont'd.

TAX RECOMMENDATION

If lower taxes were the only issue, we could conclude this report with the following statement: Based on the attached proposed budget for The Town of Long Island (located in the Appendix), incorporation as Maine's newest independent town is in the best interests of the citizens of this community. The proposed tax rate, which is lower in the initial years, has the potential to decline in future years. Under local control with start-up expenses diminishing and the City of Portland debt being retired, the tax rate can decline.

Barring drastic changes in its way of doing business, no such statement seems reasonable for the City of Portland's future tax rate, over which we have little or no control. With pay raises deferred, much of free cash depleted, unfunded pension liabilities growing, infrastructure crumbling, and new bonded indebtedness, the future tax rate of the City seems headed only up. Next year's tax increase estimated by one City Councillor ranges from \$4.00 to \$6.00, even if new projects are curtailed! This makes Portland's potential tax rate for next year \$29-\$31 per thousand dollars of valuation! Little of Portland's tax increase seems destined to benefit Long Island.

Our budgets are substantially higher than other towns our size. It is reasonable to speculate that as the town refines and streamlines its operation, our costs should decline and come more in line with other similar towns. It should be pointed out that our attempt to set up "equivalent services" has added costs to our budgets that typical towns our size do not bear. Small towns simply do not spend the amounts of money providing services that we have budgeted for, yet they provide those services. Our equivalent services approach also does not take into account belt tightening that most towns can and do practice when needed. During the first few years of high debt payment, for example, it is not unreasonable to assume Long Island voters may choose to defer some capital improvements or take a more conservative budget plan to reduce taxes further.

| TAX RATE COMPARISON | | | |
|---------------------|-------------------------------|-------------------------------------|--------------------|
| <i>Town</i> | <i>Equalized Tax Rate</i> | <i>Population Winter/Summer</i> | <i>Total Taxes</i> |
| Swan's Island | 9.73 | 350/1000 | \$414,035 |
| Cranberry Isles | 5.59 | 180/675 | \$278,060 |
| North Haven | 7.89 | 375/1300 | \$815,700 |
| Monhegan | 3.99 | 80/550 | \$87,051 |
| Portland /L.I. | 17.36 | 175/350 | \$756,350 |

Municipal Full Value Tax Rates - Maine Dept. Local Gov. Res. Center - MMA
Island Institute - Maine Island Register 1990.

Report Summary Cont'd.

Our say in setting Portland's future tax rate increases is, on the other hand, insignificant. Equally important as the tax rate, however, are property values. In fact, understanding the relationship between the two is critical to the entire debate over taxes. If all the property values of a city or town were to double from one year to the next, the tax rate could be cut in half in order to raise the same amount of taxes to run that city or town. If all the values stayed the same (and there were no new construction) but the municipality needed a 10% increase in revenue, the tax rate would have to increase by 10% to raise the money. In reality, most cities have some new construction and some property values usually increase, while other values stay the same (or even go down).

If spending increases more than the taxes generated by new construction, then increased taxes will be paid by those whose values increase, even if the rate remains the same. If the rate goes up, nearly all will see some tax increase, but those with higher values will bear a greater burden of the increases. That is the crux of the tax problem facing Long Islanders now and in the future.

According to Portland's chief assessor Richard Blackburn during arbitration testimony, in spite of the economic recession now, both on the Island and the mainland, the coming 5-10 years seem destined to see Island properties continue to increase in value. Mainland properties should, however, remain more or less stable. If that is true, the implications for island properties are dire. Not only will Portland's tax rate continue to escalate with the City, but the island property values, upon which your individual tax bill is based, will be increasing too.

If the whole city were increasing as fast as the islands, tax rates could stay the same, but with the islands gaining faster than the mainland, the islands will suffer the greatest tax increases to finance Portland's needs. On the other hand, if we are an independent town, the rate of valuation growth is almost meaningless. If, as a town, our values continue to increase, we will lower our tax rates should the town choose to keep spending at initial or reduced levels.

GENERAL ISSUES

The Research Committee's first report to the community was in the September 1991 Civic Association Newsletter. In that newsletter, we listed reasons in favor of incorporation. Many of those initial reasons to consider independence were well supported by our year long experience with "the existing political system" and by studying other small Maine towns. A few comments on some of those reasons and what our studies have uncovered follows.

Report Summary Cont'd.

1. Access to local government -

This issue became very obvious during our year long work. It permeates much of our discussion of benefits to incorporation. Most of Long Island's dealings with Portland City government must take place on the mainland at times that are not usually convenient to the boat schedule, especially in the winter months. The decisions that affect Long Island are made whether we are represented there or not. In order to represent Long Island needs in city government it is useful not to live on Long Island! Town meetings will be held on Long Island. The decision makers will all be Long Islanders.

2. Direct versus representative government -

Even if we are able to be at Portland meetings, our opportunity to register personal opinion is limited by the councilor form of government and the opinions of those councillors. Portland has a representative form of government as opposed to the direct town meeting form of government found in virtually all of Maine's smaller towns. The voters of the City elect councillors to make decisions for them about money and services - at evening meetings on the mainland. Residents may attend these meetings, and at special, very limited times, speak. But only the councillors get to vote on the decisions that affect us. Our one direct Council representative must also represent a large population of mainland Portland (Munjoy Hill) in addition to Peaks and the other islands. Even if he or she is supportive of Long Island's needs, the needs of the much larger district must be weighed against our issues.

Visits by Research Committee members to small towns and town meetings showed just the opposite to be true across most of this state. Under the town meeting form of government, the level of taxes and services is determined directly by the residents. Everyone who desires, may speak before local decisions are made by local citizens. Our government will be here on Long Island at our times and our places! Your input will and must be considered in all decisions. At a Long Island town meeting all items of island policy, services, and budget will be decided on by the majority. While all voices are considered, decisions must be agreed upon by the majority of of Long Islanders, not nine councillors.

3. Urban versus rural needs -

The time and energy for getting Long Island's more rural needs addressed can be focused on getting these things done rather than trying to convince City officials to consider or understand our requests. The work that has gone into educating City officials of our needs on the Island has been exhausting and only works if you have the time and energy to continually lobby the changing personnel at City Hall. Even then, our needs appear insignificant compared with what Portland needs. We give the City credit for listening lately to some of our requests, but many needs remain unmet.

Report Summary Cont'd.

One example is our need for a year round float. Many critical needs and services are difficult or impossible to meet during the 7-8 months of the year our float is not here. Some of those needs include: access for emergency evacuation by smaller craft (including the City's proposed smaller emergency boat), water taxi, electric and phone company boats, fishing boats and other smaller craft. We have identified a year-round float as a top priority capital needs item should we incorporate. Another item includes Portland's long delayed response to our critical need for faster emergency evacuation than the present system. A number of choices are under study by Long Islanders for replacing or augmenting the present system if the residents so choose. Some of those options are outlined in the Public Safety part of this report.

The lack of a dump capping plan has threatened our groundwater quality for years and would also have been a top priority item for a new town had not the closing been forced on the City, over its objection, by the arbitration process.

Our research revealed that our crumbling roads get paved only when federal moneys are available, while mainland road projects routinely get paved with our property tax money. A study of the entire list of bond sales over the past twenty years, many of which are for mainland roads, sidewalks, curbstone projects, etc. opened our eyes. A copy of the entire list is in the Appendix of our "Information and Background" notebook prepared for the arbitration hearings. It is at the library and is worth seeing. Other items include the painfully slow attention to removal of unsafe, unsightly, and dilapidated buildings, lack of interest on Portland's part in our wharf problems, sporadic police protection and lack of medical training on the part of the police officers assigned here.

4. We will buy only those services we desire for Long Island.

It has been an education to study Portland's budgets and see how little of our tax dollars, both in absolute numbers and in proportion to what we pay, get spent here. Much of what we spend will be mandated by the State and by obvious public safety needs. Beyond that, much will be up to us.

Portland made a big point both in Augusta and during the arbitration of how much "profit" they made from their "pay-in" island communities. For us it represents money leaving the Island and being spent on a vast array of projects and services from which we benefit little. By their own accounting, Portland estimates that from projected fiscal year 1993 Long Island property tax collections of \$756,350, they will spend only \$365,820 on "direct" services. Portland boasted (in Augusta and during arbitration) that they make a profit of \$390,530 for mainland use! They claimed it was unfair of Long Island to leave the City without compensating them for this lost revenue.

From our point of view it might be worth considering if our tax money might be put to better use on Long Island for docks, floats, schools, island roads, etc. rather than building sewers, golf courses, dry docks, minor league baseball fields, etc. on the mainland.

5. Encouraging a healthy, diverse community.

It is inconceivable to a large city like Portland that a year round community like Long Island could wither away. But as has been pointed out to us numerous times this year, Long Island is one of only 14 year-round island communities left in Maine out of the more than 300 that existed up until World War I. There is a real risk of becoming a summer island.

Perhaps more significant, but less talked about, are those things that will help to encourage a healthy, diverse, affordable year-round community. We looked at the focus that the other island towns have on keeping balanced seasonal/year-round population and keeping their islands from becoming summer enclaves for the rich only.

These year-round island towns are able to devote resources to protecting their "way of life". Encouraging a healthy year-round community is a difficult task, but we can do nothing and risk the future or attempt some of the creative local ideas we see going on down the coast. These ideas are not on the minds of an urban government. Some examples of projects in other island towns include:

a. Creative tax or zoning, such as found on Monhegan, Cranberry Islands, and other island towns, can be voted which designate working waterfront as a "commercial fisheries district." In order to keep a healthy fishing community, those parts of the shoreline traditionally given over as staging should not be valued as scenic shoreline. As an island community, we know those needs. Appropriate tax breaks can help keep those scarce points of access from being sold or zoned from traditional fishing uses and families because of high taxes.

b. Creation of local recycling programs that are convenient and on island with town support and encouragement to help reduce solid waste costs such as on Islesboro, Cranberry Islands, and most others.

c. Development of year-round rental housing for use by town employees, police, school personnel and others such as recently voted on North Haven Island. On Long Island, there is plenty to rent at high prices in the summer, very little to rent in the winter, and almost nothing to rent all year-round. This makes it nearly impossible for an existing new island family to make a start or an off island family to try living on an island unless they happen to be wealthy enough to buy a house immediately. This so stifles the future vitality of island communities that several island towns have made affordable year-round housing a local priority.

Report Summary Cont'd.

d. Tax reductions have occurred on Vinalhaven, Isle Au Haut, and Matinicus this past year.

e. Use of Community Development Block Grants on all islands encourage appropriate local industry, such as federal grants for the aquaculture projects on Swans Island. Local control of what is appropriate development is crucial to the future of any community. We may or may not agree with present zoning, but as a town it will be under the control of our voters, not Portland's City Council. Any changes can only be made with a majority concensus and vote of Long Island citizens. Who can forget Portland's support to use much of our island for a supertanker port and related uses? It is hard to imagine any small community that would essentially vote to destroy itself as Portland tried to do to Long Island back in the 1970's.

6. Relationship with the other Portland Islands -

Long Island is viewed with envy by the other islands in Casco Bay for having a choice of becoming an independent town. As discussed in newsletters and meetings this winter (see "The Long Islander," March, 1992), the benefits both economically and politically to future alliances are quite attractive. The broadening of our tax base has the potential to further lower the taxes of both Long Island and other islands that might join us. Contrary to rumors, only registered town voters, not all property owners of those islands would be eligible to vote. We have chosen, however, not to pursue this issue at this time because it is premature until the outcome of November's vote is known. Any such move could only be considered after careful study of the benefits and, of course, majority voter approval by Long Island voters. The point is that there are future opportunities, such as these, to improve the vitality and economic well being of a proposed Town of Long Island.

7. Can we fail as an incorporated town?

If there were any doubt that a separate Town of Long Island could survive, the Research Committee would be remiss in making a favorable recommendation for incorporation. The State and Local Government Committee, during our legislative hearings in Augusta, weighed heavily our resources and budget before deciding on their unanimous positive recommendation. For a population our size, our taxable real estate is substantial compared to numerous other small towns. Unlike many small rural towns, where large tracts of land have very small value as timber lots or paper company lands, almost all the land on Long Island has value and is producing taxes, making us a relatively "wealthy" piece of real estate relative to our small population. Towns in Maine have failed in the past. The primary reason is loss of year-round population. This has occurred to island towns, with Hurricane Island being an example. The closing of their single industry of quarrying caused an immediate loss of all of the population and subsequent dis-incorporation. The island once again became part of Vinalhaven.

Report Summary Cont'd.

We look at the remaining island towns today and are impressed by the kinds of things (previously noted) they are trying to encourage - local work, education, housing, etc. to make island life an attractive possibility for future generations. These are the kinds of things that must be done by local citizens who understand local needs.

We have tried to consider as many ideas as possible in our research. Remote an idea as it might be, should something occur to reverse the ability of the year-round population to govern itself, the town would have the option of allowing itself to be annexed by another surrounding municipality. Our property values alone would seem to indicate that we would be a desirable addition to Falmouth, Cumberland, South Portland, or even once again Portland! You can never have such options or make such choices, however, unless you are independent in the first place!

8. Differences of opinion.

Will there be unhealthy differences of opinion that make a new town not a good idea? This issue is a good one that has been raised at past meetings. These differences of opinion are necessary for a democratic system to function. All points of view must be heard for compromise to be reached and voted on by the majority. No one voice can prevail in this purest form of democracy. While occasional town meeting disagreements were alluded to in our discussions and visits to other municipalities, they were viewed with humor more than any sense of permanent discord within the community. Sensible people leave their aggravation behind at the end of the town meeting, having had the opportunity to express their opinion at this annual public forum.

9. The future.

The Town of Long Island Research Committee cannot predict the future. So many forces are at work which make protecting "a way of life" very difficult. Not all of these forces at work are in our control. Many of the most difficult questions that have been presented by you, the citizens, this past year have no perfect answers. Portland does not have those answers either. Answers must come from us.

Governing is an inexact science, but in all other similar communities we find it works best using local basic common sense and citizens willing to give a little time and interest in improving their community and lives. Who knows or cares more about Long Island needs than Long Islanders? Local government, not Washington, Augusta, or even Portland is where most of the decisions that affect your day to day services and safety can best be made. We should have easy access and input to the decisions that affect the level of these services and their cost.

Report Summary Cont'd.

It became clear throughout this research process that Long Island has not historically had this access, nor the political strength to significantly impact the decision making process of Maine's largest city. If we want access and control over our taxes, local policy, and services that most of the residents of Maine's other municipalities enjoy, we have that option on November 3, 1992.

THE BUDGET

The budget recommendations and committee reports which follow are the best estimates based on the information gathered from Portland, other municipalities (both island and mainland), and consultants. These summaries contain the results of our research and Islander's advice over the last year. Almost any single item in this proposed budget can be judged too high or too low depending on one's point of view. The budget total, however, is high when compared to other communities our size (including Island towns). Were the Town Meeting to approve this budget as is, the amounts of money budgeted for each major area (schools, public works, etc.) tend to be high compared to similar towns, and thus allow leeway to shift moneys within departments to cover those items which may turn out to be more needy than originally planned. Future experience would no doubt instruct us in the accuracy of these budget details.

Tax Comparison with Cranberry Islands

While it is difficult to always compare apples to apples when comparing towns due to difference in resources, priorities, and methods of presenting budget data, it is a yardstick of sorts to look at how much other towns spend on various services.

The town we found most similar to Long Island was Cranberry Isles. With a population on two major islands of 180 in the winter and 675 in the summer; 21 students, 3 teachers (K-8); 840 acres (2 islands); 6 miles of road; etc., we found about the closest island town to Long Island. Their total assessed valuation (1990) was \$23,738,600 compared to Long Island's valuation (1992) of \$30,416,230. We are proposing a budget for the new town of \$712,235 compared to their 1991 budget of \$278,060. Their state equalized (full value) tax rate was \$5.59 per thousand (see chart on page 2) compared to Portland's (Long Island's) 1991 equalized value of \$17.36.

We are just slightly larger than that town in population, roads, trash, size, etc. so it seems safe to observe that our budget should be more than capable of supporting our new town with plenty of room for belt-tightening if people want to get serious about lower taxes.

Similar comparisons abound with the other island towns when you begin to take into account their different sizes and populations. Without exception, they all have tax rates that are substantially lower than ours when equalized for different valuations. Most, in fact are half what we are proposing even without our debt payment included. Can we run a new town on what we have budgeted? Every other island town does it with less cost to their taxpayers.

Report Summary Cont'd.

In the budget, we have included very modest or no estimates of possible revenues from other sources such as excise taxes on cars and boats, state and federal reimbursements, school funding, recycling and grant moneys for various community improvements. Our research indicates that grant moneys alone could be substantial. The other island towns use them extensively. The legislature in Augusta is a rural one. It tends to look favorably on the needs of smaller towns which may also bode well for us in the future.

It must be emphasized that the Research Committee has as its mission only to find potential ways that a new town might function. All issues, including the proposed budget, must be further discussed prior to being adopted by a majority vote of the town meeting.

The largest new item is the final debt which must be paid to Portland. This item is one which declines year by year until it is paid off completely at the end of 20 years.

THANK YOU!

It is difficult to know how to say thank you to all the people who have assisted in this year long investigation. Any list would of course have omissions. The names of those who participated directly in the budget preparation are for the most part given in those budgets, but there is also a large, behind the scenes number of people who have assisted us.

We must give special thanks to the many towns that have taken time to send us materials as requested and/or welcomed our visits and answered our many questions.

Special thanks to the town officials of the Cranberry Islands and North Haven, the Island Institute, members of the State and Local Government Committee, Representative Herb Adams, Representative Anne Rand, Representative Helen Tupper, Employees of the City of Portland, Friends from all the other Portland Islands for financial and moral support and a free sharing of ideas, the nearly 100 Long Islanders (and persons from other islands) who contributed financial support, the Long Island Civic Association, the VFW and Evergreen Methodist Church for providing meeting places, our lawyer Mr. F. Paul Frinsko, our accountant and friend Mr. Glenn Kersteen, Mrs. Grace Lojko and Mrs. Connie Patch of the Algonquin Regional High School Business Department for the top quality last minute printing jobs I heaped on them (including this one), the Cumberland County Sheriff's Department for their presentations and cooperation, the Casco Bay Island Transit District for the use of facilities for meetings and as a message center, and to all Long Islanders for their input of ideas both pro and con and tremendous participation in this whole study process.

Whichever way this goes, I feel we are a stronger and better community for the year we have been through. We certainly know a lot about the strengths of the people on Long Island! Thank you for all the kindness and friendship so many have shown to me and for the opportunity to serve this Research Committee. One thing has become clear throughout this process, Long Island certainly has the people and resources to do whatever the community sets its mind to in the future!

To all of you, named and unnamed, thank you!



Mark Greene
Chairman,
Town of Long Island Research Committee

REPORT FROM THE TOWN GOVERNMENT COMMITTEE

Robert Brayley and Donna Rockett, Co-Chairs

If the vote on November 3, 1992 is a majority to separate from the City of Portland and become the Town of Long Island a special town meeting will be called soon thereafter. The enabling legislation provides that the newly established town shall adopt the town meeting as its form of government, and it describes a process of calling the first town meeting. The purpose of this organizational town meeting is to select municipal officers and begin to transact town business.

At this meeting a moderator, a school committee, and three selectmen will be nominated from the floor and voted into office in accordance with the laws of the State of Maine, known as the MRSA (Maine Revised Statutes Annotated). After the votes are counted the moderator makes out a Certificate of Election indicating the number of votes received by each candidate. Those elected will be duly sworn in.

Should Long Island become a town it will automatically operate under what is called "statutory authority". Day-to-day regulatory matters are handled by town ordinances which are relatively easy to create and to amend at town meeting. Many towns, including Cranberry Isles, operate under statutory authority. No municipality is required to operate under a charter, but a town can decide to develop an operational charter similar to a corporation's articles of incorporation. This charter would describe the town's purpose, structure, and operational procedures. The process of creating and amending a charter is done by a charter commission and tends to be very time consuming, so a charter is often limited to the description of the town structure and basic job descriptions for some of the municipal officers or departments.

After the organizational town meeting the budget preparation process would lead to a traditional spring town meeting where voters would get to vote on the items of the budget and transact other municipal business to get ready for the actual separation from the City of Portland which would not occur until July 1, 1993, nearly eight months after the date of the referendum.

It is powerful to consider that the town meeting is the legislative body of a town and replaces many of the functions of a city council. The town meeting is composed of all the registered voters present at a duly called town meeting. If Long Island becomes a town you will want to be at town meeting. To be effective, a town meeting requires

Town Government Report, Cont'd.

citizens to participate, but this shouldn't be burdensome. Most towns get along with only one town meeting a year where all the decisions are made. Registered voters vote by simple majority on the budget and services of the town and elect the town officers. This contrasts with a council form of government where the voters elect the councillors who act as representatives of the people, and the councillors are the only people who get to vote on the budget and services of the city.

The term "town officers" refers to the chief executive officers of the town who are frequently called selectmen. They administer the policies and decisions made by the town meeting. Selectmen meet regularly, often twice a month, to carry out the decisions made at town meeting. Although they often develop a certain expertise and may make recommendations, selectmen have no greater power than any other individual voter at town meeting. Under statutory authority there are three town officers unless this number is expanded by the town meeting.

The term of office for town selectmen and officials (who take an oath of office) is 1 year unless otherwise specified. It might be desirable, for example, to have selectmen serve three year terms staggered so that one is elected each year. Employees who are not officials (and do not take an oath of office) serve on an indefinite basis.

Members of the Town Government Committee have met with representatives of the Maine Municipal Association for lengthy talks about the details of town government. In addition to professional consultants MMA provides vast resources of written materials which deal with all aspects of town government. We have purchased a set of their manuals for all town officers as well as titles like "Municipal Roads Manual" and have come to understand why town officials all over the state view them as bibles. From the "Handbook for Municipal Officers" we learn that:

The following must be elected at the Annual Town Meeting:

Town Moderator - elected on the 1st Article at each Town Meeting and serves for that meeting only.

3 Selectmen - the municipal officers who are the town's chief executive officers (as distinct from other elected or appointed municipal officials which together with the selectmen form the executive branch of town government)

School Committee - none can be a municipal officer

Town Government Report, Cont'd.

The following must either be elected by the Town Meeting or appointed by the selectmen:

Town Clerk - it is not unusual for the Town Clerk to also serve as the General Assistance Administrator

Tax Collector - cannot be a municipal officer or an assessor but it is permissible and not uncommon for the tax collector to also serve as treasurer; must furnish a performance bond

Treasurer - cannot also be a municipal officer or assessor; must be bonded

Appeals Board - no municipal officer or spouse of a municipal officer may serve

Fire Chief - unless the volunteer fire department is incorporated and elects its own and there is an ordinance passed to permit this, there must be a fire chief elected by the town meeting or appointed by the selectmen

The selectmen must appoint:

Animal Control Officer

Local Health Officer - 3 year term

Emergency Preparedness Agent - may not be a municipal officer

Fair Hearing Authority - to hear and decide on local welfare appeals.

Code Enforcement Officer - cannot be a member of the Planning Board.

Local Plumbing Inspector

Additional (but not mandatory) Town offices:

These offices may (but don't have to be if the selectmen are assigned the tasks) be filled either by election at the Town Meeting or appointment by the selectmen:

Assessor - this may be a 3, 5 or 7 member board or a single state certified assessor, or if this position is not separately filled the Board of Selectmen must serve this function

Town Government Report, Cont'd.

Road Commissioner- the board of municipal officers can act as a board of road commissioners, but a single Selectman cannot be the road commissioner.

Planning Board - if such a board is not created the selectmen act as a municipal reviewing authority for subdivision and other land use issues

The selectmen may appoint:

Overseer of the Poor - perhaps better titled General Assistance Administrator (if none is appointed the selectmen retain that function)

Administrative Assistant - it would be highly unusual for a town this size to employ an administrative assistant but it might be considered as a temporary position to "get the town off the ground." Another alternative would be to set aside money for "municipal consultants" which could be hired to address specific features of establishing town government.

Constable

Building Inspector - optional for towns with less than 2000 population

This may seem like a large number of positions for such a small place. Remember that some of these positions are optional and it may be well to start with the simplest structure. It is not unusual to see individuals wearing several hats in a small town, so some people may fill more than one position. It may be desirable to hire off-island professionals for certain roles such as Assessor, Plumbing Inspector, and Code Enforcement Officer. Those are decisions to be made by the Town Meeting.

The most significant aspect of this type of government is the power of the town meeting, the power of the voter. Nobody says that the process of governing ourselves will be easy. A town meeting is the most pure and direct form of democracy, but it can be a yeasty brew. Chellie Pingree who has been involved in a variety of roles on North Haven, another island town, thinks it is worth the effort. She says that the give and take of making local decisions in the forum of a town meeting is a "strengthening" process for the community. What seems so compelling is that the Long Island Town Meetings will be held on Long Island; the decision makers will be Long Island residents.

REPORT FROM THE EDUCATION COMMITTEE

Nancy Jordan, Chairman

It is the conclusion of the Education Sub-committee that an independent town of Long Island can continue to provide the quality education our children are now receiving with little or no change. With our proposed budget, the cost per pupil will be \$6255. That compares favorably to Portland's cost per pupil of \$6583, in spite of the obvious higher costs associated with doing business on an island, and in spite of Portland's advantages of economies of scale: i.e, usually the fewer the students, the higher the cost per pupil.

It was one goal of the Committee to prepare a proposed budget that would allow an island school system to educate our students in the manner to which they are accustomed. We think we have done that.

RESEARCH PROCESS

In the course of our research, we have learned a lot about running a small school district and the costs involved. We have worked with the Portland school budget and with Portland school officials to understand the costs associated with our island school. We have read state manuals. We have met with several superintendents of schools and with Maine's Commissioner of Education. We attended an island school conference sponsored by the Island Institute where we gained much insight and made many useful contacts. We have been in touch with the state finance office and talked to state agents (superintendents appointed by the state). Phone conversations have led us to local school personnel who are ready and willing to offer assistance and answer more questions.

ELEMENTARY SCHOOL ON THE ISLAND

The Education Committee recommends that the island school continue virtually as it is now. However, as part of an independent town, the school system would have the freedom to evolve over the years to represent, or take advantage of, the unique needs and situation of Long Island. In an independent town, Long Islanders would have greater control over the education of their K-5 students, and greater control over the future of the island school.

The budget for general instruction K-5 provides for the same staffing, supplies, etc. at the same salaries and cost as Portland now provides. The professional and technical services approximate what Portland now provides at the same cost, and will fulfill state mandates. The personnel could be hired on a contract basis from the Long Island community, from the mainland, or may be available from Portland Public Schools on an "as needed-as available" basis. The island's proximity to an urban area will facilitate hiring qualified, part-time people.

Education Report Cont'd.

Custodial and maintenance provides the same level of services we are accustomed to at the same cost. The school system could choose to hire Long Island people, if qualified and available, instead of personnel from Peaks and Portland as is sometimes done now.

For administration, we recommend the use of a state agent as combination superintendent/principal, as is done in many small school systems throughout the state. A state agent is feasible economically, and yet would give us local control, even over hiring. A contract can be written to fit our unique circumstances. A further advantage is that state agent appointments are for one year only, avoiding a potentially difficult situation should an agent not work out.

Transportation costs reflect the current costs from CBL and Portland, and provide the same service.

TUITION STUDENTS GRADES 6-12

One of our big concerns throughout this research process was the education of our middle and high school students. Because of our small population, these 9-12th graders would always have to be tuitioned and the 6-8th graders would most likely be.

The committee recommends a tuition contract arrangement to serve the best interests of all of our students. However, according to common practice, not all Long Island students would be required to attend the contract school. If a student chooses another non-parochial school, the town would pay the student's tuition up to the contract amount. Arrangements at the non-contract school would be the responsibility of the parents.

As a result of arbitration, the city of Portland must accept Long Island's middle and high school students for a minimum of 6 years. The committee is pleased with this award, and sees it as the beginning of a long-term relationship between the new town and the city should the island wish to continue it. Our research indicates that the Portland schools are best for our students because of tradition and logistics, and because of the variety of excellent opportunities not available elsewhere in the area. However, for some island students or at a later date, other area schools may be better, and an independent town will afford that choice.

Over the course of our 6 year contract with Portland, the Town of Long Island and our students will have ample opportunity to continue a positive relationship with Portland schools and to pave the way for continuing contracts should Long Island desire them.

Education Report Cont'd.

As a town, we can establish a position (on the school board or as part of the superintendent's job responsibilities) that will assume responsibility for the follow through of the educational process of our island students once they leave the island school, a position that will provide strong advocacy for any of our students and that can help ensure they are getting the most from the opportunities provided in an off-island school.

Close to 100 small communities in Maine tuition their older students . Our research has shown no problems in finding a home for these students. In discussion with superintendents of Westbrook, Cumberland and Freeport who regularly accept large numbers of tuition students by contract, we have found overwhelming enthusiasm for the benefits of tuition students to the receiving school. Financially, our students will be a source of revenue to Portland, or whatever other school, and the committee does not foresee a problem in getting satisfactory contracts for them.

CONCERNS

Some concerns have surfaced during our recent discussions. They are concerns that do have not definite answers, but we all should bear them in mind.

- Will a possible aging population be unable or unwilling to fund our school at the expected level?
- Will the nature of a small community get in the way of the relationship between the teachers, the school board, and the community, resulting in a negative effect on our kids?

These concerns ARE NOT unique to Long Island, but exist in all small communities. Discussions planned with other islands and small communities can give us insight into the reality of these concerns and suggest possible solutions.

AREAS FOR FUTURE EXPLORATION

In addition to the findings of the committee, there are some areas needing refinement or still needing answers. None of these topics, however, should have an adverse affect on the budget, nor do we expect any surprises.

1. **Final shape of the contract with Portland** - During our early discussions with the Portland school committee and administration, we found they were interested in including other services in any contract. Hot lunches, bus transportation, continuity between elementary and secondary education including in-service days for island teachers, and contracting special services like art, music and gym are all areas open to discussion.

Education Report Cont'd.

Portland is currently considering creative ways to fulfill their obligation to provide art etc. to the islands since it is outrageously expensive for them to provide those services the way they do now. Before the vote, the committee would like to see at least one meeting with Portland to rough out these details, leaving the final work until after the November vote.

2. **Hot lunches** in all budgets reviewed take in as much revenue as they cost, so this service was not included in our budget. The logistics of this service needs to be planned. One option is contracting from Portland.
3. **Grants** are available for a wide range of educational services and innovative projects. Due to our isolated location and unique marine aspects, we will probably qualify for an unusual number of grants.
4. **State Approval** process takes 9 months, so it could be started in December or January if the vote is positive. The committee has the schedule of necessary steps for state certification and names of state people to contact for guidance. The process should not be difficult or present any problems as we are already an approved school.
5. **Administrative options** have been narrowed to 2 by the committee- a municipal school or a school administrative district (S.A.D.). It has been recommended we reserve final decision until the new state funding formula is in place as one option may be more financially beneficial.
6. **The provisions of the state teacher's union and state retirement system** need to be checked to see if there are any disadvantages to our teachers.

CONCLUSION

Our proposed budget indicates that an independent Long Island can afford to provide quality education for our students. Independence will also provide other options not now available.

At the top of the list is local control. Long Islanders will make most of the decisions that affect the education of our students, decisions that most communities now make, but we do not. We will never be threatened by a school closing that the community doesn't want!

Our students will have a choice of schools for middle and high school, a choice never before possible without personal expense. Islanders will have the potential for developing a strong, unique school system that reflects Long Island's needs and traditions. The future of the Long Island School, the heart of our year-round community, will be in the hands of Long Islanders!

REPORT FROM THE PUBLIC SAFETY COMMITTEE

Leah Doughty, Chairman

On August 26, 1992, the Public Safety Committee presented its final budget to Long Islanders. Although further revisions to the budget could be made and more questions concerning public safety need to be answered, the Committee feels the total expenditure of \$66,501 is a generous estimation for the Public Safety Budget.

BUDGET CHANGES

There are some obvious additions and deletions to the January '92 budget that were made as a result of further research and needed input.

A stipend of \$5000 for the fire chief was added to the budget and the \$400 previously allocated for the chief was removed from the Fire Volunteers honorarium. We feel that this additional compensation is vital since the fire chief of an independent town will have more responsibility and much more paper work to do. It is still only token payment for the 35 to 40 hours per week that Chief Dickie Clarke puts in on behalf of the citizenry of Long Island.

The heating fuel figure was increased by \$500. A figure of \$500 was added for maintenance of the portable and truck radios. The \$6000 allotted for building maintenance was moved to the Capital Projects budget. The cost of fire training was reduced to \$2500. In the training area, we hope to take advantage of available grants and of offering training to other islands on a community-wide basis.

Medical training was also reduced with a current figure of \$1000 which includes both training and licensing costs. A much needed increase from \$350 to \$2000 was made for medical supplies and a line item for minor equipment of \$1000 was added under medical expenditures.

The budget details for Police also underwent revisions. A contract officer from Cumberland County Sheriff's Department for 12 weeks of summer coverage will cost \$6781 which includes uniforms, fuel, transportation, insurance, etc. A figure of \$3120 was added to the budget for 12 month constable coverage.

Finally, some changes were also made under miscellaneous. Civil Defense was reduced to \$500. Freight (CBL) was reduced to \$100. Transportation of fire trucks to the mainland for repair was added at \$500. It should be noted that the approximately \$8000 that is raised annually by the L.I. Fire Department has not been included in the Public Safety Budget. The spending of fund-raised amounts is voted on each year by department members.

Public Safety Report, Cont'd.

MEDICAL EVACUATION

Following the budget public hearing, the Public Safety Committee addressed one of the most talked about issues concerning incorporation - medical evacuation. Since last winter the Committee has been researching different options that may be available to Long Island as an independent town. It was and is not the intention of the Committee to "sell" any one of these medical evacuation options, but to inform the islanders on the information that has been gathered. The following options are presented in no particular order:

Fire Boat. As stated in the summary sheet of the Arbitration Decisions, the fire boat will be available for fire fighting services on a per call fee. The Negotiating Committee was told by Portland's Assistant City Manager, Mark Green, that the City would negotiate the use of the fire boat for medical services after the November vote. The services of the Portland EMS boat which is now out for bid can also be negotiated when the craft is in operation. It is crucial to remember that after a "yes" vote in November Long Island would remain a part of the City until July 1, 1993 and that the fire boat would serve the Island until the separation date. This also means that Long Islanders would have from November to July to set up a medical evacuation plan.

Casco Bay Lines. We have looked into the use of Casco Bay Lines for emergency evacuation. Bill Nealy has quoted us a fee per run of approximately \$300. The service will be available 24 hours per day and no overtime will be charged for late night calls. In the off season there is always a boat available and no warm up time is necessary. CBL insurance will cover the service. We are looking into Medec and B&L Ambulances (Medcu after the referendum) to determine the cost of having paramedics ride with CBL as is done now with the fire boat. For present fire boat runs, Medcu charges the patient between \$135 and \$400 and up depending on the services rendered enroute. Barring unforeseen circumstances, Casco Bay Lines, with a medical team aboard, can service Long Island emergencies as quickly as the fireboat.

AirMed Helicopter Service is an exciting option that is available for medical evacuation. AirMed would respond to critical calls that need rapid transport, landing at the Long Island ball field. (The Long Island Civic Association has just approved the landing of AirMed helicopters for medical purposes.) The estimated cost of helicopter transport is \$910 per run which includes the aircraft, crew, and equipment. No extra charge is made for any treatment enroute. Charges for this service are expected to come down, as the company increases its customer base in this area. Personal insurance, Medicaid, and Medicare will cover this charge with a doctor's verification of the need for air transport. (See the AirMed Proposal and newspaper article in the Appendix.)

Public Safety Report, Cont'd.

Water Taxi. The Public Safety Committee has also talked with the Balzanos who now own the Water Taxi. They are also interested in our business should we become a town. In fact, they have transported people this summer with minor injuries. The Water Taxi is available 7 months (through November) and the Balzanos have a backup boat.

U. S. Coast Guard. John Lyon from the U.S. Coast Guard has spoken with us concerning backup services. We need to show them our plan for medical evacuation and they will work out with us the details of backup services.

Town Owned EMS Boat. An option for future consideration is a Town-owned EMS boat. This project would require grants and/or financing and a year round float.

Local Boats. The Long Island fishermen have had informal meetings and they are willing to research and develop a plan for medical evacuation using local boats.

Whichever medical evacuation option(s) the Town of Long Island votes to use, the budgeted \$10,000 is intended to cover those medical evacuation costs not paid by the patient or covered by personal insurance.

Finally, there are still some areas to be researched: federal grants and other revenue sources, establishing a disaster preparedness program, and maintenance of SCBA equipment are a few. Also, we must study the three types of fire departments: Independent Volunteer, Incorporated Volunteer, and Municipal. The type of department is ultimately decided by a vote at Town Meeting.

POLICE COVERAGE

We are extremely satisfied with the proposal for services offered to us by the Cumberland County Sheriff's Department. At a reasonable price, they offer us a 12-week full-time package that includes an officer, benefits, insurance, uniforms, and even fuel for the vehicle. They also assure us that the officer assigned to our duty can be one who is EMT trained and will respond to all emergencies, not just to police emergencies. With the sheriff's department, we will be able to both interview and hire an officer with qualifications appropriate to our community needs.

The department will also respond to emergencies throughout the rest of the year, since Long Island would be part of their jurisdiction. The rural beat of the county sheriff's department appears more in tune with the needs of Long Island than the urban training of Portland's police. Currently the sheriff's department provides exclusive patrol service to 11 Cumberland County towns that do not have local police departments.

Public Safety Report, Cont'd.

The sheriff's department has already arranged with the Coast Guard for transport to Long Island during police emergencies, should Long Island become a town. The department also has a working arrangement with the Marine Patrol as another possible source for transport.

The sheriff's department also offers other services. One of the most interesting options is a program offered free-of-charge for the training and continued education of part-time deputy sheriffs. Islanders trained for this service would have the authority of a deputy sheriff. They would be insured by the county for liability and personal injury, and would be paid by the town at the rate of \$7 per hour for time spent on each call.

We appreciate the enthusiasm and help we have already received from Sheriff Ridlon, Deputy Sheriff March, and other members of the department and thank them for two presentations made on Long Island.

Much work was done in gathering all of the information from the many businesses and agencies involved. A special thanks to all who helped and to all who gave us this vital information!

REPORT FROM THE SOCIAL SERVICES COMMITTEE

Ruth Peterson, Chairman

I chose to volunteer to research Social Services and serve on the Town of Long Island Research Committee to help me decide if it would be in the best interest for Long Island to separate from Portland. Our research has shown that the social services provided now would continue at the same or improved levels.

We began the research with the thought that we could obtain most of the information needed from the City of Portland. The Social Service Director in Portland was able to provide the number of families requesting assistance but not tell us how much was spent, since they group data from all of the islands together.

We researched other islands and towns our size and set our figures accordingly. We called the Maine Municipal Association in Augusta and received their handbook to guide us on the state laws. The association has been mailing us updated material regarding changes in the social service areas.

We have found that everything that Long Island residents now receive for benefits will continue and nothing will be reduced. This includes all state and federal programs, such as AFDC, food stamps, PROP, rental assistance, etc. Long Island's temporary assistance program, like Portland's, will fill in the gaps for family emergencies not immediately covered by other programs.

We have established a food and clothing bank, as requested by the state, and have researched medical concerns for future development of an Island Clinic.

Administration of social services can be done by the town clerk or by one of the three elected selectmen.

We have discussed subsidized housing, senior housing, and nursing home care which are all handled through federal offices. The Barron Center is the only important service controlled by the City of Portland. The personnel there were very helpful. It appears that the Center takes cases depending on severity of the needs. If a patient from Long Island has severe needs, the staff will evaluate and admit them before one from Portland with less serious needs. In all other circumstances, we would be placed on a waiting list.

Our budget of \$14,000 should cover local assistance and other needs, and is larger than that for most towns of our size. Under the present system, reimbursements would return \$9000 of this amount, so that the net cost to the town (for \$14,000 spent) would be \$5000.

REPORT FROM THE PUBLIC WORKS COMMITTEE

Francis Murphy, Chairman

The preliminary Public Works budget is \$73,520. This figure is subject to change, since adjustments can and probably will be made at the town meeting or during work sessions.

A primary area for further review is the means of delivery of needed services. Should it be by private contract or should full- or part-time town employees perform these functions? The budget figure of \$37,500 covers snow plowing, road maintenance, trash pickup, etc. This number has been arrived at by studying the expenses of other towns of approximately our size and description.

While contracting of services to local people is highly regarded in other small towns, it is my opinion that town ownership of equipment may be advantageous until a track record is established for contracting. Contracting by mainland towns is easier, since resources on the mainland are virtually unlimited compared to island resources. Therefore it may be to our advantage to have contractors use town-owned equipment as primary or backup resources. Shared use of municipal equipment could help defray the expenses for both the town and the owner/contractor. It should be noted that the new town will take ownership of the equipment customarily located here as part of the arbitration settlement.

Provisions for the purchase of new or replacement equipment is listed in the capital spending plan along with budgeting for road improvements and current resurfacing estimates.

The commitment of the town to trash recycling will require a review of the roadside pick-up policy. To participate in recycling, the homeowner will have to start separating their trash and readying it for the transfer station receptacles. Some towns find it more efficient to do this at the transfer station, while some do it curbside. These decisions will be made by the voters based on their opinion of the cost advantages and convenience. The efficiency of the resulting process should lead to savings in both transportation and manhours. The success of any such community plan depends on the participation of each resident. With the transportation of trash so expensive, a comprehensive recycling plan will be vital to the economic health of any new town.

This report is part of our year long review of our island community and the search for ideas to improve our services by reducing their cost and making their delivery more efficient. The ideas listed in this budget may or may not comply with the wishes of the community. They are only the first steps, ones which can lead to additional ideas for discussion and acceptance by Long Island voters at the town meeting.

REPORT FROM THE SOLID WASTE MANAGEMENT COMMITTEE

Jane Conley, Chairman

Initially, Long Island residents will see little change to their dump and solid waste removal process should the November 3rd vote yield a new Town of Long Island.

FUTURE CHANGES

The arbitration decision placed the responsibility of closure and capping of the Long Island dump site with the City of Portland. The exact time frame for the capping to begin has not been spelled out. The earliest possible project completion would be about a year from now (Fall of 1993). The state will inspect and approve the capped dump site before reimbursing the City of Portland 75% for their total expenditures. Portland and Long Island will share the remaining 25%: 80% to be paid by Portland and 20% by Long Island. This puts the Long Island contribution at \$20,000, based on a capping estimate of \$400,000.

As a new town, Long Island must file for a permit for its new transfer facility. The D.E.P. makes this process relatively simple for towns whose populations are less than 5000. In recognizing the uniqueness of its island communities, the D.E.P. is working to even further streamline the process. The total price tag for costs associated with the permitting should run about \$10,000 (see the Budget).

The original dump site of 18 acres is divided into 2 separate parcels: one parcel is the dump site itself, and one parcel contains all the remaining land. While the transfer station cannot be located on the "capped" portion of the dump, the capped area will cover somewhat less than 1 acre of land, leaving plenty of acreage for placement of a permanent transfer facility that is in compliance with present state mandates.

After the dump is capped, the Town of Long Island will be responsible for monitoring the four wells around the dump site. The first year cost for an extensive sampling and analysis is quite costly. Estimates run as high as \$40,000 for a site such as ours, to comply with present D.E.P. testing standards. As the budget shows (see the Budget), well monitoring costs drop off drastically in subsequent years. With D.E.P. approval, monitoring may cease altogether after the fifth year.

MEETING THE CHALLENGES

Long Island and Maine's 13 other island communities face a great challenge when it comes to solid waste management in the coming years. Our unique offshore location makes an expensive budget item for any Maine community even more so. As solid waste management evolves, however, creative alternatives to our present way of trash disposal begin to appear. Composting,

Solid Waste Report Cont'd.

recycling, and reusing materials that might otherwise be added to the waste stream, are just a few means of significantly reducing the cost of solid waste removal from our island homes.

Through the town meeting forum, we can pick and choose exactly what we want for services based on our needs. We can also decide exactly how we want these services paid for. If we choose, a more aggressive "pay as you go" system could be put in place. Fees based on the real cost of trash hauling would also act as an incentive for all of us to start recycling more of what we toss into the dumpster. Household composting of food and garden debris is another way to keep the personal expense of solid waste removal down.

Below I've listed a few pros and cons that have come to my mind should we become a town and be responsible for our own solid waste removal. After reading my list, I'm sure you can come up with a list of your own.

Cons

1. No one else to pass the buck to when it comes to solid waste responsibilities.
2. A person or business that generates a large amount of trash will have to pay more if the community adopts a "pay as you go" fee system.
3. People will have to think about trash - no more out of sight, out of mind.
4. Might have to separate trash to comply with a community recycling program.
5. More community involvement will be required.
6. Tax-supported large trash pickup may be a thing of the past.
7. Citizens in town meeting may decide against tax-supported roadside trash pick-up. (Portland may also decide against it, in the future.)

Pros

1. Level of service controlled by Long Island voters.
2. Pay-as-you-go use fee can be used an incentive to reduce waste stream.
3. Recycling can be tailored to our special needs.
4. Community can control the monitoring of ground water quality.
5. More incentive to compost at home.
6. Grants available to small communities for recycling education programs and equipment purchase. (Sources include R.W.S., Island Institute, Maine Waste Management Agency.)
7. A community waste oil furnace to burn used car and boat oil and heat a building at the same time.
8. Source of community pride in a job well done.



September 11, 1992

Town of Long Island Research Committee
Long Island, Maine

RE: PROPOSED 1993-94 BUDGET

**RUNYON
KERSTEEN
OUELLETTE
& LESSARD**

The Town of Long Island Research Committee engaged Runyon, Kersteen, Ouellette & Lessard (RKOL) to provide certain financial advisory services in connection with L.D. 2298 and with the negotiations and arbitration with the City of Portland. We have, during the course of our services, had an opportunity to critique various draft budgets presented by the Committee.

Governmental auditing, accounting, and consulting is one of RKOL's areas of expertise. We are perceived as leaders in governmental accounting in the State, and presently audit approximately 24 municipalities and school districts. Both large and small communities located from Southern Maine to the Bangor region are included in this list of clients. We also serve approximately 20 quasi-municipal entities such as transit systems and municipally owned waste to energy facilities.

The New Town of Long Island Proposed Budget for 1993-94 has been responsibly developed. We understand that numerous citizens have served on several budget subcommittees, and many of these individuals visited other small communities, interviewed municipal officials, and studied other town reports of municipalities similar in size and nature to Long Island. The proposed budget is a detailed budget for each department. On several occasions, subcommittees have requested our advice on specific budgetary items. The proposed budget is a detailed budget for each responsible department.

The proposed budget for the New Town of Long Island appears to be conservative, yet realistic. Few budgets can precisely estimate actual revenues or expenditures, and the citizens of Long Island should anticipate that actual revenues and expenditures for fiscal 1993-94 will differ from those amounts estimated in the budget. However, it appears that this budget realistically presents the amounts which can be estimated at this time. No significant appropriations or estimated revenues appear to have been omitted from consideration, and those presented appear to be reasonable.

In summary, I reiterate my comments to the State and Local Government Committee in which I concluded that the new Town of Long Island can be financially viable upon its incorporation, and the proposed budget substantiates that observation.

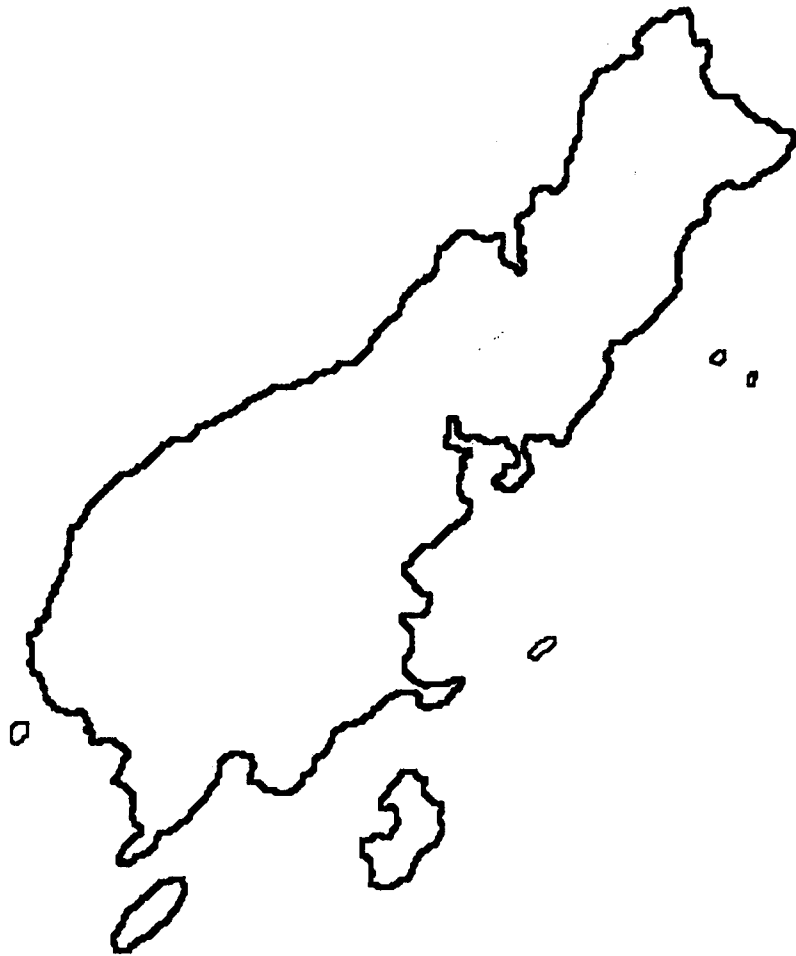
Sincerely,

Glenn S. Kersteen, CPA

**Certified
Public
Accountants**

20 Long Creek Drive
South Portland, ME 04106
207-773-2986
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The New Town of Long Island Proposed Budget 1993 - 1994



Revised 1-Sep-1992

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Budget Notes

This final revised budget prepared by the Town of Long Island Research Committee, includes the input from a second round of budget hearings, the effect of the separation agreement awarded by the arbitration panel and the effect of the City's 10% real estate assessment devaluation.

The exact amount of the separation debt described in the arbitration agreement is still being clarified. The following table enumerates the "worst" and the "best" cases. For the purposes of this budget the worst case figures listed below were used.

Separation Debt Service Schedule

| Year | Worst Case | | Best Case | |
|---------|------------|------|-----------|------|
| 1993-94 | \$148,095 | 4.87 | \$131,581 | 4.33 |
| 1994-95 | \$142,895 | 4.70 | \$125,855 | 4.14 |
| 1995-96 | \$137,122 | 4.51 | \$116,143 | 3.82 |
| 1996-97 | \$122,581 | 4.03 | \$111,160 | 3.65 |
| 1997-98 | \$117,577 | 3.87 | \$106,191 | 3.49 |
| 1998-99 | \$112,623 | 3.70 | \$102,355 | 3.37 |
| 1999-00 | \$108,794 | 3.58 | \$98,902 | 3.25 |
| 2000-01 | \$105,337 | 3.46 | \$94,805 | 3.12 |
| 2001-02 | \$101,224 | 3.33 | \$81,385 | 2.68 |
| 2002-03 | \$87,822 | 2.89 | \$81,385 | 2.68 |
| 2003-04 | \$42,454 | 1.40 | \$36,013 | 1.18 |
| 2004-05 | \$42,444 | 1.40 | \$36,013 | 1.18 |
| 2005-06 | \$42,467 | 1.40 | \$36,013 | 1.18 |
| 2006-07 | \$42,426 | 1.39 | \$17,181 | 0.56 |
| 2007-08 | \$23,631 | 0.78 | \$17,181 | 0.56 |
| 2008-09 | \$23,597 | 0.78 | \$16,850 | 0.55 |
| 2009-10 | \$23,312 | 0.77 | \$16,850 | 0.55 |
| 2010-11 | \$23,292 | 0.77 | \$16,850 | 0.55 |
| 2011-12 | \$23,296 | 0.77 | \$0 | 0.00 |
| 2012-13 | \$6,431 | 0.21 | \$0 | 0.00 |

Worst case separation debt contributes 4.87 to the first year mil rate. Clarification of the arbitration award wording could produce the "best" case debt pay out schedule on the right. This "best" case separation debt would contribute 4.33 to the first year mil rate or .54 cents per thousand less than the "worst" case. In both cases the effect of separation debt decreases steadily until it is paid off in 18 or 20 years. There is a larger step reduction after the tenth year as the unfunded obligations portion of the separation debt is paid off.

Budget Notes Continued

The Town of Long Island will be starting from scratch, that is with no money in the bank. To fund the early days of the new town's existence two mechanisms are budgeted for. A \$200,000 tax anticipation note will provide operating funds until September and March tax collections come in. Encouraging early payment of real estate taxes will allow the Town to partly offset this debt expense with additional unbudgeted cash management income. To these ends the proposed budget includes the cost of borrowing \$200,000 at 6% for 10 months and sufficient overlay to provide a 2% discount for the early payment of real estate taxes. The terms of any early payment discount would be determined by the new Town government.

The new solid waste transfer station cannot be constructed until the new town has the necessary permits and the City of Portland completes its dump capping obligations, under the terms of the arbitration agreement. This budget provides funding for "The Works" transfer station and not the "Bare Bones" alternative described at public hearing by the Solid Waste Committee. The budget assumes a general obligation bond for the dump capping, well monitoring and transfer station construction. This bond would be approved but not issued until needed. Bonding the total costs of this project over 10 years costs less than the 10 year full pay out lease originally described. This budget includes first year debt service for this bond on the assumption that it could be needed as early as the fall of 1993. Funds for the transfer station permitting process are included in the first year capital improvement budget so that this critical path project can proceed.

The Cumberland County tax included in this budget is based on this years county tax increased by 5% for an annual increase allowance and reduced by 1/2 to allow for the fact that only 1/2 years county tax will be billed to the town during September of its first year. This is consistent with common accounting practices.

This budget is for the first year of existence of a new Town. It contains expenses which will occur only in the Town's first year. Municipal consultants, tax anticipation, and fire proof files for example. This budget as a first year budget also contains full funding for three contingency funds, selectmen's contingency, Tuition contingency, and general assistance fund. In second and subsequent years only the money actually spent from these funds the previous year will be budgeted. Two budget lines will have increases in the second year, the Cumberland County tax and the transfer station bond debt service. Reasonable assumptions for these first year expenses and the reduction in separation debt service coupled with allowances for the known increases allows for a \$0.69 reduction of the mil rate in the second year.

Budget Notes Continued

While lower rates of interest are currently available to municipalities, this budget projects the cost of borrowing for short term tax anticipation at 6.0% and for ten year general obligation bonding at 6.5%.

Sources of town income other than real estate and personal property tax are estimated on the Estimated Additional Revenue Page.

To compare this budget's proposed mil rate to the City of Portland's current mil rate of 24.66 on an apples to apples basis the indicated mil rate of 22.66 should be reduced by the separation debt of 4.83 and the first year only expenses of 0.69. This yields the town's core mil rate of 17.14.

The Town of Long Island Research Committee would like to thank everyone who helped in the collection and preparation of the information contained herein.

Town of Long Island

Proposed 1993-1994 Budget

Summary

Total Expenditures \$712,235

Mark Greene, Committee Chairman (207)766-4440

| | | |
|-----------------------|-----------|--------|
| Government | \$60,525 | 8.50% |
| Capital Spending Plan | \$38,000 | 5.34% |
| Debt Service | \$163,384 | 22.94% |
| Education | \$237,686 | 33.37% |
| Insurance | \$14,918 | 2.09% |
| Public Safety | \$66,501 | 9.34% |
| Public Works | \$75,230 | 10.56% |
| Social Services | \$14,000 | 1.97% |
| Solid Waste | \$41,991 | 5.90% |
| | <hr/> | |
| | \$712,235 | |

Tax Rate Computation

| | | |
|---------------------------------|-----------------|-------|
| Less Additional Revenues | \$51,292 | |
| Sub-Total | <hr/> \$660,943 | |
| Overlay (Adjustments & Rebates) | \$20,000 | 3.03% |
| Total Real Estate Tax Levy | <hr/> \$680,943 | |

Real Estate Tax Base Long Island \$30,416,230

Gross Real Estate Tax mil. rate 22.387489

Cumberland Cty. Tax mil. rate 1/2 yr. 0.277096

Total Real Estate Tax mil. rate

22.664585

Government Administration

Total Expenditure \$60,525.00

Committee

| | |
|----------------------------|---------------|
| Robert Brayley Co-Chairman | (207)766-2762 |
| Donna Rockett Co-Chairman | (207)766-2183 |
| Jim Drake | (207)773-8933 |
| Chris McDuffie | (207)772-9070 |
| Linda Papkee | (207)766-2002 |
| Dick Rockett | (207)766-2183 |
| Jim Wilber | (207)766-5162 |

Budget Summary

| | |
|-------------------------|----------|
| Town Officials | \$24,000 |
| Professional Assistance | \$22,000 |
| Utilities | \$1,825 |
| Miscellaneous | \$12,700 |
| | <hr/> |
| | \$60,525 |

Budget Details

Town Officials

| | | |
|-------------------------------------|---------|----------|
| Town Clerk (2 days/wk. 4 hrs. each) | \$2,800 | |
| Selectmen - (3 Honoraria) | \$4,500 | |
| Code Enforcement Officer | \$3,900 | |
| Tax Assessor | \$6,000 | |
| Tax Collector | \$3,000 | |
| Treasurer | \$3,000 | |
| Town Meeting Moderator - Honorarium | \$300 | |
| Animal Control Officer | \$500 | |
| | | \$24,000 |

Professional Assistance

| | | |
|-----------------------|----------|----------|
| Town Accountant | \$5,000 | |
| Town Counsel | \$5,000 | |
| Municipal Consultants | \$12,000 | |
| | | \$22,000 |

Utilities

| | | |
|--------------|-------|---------|
| Postage | \$725 | |
| Telephone | \$500 | |
| Heat & Light | \$600 | |
| | | \$1,825 |

Government Administration Continued

Miscellaneous

| | | |
|----------------------------------|----------|----------|
| Selectmen's Contingency Fund | \$10,000 | |
| Local Elections | \$500 | |
| Maine Municipal Association Dues | \$700 | |
| Misc. Supplies | \$500 | |
| Town Report | \$1,000 | |
| | | \$12,700 |

Estimated Additional Revenues

Total Revenue **\$51,192**

Clerks Office

| | |
|----------------------------|---------|
| Auto Registrations | \$250 |
| Boat Registrations | \$100 |
| Birth Certificates | \$20 |
| Building Permits | \$1,200 |
| Death Certificates | \$20 |
| Dog Licenses | \$100 |
| Electrical Permits | \$200 |
| Auto Excise Tax | \$6,000 |
| Boat Excise Tax | \$3,800 |
| Fishing & Hunting Licenses | \$20 |
| Marriage Certificates | \$20 |
| Plumbing Permits | \$300 |

Education

| | |
|-------------------------------|---------|
| State Operating Subsidy | \$5,762 |
| Low Income Student Adjustment | \$130 |

Public Works

| | |
|--------------------------------------|----------|
| State Road Maintenance Reimbursement | \$11,000 |
|--------------------------------------|----------|

Solid Waste

| | |
|--------------|---------|
| Dumping Fees | \$1,000 |
|--------------|---------|

State

| | |
|------------------------------|----------|
| State Revenue Sharing | \$12,670 |
| Tax in Lieu on State Beaches | \$2,500 |
| General Assistance Rebate | \$5,450 |

Treasurers Office

| | |
|----------------------------|-------|
| Tax Deed Redemption | \$0 |
| Tax Interest and Penalties | \$0 |
| Cash Management Income | \$650 |

\$51,192

Education

Total Expenditure **\$237,686**

Committee

| | |
|------------------------|---------------|
| Nancy Jordan, Chairman | (207)766-2512 |
| Carol Callandro | (207)766-2018 |
| Shirley Conner | (207)766-2549 |
| John Davis | |
| Paula Johnson | (207)766-3318 |
| Robert Jones | (207)766-2512 |

Student Population

| | |
|-------------------|----|
| Island Students | 21 |
| Commuter Students | 13 |
| Total | 34 |

Staff

| | |
|--------------------------|----------|
| Superintendent/Principal | Contract |
| Teachers | 2.00 |
| Aides/Assistants | 1.00 |
| Custodians | .25 |

Budget Summary

| | |
|--------------------------|-----------|
| General Instruction | \$164,624 |
| Professional & Technical | \$29,000 |
| Administration | \$8,500 |
| Custodial/Maintenance | \$14,872 |
| Board/Travel | \$1,100 |
| Transportation | \$19,590 |
| | <hr/> |
| | \$237,686 |

Budget Details

General Instruction

| | |
|--|----------|
| Teachers | \$50,000 |
| Aide/Assistant | \$11,000 |
| Teachers' Benefits @ 21% | \$12,000 |
| Supplies | \$3,500 |
| Equipment | \$1,000 |
| Field Trips | \$1,000 |
| Tuition (grades 6 - 12)(13 @\$5000 each) | \$65,000 |
| Tuition Special Ed. | \$6,124 |
| Tuition Contingency | \$15,000 |

\$164,624

Education Continued

Professional & Technical

| | | |
|--------------------------------|----------|----------|
| Substitutes | \$2,800 | |
| Psychological Testing | \$2,500 | |
| Speech and Language | \$2,000 | |
| Social Worker | \$1,000 | |
| Humanities and Arts | \$10,000 | |
| Auditor (w/ Town Audit) | | |
| Legal Services (w/ Town Legal) | | |
| Reading Consultant | \$1,600 | |
| Project Exploration | \$1,600 | |
| Special Education Tutor | \$1,000 | |
| Specialized Maintenance | \$3,500 | |
| | | \$29,000 |

Administration

| | | |
|-------------------------------------|---------|---------|
| Superintendent/Principal (Contract) | \$6,500 | |
| Insurance (w/ Town Insurance) | | |
| Telephone | \$500 | |
| Copier | \$500 | |
| Paper and Supplies | \$1,000 | |
| | | \$8,500 |

Custodial/Maintenance

| | | |
|-------------|---------|----------|
| Staff | \$6,560 | |
| Benefits | \$1,312 | |
| Supplies | \$1,500 | |
| Equipment | \$500 | |
| Electricity | \$1,500 | |
| Fuel | \$3,500 | |
| | | \$14,872 |

Board/Travel (Volunteer Board)

| | | |
|---------------------------------|-------|---------|
| State Conference (2 Members) | \$600 | |
| Staff Conferences and Workshops | \$500 | |
| | | \$1,100 |

Transportation

| | | |
|------------------------------------|----------|----------|
| Casco Bay Lines (Tuition Students) | \$10,000 | |
| Bus to King School | \$1,600 | |
| Misc. Casco Bay Lines | \$900 | |
| Island Transportation | \$7,090 | |
| | | \$19,590 |

Insurance

Total Expenditure

\$14,918

Sub-Committee

Francomano, John Chairman

(207)766-5544

Budget Summary

| | |
|--------------------|----------|
| Municipal | \$8,050 |
| School | \$3,238 |
| Public Works | \$1,155 |
| Emergency Services | \$2,475 |
| | <hr/> |
| | \$14,918 |

Budget Details

Municipal

| | | |
|---------------------------------------|---------|---------|
| Public Official Liability (\$300,000) | \$1,000 | |
| Workers' Comp. (selectmen & clerk) | \$4,000 | |
| Property & Casualty (\$700,000) | \$1,050 | |
| Casualty (\$500,000 @\$4/thousand) | \$2,000 | |
| | | \$8,050 |

Schools

| | | |
|--|---------|---------|
| Fire on School (\$200,000 w/ \$250 deductible) | \$793 | |
| Contents \$(50,000) | \$368 | |
| Workers' Comp. | \$1,308 | |
| School Bus Liability | \$650 | |
| Personal Liability: Teachers, Aids & Students | \$119 | |
| | | \$3,238 |

Public Works

| | | |
|---|---------|---------|
| Fire on DPW garage (\$20,000 w/ \$250 deductible) | \$80 | |
| Contents (\$10,000) | \$75 | |
| Workers' Comp. | \$1,000 | |
| | | \$1,155 |

Emergency Services

| | | |
|---|---------|---------|
| Fire on Police Barn (\$100,000 w/ \$250 deductible) | \$400 | |
| Contents (\$10,000) | \$75 | |
| Workers' Comp. Fire Fighters | \$1,000 | |
| Personal Liability Fire & EMT (\$300,000) | \$1,000 | |
| | | \$2,475 |

Public Safety

Total Expenditure

\$66,501.00

Committee

| | |
|----------------------------------|---------------|
| Leah Doughty, Committee Chairman | (207)766-2686 |
| Robin Horr | (207)766-2548 |
| Ann McDonough | (207)766-2359 |
| Ruth Peterson | (207)766-2071 |
| Diane Teague | (207)766-2802 |
| Rusty Teague | (207)766-2802 |
| Jim Wilber | (207)766-5162 |

Budget Summary

| | |
|---------------|----------|
| Fire | \$24,800 |
| Medical | \$6,700 |
| Police | \$9,901 |
| Miscellaneous | \$25,100 |
| | <hr/> |
| | \$66,501 |

Budget Details

Fire

| | | |
|--------------------------------------|---------|----------|
| Stipend for Fire Chief | \$5,000 | |
| Honorarium for Approx. 19 Volunteers | \$3,100 | |
| Fuel for Trucks | \$2,100 | |
| Fuel for Heating | \$2,500 | |
| Truck Maintenance | \$4,100 | |
| Radio Maintenance | \$500 | |
| Utilities - Electric | \$600 | |
| Utilities - Phone | \$400 | |
| Training | \$2,500 | |
| Minor Equipment | \$4,000 | |
| | | \$24,800 |

Medical

| | | |
|--|---------|---------|
| Honorarium - 7 EMT & 2 Driver volunteers | \$1,700 | |
| Training | \$1,000 | |
| Maintenance (Defib. & Oxygen) | \$1,000 | |
| Supplies | \$2,000 | |
| Minor Equipment | \$1,000 | |
| | | \$6,700 |

Public Safety Continued

Police

| | | |
|-----------------------------|---------|---------|
| Contract Officer (12 weeks) | \$6,781 | |
| Constable | \$3,120 | |
| | | \$9,901 |

Miscellaneous

| | | |
|------------------------------|----------|----------|
| Civil Defense | \$500 | |
| Street Lighting (167 lights) | \$13,500 | |
| Emergency Evacuation | \$10,000 | |
| Transportation | \$500 | |
| Freight (CBL) | \$100 | |
| Other | \$500 | |
| | | \$25,100 |

Social Services

Total Expenditure **\$14,000**

Committee

Ruth Peterson, Committee Chairman (207)846-3609 (207)829-5733
Ann McDonough (207)766-2359

Budget Summary

| | |
|--------------------|-----------------|
| General Assistance | <u>\$14,000</u> |
| | \$14,000 |

Budget Detail

General Assistance

| | | |
|-------------------------------------|---------|----------|
| Food Assistance | \$3,500 | |
| Utilities Assistance | \$4,000 | |
| Rent Assistance | \$6,000 | |
| Other Assistance | \$500 | |
| (flu clinic, dental fluoride, etc.) | | |
| | | \$14,000 |

Public Works

Total Expenditure

\$75,230

Committee

Francis Murphy, Committee Chairman
Mark Fuller

(207)766-2348 (207)761-1879
(207)799-0651

| | |
|----------------|------------|
| Public Roads | 9.20 miles |
| Military Roads | .89 miles |
| Private Roads | 1.56 miles |

Budget Summary

| | |
|-------------------|----------|
| Contract Services | \$37,500 |
| Materials | \$22,400 |
| Utilities | \$5,330 |
| Maintenance | \$10,000 |
| | <hr/> |
| | \$75,230 |

Budget Details

Contract Services

| | | |
|-------------------------------|----------|----------|
| Snow Plowing/Road Maintenance | \$25,000 | |
| Roadside Trash Pickup | \$8,000 | |
| Transfer Station Operation | \$4,500 | |
| | | \$37,500 |

Materials

| | | |
|------------------------------|----------|----------|
| Asphalt (Cold Patch) | \$800 | |
| Chemicals (Calcium Chloride) | \$600 | |
| Gravel/Sand | \$2,500 | |
| Culverts/Guard Rails | \$3,500 | |
| Transport | \$15,000 | |
| | | \$22,400 |

Utilities

| | | |
|------------------------|---------|---------|
| Electric | \$660 | |
| Fuel | \$3,000 | |
| Garage maintenance | \$820 | |
| Postage/Supplies | \$150 | |
| Telephone | \$500 | |
| Transit District Fares | \$200 | |
| | | \$5,330 |

Public Works Continued

Maintenance

| | |
|-----------------------|---------|
| Equipment Maintenance | \$150 |
| Vehicle Maintenance | \$8,000 |
| Sign Maintenance | \$100 |
| Float Maintenance | \$1,250 |
| Tools | \$100 |
| Miscellaneous | \$400 |

\$10,000

Town of Long Island Property

The Town of Long Island will receive the property listed below under the terms of the arbitration award.

| Assessors Plan Map No. | Property Description | Square Feet | Assessed 1-Apr-92 |
|---------------------------|----------------------------------|----------------|----------------------|
| 97-B-84 | Cemetery (Fern Ave.) | 12,717 | \$540 |
| 95A-A-5-32 | Near Dump to Wreck Cove | 492,616 | \$165,080 |
| 97-F-5 | Gravel Pit | 11,340 | \$1,710 |
| 97-F-8 | Gravel Pit | 10,587 | \$1,710 |
| 97-M-1-2-7-8 | Long Island School | 44,196 | \$165,150 |
| 93-I-9 to 11&36 | Police Barn (formerly Fire Barn) | 10,492 | \$94,500 |
| 100-E-22 | Public Works garage | 59,796 | \$55,390 |
| 97-O-3 | Beach Ave. near Dump | 11,049 | \$6,120 |
| 96-A-11 | Ridge Ave. | 10,583 | \$1,710 |
| 96-A-12 | Ridge Ave. | 10,583 | \$1,710 |
| 96-A-7 | Gorham Ave. | 10,583 | \$1,710 |
| 96-A-8 | Gorham Ave. | 10,583 | \$1,710 |
| 101-D-6 | Fern Ave. | 31,375 | \$57,600 |
| 96-D-8 | Ridge Ave. | 10,160 | <u>\$6,120</u> |
| | | | \$560,760 |

Solid Waste

Total Expenditure **\$41,991**

Committee

Jane Conley, Committee Chairman (207)766-2649
Sharon Marr (207)766-2784

Normal Tons per year 169
Recycled Tons per year Unknown

See G.O. Bond for Dump Capping and Transfer Facility
See Public Works Budget for Roadside Trash Pick-up
See Capital Spending for Transfer Station Permitting
See Capital Spending for Waste Oil Furnace

Budget Summary

| | |
|------------------------|-----------------|
| Normal Waste Handling | \$23,221 |
| Special Waste Handling | <u>\$18,770</u> |
| | \$41,991 |

Budget Details

Normal Waste Handling

Household Material

| | |
|---|----------|
| Truck/Driver (\$75/hr. x 3 hrs. x 20 trips) | \$4,500 |
| Barge (\$500 x 20 trips) | \$10,000 |
| Tipping Fee - Regional Waste Systems | \$8,721 |

\$23,221

Special Waste Handling

White Goods

| | |
|---|----------|
| Dealers Pay \$20/ Ton | \$0 |
| Truck/Driver (\$75/hr. x 3 hrs. x 20 trips) | \$4,500 |
| Barge (\$500 x 20 trips) | \$10,000 |

Wood Construction Material

| | |
|--------------------------------|---------|
| \$25/ton (Lewiston, Maine) | \$400 |
| Truck/Driver (\$150 x 2 trips) | \$300 |
| Barge (\$500 x 2 trips) | \$1,000 |

Other Construction Material

| | |
|-------------------------------------|---------|
| \$70/ton (Rochester, NH) | \$1,120 |
| Truck/Driver (\$225/trip x 2 trips) | \$450 |
| Barge (\$500 x 2 trips) | \$1,000 |

\$18,770

Capital Spending Plan

Total Expenditure **\$38,000**

Committee

David Herbert, Committee Chairman (207)766-2931
Warren Brayley (207)766-5065
David Chase (207)766-2975

| | |
|---|----------|
| First Year Capital Improvement Projects | \$13,800 |
| Reserve for Future Capital Projects | \$24,200 |
| | <hr/> |
| | \$38,000 |

First Year Capital Projects

| | | |
|-----------------------------|----------|-----------------|
| Computer | \$1,800 | |
| Fire Proof File | \$1,000 | |
| Copier | \$1,000 | |
| Transfer Station Permitting | \$10,000 | |
| | | \$13,800 |

Reserved for Future Projects **\$24,200**

Capital Projects Over the Next 5 to 10 Years

| | |
|----------------------------|----------|
| Dump Truck / Snow Plow 4x4 | \$30,000 |
| Back Hoe | \$40,000 |
| Fire Tank Truck | \$40,000 |
| Year Round Float | \$25,000 |
| Chipper | \$20,000 |

Capital Projects Over the Next 10 to 20 Years

| | | |
|--|-----------|------------------|
| Waste Oil Furnace | \$5,000 | |
| Phoenix Fire Barn (repair & maintenance) | \$6,000 | |
| Road Rehab. Beach Ave. (Island->Fern) | \$100,000 | |
| Road Rehab. Garfield Ave. (Island->Fern) | \$62,000 | |
| Road Rehab. Eastern Ave. (Cleeves->end) | \$65,000 | |
| Road Rehab. Fern Ave. (Stephenson->Vernor) | \$55,000 | |
| | | \$448,000 |

Debt Service

Total Expenditure **\$163,384**

Budget Summary

| | | |
|----------------------------|------------------|--|
| Town Debt Service | \$15,289 | |
| Separation Debt Obligation | <u>\$148,095</u> | |
| | \$163,384 | |

Budget Detail

Town Debt Obligation

General Obligation Bond (current portion)

Transfer Station Construction and Equipment \$5,289

Tax Anticipation Note

\$200,000 at 6% for 10 months \$10,000

\$15,289

Separation Debt Obligation

General Obligations \$102,723

Unfunded Obligations (Less Asset Allowance) \$45,372

\$148,095

Transfer Station General Obligation Bond Description

Transfer Station "The Works"

| | |
|---|-----------|
| Transfer Station Construction | \$50,000 |
| Building | |
| Cement retaining wall with sand & gravel | |
| Electricity | |
| Training for attendant | |
| Equipment Maintenance | |
| 5000 gal. Leachate Tank | |
| Transfer Station Equipment | \$50,251 |
| 1-2 cu. yd. compactor w/ 50 yd. container | |
| 1-50 cu. yd. swap container on mainland | |
| 5-40 cu. yd. recycling containers | |
| 2-30 cu. yd. recycling containers | |
| Barge Transportation (\$500 x 5 trips) | \$2,500 |
| Dump Capping (estimated L.I. Portion) | \$20,000 |
| Well monitoring 1st Year | \$40,000 |
| | <hr/> |
| | \$162,751 |

Bond Debt Service

| Year | Principle | Interest | Total |
|------|-----------|----------|----------|
| 1 | \$0 | \$5,289 | \$5,289 |
| 2 | \$16,275 | \$10,050 | \$26,325 |
| 3 | \$16,275 | \$8,992 | \$25,267 |
| 4 | \$16,275 | \$7,934 | \$24,209 |
| 5 | \$16,275 | \$6,876 | \$23,151 |
| 6 | \$16,275 | \$5,818 | \$22,093 |
| 7 | \$16,275 | \$4,760 | \$21,036 |
| 8 | \$16,275 | \$3,703 | \$19,978 |
| 9 | \$16,275 | \$2,645 | \$18,920 |
| 10 | \$16,275 | \$1,587 | \$17,862 |
| 11 | \$16,275 | \$529 | \$16,804 |

Long Island, Maine Facts and Figures

LOCATION

Dock to dock - 4.0 nautical miles, (4.5 statute miles)
ENE of Portland - 45 minutes by Casco Bay Lines Ferry boat

SIZE

900 Acres, approximately 2.6 miles long by 0.89 miles at its widest point

POPULATION

| | |
|-------------|-----|
| Year round: | 160 |
| Seasonal: | 900 |
| Dwellings: | 289 |

EDUCATION

| | |
|-------------|-------------|
| Grades K-5 | 21 students |
| Grades 6-12 | 13 students |

SERVICES

| | |
|-----------------|--------------------------------------|
| Fire Protection | 20 Volunteers |
| Public Safety | 5 Volunteer EMTs + 2 in training |
| Police | 1 Officer in summer (8 hrs. per day) |
| | 1 Constable in winter |

TRANSPORTATION

Casco Bay Lines
Water Taxi

REGISTERED VOTERS

161 as of Oct-91

OCCUPATIONS

| | |
|--------------------|---------------------|
| Fishing | 5 Fisherman |
| | 18 Lobstermen |
| Commuters | 38 including |
| | 13 Students |
| | 25 Mainland Workers |
| Year Round Retired | 28 |

Long Island, Maine

Facts and Figures *Cont'd.*

ORGANIZATIONS

| | |
|-------------------------------|---------------|
| VFW | 52 members |
| VFW Auxiliary | 48 members |
| Long Island Civic Association | 320 members |
| Long Island Library | 14 volunteers |
| PTO | 20 members |
| Ivy Class | 12 members |

CHURCHES

Evergreen Methodist Church - year round
Star of the Sea Catholic Church - seasonal

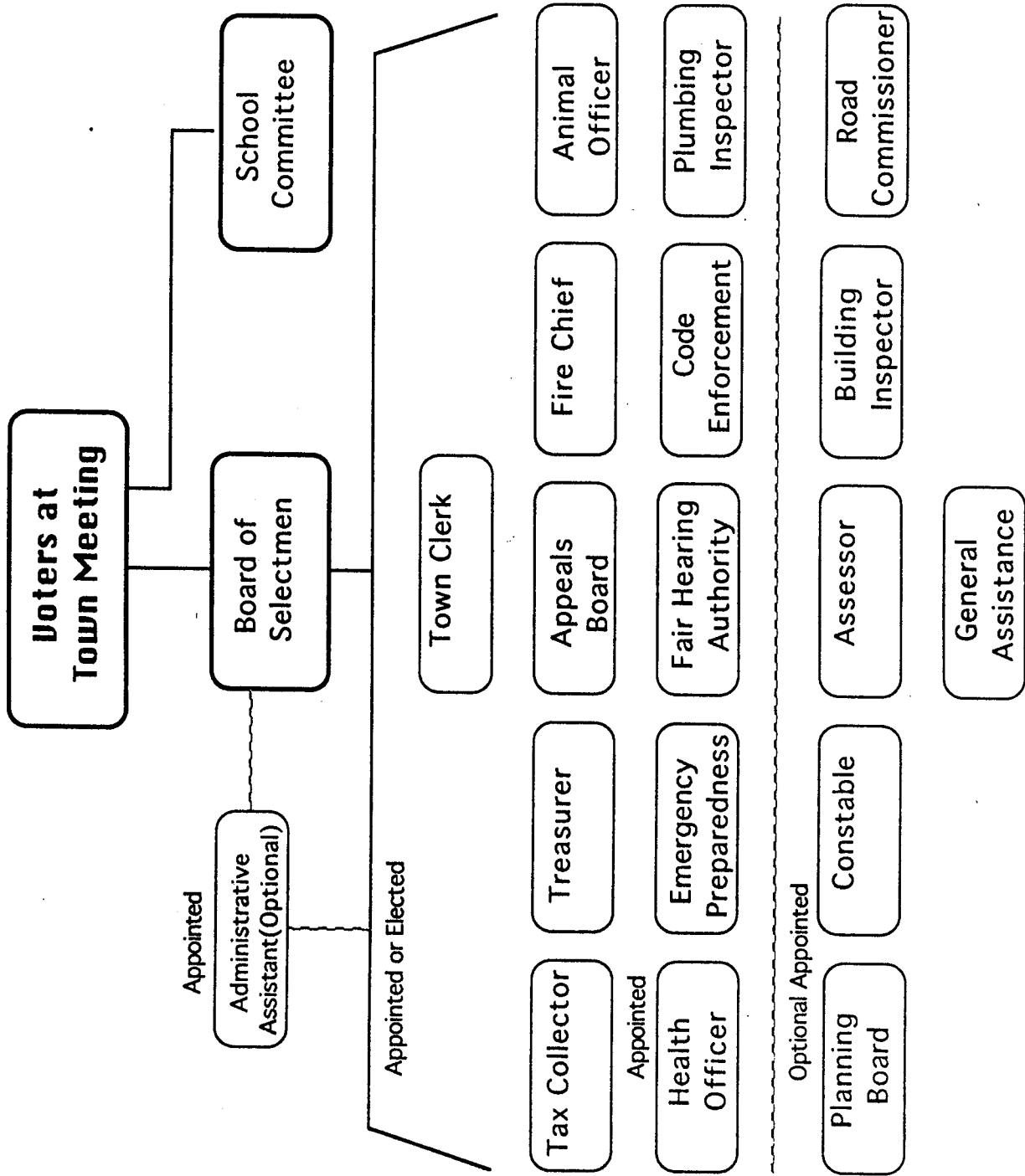
ROADS

| | |
|----------------|------------|
| Public Roads | 9.20 miles |
| Military Roads | .89 miles |
| Private Roads | 1.56 miles |

VALUATION

| | | |
|-------------|-----------------|----------------------|
| Long Island | \$34,654,400 | (estimated 1-Jan-92) |
| Portland | \$3,521,788,000 | (estimated 1-Jan-92) |

Town of Long Island, Maine



Town of Long Island Research Committee
SUMMARY OF ARBITRATION AWARD

Copies of the entire text are at the Long Island Community Library.

1. The Town of Long Island's Access to the Public Records of the City of Portland.

A. Records in General. -The City will keep all public papers, records and documents and provide access to Long Islanders to examine and make copies. The Town may mass copy, at its expense, on or off premise.

B. Assessment Records. - Necessary assessment and tax records, maps, files, cards, etc. will be provided to the Town of Long Island.

2. The Just and Due Proportion of the Debts of the City of Portland to be assumed by the Town of Long Island.

A. City's Debts with Fixed Payment Dates (Total: \$66,817,294 as of 6/30/91).- The Town of Long Island will pay a percentage of the general obligation bonds based on our "State valuation" in relation to Portland's valuation. That ratio at this time is 0.9406%. Estimated annual payments are on a separate handout.

B. City's Debts (Exclusive of Enterprise Debts) Without Fixed Payment Dates (Total: \$80,131,533). - These are other debts such as unfunded pension obligations, unfunded teacher summer salaries, vested vacation and sick payout obligation, and worker's compensation/self insurance.

C. The 1993 County Tax of the City of Portland. - We must reimburse our share of the Cumberland County tax to Portland if Portland gets billed for it.

3. The Just and Due Proportion of the Assets of the City of Portland to be received by the Town of Long Island.

A. Real Property - Except for the "City Dump Site" proper, we receive title to all real property on the Island which is owned by Portland. Value: approx. \$491,910.

- B. Tangible Personal Property - The Town will receive all personal property belonging to the City, except for certain part time pieces of equipment. Value: \$102,950.
- C. The Dump Site Lot. - Upon closure of the City Dump by D.E.P. regulations, the site will be transferred to the Town. Any cost above and beyond the state's contribution will be paid for 80% by the City and 20% by the Town. Water quality monitoring will be the responsibility of the Town after conveyance.
- D. Fireboat - Available for reasonable hourly fee for firefighting.
- E. Access of the Town of Long Island to the 911 Emergency System. - Until the Statewide Emergency 911 is in operation, Portland will forward to the appropriate emergency center in the Town of Long Island all pertinent 911 calls on the same terms and conditions as it forwards 911 calls to other surrounding communities.
- F. Schools. - City will accept tuition students for not less than 6 years after incorporation. (Grades 6-12).
- G. Access to Mainland. - Use of East End Beach or substitute on same terms as Portland residents.
- H. Endowments. - The panel makes no award that in any way extends or detracts from the rights of the Town of Long Island and its inhabitants to the benefits of endowments held by the City of Portland.
- I. The Just and Due Proportion of All Remaining Assets of the City. - The City shall pay the Town \$300,000 in ten equal installments over ten years against the debt.
- J. Costs of Arbitration. - Pay own arbitrator and split all other costs.
- K. Settlement of Disputes Under This Award. - Any disputes over this Arbitration Award shall be settled by binding arbitration.

SAVE
TIME

AIRMED

SAVE
LIVES

Ignoring the safety of your loved ones is a tragedy. Ignoring the safety of your loved ones is a tragedy. Ignoring the safety of your loved ones is a tragedy.

15 August 1992

The Long Island Research Committee
P. O. Box 125
Long Island, Maine, 04050

Dear Sirs,

It is Airmed's intent to provide aeromedical transport services to the Islands of Casco Bay with a helicopter, from our base at the Portland Jetport, utilizing our currently licensed Paramedic Rescue Services. Airmed flight crews will normally consist of a flight nurse and a flight paramedic, with full ACLS equipment.


Dispatch of the Airmed helicopter can be accomplished by calling Airmed's 24 hour hot line, 1-800-888-5522; or where 911 coverage is in service, by dialing 911, and requesting the Airmed Helicopter.

The fee for this service is currently set at \$550 base rate (Lift-off Fee), and \$1800 per Flight Hour. For Long Island, with a round trip flight time of 12 minutes (six minutes each way), the per call fee would be \$910.00

The charges for this service are preliminary, and may be reduced with experience and anticipated higher usage levels. Airmed is also willing to enter into contract negotiations, where per call fees may be reduced by up to 30% if payment for all calls is guaranteed.

Enclosed, please find a copy of the guidelines for utilizing Airmed, and Airmed's safety rules. If we can be of further assistance in answering your questions, please call us at 772-9041.

Best Regards for a brighter future,


Sean Rafter
President



SAVE
TIME

AIRMED
SKYCARE, INC.

SAVE
LIVES



GUIDELINES FOR CALLING

AIRMED

There are special circumstances and injuries that may require the use of AIRMED to enhance the care of the patient and the speed of transfer. The following are guidelines that can be used to assist in making the judgment to request AIRMED:

MECHANISM OF INJURY

{An indication of the amount of kinetic energy imparted to the body}

1. High energy dissipation, rapid deceleration.
2. Falls of 15 feet or more.
3. Child under 12 struck by a motor vehicle
4. Passengers with multiple injuries
5. Passenger space invaded by one foot or more
6. Deformity of a contact point {steering wheel, windshield, etc.}
7. Death of another passenger
8. Ejection from a vehicle

PHYSICAL ASSESSMENT

{indication of severe anatomic or physiologic derangement}

1. Blood pressure less than 90mm Hg systolic
2. Respiratory rate less than 10 or greater than 30, compromised airway
3. Pulse rate less than 60 or greater than 110
4. Unconsciousness or decreasing level of consciousness
5. Trauma Score of 12 or less
6. Glasgow Coma Scale of 10 or less
7. Penetrating trauma to the head, neck or torso with shock
8. Amputation of an extremity
9. Severe burns
10. Paralysis or spinal cord injury
11. Fractures of 3 or more long bones

SPECIAL CONDITIONS

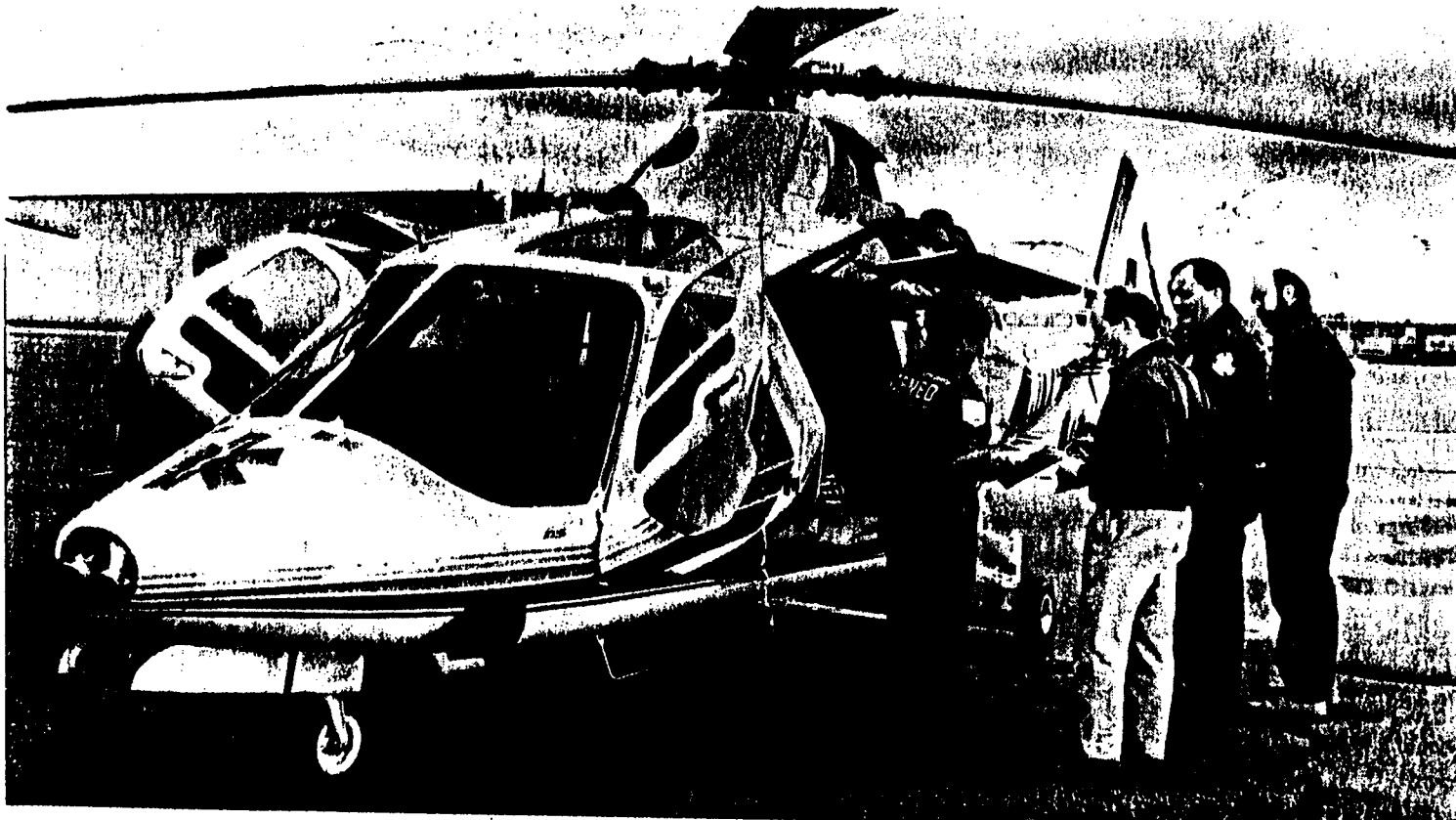
Experience has demonstrated that in some patients and selected situations, early and aggressive acute cardiovascular and medical care can save lives. Such cases may involve:

1. Acute cardiac events with unstable or deteriorating vital signs {myocardial infarction, aortic dissection, pulmonary edema, cardiogenic shock}
2. Respiratory distress syndrome {drowning, smoke inhalation, respiratory failure}
3. Malignant hypothermia
4. Anaphylaxis

SITUATIONS

AIRMED may enhance the care in certain cases, as those listed above, when emergency care personnel have considered the individual circumstances and found that:

- the amount of time needed to transport a patient by ground to an appropriate facility poses a threat to the patient's survival and recovery;
- weather, road and traffic conditions would seriously delay the patient's access to advanced life support care;
- critical care personnel and equipment is needed to adequately care for the patient during transport.



Bridget DuBois, chief flight nurse for the Portland-based Airmed Skycare Inc. explains the company's service to paramedics at the Jetport Wednesday. The firm flew a demonstration flight in a bid to show the speed and efficiency of helicopters over ground ambulances.

Staff photo by John Partridge

Helicopter ambulance plan pushed

● Firm seeks to persuade Maine hospitals to create helipads and guidelines.

By CLARKE CANFIELD
Staff Writer

It took 89 minutes Wednesday for a high-tech helicopter ambulance to fly from Portland to Brunswick to Bangor to Augusta and back to Portland — a trip that would have taken a ground ambulance four hours.

The demonstration flight was part of a push by a Portland air ambulance firm and a helicopter maker to persuade Maine hospitals to create helipads and guidelines for such service, which they said would save time and lives.

Maine is one of a handful of states without helicopter ambulance services, although there are four medically equipped airplanes in the state.

Hospital officials, paramedics and others that the state needs medical helicopter service. However, there are no plans to bring a medical helicopter to the state.

Paul Farrington, a paramedic for

HELICOPTERS VS. GROUND AMBULANCES

A helicopter could substantially cut down the travel time in transporting patients to Maine Medical Center or other hospitals in the state. Times are estimates and can vary depending on winds, traffic, road conditions and other factors.

| Portland to: | Time via helicopter | Via ground ambulance |
|-----------------|---------------------|----------------------|
| Brunswick | 10 minutes | 25 minutes |
| Boothbay Harbor | 14 minutes | 90 minutes |
| Augusta | 22 minutes | 60 minutes |
| Bangor | 46 minutes | 2 hours |
| Norway | 20 minutes | 1 hour, 10 minutes |
| Rockland | 25 minutes | 2 hours |

Portland-based Airmed Skycare Inc. and a Lewiston ambulance service, said a helicopter would complement ground ambulances, whose effectiveness is often reduced by Maine's rural nature and coastal islands.

"There's not an ambulance out there that'll do 175 mph, and do it in a straight line," Farrington said.

Airmed Skycare, which owns a medical airplane but not a medical copter, and Agusta Aerospace Corp., an Italian helicopter firm with

American headquarters in Philadelphia, sponsored the demonstration. Sean Rafter, owner of Airmed Skycare, said he wants to heighten awareness about the need for air ambulance service in the state.

There are now about 175 air ambulance programs nationwide. To bring an air ambulance to Maine, hospitals would have to work in cooperation with ambulance and helicopter services, said Dr. Sandra Benson, president of

Emergency Medicine Associates, a physician-owned company that runs the emergency departments at four Maine hospitals.

Hospitals — particularly Maine Medical Center — would have to create landing areas, and hospital administrators would have to coordinate with each other to establish guidelines on how to handle helicopter patients, she said.

When a system is in place, a helicopter could then be purchased.

There are no statistics on cases in Maine in which air ambulance could save lives, but there are plenty of anecdotes.

Benson said she knows of a patient whose aorta had ruptured and who had to be transported to Maine Medical Center by ambulance 1½ hours away. He died in the emergency room before help could be administered.

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