

MEETING NOTICE

The regular monthly meeting of the Ellsworth City Council will be held on Monday, July 17, 2023 at 6:00 PM in the Ellsworth City Hall Council Chambers.

Meetings will be broadcast live on:

Facebook: <https://www.facebook.com/ellsworthme>

YouTube: <https://www.youtube.com/c/CityofEllsworthMaine>

Spectrum Channel 1303

1. Call to Order.
2. Pledge of Allegiance.
3. Rules of Order.
4. Adoption of minutes from the following meeting (s) of the Ellsworth City Council:

➤ 06/19/2023 Regular Council Meeting.

➤ 06/30/2023 Special Council Meeting.

5. City Manager's Report.
6. Committee Reports.
7. Citizens' Comments.
8. Presentation of Awards.
 - Carolyn Ackerman for her 22 years of service to the Ellsworth Historic Preservation Commission
 - David Hopkins for his 10 years of service to the City of Ellsworth as Highway Mechanic and Transfer Station Attendant.
 - Chase Hardwick- HCTC Intern for Highway
 - James Hassard for heroism
 - Rob Angelo for heroism

UNFINISHED BUSINESS

9. Update about a new Arbor Commission (Original discussion 06/19/2023)
10. Review of Franklin street Parklet barricade options (Original discussion 06/19/2023)

CONSENT AGENDA

CONSENT AGENDA: All items with an asterisk (*) are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a Council member so requests, in which event, the item will be removed from the Consent Agenda and considered in its normal sequence on the Agenda.

NEW BUSINESS

11. Presentation from DOT's Village Partnership Program- The presentation is on MaineDOT's Village Partnership Initiative. This program leverages funding through BIL to make overdue investments in the historic downtowns and village centres in rural Maine. The process requires a feasibility study, in a partnership with the municipality and MaineDOT, then using that feasibility and design study we apply for a USDOT Raise Grant to bring for every \$1.00 local match, \$1.00 State, and \$8.00, Federal. This program addresses pedestrian, bicycle and motorist safety, overdue ADA compliance and the aesthetics of our historic downtowns. It is a once in a generation opportunity.

12. Discussion and Action on the request of the Partners of the Union River (POUR) to install education/information displays at the Harbor. (Sponsored by Beal) **

13. Public hearing and action on the following business license application (s):

- Ellsworth Lodge of Elks #2743, 317 High Street, for renewal of a City Class B License (Victualer, Liquor, and Amusement) and renewal of a State Club-On Premise with Catering Malt, Spirituous and Vinous (Class I) Liquor License.
- Taste Jamaica, LLC 190 State Street for renewal of a City Class C License (Victualer and Liquor) and renewal of a State Restaurant (Class III & IV) Wine and Malt Liquor License.
- Melanie Omlor-Fox d/b/a Helen's Restaurant of Ellsworth, 55 Downeast Highway, for renewal of a City Class C License (Victualer and Liquor) and renewal of a State Restaurant Malt, Spirituous and Vinous (Class I, II, III, IV) Liquor License.
- Daniel C. Potts d/b/a Lakeside Cedar Cabins, 397 Mariaville Road, for renewal of a City Lodging License.
- Da Butler Did IT! DBA Dragonfire Pizza, 248 State Street, for a renewal of City Class B (arcade, Victualer, liquor) and State malt liquor license.
- Pat's Pizza Ellsworth, 396 High Street, for a renewal of City Class C license (Victualer and Liquor) and renewal of State Malt, Wine and Spirituous liquor license.

14. Council Order #072300, Public Hearing and Action on the Request of the Finance Director to award a TAN (Tax Anticipation Note) borrowing for \$2,000,000.00. **

15. Council Order #072301, Request of the Water Superintendent to purchase 2 variable frequency drives for \$45,050. **

16. Council Order #072302, Request of the Finance Director to approve the annual reports for Tax Year April 1, 2022 through March 31, 2023 for Affordable Housing Tax Increment Financing Districts, Leonard Lake, Oriole Way and Oriole Way Senior Housing in the City of Ellsworth. **

17. Council Order #072303, Request of the IT Director to purchase IT Network upgrades. **

18. Council Order #072304, Request of the Facilities Manager to accept a bid to repair the Chimney at City Hall. (Bids to be opened 7/13/23). **

19. Council Order #072305, Request of the Facilities Manager to accept a bid to replace a section of roofing at the Moore Community Center. (Bids to be opened 7/13/23) **

20. Council Order #072305, Request of the Finance Director to review and approve the updated City of Ellsworth Investment Policy. **

21. Council Order #072306, Request of the Deputy Fire Chief to use ARPA funding to purchase and install a Direct Capture Vehicle Exhaust System.

22. Council Order #072306, Request of the City Planner and City Manager to apply for federal financial assistance under the provisions of the Land and Water Conservation Fund (LWCF) Act, Public Law 88-578 in support of conservation of 279.1 acres of land adjacent to the Branch Lake public water supply and expansion of low impact recreational opportunities and to enter into a LWCF Project Agreement with the State subsequent to federal approval of the project and adopting a resolution stating such. **

23. City Council Appointments (additional since June) **

24. Councilor Comments.

25. Executive Session pursuant to 1 MRSA §405, 6. A. for personnel matters to discuss contractual issues for appointed officials.

26. Discussion and Action from the Executive Session.

27. Adjournment.

MEETING NOTICE

The regular monthly meeting of the Ellsworth City Council will be held on Monday, June 19, 2023 at 6:00 PM in the Ellsworth City Hall Council Chambers.

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Spectrum Channel 1303

AGENDA

1. Call to Order.
2. Pledge of Allegiance.
3. Rules of Order.
4. Adoption of the Ellsworth City Council minutes from the following meeting (s):
 -  May 8, 2023 Special Meeting Minutes
 -  May 15, 2023 Regular Meeting Minutes
 -  June 5, 2023 Special Meeting Minutes
 -  June 5, 2023 Emergency Meeting Minutes

Motion to approve by M. Beal, second by C. Hanson, passed 7-0

5. City Manager's Report.
6. Committee Reports.
7. Citizens' Comments.
8. Presentation of Awards.
 -  Captain Shawn Willey for 20 years of dedicated service to the Ellsworth Police Department
 -  Chase Hardwick- HCTC Intern with Public Works

UNFINISHED BUSINESS

9. Discussion to broadcast Finance Committee Meetings (Sponsored by Hanson from 5/15/2023)
Motion to broadcast live by C. Hanson, second by S. O'Halloran, 2-5- Failed
Motion to video record and post online to youtube by C. Hanson, second G. Lyons, passed 7-0

CONSENT AGENDA

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10. Council Order #062300, Request of the Deputy Treasurer/Tax Collector to set the real estate and personal property tax due dates at September 14, 2023 and March 14, 2024. * **
11. Council Order #062301, Request of the Deputy Treasurer/Tax Collector for an Order of the Municipal Officers on the application of real estate and personal property tax payments. This order will allow for the Tax Collector and Treasurer to apply tax payments against the oldest unpaid tax bills. * **
Motion to approve by T. Mote, second by C. Hanson, passed 7-0

NEW BUSINESS

12. Public hearing and action on the application (s) for new or renewal for the following license (s):
 - Pavida Visetrut Young d/b/a Thai Sana, 321 High Street, for renewal of a City Class C License (Liquor and Victualer) and renewal of a State Restaurant Malt and Vinous (Class III and IV) Liquor License. ** **J. Stein/C. Hanson/7-0**
 - Sugar Mags Central LLC, dba Sugar Mags 142A Main Street for renewal of a City Class A (Amusement, food, arcade) and mobile vending ** **G. Lyons/C. Hanson/7-0**
 - Zeppa's NY Pizza, 92 Water Street, for renewal of a City Class C (liquor, Victualer) and renewal of State liquor license (class III and IV). ** **G. Lyons/T. Mote/7-0**
 - Fogtown Brewing, 25 Pine Street, for renewal of a City Class B license (liquor, Victualer, amusement) and renewal of State Brewing license. ** **G. Lyons/C. Hanson/6-1-0 (J. Stein abstained, conflict)**
 - LNJ LLC dba Forest Ridge Campground, 40 Flockamoosen Way for a new City Lodging license. ** **Not taken up due to absence**
13. Council Order #062302, Appointment of City Officials by the City Council.
 - a. Reappointments. **
Motion to approve except the Board of Appeals until July by C. Hanson, second by T. Mote, passed 7-0
14. Council Order #062303, Approval of City Manager's appointments.
 - a. Reappointments. **
Motion to approve by C. Hanson, second by T. Mote, passed 7-0
15. Council Order #062304, Request of the Deputy Treasurer/Tax Collector to set the interest rate at 6% on overdue taxes. **
Motion to approve by C. Hanson, second by M. Beal, passed 6-1 (G. Lyons opposed)

16. Public hearing and action on Budget Resolutions for FY 2024. **
Motion to approve the budget of \$24,570,558, second G. Lyons, passed 6-1 (SO Opposed)
Motion to approve the additional resolution (Library 703,798, Water Rev. \$1,360,072 and Exp. \$1,280,232, and Waste Water Rev. \$2,098,000 and Exp. \$1,841,340) M. Beal, second by T. Mote, passed 6-1 (SO opposed)
17. Discussion regarding Franklin Street Parklet (Sponsored by Hanson)
18. Discussion regarding a request to the Hancock County Commissioners for ARPA funding (Sponsored by Hanson)
19. Appointment of an Arbor Commission (Sponsored by Hanson)
20. Councilor Comments
21. Adjournment.

Motion to adjourn by M. Beal, second by G. Lyons, passed 7-0

Minutes, City Council Meeting June 19, 2023

Dale Hamilton

call to order the Ellsworth city council meeting Monday June 19, 2023. All councilors are present. Pledge of Allegiance.

Dale Hamilton

Rules of Order we follow Robert's Rules of Order and any other rules that the Council adopts along the way. Councilor Stein, you wanted to make a statement.

Jon Stein

Good evening, it's June 19. Some of you may have noticed some institutions closed today. This is a federal holiday called Juneteenth, officially Juneteenth national independence day in the United States commemorating the emancipation of enslaved African Americans deriving its name from combining June and 19 it's celebrated on the anniversary of the order by major Grainger proclaiming freedom for slaves in Texas on June 19, 1865. This is two and a half years after the Emancipation Proclamation was issued. Originating in Galveston. Juneteenth has been observed annually in various parts of the United States, often broadly celebrating African American and black culture. Today was first recognized as a federal holiday in 2021. This is off of Wikipedia, but I encourage you to deep delve in deeper if you will. There was an incredible event celebrating at Knowlton Park today. You can go to Juneteenthdowneast.org. We're our local radio station, did a live recording and that'll be available there. Thank you.

Dale Hamilton

Item four adoption and Ellsworth City Council minutes from the following meetings May 8, 2023. Special meeting minutes May 15, 2023. regular meeting minutes June 5, 2023. Special meeting minutes and June 5, 2023. Emergency meeting minutes.

Michelle Beal

So Moved

Casey Hanson

Second.

Dale Hamilton

any discussion? All those in favor? Unanimous.

Dale Hamilton

Item five city manager's report manager Moshier.

Glenn Moshier

evening Council just have a few things to update you on upcoming closures city facilities and a library will be closed Tuesday, July 4 and observance of Independence Day. city facilities and the library will

close at noon time on Friday, July 28 for the annual employee appreciation cookout. The rain date for that is August 18. Clerk's office would like me to remind everyone that the school budget election is June 29. Absentee ballots are available through the clerk's office through June 26. And it's that time of year again for ATV in boats for re registration. Rapid renewal is now back online for vehicle registration renewal. This can be accessed through the city's online service services webpage may have you may have recalled last year. With the switch to the new software everyone had to come in and do it in person. But now it's back online. RF Jordan is still on scheduled to begin work on Christian Ridge Road in mid July. So pay attention to traffic announcements and there will be signage alerting folks as to when that exact construction will begin on Christian Ridge Road. And the temporary repair of the branch Lake has been completed. It was completed in May. The water level thanks to Mother Nature has risen about a foot from the winter level where we had to have it for leak purposes, but also what we maintain for winter levels. The dam is closed with the exception of a small amount of water that's allowed to flow for the branch Lake stream. And we're hopeful that with the rain that we've had that boating will be able to be enjoyed the summer on Branch Lake without a lot of the concerns that we were facing just a few weeks ago when the water level was significantly lower. And that is all I have for this evening.

Dale Hamilton

Item Six committee reports. Any counselors attend committees that they'd like to report out on

Jon Stein

the solid waste Committee did not meet but we finally finished our application. So keep an eye on the city website applications. We'll go live from the solid waste committee. We've got some exciting things planned and you can join myself and Councilor Mote. We're gonna do great work.

Casey Hanson

And I guess I'll report from the Comprehensive Plan steering committee, we had a kickoff meeting at the it was in the Franklin parklet. Right. I was at work. So it was on Friday afternoon. So that was a great start for starting to get input from citizens about the comprehensive plan. And the Communications Committee met last week, June 12. And talked about a variety of different ways to improve communication with the community, including working on the city calendar, having a rotating Department reports. Other ideas that we're thinking of to communicate important updates with citizens.

Michelle Beal

I have a couple of committees, the Finance Committee has met three out of the last four Friday's, we've been mostly talking about, obviously, the audit, getting receiving updates from the finance director about where the audit is, and when we should we see the 22 audit so that we can start on the 23rd audit, and then also discussing reports, organization of reports and information that should be coming to the Finance Committee once the audit is complete, and our numbers updated. We also tonight when we discuss the ARPA funds, the Finance Committee has a recommendation for that. And then the harbor commission, I was unable to attend the meeting. But I have been speaking with the committee members, and they had asked me to just provide a little information on their next project. That's actually collaboration with the partners of the Union river. I didn't know we had a partners of the Union river, but I do now. And they are a group that is a 501 C 3 that was created last year. And their mission is to ensure public, the public use and the rehabilitation of the Ellsworth waterfront and they will be coming

to the company to the console next month. They have a plan for signage. Its interpretive educational signs and Harbor Park to focus on the history of the harbor waterfront and provide information on the wildlife of the river. This is a project that they're not going to be asking the Council for money for they're going to raise it themselves through grants and public funds. But they would like to come next month and ask for permission to do this project.

Dale Hamilton

Superintendent Bowles, who commentary I think is doing an exceptional job of really breaking down the silos and working as a whole city and including all sides of the the city involved. And so she is asking for representation from the Council on three different committees. One is the HCTC building committee. One, another one is the Ellsworth school strategic plan. And then the last one is preschool committee. So we're looking for one counselor to participate in each one of those committees. So with that, do any of you have an immediate

Casey Hanson

preschool committee

Michelle Beal

Thank you. I'll do the HCTC.

Dale Hamilton

And the strategic plan anybody interested in that?

Tammy Mote

Okay.

Dale Hamilton

Thank you for volunteering. We knew who we were gonna go to next. All right.

Dale Hamilton

Item Seven is citizens comments. This is a portion of the agenda where citizens can make a comment you have three minutes to speak on any topic you wish. If there's an agenda item that you wish to speak to, you can wait for that item to come up and you'll have an opportunity at that point to talk about that specific item. Or you can choose to use this three minutes to talk about an agenda item if you're not going to be sticking around or you just wanted to get out in front of that. I leave that to you. So with that. If you'd like to speak just go to the podium state your name and you'll have three minutes

John Linnehan

Good evening counselors and taxpaying citizens of Ellsworth, I'm John Linnehan 157 shore road lifetime Ellsworth resident. I'm here to address what in my opinion is a lack of justice displayed by Judge Bruce Maloney who was supposed to be presiding over the civil suit brought by councilor Steve O'Halloran and three local business owners. The headline the Ellsworth American Read judge dismissed suit over new PD. I have no problem with the suit was dismissed over legal issues. I do have a problem the suit was dismissed over a technicality, commonly referred to as a lack of legal standing. The actual illegal activities issues brought against the city were never addressed. These real genuine

illegal issues to briefly summarize were listed in the paper accurately as follows. Number one City failed to give appropriate legal public notice to the proposal to lease new space for the police department. Number two, the city did not follow its own procurement policy requires a bid process for services that cost more than 15,000 Maloney explained in his decision in his sole opinion that local taxpayers did not have sufficient personal stake in this controversy to obtain a court decision on the issues. councilors, my fellow citizens and taxpayers of Ellsworth. This is not justice, either by the basic legal system, or by the original intended by US Constitution. Because of Maloney's weak interpretation of in standing, which in my opinion, was a very minor technicality of best he never allowed the real legal issues as listed above to be addressed in a court of law for legal conclusion. The need for adequate and appropriate space for police department is long overdue and sadly, has not been properly handled by past City Council's. However, this lack of transparency improperly rushed, mishandled and the legal process that as current solar city leadership has recently gone through, hopefully will never be repeated again that city. In conclusion, if this council had acted illegally, originally, the city probably we've millions of dollars ahead now, by owning its own brand new Police Department EPD could possibly be in a better location instead of leasing all the renovated space and additionally spending over a million dollars of our city money to renovate a leased facility owned by someone else. My fellow citizens that makes no financial sense whatsoever. Special thank you to council Steve O'Halloran for bringing this issue to the public's attention at considerable personal expense of his own time and his own money. I encourage the council to entertain a motion to repay Councilor O'Halloran for his legal expenses just the city is had to pay for the city's attorney. Justice on this issue has not been served to this point for Ellsworth tax payer, at least reimburse Steven thank him for service. If he had appealed judge Mahoney is in standing decision, which he could have been probably should have done, the city would have had to spend even more taxpayer money to defend its illegal position. Plus, Ellsworth would still be running the high risk of losing instead of that.

Dale Hamilton

Anybody else like to speak?

Cara Romano- Heart of Ellsworth

Good evening, my name is Cara Romano. I'm the director of heart of Ellsworth, our downtown organization. I'm here this evening to talk about our business benefits, new webpage that we launched, that serves the downtown businesses and other entrepreneurs in the area who interface with downtown. The pamphlet that you have before you was created after the webpage was created, which you can there's a button on the webpage where you can download this pamphlet as well. This sort of outlines how we assist downtown businesses in the downtown district. Last Wednesday, we held our first monthly coffee and donuts event in the Franklin Street parklet. And in addition to the many businesses that have used our form on on the website, there's been a sort of consistent things that the downtown businesses are asking for that I know that city officials and other city staff are working on, but I just want to sort of highlight a couple of those so that we are all sort of on the same page of what we're hearing as the downtown organization. We had over 25 people attend the coffee and donuts and we had a lot of feedback on what it is that folks are looking for. And so part of the part of what for acts are sort of looking for. And we have been clear that these things take time and trying to get folks to also perhaps say how they could help bring some of these things to fruition. One of them is wayfinding signage. The second is additional trash cans and recycled containers on Main Street and side streets.

And the last one is a public restroom. I know all three of these are sort of larger things that take time and a lot of money. But part of Ellsworth is here to assist in whatever ways it is that we as an organization, whether it's leveraging funds, which was spoken about earlier for another group, leveraging funds in our in main, and perhaps flip places from far beyond that to help these three things come to fruition. But a part of that is also is part of Ellsworth and the board of directors are really looking forward to assisting city staff and with the business attraction plan and the comprehensive planning process. And so however, however, our organization can be of help with both of those two initiatives that are on the table right now, this year for the city, we would appreciate being asked to be involved in those things. And we also wanted to just extend an invite to council members to join us for our next coffee and donuts event, which is happening July 19, from 830 to 930 in the parklet. And if there are any questions about the pamphlet, the business benefits pamphlet, also happy to answer them or any business questions or any other questions happy to answer them as well. Thank you

Dale Hamilton

anyone else like to speak?

Dale Hamilton

I'm here because of the roads in this town. I'm glad you said something about Christian Ridge, but my truck is getting beat to crap because of these roads. I just wonder if they're going to do any more work. Like State Street, Water Street are all horrible. Good on Water Street. You got a big pot hole, you can see the cement? I go like five, maybe 10 miles an hour. He was slower. People behind me get aggravated. It's just I'm concerned about the roads and businesses are gonna start losing money. I'm sure because I bypassed town or going on Water Street hit Bayside road just to stay out of town. Because it's so horrible. Is there anything going to be done besides Christian Ridge Road? That's all a question I have Thank you

Dale Hamilton

item eight presentation of awards. We have one presentation this evening and the second one we will move to until next meeting. So I'd like to call up Captain Shawn Willey.

Dale Hamilton

City of Ellsworth proudly presents a certificate of service to Captain Shawn Willey, in recognition of 20 years of service to the city of Ellsworth Police Department. Your devotion to duty and loyalty to the community have contributed to the improvement of the city of Ellsworth presented this 19th day of June 2022.

Dale Hamilton

Item nine discussion to broadcast finance committee meetings sponsored by Councilor Hanson.

Casey Hanson

I just read I just looked at the last meeting minutes and the end with Glenn saying I can explore those and bring them back. I can explore those ideas, bring them back.

Glenn Moshier

I have had conversations with IT. And you we can they can show me how to video record. Broadcasting requires somebody in the booth so they would have to be present to do that. We can record as we have been doing with the audio, we can record audio and video and then have that available for folks if they wanted it. We can push that up to council like we currently do with the audio. Some of that, I mean, ultimately the decision is the council's it's your meeting. So to what extent you want to broadcast or record is entirely up to you all of it is doable. So if we if you decide to broadcast, you know that does potentially come with the cost of the employee coming in to do that? But there's, you know, there's ways that we can work around that as well. If that's the decision that the council is makes regarding that, the only kind of thing I would point out is just the slippery slope because we don't broadcast any of the committees, committee meetings. So if we start too, with doing one, and then the expectation is that we begin doing others, then it does become a, somewhat of a burden on the staff to have a staff member here, you know, two or three nights a week, every night of the week, broadcasting these different committees, whether it be the harbor committee, or what have you. So that's one thing that I would just caution you on, when we talk about broadcasting of committee meetings. But if it's the wish of the council, then we can and will make it happen.

Casey Hanson

I guess I I think that the Finance Committee meeting is kind of a different committee than the other committees, and a lot of really important conversation happens during them. I mean, this originally came up because I wish I could see them, but they happen at a bad time for my work schedule. I have found the audio recordings that get sent later just are not helpful. So anyways, I would be in favor, not of recording every committee but of recording the Finance Committee. I could even make a motion for it. I would make a motion to record and broadcast the finance committee meetings.

Dale Hamilton

There was a motion.

Steven O'Halloran

Second,

Dale Hamilton

further discussion?

Jon Stein

Has any other counselor had any requests from their respective committees to broadcast? I have not on my 1000 committees? It could happen but I just don't think it has happened yet.

Michelle Beal

I think it really could with I mean, your comprehensive planning committee meetings me those which should be very interesting to to the public. If we do a new charter commission, that absolutely will be another one that people will want to say. probably like to see the local roads committee meetings so they could side. So he'd have an understanding of which roads are being discussed for for renovation. So I think it is a slippery slope. You know, I don't if it's videotaped, and then put out I mean, absolutely.

But I don't think that asking staff to come in for a 7am meeting, to broadcast it live is necessary if people want to if you want to see it after that. You can't watch it. But you can't watch it anyway.

Casey Hanson

It was broadcast the way this meeting is broadcast, then yeah, I could just turn it on.

Michelle Beal

Except that we offered to have you call in and listen to it.

Casey Hanson

Yeah, no, I could do I could do that also just prefer to broadcast.

Michelle Beal

I just don't I personally don't think it's fair to the staff to ask them to do that. Because it will mean, we do have some important stuff that's coming up. That could very well be asked to broadcast. And we only have two people on there that can do that.

Jon Stein

If we recorded audio and video and made that available later without broadcasting live, that wouldn't necessarily take an additional staff person.

Glenn Moshier

No, they can. IT can. We already recorded the video is just a small additional step that that I can do in the morning when I come in, and we start the meeting. And then that video file, much like the audio file would be put into that drive where you all have access to it. And then like Mr. Linnehan today requested an audio file, and that was sent out to him today, so we're able to process those requests relatively easily. It's just, again, it's just the broadcasting that requires the physical presence of a person in the IT office to make that happen.

Steven O'Halloran

Just like to throw out the idea that I don't know what the cost is. But I think we've had many conversations about being open to the community and getting community involvement. And I realized that picking one committee is going to eventually lead to probably all committees. I respect that. But isn't transparency what we're after, or, or what, what the citizens deserve. if they so choose to watch rather it's after the fact or during I realized that could come a cost but with all we ask of our taxpayers an open book, I think is a healthy solution.

Michelle Beal

I agree with that. 100%. It's just I don't think it's I mean, if you videotape that, and you put it out there on our YouTube channel for anybody to watch when they can, because 7am On Friday morning, I'm not positive, how many people you're gonna get to watch that broadcast anyway? Well, I'm sure you do. And I show Mr. Linnehan does cause you come to every meeting, but two people out of 8400 in the city that are doing it, and I was I just, it's available, they can see it.

Casey Hanson

It would be on the YouTube page. the audio file you've been sending. It's just really clunky and hard to it takes quite a few steps. So if it was on the YouTube page, like really, I could just find it the way I find any meeting.

Glenn Moshier

Yeah, once it's recorded, putting it, putting it on one of those platforms is is not a problem. We just have not been doing that. Because that wasn't what was requested.

Steven O'Halloran

I'm in favor of that. Just making it available. It doesn't have to be live i It's as long as it's available for people to see. You know, I agree with the show. If you're gonna get up and watch the television, seven in the morning, then maybe you could come to the meeting if you wanted to. But having it available after the fact for anyone to go view much like the city council meeting. I'm in favor of that, as opposed to a live feed business.,

Casey Hanson

make a friendly amendment to myself. No,

Dale Hamilton

you won't leave it. Now. You can leave it

Casey Hanson

this way. But

Dale Hamilton

I would just got I like the idea of putting it on YouTube after the fact. So that because either way, it's gonna go on YouTube. If we videotape it, whether it's live or not, it's gonna go on YouTube. Most people will review it after the fact. Many people do that now that school board other meetings. So I think starting out doing it that way. And then as this discussion evolves, in terms of other committees, there's some logistical issues in terms of scheduling. We have different meetings that are held in this room this is the only room where that can we're videotaping them happens at some their committee meetings that take place outside of the chambers. So it will give some time at least to think through. But at the same time, have that transparency. Put that up there. Any other disclose the motion? Again, the motion is to broadcast live? That's the motion.

Jon Stein

Logistically this motion doesn't pass will counselor have the opportunity to make additional

Dale Hamilton

motions all night long motions.

Dale Hamilton

any other discussion? All right. All those in favor of the motion to broadcast the Finance Committee. All those opposed?

Casey Hanson

Okay, I'll make a new motion. I move to videotape and put on our city council YouTube page the finance committee meetings.

Gene Lyons

Second

Dale Hamilton

Have a motion in a second any discussion? Seeing none all those in favor? Unanimous.

Dale Hamilton

Consent Agenda, consent agenda items with an asterix are considered to be routine and will be enacted by one motion. There'll be no separate discussion of these items unless a council member so requests in which event the item will be removed from the consent agenda and considered in its normal sequence on the agenda. Item 10. Council order number 062300 requested the deputy Treasurer Tax collector to set the real estate and personal property tax due dates at September 14 2023 and March 14 2024. Item 11 Council order number 062301 requests of the deputy Treasurer Tax Collector for an order of the municipal offices on the application of real estate and personal property tax payments. This order will allow for the tax collector and treasurer to apply tax payments against the oldest unpaid tax bills.

Tammy Mote

Move approval of the consent agenda as presented

Casey Hanson

second,

Dale Hamilton

motion a second any discussion? Seeing none all those in favor? Unanimous

Dale Hamilton

New business public hearing and action on the applications for a new or renewal of the following licenses. Everything in order anything new or these renewals

Toni Dyer

last one is new And I did not see him here.

Dale Hamilton

Okay, so if there isn't anyone here we will need to table that Correct. Correct. (see the Agenda for votes on all business licenses)

Dale Hamilton

So we can't take it up this evening. Because they need to be present. However, with that said, given the nature of their business, if you when you if you can contact them, if you find that this is going to present any kind of problem for them as a business, please let me know. And we'll call an emergency meeting to have a public hearing. Because we don't want that to create a problem. I'm assuming that's okay. Thank you. All right.

Dale Hamilton

Item 13. Council order number 062302. Appointment of city officials by the city council. These are reappointment. Go through my that's the entire list. You have the you have your appointments. Right item 14 is separate. So those that list is in your packet. What I would request is that if when a Motion is made, that we hold off on the board of appeals member a pending resolution of an issue and then we'll take that up at the at the next council meeting.

Dale Hamilton

Would you like me to go through the list? Or have you had a chance to,

Casey Hanson

can we approve it as a whole as a whole?

Dale Hamilton

With that exception, I would ask that the motion be made to accepts all appointments with the exception of the Board of Appeals member.

Casey Hanson

Motion to approve all of the below, with the exception of the Board of Appeals member, which will be taken up next month.

Dale Hamilton

As a motion, is there a second

Tammy Mote

Second

Dale Hamilton

Discussion?

Steven O'Halloran

Can you elaborate on why we're setting aside the Board of Appeals?

Dale Hamilton

Just there's a internal matter that we need to resolve before we can take it up. And that will be happening so that we can bring it back to the July meeting.

Steven O'Halloran

So what happens after June 30?

Glenn Moshier

There's no appeals schedule. There's no meetings of the appeals board scheduled between now and the July meeting. So we have time to resolve the matter before July.

Dale Hamilton

Further discussion all those in favor? Unanimous

Dale Hamilton

Item 14 Council order number 062303. Approval of city manager's appointments reappointments. was also in the packets

Casey Hanson

Move to approve the city manager's appointments.

Tammy Mote

Second,

Dale Hamilton

motion is seconds. Any discussion? All those in favor? Unanimous.

Dale Hamilton

Item 15. Council order number 062304. requested the deputy Treasurer Tax Collector to set the interest rate at 6%. On overdue Texas.

Sue McLean

Good evening. I'm Sue McLean, the tax collector. It's that time of year again, I have to come before you and ask you about setting the interest rate. Last year we had it at 4%. That was the maximum that the Treasurer of the State allowed us to have this year we can go up to 8%. But I'm asking for 6%. I think going from four to eight is a really big jump. So I thought maybe halfway so I'm asking to go with a 6% interest rate on overdue taxes for the fiscal year 2024.

Dale Hamilton

Discussion

Steven O'Halloran

is there any process in place or hardship situations that that there is some flexibility here at your discretion

Sue McLean

In the interest rate? Yeah, no, no,

Steven O'Halloran

not in the interest rate. But in the in the process of some delinquent tax that might need some help?

Sue McLean

we have poverty abatements, we have, there are some different options that I put out to people. If they call and they're having an issue. I will go through all of the options and send them whatever applications I very rarely get them back. I think in the last two years, maybe one and then at the last minute they paid it off and we didn't go anywhere with it. But but there are options. And I do talk to them about it.

Steven O'Halloran

So it's not just a slap it. It's something that you can work with with other tools in hardship situations.

Sue McLean

Yes, but the interest, there isn't any way to just freeze the interest. But there's ways to get them help to get the taxes paid off quicker than if they were if it was left to them alone knowing that they can't afford it. But I can't stop the end. interest from building out in the meantime, thank you,

Dale Hamilton

just for the Council have been through it, because I don't think we've had a situation for a while. But the council also can get involved. It's part of the process where somebody can come before the council to request relief in terms of tax abatement. So that that there's a whole process where that can happen and where the council actually becomes involved at that at that point.

Steven O'Halloran

And is that something that you would walk these people through? If that was

Sue McLean

That's that's some of the paperwork that I sent them. Yes.

Jon Stein

The reason for this state increase to 8%? Isn't to an interest rate tied to the federal, or is it?

Sue McLean

it's the prime rate published in The Wall Street Journal, the first first day in January 1, printed day in January, and they set it and then the state, lets us know what it is. We can't go over that. But we can do anything under.

Dale Hamilton

For me, I mean, four percents of reasonable interest rate, if somebody's having difficulty paying their taxes, you know that 2% difference isn't going to push people to pay it any sooner. And the goal of the city isn't to, you know, be punitive, it's to help people. And then there's a whole process if people are unable to do it. So I'm not sure that increasing it. I don't know what the gain is. And I don't know if that actually creates a bigger hardship for for individuals. So I don't know MC mixed on, on whether we we really need to increase it or not, just because it's not tied to anything other than just an incentive to push people to, to pay the bill. That was way thank you.

Michelle Beal

So the reason that you do put it a little higher, is because we pay in two installments. And we do that in order to keep our cash flow. And not to have to use a TAN. And what happens is if your interest rate is lower than the rate that a person can invest, it's cheaper for them to not pay those taxes and until March, and so we don't get that cash flow. So that's the reason why we don't we don't always go to the maximum. But we just want to make sure that we're not helping someone invest their money on taxpayer dollars.

Dale Hamilton

wasn't thinking about that. That is a good point.

Steven O'Halloran

I was wondering if there was, my mind was going there as well. But I'm wondering, is there okay, there's interest for delinquent taxes? Are there penalties and other things? Or is this simply just interest so that 4% of bargain 8% is a deterrent?

Sue McLean

Well, there's not until you hit liens. I mean, it's just simply the interest, right? Yeah.

Gene Lyons

How many people in Ellsworth are not paying the taxes just to make money off the interest?

Michelle Beal

is more than you would think. Yeah,

Gene Lyons

I've been in favor of leaving it at four

Casey Hanson

would 6% be enough to avoid that.

Michelle Beal

I mean, it for the people put it in CDs for six months or whatever, 6% Would do it. But and the other thing is, it's usually the higher taxes than the ones that are held, which hurt us even more. And there is help for people that can't pay their taxes. And and this only really affects people that don't have mortgages, because mortgages either are paid by the bank or if they get delinquent, the bank takes them over pays an interest. So it's the minimum of the people that end up having to pay the interest that can't afford it

Sue McLean

right in the in the banks will call just to kind of double check that it's been paid even though it maybe isn't escrow and it's not uncommon to receive a check from a bank and to pay it just to make sure it doesn't go to lien or foreclose or anything. So

Steven O'Halloran

I just like to ask you, who lives this daily life do you? Do you see any strategic mindsets of people using the city's money for better gains? Been through this whole process.

Sue McLean

Um, I have to say that I do see that it tends to be the bigger higher taxed homes that wait. And they may call, I'll get a phone call and they want to know what's the date it's going to lien? They're gonna get me a check just before it goes to lien. So that makes me wonder. I have not had anybody tell me, obviously, that that's what they're doing. But I do get a lot of those calls, and they are 95% are the higher taxed homes?

Steven O'Halloran

Businesses

Sue McLean

some. I mean, I couldn't name any. You know, I don't I couldn't really tell you. But But I mean, just I'm just talking opinion and what I deal with. But I do get those phone calls. And it makes you wonder.

Jon Stein

Is there any precedent for having varying rates depending on the tax amount? Sort of like the deferred income?

Sue McLean

I mean, it's it. Yeah. It would be difficult. I think I am. Yeah. Yeah.

Gene Lyons

I'm thinking that higher income people probably buy nicer homes, and maybe they're income, you know, I think 4%.

Steven O'Halloran

Could we get your Glenns input on?

Glenn Moshier

I don't really have an opinion. But honestly, Steve, I mean, I think that Michelle's point is is a valid one. It's probably not a significant amount of people that do that, but I'm sure it does happen. And I would defer to the tax collector regarding you know, the status of how often she gets questioned about the interest.

Dale Hamilton

And is there anybody from the public wanted to speak? Is there a motion?

Casey Hanson

Move to approve the request of the tax collector slash deputy treasurer to set the interest rate and overdue taxes at 6%?

Michelle Beal

Second,

Dale Hamilton

any further discussion? All those in favor? Aye. Those opposed? Motion passes. Thanks.

Dale Hamilton

item 16 public hearing and action on budget resolutions for FY 2024. So just process piece so that everybody's clear on this. What we will do is I will open the public hearing first, and allow the public to make comments on the budget, I will then close the public hearing. And then the council will take it from there in terms of discussing the budget and moving it forward. At that point, there will be no more public comments. So as soon as I open up the public hearing, that will be your opportunity to speak on on the budget, we won't be engaging back and forth. At that point. We've had many, many budget meetings. And at this point, were at the point of pulling that all together. So with that said, I will open the public hearing on budget resolution. This is a public hearing public hearing is open and anybody that wishes to speak on the on anything related to the budget may do so at this time. Just go to the podium, state your name and you'll have an opportunity to speak.

John Lindquist

John Lindquist, the executive director of friends and action, just like to explain a little bit more we increased our request this year from the 6200 that we got last year to 10,000 this year. Wanted to explain that 6200 is the amount we've been getting since 2018. And although we're very appreciative but our expenses have gone up. Right along with inflation since then, it's been 2% a year, most years lately 8%. Refresh our mission is to enable senior residents of Hancock County to live independently and thrive 73% of the things that we do affect Ellsworth residents, not other parts of the county. All the funds if you regardless of whether it's what whatever amount you'd give us will be put 100% to the direct expenses of coordinating our transportation services and our senior center services. There are 453 Ellsworth residents who are registered to use our services, which resulted just on the transportation side and 4358 trips. And that's just the Ellsworth citizens getting taking those trips, and it equated or added up to 40,000 miles. In addition, there are 304 businesses including medical offices, and retail businesses that we carry people to. From outside from within and outside Ellsworth. We also in 2022, delivered 30,000 hot meals to residents at a minor charging cost. In 2022, the charge was \$4 a meal in 2023, our costs have been increased. And it's now \$5 A meal. If we get if the 3800 is not approved, one measure is that it will reduce the number of trips to doctor's offices, other appointments, shopping to get food, delivery of food delivery prescriptions and any reduce it by at least 152 trips, which is fairly significant. We've reduced in order to handle the increase in costs. We've reduced our budget by \$111,000. And we're down to the point that there's not much more that we can do other than start paring back some of the services.

Christopher Johnson

evening my name is Christopher Johnson. I'm here tonight representing a scenario Agency on Aging. I was asked to provide my services tonight for any questions I don't have any news from when I was here last time. It's full speed ahead for us. We are reopening cafes and other services throughout the four county area that we serve. As a reminder for the value that we provide for the area of Ellsworth, we we sent the board, a sheet indicating a value of \$97,000. For our services here and Ellsworth. We are

asking for more this year, we've asked for \$1,350. And I understand it's difficult. I can't make any promises or anything as a result of any holding the line at 1000. I understand that and I do want to make sure that you folks understand that we don't compete with this gentleman. We work together with his folks. We provide a lot of different services. We're back after COVID Like so many of us are COVID really knocked this for loop. But we're back out and we're reorganizing and we hope to be in more contact with you folks as the year goes on rather than just having me come with somebody else come once a year and request money so we will be seeing more of us in the near future. So thank you for whatever you can do and I understand whatever you do is appreciated thank you

John Linnehan

John Linnehan Ellsworth. What is the total increase for the budget percentage wise Do you have that figure right there?

Steven O'Halloran

We've got 17.38% here on this list. That's before city revenues, right offset.

John Linnehan

Is there a bottom line increase with the revenues and the expenses to offset some of that one figure that would be applicable to the budget.

Steven O'Halloran

I can read what's on this list. And there's been some minor adjustments but last year amount to be raised by taxes was 20. This includes the school was \$21,690,860 and this year is \$24,253,391.

Tammy Mote

So you're looking at just for the city side or that as a whole

John Linnehan

I take either one at this point, the city of the school that the total

Steven O'Halloran

total is what we have here, but there has been some that

John Linnehan

right. I understand it's a work in process, but I'm just trying to get an approximate idea. is so percentage wise, you're talking how much approximately Steve

Tammy Mote

Based on those figures you just gave me

John Linnehan

I mean, I was guessing proximately 10. Im opposed to any increase in the budget. I'm prioritizing reallocating and really looking at things and I'm not saying that you don't do that. But budgeting is always a tricky thing. And that's a big increase for the city or for any any organization city of Ellsworth.

And so I'm opposed to any increase over what it was last year. 10 percents a large increase or loving or whatever it is like that. So I would like to see flatline the budget remain the same the amount remain the same with no increase for this year. Thank you very much

Cara Romano- Heart of Ellsworth

good evening Cara Romano DIRECTOR OF HEART OF Ellsworth. I just have a quick question, a process question that I'm trying to sort of understand. In past years, sometimes when heart of Ellsworth has received appropriations, we have just received a check in the mail. And that's how it works. And then other years, we've had to submit invoices that total our budget or requested amount, and I'm just wondering how that gets allocated, and what that process is. And is that is there a process sort of across the board? That all special interest groups? I think that's what they're called? I'm not sure. But um, special interest groups that they each are all sort of treated the same across the board? Is there a standard procedure? That's what I'm asking?

Dale Hamilton

So the answer is if if somebody if an organization is receiving funding for specific activities, that's generally reimbursed on invoices in terms of the activity happens, and, and invoices are submitted and paid. If organizations are supported kind of as a general support, then that's generally paid out either in two installments, beginning of the year and the end of the year, or if it's a small amount, at one time. So that's generally the case, it depends on the nature of the what the request is and what the allocation is for. If it's, and sometimes it's in advance. So if an organization is sponsoring XYZ, and they know what those costs are, and they split the cost on the front end, they received that. Does that help?

Cara Romano- Heart of Ellsworth

I guess to just to clarify, what I what I think I'm also wondering is, is this sort of I know that there's a lot of changes that are happening in this for fiscal year 2025. I, or at least that's what I'm right. Okay. And so I'm wondering, is there going to sort of be a direction of how special interest groups formulate their requests? And so there's sort of are there are there's going to end you may not know the answer to this, but are there going to be two different tracks that folks are suggested to sort of go down? Or are you looking to streamline that? And again, you may not know the answer to that yet,

Michelle Beal

for the next budget cycle? Yes. Oh,

Cara Romano- Heart of Ellsworth

sorry. I know, no one's thinking about that. Right. Forget it. I'll come back. And yes.

Dale Hamilton

There has been discussion about that. No decisions have been made, but trying to organize it better, so that it's clear for anybody in the community to know the process. That's absolutely been the discussion that we've had several times during this cycle with the goal of next year having more definition to it and think conference table. We'll have some information on that later too. And the thought process

Jon Stein

as well as inviting organizations to come back throughout the year and give progress reports and let us know what's changed.

Jon Stein

Speaker inaudible. Can provide audio file upon request

Dale Hamilton

Yeah. So if you're able to stay, you'll you're going to hear that, in fact, a large part percentage of the proposed city side is in roads. So you'll hear that if you can't stay, it will be posted. It will be online on Facebook and you'll be able to hear it. So if you're if you're not able to stay, by all means, watch the watch the discussion because you'll hear a lot about the roads here. Come here.

Jon Stein

Okay. Because they have I mean, they can't even fill the potholes and that one down there thank you

Marc Blanchette

good evening counselors. I want to talk roads, a particular road tonight, but I'm not sure that I can follow that presentation but thank you. Counselors Welcome to what may be your last session of cobbling together an FY 24 budget. After several long and sometimes tedious meetings, of adding dollars to this and that and subtract in dollars from other accounts, you may just may add to this evening have somewhat of a personal life back to yourself to enjoy the upcoming summer. But before the summer solstice begins on Wednesday morning, marking the beginning of your family plans and get togethers. I want to bring your attention to one more item the condition of the hill on birch Avenue. In short, the city is losing the battle to Mother Nature. Without corrective and proper measures. The highway crews will be there after every heavy and or extensive rain. Is that okay? Three days before the paving plants closed last November. Birch Avenue was graded rolled and prepped to be paved after undergoing eight weeks of reconstruction for new water and drainage lines. That night and into the following day. The skies opened up. And the rain came down in buckets to the point that Noah had anchored his ark at Birch and Oak Street awaiting a second coming. The road was completely washed out and rendered impassable. Highway showed up later that Saturday morning and did what they could and finish the job on Monday as the paving crews were showing up. Again, keep in mind the plant was closing later that day. Then the rains of Christmas Eve came six weeks later. Not to be outdone by the delusion February in February, and another one early last month. In the seven months, the city has lost the 24 inches of with a brand new pavement that was put down in November. pavement that cost 1000s of dollars to put in place after the reconstruction. All of this could have been avoided had the city taken my long offered advice and installed curbing on the hillside. Rather than creating very wide and very deep gullies, the running water would have been directed into catch basins rather than the force of the water washing out the ends of property owners driveways, making them also impassable. The water would have been directed into catch basins rather than cascading rocks, gravel in very large chunks of new and expensive pavement. tumbling down the hill on birch Avenue and plugging the tops of the catch basins making them also useless. The water would have been directed into the catch basins what will it take for the city to realize the cost savings of investing in curbing on hillsides. Not just birch Avenue but any problem hillside. How many more trips for highway crew and the associated power equipment that

comes with them to make bandaids repairs until the next time it rains at least 15 years ago, Park Street, the next street over from Birch, and that has the same incline on its hillside was rebuilt and curbing added to both sides. At the end of this photo presentation, you'll see photos that I took this morning on the effects of that decision. There is no damage. No ruined driveways, no plug catch basins. The same holds true for the lower half of Davis Street. Approximately 12 years ago, a sidewalk and curbing were added to it as part of a walking to school grant the city received. The ball is now in the city's court, it can opt to keep kicking the can down the road and do nothing all the while having employees come and show up to apply a bandaid or it cannot see the results of the park and Davis street decisions and apply the same decision to Birch Avenue. This is the curbing on Park Street. It's been there for 15 years, it's held up there have been no repairs made to it. Notice how the curbing curves in for the catch basin not away from it. This is the result of doing nothing on Birch Avenue. The water comes down on the east side of the street. And just before it hits the railroad tracks, it goes next to the tracks and comes out underneath to the point the railroad had to put in a sleuth way for the water to run. The water then runs down runs down Spring Street. That whole section of Spring Street right there has no pavement. It's washed out because of the water problem on Birch aluminium, so it isn't just the hillside on Birch. It also causes problems on the adjacent streets to it. So thank you very much.

Dale Hamilton

Anyone else like to speak? Seeing none, I will close the public hearing. Public Hearing is closed. So we are now at the point of taking up the budget. And we have at this point, brought it to a place to start the discussion in terms of where we ended up the city staff has taken that information and compiled the budget so that we can pick it up from from this point and move it forward. So city manager I'll turn it over to you. Madam Clerk?

Glenn Moshier

Yes. So through many, many meetings, many, many workshops. What you have before you tonight is what we've come up with for a final offering, if you will, a couple of maybes, some somewhat significant changes since our last meeting. If many, many of you may recall that we had requests, the highway department had requested an additional personnel. And then we had a couple of employees leave. Well, one of those employees have since come back and another employee was hired directly from the transfer station. So they currently only have one vacancy, I had reduced their position to a half time half year position, anticipating that it would be difficult to fill the three vacancies that they had. With that, with them only having one vacancy, I think it's prudent to put that back in as a full year position so that we can go through the hiring process and potentially have that person on board and ready for the winter season, which is obvious, for obvious reasons their busiest time of the year. That's really the only substantial change. We did take 15,000 out of capital since our last meeting for the fire department. They had proceeds from the bond and the purchase of the rescue vehicle that was designated to go to rescue five the heavy rescue truck and the decision was made to use some of those funds to purchase the The airbags that were in the capital improvement for FY 24. So that purchase has been taken out of capital and has been made using bond proceeds. So those are really the two significant changes, the position is addition of \$27,000. Which approximately half of that is offset with the 15,000 that we removed out of capital. And then there was some minor changes made to social service agencies. But I see that there's some additional potential requests here for some

changes to be made there. And outside of that, documents that you have before you is what we've worked out through all of our meetings.

Tammy Mote

Do want to add that I was just working with Toni, there was some inconsistencies in the TIF. So we did have to make some adjustments on that. So it did change that mil rate

Toni Dyer

by point two zero.

Tammy Mote

so I don't know, if you want that, can you send that to all of us

Dale Hamilton

So maybe the thing to do is, if you could walk through this by department, in terms of just talking about what the request is for each department, because there are a couple of changes that were made earlier today as well, that so we want to make sure that we're all looking at the same information, as well as allowing the public to hear some of the details by that. So if we could do that. Quick, you probably have the most current. So could you walk through that document and and just save the name of the department and what the total is, for each part, and then that will ground us in the discussion.

Toni Dyer

Okay, so under administration, after conversation with Tammy before the meeting that's been reduced to \$4,828,818. The change, there was Jannas budget for her. It's funded through the TIF. And so those monies are actually in a different line on the sheet. That's the reduction there, her department's still funded, it's just an a separate line on on the sheet I just emailed it to you all to so you should be able to pull it up and follow along. Public Safety has not made any changes since I emailed it to you last week. And this morning, that is at 4,398,301. That does include street lights and traffic signals inside of that, and the rental of our hydrants. If I'm going too fast, just let me know. Public Works, increasing that to a full 12 month position. brings that to 2,447,887. General Assistance is that \$110,208. recreation activities is that \$192,025.

Dale Hamilton

Okay, stop you there for a second. Just the Health and Human Services. You talked about the general assistance? Wasn't there another line item in there?

Toni Dyer

The other recreation items get split under the next subject. So there's Health and Human Services, which has your outside agency which is your section eight in your book, but then in the leisure activities below that has the rec department and then the agencies, the rec committee that's through them. So they kind of run out into two categories, but the total for that is 192. The health and social services on there I have a figure here but depending on counselor Stein's. And up he's presented this earlier today that is subject to change, which is one of the things that I'm I have a draft version going on the side here. That right now about \$41,650 for leisure activities, the library, the city funded portion 125,898.

And then you see their historic preservation is for 6000. Historical Society's 2000 Recreation Commission is 131,650. And then the harbor is at 52,375. And those four items make up your recreation. Section nine in your book. City property, which is your all your buildings is 357,880. Debt service, there was a change made to there in relation to the TIF at the start of the meeting. So that's been reduced to 858,868 over the 1.3. those funds are also accounted on another sheet elsewhere for the tif.

Steven O'Halloran

Could you repeat that number, please?

Toni Dyer

It's been lowered to 858,868. Thank you. And then your county tax has not changed that is \$586,248. So the total municipal budget sorry, Tiff. Your TIF expenses on their increase to account for the full TIF from \$536,035 to \$1,175,581. You have capital improvements, which includes your local roads budget, which is the only change there was the reduction of 15,000 for the fire department airbags. So the number there is 2,407,842. And then 1.9 of that is your local roads. off to the side, you'll see the \$264,208. That is not being calculated on your resolution. It's just there because those are capital projects that you through workshops, we kind of proposed ARPA funding for those I wanted it noted on your resolution, but it's not. It's not taxation funds that you're using. Then you have your revenues down below their other taxes. These are all things by property. So vehicle excise tax, things like that is 1.844 million. Inter governmental revenue 3,001,954 licenses and permits 339,300 departmental income \$558,950 other revenues 327,300 And then the TIF revenues. This is where the offset happened was reduced from the 1.175 million to \$867,115. The two TIF numbers were just in the wrong places. So they got flopped. That makes sense now. School Department budget is 13,469,271. So right now with the Pending Changes, the final number on here was 24,253,392 and it's closer to 25 million right now. Just kind of depends on where you all go with any other changes tonight. I have 25,201,403

Casey Hanson

And that makes the mill rate

Toni Dyer

17.5 which is also an estimate.

Dale Hamilton

know we have a mil rate from last

Toni Dyer

15.7

Michelle Beal

When we're talking about the net change and that city budget or expenses only be careful because it looks like because that TIF is so much more now. It makes that because of the way the finances are looking comparatively, it's it's it's making this city look like it has a huge increase in his expenses, which it does not only because of that comparison, because you have TIF expenses last year of 137,482. And

expenses this year 1.1 million, and there's not that much of a change in the TIF. It's just the way you recorded it. Correct.

Toni Dyer

Correct. Last year, the TIF was not properly recorded in the budget process and therefore, is why the mill rate was lower than probably should have been. Yeah.

Tammy Mote

Yeah. So we also found that it was kind of tucked into other places like it was covered in the debt section, rather than in that tif expense line item. So and the revenue was the same way.

Jon Stein

if we retro actively correct for that, could we see a more accurate version of what last year's mill rate?

Michelle Beal

the issue is? Now, it's been happening for a few years for two years? If you look at your budget, so you'd have to go back to actively back several years

Toni Dyer

I did some work looking at last year's budget, that 137,000, which should have been closer to like \$850,000. So it's a substantial difference that should have been in that line last year. It would have increased your mil rate.

Michelle Beal

Yeah, it's actually two years. Yeah. Because the last time it looks like it was correctly recorded was 2021. Correct. I mean, it doesn't, other than next year, when we do the budget, we're gonna have hopefully actuals, too. So it's, it's really hard to judge budget to budget. It's really what our actuals are. And so I think next year, with the finance office reorganization, we'll hopefully have a better comparison of previous year's budget. I just want to be careful when it's like published, that we have this huge increase, and we really don't. And we have one new

Toni Dyer

tif this year, we did have one new tif this year, which is, again, it's it's approximate based on an approximate mill rate, it's about a \$66,000 increase over last year.

Dale Hamilton

So one of the things that complicates this over the last, certainly last year, valuations play into how much taxpayers pay based on the value of the property and because properties skyrocketed. Even though the overall mill rate stayed pretty level, individuals paid more in taxes, because the value of the property went up and went up because of how properties are valued and the sale price of properties, all of those those different factors. And that that continues that trend continues in to this year. The other reality is that over the last, if you look at the last five years of budgets, the mill rate has been very flat, with very small changes in Mill rate, and last year was the anomaly with evaluations in terms of out of pocket expense. Where the as far as the city is concerned, when you look at costs, we had this

discussion with the school, it's the same thing on the city side, pretty equivalent in terms of where your costs are city, the school. It's it's 80% personnel. And there there are cost of living changes that took place. We have unions in the city. Those are negotiated in good faith by regulations that exist around that. And this was a year where those contracts both at school level at the city level there were several contracts negotiated and those changes were made. Those are those are costs that are automatic. There's nothing that we can do short of eliminating lots of positions. that cost is, is part of the process. The other reality is the economy. The city is not immune from the costs of goods and services that have gone up. And as much as all taxpayers are dealing with it and all businesses are dealing with it, that's part of what's what we're seeing with this budget as well is that the increase is in terms of costs. that factors into the budget. I think that although you can argue in terms of with with what has happened with the solar industry, but we knew going into this several years ago, that the benefit was going to go somewhere, and the city acted on that became part of it. And without that our electric costs would be even much, much higher than that they are now we are saving significant dollars because of that decision. So there have been some positive things that have been happening to try to mitigate some of this. But this is a year where there's just a collision of several issues that really put a lot of pressure. And we spent a significant amount of time more time than I think the council has spent in many, many years, if ever, in terms of going through the this budget and getting information and trying to identify what we could come up with in terms of keeping the budget as low as possible. And I think we had some great discussions. We're obviously not in 100% agreement on any issue. But we had the opportunity to really dive into the budget and look at it. And consider the implications that the roads came up tonight. That's a significant that the roads committee put a recommendation forward to the council with a significant increase \$1.9 million of funding to support roads. And that's a place where 1.9 million is not going to go that far with the costs of construction. So we're faced with that, too, is that in the past, I know, I think it was my first year on the council, that was the place big number went to that cut. And he can only do that for so long. You can only cut for so long. I think that the pandemic certainly didn't help but we've been moving in the right direction in terms of looking at bonds and when those retired to take on new debt so that we're not just adding to our debt. The finance committee is working on that process, looking at capital expenditures, and really trying to treat the city budget in a way that's planful. We've accomplished some of that as a city in terms of you haven't heard over the last several years, a big rush, none of this talks about five new trucks we'd have to purchase because Winter's coming and we don't have any trucks. You're not seeing any of that, because that's been been playing better for that's that's been we've made those big purchases and staggered them. But it's a big number. And it's and I think in a lot of ways, it certainly makes you think in terms of what can be done. And I I think that everything that we've come up with, we've cut everything we possibly can I don't see any big numbers unless you want to cut the roads budget, we're not going to make a significant debt dent into what's been presented. So those are my thoughts in terms of where we've been. During this budgeting process. I just wanted to share it with the entire community.

Jon Stein

some small suggestions, I handed out this form earlier. So if you recall back to our budget hearing on outside organizations, we got to a point where we had a really great discussion about what a good application process would look like and what counselors what I heard counselors say was what they were interested in funding things like are we addressing concerns of Ellsworth citizens? Are we giving appropriations directly to programs that benefit where there are gaps in what the city can offer? So with

that in mind, I reached out to some of the outside organizations. And as you recall on our last budget, I was sent out, many of them stay stagnant from last year's appropriations to this year. So fiscal year 23 to 24 for most of these organizations, saying exactly the same even though their requests increased. So in mind what I heard you all requesting in terms of information, what are the programs how many Ellsworth residents are affected by these programs? I compiled this comprehensive list of first is friends and action. So we heard from them about what that money would go towards. So they're requesting 3800. above what we have in our current listing, which is 5000, and operational, 1200, and health and social services. This is one of the larger increases, the rest are smaller. Eastern Area Agency on Aging is requesting just 350. Both last year's request, which we've already put in the budget here. The Emmaus homeless shelters requesting a good deal more, but I went in with, with our suggestions in mind from our budget hearing, looked at, you know, 80% of people who use their services are also with residents. And some of the funding would go toward buildings, and building up keeps and other operational and administrative costs that we didn't necessarily want to fund. So I took a smaller request at the pay a suggested 50% of their increase Downeast community partners we heard from last winter, I think the the need is, is real there. And they justified that need with the increased costs of heating. So the rest are fairly similar. Wic as well increased pretty drastically. I suggested meeting in the middle between their this year's requests and what they were, what the appropriations were last year. So with all these specific numbers in mind, I just wanted to kind of reframe how we think about these, I think we did that last meeting, instead of talking about city giving donations we're really investing in, in services. So we talked about, you know, investing in our roads, we're investing our community, we're allocating taxes where we think they should go, you know, I don't have kids, I didn't go to high school here. But we're still taking my taxes and investing in the schools. Likewise, I have some employees that walk to work, they don't own cars, but their taxes still go to the roads. And they're not necessarily using that's just kind of part of what we do. So when we talk about increased costs of fuel of food of electricity, that hits us all, but really tends to hit the most marginalized in our communities hardest of all. So they're part of our community, these organizations operate. Really, they're really quite lean low overheads, a lot of volunteer hours, or our bucks really go pretty far with them. So this is my organizational recommendation for these outside organizations and increases what's currently on our budget of 41,650 by \$12,301.

Casey Hanson

I just really appreciate all the work you did on this Jon. And I think, as we spoke in our workshop meetings, I think we're all eager to have a different presentation next year so that we can compare these things. And I feel like you really answered a lot of those questions. And I just really appreciate that I agree with you that part of our goal here is to help keep people who are going to fall through the cracks from falling through the cracks. And these organizations are amazing partners in helping the most vulnerable Ellsworth citizens, so \$12,000 additional seems like a very, very small amount of money to help a lot of people and so I support your proposition. And thank you.

Jon Stein

I wanted to add, as well heart of Ellsworth, I did not include on this list, because I think that we discussed increasing that to 8250. But on the last version I saw it was only Yes,

Toni Dyer

I hadn't flopped on the wrong line, but I've corrected it on my version that will finalize, hopefully tonight.

Dale Hamilton

Question, what you're proposing is, I'm just not familiar enough with WIC. If that is a private 501 C three organization? Is it fully funded because the services are services that are funded by the government so I am having a hard time figuring out is, are they delivering services that are not under that rubric, SNAP benefits are not, that's not a private, they're not raising funds. They're receiving that so To give, I just I'm not familiar with. So that's, that's what that's been my question from the beginning. And I'm just not comfortable increasing allocation without knowing what type of organization it is. And we didn't, we didn't really get a lot of,

Jon Stein

we didn't hear from them specifically either. I don't know if anybody can speak to with more than I can.

Tammy Mote

Looks like they're covered under maine.gov

Dale Hamilton

WIC is a program. And so I just don't know the entity that these funds are going to. And since the present, I don't know where those dollars are going, what they're supporting.

Jon Stein

So the organization in Washington Hancock counties is Maine family planning. And so in this county, it looks like they provide free nutrition and formula packages to pregnant or nursing women and their children. Also nutrition education, and access to dietitian and health screening support.

Dale Hamilton

Which some still questioned where they get their funding.

Jon Stein

This is one I didn't hear back from specifically, unfortunately.

Dale Hamilton

I apologize for the heat. It's a technique I figured the hotter it gets, the shorter the meeting is, but everybody wanted cooler. Now you're stuck yet till 12. Y

Michelle Beal

I appreciate what you did, too. I know. This is this is a definitely a tough one. Because we don't have a process. We I mean, people that came and spoke to us, but it's in the applications that we have. But it's something that I do hope that we do a better job with. But I other than WIC. I know of all of these organizations, and I agree with you on. I don't want to wait because it is a state program. But the others? I do. And I appreciate the work you did on this.

Jon Stein

Free to remove the increase. Looks like WIC, hold steady at 1500 from last year. An application would have definitely been helpful.

Toni Dyer

Come up with a new total of 51550.00.

Casey Hanson

I just want to make a comment that this is my second year on city council. And compared to last year, we did many more budget workshops this year. And although it was exhausting to come here that many times, it just felt like that was a much better process. And I really appreciated how careful we were with each of the individual budgets.

Michelle Beal

And also, my comment about things being wrong for the last couple of years for staff to step up like they did with the necessity of creating a budget for us without a lot of financial help from you know, I think they've done a really, really good job for doing that. I do appreciate it. Because I

Steven O'Halloran

may not agree with the expenses and the numbers. But I just would like to say to I believe it was your idea, Mr. Chairman, to start the process early and what two meetings a week so we had breathing room last year, it seemed that we had less breathing room than we had this year. To your point. I appreciate starting early and and diving right in and learning what we could learn and we had we had a month at the end where we could breathe a little bit and digest. And I appreciate starting early

Dale Hamilton

I don't know if you can answer this question one One of the only question that for me that remains, and it's not this is, as I say this, this is not a proposal to reduce the budget, I just want to understand where it's being allocated. And that that is what the roads is, we allocate a lot. And those projects, part of the challenge with those projects is that many of the projects require engineering, or some of the projects require engineering, some of total rebuild, some are just paving, they all require contracts. And so if the dollars aren't appropriated, for the fiscal year, contracts can't be entered into. And so some of the work that takes place in the spring, may actually go out to bid in the winter. And if the money isn't there, then you can't put that out to bid. And it turns into that cycle of not being able to do anything. And and so just in terms of where we're in the construction, period, peak period, with last year's, we have a number of projects that are underway of using funds from last budget. Are we in a position with that 1.9? I don't remember details, but just that 1.9, will that be utilized to be able to get those projects going so that we will have projects just moving and seeing some some change in in the roads? Or are we budgeting that we're going to end up with a lot of fund balance and projects not even getting off? That? So can you speak to?

Glenn Moshier

Yeah, no. So our funding from last year, as has been most has been expended. When we budgeted last year, we didn't our paving prices went up astronomically. So what we had budgeted for was

dramatically cut into what we could actually accomplish based on what we have for funding. There is the upper light is scheduled to be paved soon. And there was one other project from last year's budget that's still in the works to be done in the in the next couple of weeks, depending on northeast pavings. Schedule, the weather last couple of weeks has really been detrimental. But so those projects are still online to be completed from last last year's budgets. This year's budget, as you stated does include some engineering and some other costs. So it's not like the full 1.9 is going to go straight into you know, road projects, fixing potholes and those types of things. But you know, some of the more significant Water street is just one complaint leader and echoed this evening. Foster streets. So those are some of the projects that are scheduled within that 1.9. Now they won't all get done this fall or window of opportunity to do paving. And to do construction type work is is relatively short. So they will schedule as many as they can for the fall, and then try to catch up with anything leftover in the spring. And again, with a lot of that, especially with the paving specific, were somewhat at the mercy of, you know, of Northeast paving and their scheduling and being able to work, you know, work in to get certain projects done. But the 1.9 as you stated, it's, you know, significant increase over what we've budgeted in the past few years. And certainly, I've taken a different approach when it comes to local roads in the sense that my predecessor was very reluctant to do any of the work and tried to catch it all up at the end, because he was concerned that that those funds would be needed for other purposes. And since I've been the city manager, we've been more aggressive with scheduling and getting the, you know, getting the projects in the hopper to get them to get them completed as soon as the budget has passed. So I think that, you know, we'll see a few projects through to completion with this amount of money. But it's realistically, it's not enough that you're going to see that needle move dramatically when it comes to complaints about our roads. And, you know, we've talked recently, you know about the potential long, more long term looking at bonding, we're looking at, you know, taking out debt in order to address some of the more glaring issues with with our roads. But you know, our staff works really hard to coordinate with M D O T for MPIs and and searched out other funding sources to make sure that all then we can get some of these projects done without all of the burden falling on the taxpayers. You know, and Oak Street is slated in the MD O T, work schedule for a complete rebuild. So right now we're getting all the all of our ducks in a row to do the drainage, and any other water and wastewater that needs to be done while that road is, is being constructed by Maine, D O T. And that's that construction phase is is not any cost to the city, high street is on their work plan for FY 24 for a mill fill from the upper light all the way up to the top of Beckwith Hill. So that's, you know, something that main Dot is doing. And there's a lot of work that we can piggyback on them as they, as they bring that process through, of course, Christian Ridge is an MPI, with Maine D O T. And then a lot of these other sort of, you know, smaller side ruins that our highway department tries to focus on, you know, those getting those smaller projects done, we have a drainage project on Water Street, right at the base of Foster Street. And we've tried three years unsuccessfully to bid that out and have and get that project completed. And we're at the point now, where our highway crews going to commit to do doing that project. And there'll be paving that will go along with that. And foster Street, which has seen some pretty significant deterioration over the last couple of years, and has had some significant construction taking place with Oriole Way and Oriole senior housing, introducing drainage. As you also know, we have the pump station, which is being constructed or reconstructed on Water Street. And also we're in the early stages of doing the one on High Street. So there'll be some interruption, and some need to get into paving and roads, when for those projects as well. And with all the development, you know, we recently saw route three opened up the top of Beckwith Hill for water and storm and wastewater to go into the new

development up there on Route three. So all of these projects, you know, lead to additional problems with the roads right now you got a big divot in the road up at the top of Route three, where they open the road back up. So and you heard earlier from Mr. Blanchette about Park Street. And that's our birch ave. And that's a work in progress that was never completed last year, because we ran out of time. And now this year, they'll be going back up and and doing some additional work there ditching drainage, and eventually the final layer of pavement and possibly, I know there's been a lot of conversation about some strategic curving, not curving the entire length of the road, because that would retire, you know, require an entire rebuild of the whole road, but place doing some strategic curving that will help reduce that water flow. So I know that's a long winded answer to your question. But I think it's important that the public understands that there's a lot of work being done. You know, we utilize all of the resources that we can to leverage funds and get funding funding sources to assist. But, you know, there's going to continue to be bumpy roads, and we'll continue to, you know, to hopefully the city will continue to prioritize it. And you know, after a few years of spending a significant amount of money. I think you're you're going to see progress, but it's going to take it's going to take a couple of years. They didn't deteriorate overnight, they can't be replayed, repaired overnight.

Dale Hamilton

thank you. That's helpful.

Michelle Beal

Other comments, questions?

Michelle Beal

They increased their electricity to \$15,000. And we had talked to one of the budget meetings that we were going to let them know about, because they they are they do receive subsidies for

Glenn Moshier

solar credits. Yeah, solar credits. So

Michelle Beal

I just was wondering if that was ever looked at.

Glenn Moshier

I don't know that we ever looked at that specifically. for them. We did. We did budget, some revenue for solar credits. Correct. So yeah, so offset it that way, as opposed to lowering their specific electrical bill.

Toni Dyer

I think that was just because the Board of Trustees had already kind of adopted her budget as presented. And I didn't want to make her go back just for

Michelle Beal

as long as it was, as long as it's in there, I think we can work on next year.

Glenn Moshier

And next year, we will have a much better, clearer, much more clearer picture dealing with solar credits next year, because we'll have a full year's worth of experience to be able to look at our bills and see exactly what we paid for in solar credits, and what that translated into savings on our bills. And then we'll have, you know, year over year to be able to compare. So we'll see, this is what our bill we were spending before now, this is what we're spending with the solar credits and be able to more accurately forecast what that savings is. This year, most of the departments we just dropped the electrical a couple \$1,000 just to reflect the solar credits, because we we don't have that comparison yet. Because May, will May, or June, June this month is the full year. So let's we don't really just have that experience to be able to accurately predict so which is why we were modest in our in our conservative in our estimate reductions and then put a little bit of additional revenue in there to kind of close that gap. Thank you.

Dale Hamilton

Just make one more general comment. Just in terms of the budgeting process. I've been through a number of these now. And what what's challenging is that in a community of this size, everybody has their own priorities, their own interests. And I can tell you that when there's a proposal to reduce significantly any part of the budget, there is, there has always been that doesn't matter what the issue has been, when that reduction has been made, there have been pushback from the community in terms of saying, don't cut that. Cut this. And if you do try to reduce that, another group will come and say well, don't cut that cut this, it's it's part of what we have as a community in terms of I think, to your point cancer scientists that we all benefit in different ways from the city, we all have our own interests in terms of what moves the city forward and, and how to best use taxpayer dollars. I can say with a lot of confidence that everybody sitting around this table had the same interest, no one here is looking to put a burden on the taxpayers of this community. And although we don't agree 100% on what those budget items should look like and what the amount should be. To me, there's always been that that shared perspective of trying to put together a budget that reflects the best for this community to make the city of Ellsworth the best it can be to support the citizens to support the guests that come into it to support our youth. And just make this a better community overall. And we're never going to have 100% That's what this this process is all about. But I think if you have people sitting around this table, and you have the involvement of the community, who are all interested in making the community better, you come up with the best budget you possibly can. Is it perfect? Absolutely not. Is it more expensive than we would like? I think yes, it is. I think that will always be the case. And we would always like to lower taxes. But at the end of the day, I think we have to look at what kind of community we want. Are we moving the community forward? And if we're not let's have conversations about that. Let's let's keep working towards the positive and not get caught up in the negative aspects because you can pick apart every single budget you can throw labels at and name call and project to your anger around it. But I believe that everybody here is invested in making the city the best it can be.

Toni Dyer

I so I've made changes to outside organizations based on Councillor Stein's recommendations. And some of the TIF adjustments. We've had to you a new resolution with all of those changes shown so the total is 24,570,550.

Steven O'Halloran

Earlier you said it was around 25401203.

Toni Dyer

Yes. And then we made some other tif adjustments. I still had general budget in there. And then debt service and debt service

Casey Hanson

can I make a motion? You can move to approve the budget for \$24,570,558.

Gene Lyons

Second,

Dale Hamilton

we have a motion second. further discussions.

Tammy Mote

That's I think we also need to add the the additional resolutions as part of

Toni Dyer

which I did not print because those haven't changed. So whatever I had emailed you earlier for the water capital and wastewater.

Dale Hamilton

Do we do each one separately? Okay.

Michelle Beal

I think we can and

Dale Hamilton

I think we'll take them separately just so that's really very clear. Unless there's objection. Alright, so we have a motion in a second to adopt the budget as presented amended. Any further discussion? All those in favor? Aye. All those opposed? budget passes.

Michelle Beal

it's just the further resolution. there and it's further resolved. For motion that the city of Ellsworth Council approves the budgets for the following departments in the amount specified the capital improvement budget. 2,407,842, Public Library budget is that netted with revenues of 620,798 and expenditures of for net on the public library 703798

Toni Dyer

This is 625 890 is their city appropriation. The rest of those are the rest of their revenues for a total of 703 798 Okay.

Michelle Beal

Okay. What? Toni, you get that in writing, right? Water Department, revenues of 1,360,072 and expenditures of 1,280,232. Wastewater department have revenues of 2,098,000. expenditures of 1,841,340.

Casey Hanson

second.

Dale Hamilton

motion and a second, further discussion. All those in favor? Aye. Those opposed? Motion passes. So, counselors, I want to thank you, as we mentioned earlier in terms of the time that you committed to this budget process. And I also absolutely want to thank Madam Clerk and the rest of the staff, the amount of time that was put into this both during the meetings attending the meetings, as you saw it tonight, being able to rapid fire back to us in terms of information and getting it straight and keeping us straight manager Moshier for your attention to the budget from the beginning, in terms of being responsive to presenting a responsible budget, but then being willing to go back and make changes throughout the process and being open to that your transparency and bringing city department leaders to the table to share their information, very much appreciated. What made this process possible. And as difficult as it is having that openness was very much very much appreciated, very important to the process. Now, one of the things I just want to put the Council on notice for is that this budget has passed with the assumption that the referendum, the school portion of the budget, is going to pass that's included as part of this overall budget that we just passed, which obviously impacts the mill rate. If the school budget does not pass, we will need to have an emergency meeting to do a continuing resolution to in order for the city to operate because we will not have a budget. And we will have to revisit this in July. And there was only literally two days from the vote to the new New Year. So just be aware that if it doesn't pass, we will have to hold an emergency meeting to do a continuing resolution on this budget, I just wanted you to be aware of that the community be aware of it. And we'll just see where things go from here. Any final thoughts that anybody has on the budget?

Glenn Moshier

I just real quick, I just would like to echo that sentiment towards the staff. And certainly Toni Dyer for her assistance with putting this budget together and Councilor Mote for her assistance as well. But it's my third budget with a and my third different financial person doing the numbers. So it makes it challenging at best. But I'm hopeful now with the staff that we have in the finance department. And certainly the interest that the council seems to have with the process going forward, that we can make it much more efficient and a much easier process for everyone involved. And I would just really ask that, you know, citizens get involved. You know, I mean, we held how many budget meetings and you know, had very little to no citizen participation, and I'm certain that people are going to wake up tomorrow and hear these figures and, and be angered or inconst by it. And, you know, the opportunity for them to have participated in and to have provided us some, some guidance as to where their wishes are, you know, has come and gone and in the future, I would encourage everyone to, you know, to participate early and often because that's the only way we can truly have a budget that's going to reflect the entire community's desires and wishes as opposed to a budget that you know, the seven people sitting in this

table have kind of choked down so you know, it's like it's like a mediation as long as everybody leaves unhappy then you know, you're that's kind of how this budget is.

Dale Hamilton

Item 17 discussion regarding Franklin Street Parklet sponsored by Councilor Hanson

Casey Hanson

Yes, that is me. It's actually about the parklet. itself. It's about the, of course, because we close the road, there are some requirements for what we need to do in terms of signage to tell citizens that the road can't be driven down. But it looks terrible as you drive down Main Street, and i so that my request was to just bring this here to try to look at the D O T. Rules and see if there was more attractive way to solve the problem, because the parklet is so great. And it's so cute. And I've had a variety of people come tell me how much they like it. But it's just too bad that when you drive past that you're like, oh.

Glenn Moshier

So in response to Councilor Hansen's questions, I have spoken at length about the issue with Lisa, a public works director. And long before you ever raise it as an as a concern, it was it was something that we discussed as staff, the very first year, we put up the parklet. And then again, each subsequent year, because much like you and others, you know, the signage, and the other requirements are somewhat unsightly. And we'd like for it to be as attractive as possible. There are some potential options that we can explore. Of course, everything comes along with you know, funds, what we've used out there is what we have available to us without spending any additional funds. Just a few, a little bit of an explanation as to why the prettier if you will, barricades more attractive barricades are back behind the crosswalk. And the reason for that is we want we didn't want to set those on the backside of the crosswalk and have vehicles run the risk of potentially turning and immediately running into a concrete barricade. So the barricades and the road closed sign are kind of the you know, wake up call for anyone who thinks they're going to be turning right or left onto onto Franklin Street that they can't do that the road closed sign is required. barricades are our requirement. In fact, the national standard requires three tear barricades, which are basically like a wall, it's like, instead of just having the one they want you to have three, but where it's a low, low speed, not heavily traveled roadway, we felt comfortable with the single barricade in order to be able to achieve the same goal we have looked into. And I think she provided you some photographs of singles, yeah, those type of blinding the roadway with those as opposed to the barricades, it's still we still would require a road closures sign in. But we could utilize something like that instead of barricades. And she Lisa is looking into the cost of those of those. And ultimately, again, we need to block that road because you don't want people turning on and then getting on to the crosswalk, and then seeing the concrete barriers and then be like, oh, and trying to back out on the main street would be problematic at best and extremely dangerous. So that's the purpose for having the sort of the two tiered approach to the road closure. And, again, there's perhaps some slightly more attractive ways that we could do it. We've just done it this way, the last three years because it was the equipment that we have on hand.

Casey Hanson

It's different on the on this side. Is there a reason? It can be one way on one side? And

Glenn Moshier

well, the this side of is not a road, it's coming out of the side of the parking lot to access it. And the through way of store Street is significantly less traveled than what you have on on Main Street and or Franklin Street for that matter. The vehicles coming off of Franklin Street across me.

Steven O'Halloran

making a suggestion. I'm asking the question. Do the rules change? And if you close it permanently, I'm not saying we should do that. I'm just saying what does it do to the city? What does it do for road closure signs permanent posts? I'm not suggesting I'm asking that.

Glenn Moshier

Yeah, if if we discontinued the road, which is a process that you can go through it has. We have to have public hearings and so forth, then yeah, then it would no longer require the road closure because it wouldn't be a road any longer. This is a temporary closure. So we open it back Up in October, and then people are trapped traversing it again. So in order to maintain the safety of period dirt that is closed, we need those those closure signs. And like on this backside there is a road closed sign. We don't have any barricades but the but the stone, cement barricades are right on the roadway. So again, what you're not getting the traffic turning in to Franklin Street like you would get off of Main Street. So if we were to bump those planter concrete barricades onto the outside of the crosswalk, the potential for vehicles to turn into that turn in and perhaps collide with those concrete barriers is much greater on the main street side than it is on the on the backside of US store street side, which is why the decision was made originally to do the concrete barriers just straight across as opposed to the orange and yellow barricades that you see up front.

Jon Stein

It has been a recurring discussion in the Recreation Commission as well about a permanent closure and what that would look like and the safety concerns. Obviously, the fire and police access would be an issue but not insurmountable. I think management measures and thoughts of doing like the tree lighting ceremony and other winter events in that space as well. So the recognition has talked about it as excited about the notion of keeping that conversation going about making it permanent.

Steven O'Halloran

We both heart of Ellsworth, what's their position?

Cara Romano- Heart of Ellsworth

So I'll just dial the conversation back and I will not be up here for long, but I will dial the conversation back to 2017 when heart of Ellsworth did the first road closure for an event. The purpose of taste of Ellsworth was not only to bring folks together, and to celebrate our community before the start of the summer season. But a lot of it had to do a showcasing that space, what it would look like when there were trees in there. And it were actually to be a park. I think it's safe for me to speak for the board and to state that we believe as a downtown organization that we would like to see that space become permanently closed. And for that to become a park, that it marks sort of the center of our you know of downtown. We hear a lot of people that comment, whether they're visitors from away or people that live here. You know, Ellsworth is like Gilmore Girls, for anybody. I've never watched it. But for anybody who

knows, it's a thing. And I think it bodes as a compliment. And I think that it like I said, I've never watched it, but I think it perfectly encompasses, you know, what people think of our city and we were once known, I think our tagline was the friendly city. Ellsworth was, and I think a space for people to gather where people are always able to use that place no matter what the season is. I think it sort of brings back that whole feeling and sense of place, which is a big part of what art of Ellsworth is all about. So thank you for asking,

Gene Lyons

is a time when police and fire were using more?

Glenn Moshier

Police not so much I know the fire has concern about being able to it's kind of their quickest route. We've had many discussions about it because I don't really view it as a very safe route to be traversing the parking lot and going down onto that road. So I think I think there's room I think the biggest pushback we've had about closing it permanently outside of the loss of parking and, and the citizens who utilize it as a shortcut to try to get over to State Street and avoid traffic control devices, which is a good goal but is is from Highway Department and plow because it becomes it's it's a useful avenue for them during the winter months for plowing both of the parking lot store Street and Main Street. So I think that's probably one of the more significant issues that we would have to work through. Probably more so than fire because again, it's not really the most the safest route for the fire departments. We go anyway.

Gene Lyons

Plow guys, they use that plow

Glenn Moshier

to bring to bring the snow off of Main Street up into the parking lot rather than having to go all the way to the bottom of the hill come up State Street and come into the parking lot, just shorter.

Tammy Mote

There are also be issues with snow removal in that area. If we were going to use it all year as some sort of Parklet it'd be another duty for the highway department to get rid of that snow in that area as well. So

Gene Lyons

push that on the table and hire a private person.

Casey Hanson

I mean, it's it's sort of two questions. My question was just about the barricades. And I think the question about whether to close the parklet is an interesting one. But maybe the the information from the D O T, or whatever that was from it didn't really answer the question, like what is required? So I don't know if there's a way to get the answer to that.

Gene Lyons

Three tiered right?

Toni Dyer

required by USDOT is a three tier, barricade, and we just have a single so ours is just the one strip.

Casey Hanson

But the inference, but the stuff in there didn't say we the D O T require X and such for this kind of road for this example

Glenn Moshier

is not DOT first of all is the

Glenn Moshier

federal and this that is their, that's their standard expectation for relocation. So that's whenever you're going to close a road. That's the signage that they expect you to utilize.

Casey Hanson

But that wasn't really in the packet like it didn't really specify, like that must be written someplace. And that wasn't in the packet was like all these examples of roads where you have to make a detour, which really isn't this. want to follow the federal rules, but it's not that clear,

Glenn Moshier

I did it so I went on the website that she provided you for the Federal Bureau of Highway Safety, whatever the and so like guidance, the guidance for the road Street closed sign should be used in advance of the point where a highway is closed to all road users, or two all but local road users. And then for road closed signage guidance, the road closed should be used when the roadway is closed to all road users except contractors equipment, so forth and so on. The guidance the road, closed signs should be installed at at or near the center of the roadway on or above a type three barricade. That's where the type three barricade comes into. When it talks about barricades, barricades should be used. freeways and expressways or other high speed roadways. Type three barricades should be used to close partial close to partially closed the road. Type three barricades used at road closures may be placed completely across the roadway, or from curb to curb. So that's the federal standard that they expect when you are closing the road that you'll utilize the signage and those barricades in order to notify the more Republic that the roads closed.

Michelle Beal

So what can I ask the question? So those are those are federal guidelines. Right? So those are rules, those aren't hard and fast rules. And this isn't a highway it's a 25 mile an hour road that's got a lot of traffic on it. So anyone that really goes to turn in there, and does it see that it's those barricades, even behind them isn't either paying attention it's more of a safety issue for that rather than there's a high speed someone's going to turn it to go run something over because they're going to stop by then you know, honestly, it's not like they're going high speed. So it is a safety issue and I get that I just wonder if it's kind of like when we made my Beckwith Hill one way put all the signs put these barricades they

went right through it anyway. Honest to God because the GPS told me to But isn't there some way that we can nicely put something across the even if it's planters or something that people can see that they can't drive through rather than those barricades and the roads closed and all of these things, you get something that's that's nicer looking that is going to stop them unless they want to run over. But if we buy big planters, hop them across the road, three of them and and across the air will look nice with the show off the rainbow crosswalk and look nice with the parklet. Anybody that drives through that has got to not be paying attention. I mean, I don't think that those big roads Federal Highway rules not really for Franklin Street extension, and a 25 mile an hour zone. Just my opinion.

Dale Hamilton

Would you be willing to go back and have that discussion with your team and and see if there's some wiggle room to come up with something?

Glenn Moshier

Yeah, yeah, we can. I mean, we can discuss it further.

Michelle Beal

I'd appreciate it. I mean, it isn't. It's just not a highway,

Gene Lyons

I was pouring concrete in the middle of an intersection in Hammond. It was the big barrels, seven traffic cones, three big barrels of concrete mixer. And a lady took out the three big barrels, the seven traffic cones, caught her bumper on the concrete mixer and got stuck in the middle of the concrete that we just poured. So don't think for one second, those planters that they're going to see him and not get run over in a pack. If they don't do everything we can to make it visible, what

Michelle Beal

we have for that sign now isn't going to stop that person.

Gene Lyons

Right. But if you're the one sitting at the table, you want more out there to make sure they can see

Gene Lyons

i can push that concrete planter from that front of that parking lot all the way up to this parking lot. I guarantee you that on a turn. Yeah, you can do it. Probably three people can pick it up.

Steven O'Halloran

And I just asked one thing, I think we're talking in two things, what can we do immediately? And what can we do in the future. And I'm wondering if, if in the immediate nature, if Jersey barricades they make planters that go on top of them. So they're hard to push. But you could click the planter on top of them that fits over the jersey barricade, I've seen it in several places. It might be a quick fix with with the signage, things on the barricade but yet planter on the top, just as a quick fix while your work on the rest of it. Something I think you're talking about this season, and I kind of pushed it into next season. And I didn't mean to do that. If there's some easy fix short money that might address it for this season.

And I don't know if you can put them on, on the on the main street side of the crosswalk to help with because not that you couldn't push a barricade but that's what they're made for.

Cara Romano- Heart of Ellsworth

Thank you. So part of the city's benefit, being part of the Maine downtown center, and the city being an affiliate community of the main downtown center, we have access to resources of other main street and other affiliate communities and other communities in general around the state. And I think that perhaps, if the city is interested, we could use our resources and not have to reinvent the wheel here, perhaps maybe even be able to come up with I don't know maybe even some solutions that wouldn't cost the city any money. And that we could harvest those, if you will, from Anne Ball and Sylvie PK who came to present earlier this year, because there are tons of other downtown's around the state that have done this. So if that's of interest, happy to find solutions,

Glenn Moshier

Yeah, I will go back to staff will reach out to DOT and their leadership and see if if we can come up with something that is more appealing. That meets a certain level of safety. Because if we do have to be mindful about safety and the fact to Gene's point that people behind the wheel do some insanely not so smart things.

Gene Lyons

When I drive down High Street in my big pump truck that sits way up here. About half of the people driving down the high street are still playing with their phones. I mean, they're not paying attention anymore.

Steven O'Halloran

One question thus far has there been close calls major problems?

Glenn Moshier

Well, yet today we had two people park on the crosswalk to separate people because they moved the cones and pulled the car in there and parked on the crosswalk to separate times. they move the cones that are on the if you're looking down there, they move the cones there on the right hand Side pulled right in and parked right on the on the crosswalk. Have officer going out to separate times and have them move the vehicles

Steven O'Halloran

there hasn't been any. haven't had any accident any close call? Yeah. It could be. Oh, yeah.

Dale Hamilton

All right. Okay. We're gonna move on to the rest of your agenda. item 18 discussion regarding a request to the Hancock County Commissioners for ARPA funding Sponsored by Councilor Hanson.

Casey Hanson

Okay, that one was, well, we got the agenda for whenever the Hancock County Commissioners meet, which does anybody know, how often do they meet? Is it. I don't know why we got that. I don't know why we got that one agenda. But some, somebody in Hancock County was making a request to utilize

ARPA funding. And I remember that when we had our presentation from the Maine Municipal Association guy about our April funding, he basically said, You guys didn't actually get that much money. Ellsworth. Hancock County got a lot of money. And you're a big part of Hancock County. So you should be asking them for their money. And I think it was maybe Dale's idea that you had thrown out the idea of maybe asking them for help with what do you call it when you have to redo the track? They need to rebuild the whole thing, rebuilding the track. So it just made me think that we should be thinking about how to make a request and just getting on top of that now and not waiting. So that was what my

Michelle Beal

So the Finance Committee is actually discussing that. We we wanted to make a recommendation to the Council of what to do with the remaining ARPA funds. And we went and looked at many projects that that could be used in the city of Ellsworth and we spoke with the school department about their needs also. And we did come up with the track and the lighting for the track is a is a totally community and actually regional project. Obviously the schools use it schools from outside of Ellsworth use the track, nonprofit organizations use the track and the center of it for fundraisers. And it's definitely used by people outside of Ellsworth for walking and exercise. The entire county uses that area. It's a great tribe. So we have that is our recommendation is to work with us the remaining funds and to ask the Hancock County Commissioners for funding and manager Moser and Superintendent bowls. What have you I'm looking at trying to have a estimate on the costs. And then looking at putting together a proposal to go to the county commissioners to yeah, great to do that.

Casey Hanson

Well, that a little bit. That item is settled.

Dale Hamilton

Item 18 appointment of an arbor commission. Counselor Hanson.

Casey Hanson

Yes. Okay. So I Tabitha White is going to come present. So actually, this is sort of a two part thing. One is Toni printed this out for all of you that we actually have a tree ordinance in our charter. That indicates that we have to establish an arbor Commission. The arbor commission shall consist of nine individuals appointed by the city council. And the purpose of the arbor commission is to undertake projects supporting and promoting maintenance removal pruning of trees of streets or other public sites. So anyways, we don't have an arbor commission. And as Tabitha told us at a previous city council meetings, we shouldn't have one. And part of the benefit of having one is that we can then apply for a, I lost the name of our project canopy grant. So my Tabitha is going to teach us a little bit about that. But my my request is that we appoint an arbor commission or that we at least say we're going to apart like request submissions for people being on an arbor commission to allow us to apply for grants such as Project canopy. Once we have actually what do we have, right? Yes, This is a new iteration of something we've gotten in the past.

Tabitha White

Thank you so much. Good evening councilors and thank you for your time tonight. You've saved the best for last which is awesome and a special thank you to Casey Hanson for adding me to this

evening's agenda. My name is Tabitha White and I am here on behalf of green Ellsworth to discuss the city of Ellsworth tree ordinance and Arbor commission it mandates

Tabitha White

a little about me and my unique qualifications to be standing here in front of you this evening with this ask. I was born and raised here in Ellsworth. I have been a licensed arborist for 13 years. I graduated from the University of Maine in Orono with a bachelor's in forestry. After graduation, I was the planting coordinator for the city of Boston for five years, I moved to New York City for a job as a procurement forester where I was in charge of procurement and distribution of all the street trees for the city of New York from 2013 to 2016. And with the opportunity of buying my childhood home, I moved back home to Ellsworth, where I worked as the procurement and yard manager for Atlantic landscape construction. I am currently partnered with the garden artisans and Trenton where I continue to procure and sell trees. And since 2017, I have volunteered as an expert in urban forestry and arboriculture for green Ellsworth. I became the Chair of the tree subcommittee, which is a subgroup of the land action team specifically focused on increasing our source tree canopy and developing an urban forestry plan for the community. And I am happy to report to council that Ellsworth has been designated as a Tree City USA for the second year in a row. And to date much of us this activity has led to our tree city status to date. I'm sorry to date, much of our activity has led to our tree city status, which has been led by green Ellsworth volunteers and our partner organizations the Ellsworth Garden Club, and Frenchmen Bay Conservancy. And as with many other local communities who have enjoyed such a designation communities a smallest Castine is largest Bangor, the city of Ellsworth needs to take more of a role in the leadership role when it comes to planting and maintenance of trees on the city streets and public spaces. If we are going to be able to maintain our Tree City USA status, we want and create and maintain the kind of community its citizens want. We need to have a designated tree commission professionally qualified tree stewards and plans for the management of city trees. And lucky for us the city does have a tree ordinance chapter 43 dating back to the 1990s. You can refer to the copy of this ordinance in your packets. And section one provides for an arbor commission of nine people It charges them with overseeing the planting maintenance and pruning of trees on the streets and elsewhere in the community. Section two talks about developing a master tree plan focused on guiding planting and maintenance on an ongoing basis. And section three discusses what constitutes abuse and mutilation of city trees and what can be recovered from the vandalized or by the city. Currently, however, the ordinance this ordinance has been overlooked as the city has neither a commission nor a plan. This failure to follow through with what is mandated in this tree ordinance is definitely not because of a lack of public interest or because of a lack of the public's failure to prioritize our Urban Canopy. In fact, retreating our city streets maintaining existing trees and enhancing the city's tree canopy figure figured prominently as high priorities for elsewhere citizens in over 40 Green Ellsworth consultations with the community around sustainability goals. As noted with the accomplishments list in the handouts, the community has also demonstrated its willingness to engage in activities to move the dial forward with our Urban Canopy. It has been the community that has surveyed and mapped Ellsworth downtown core for existing trees and possible new tree locations. It has been the community who raised \$20,000 to plant 13 trees at City Hall to prune the existing crab apples at City Hall, which you'll see photographs of in your handouts as well. And that \$20,000 went to plant trees at the old Rite Aid on High Street. And to the city's credit there, they supplied the heavy machinery and labor hours that helped to make this High Street project a success. And as someone who regularly prices, jobs that uses heavy machinery and

labor, I can attest to the value that our public works department brought that day with its people and equipment. It's been the community that broke ground at the Jordan homestead tree nursery in 2022, where we have planted 160 trees out of 500 plan for this nursery, all of which are designated for the Ellsworth downtown downtown core. It's been a community through green Ellsworth has developed and regularly updates recommended plant lists for specific types of plants such as trees, shrubs, and perennials for types of properties residential, commercial public, and for a wide variety of habitats sunshade wet dry roadway foundation plantings etc. And it's been the community and community in the context of green Ellsworth that has developed a draft plan that could be adapted as a master tree plan as the second item in the Tree ordinance. This plan can help jumpstart this commission fulfill the requirements of the ordinance help us maintain maintain our tree city status and help us to booster to bolster the content relating to our Urban Canopy in the Comprehensive Plan. The city would obviously need to make a public call for interests and serving in such a commission but as an indication of possible interest and expertise. In our handout we have included a list of nine very well qualified candidates who have indicated a willingness to serve on the Ellsworth Arbor commission. As with the green house retreat committee, this can be expected to be a very hands on commission. People generally genuinely, genuinely prepared to take leadership, develop groups of volunteers to assist in the management of Urban Canopy and organize projects and events in aid of that effort. Most particularly, they would also assist with grant applications and fundraising. At the back of your handout, you can have a look at a fundraising brochure that was created in the 90s as an indication of what the government commission could accomplish today. And 2021 and 2022. The Ellsworth community nonprofits were the ones applying for Project canopy grants that have funded tree plantings and irrigation for the tree nursery. But we need the city to apply for every year just as many other main communities to which helps them these communities to fund their own urban forestry programs. In 2022, the inflation reduction acts allocated an unprecedented \$1.5 billion to invest in our urban greening through the tree plantings and other efforts across the country. This money which we can access through this state's project canopy program is a large part of the answer to the often proclaimed how do we fund this question. Rather than being an added burden for the city. Staff that Arbor commission could be a model for how Commission's can lighten the load for staff with access to volunteer aka three professional expertise. And a team of community members prepared to take leadership and getting the job done well and contributed in contributing to the long term beauty and sustainability of our community, such as Commission has, has the capacity to multiply a staff members time and expertise by nine. Ellsworth is naturally a Tree City, it exists because of the trees that grew here and the industry that generated when all the land was cleared of trees. The people who had come to live here realize that Ellsworth wasn't a very pleasant place to live. So as many communities do, they planted beautiful street trees that were for years one of the most memorable and appealing things of our city. When those trees were all lost in the 70s and 80s, from Dutch elm disease, citizens realized they needed to plant again and do a better job of caring for the trees. This led to the tree ordinance the chapter 43 and an initial group designated as the arbor commission. Some planting occurred and there was but there was no long term follow through with maintenance and when significant and and when significant investment in trees was made in the refurbishment of High Street. Nearly all all of the trees died because of a number of factors, but most particularly because there were no qualified arborist within the city staff and volunteer commissions to be responsible for developing and overseeing a plan for planting and long term maintenance that works. I want to point out a few other mistakes that were and continued to be made by not having an arborist oversight. In this picture behind me. You can see

an arborist would have known that during this initial install. The tree would interfere with the flag call in the future, which is today and it has become an issue before the city. Do we remove the tree? Do we move the flagpole? Both are expensive and totally were avoidable. An arborist would know that these tree guards must be removed before they struggle they strangle and kill these trees which will be soon an arborist would know that this is a mulch volcano and it can lead to the decline and death of a tree. Now more than ever, we are faced with more serious threats of our existing tree canopy. There is a real car Current and future threat of new diseases, invasive pests and invasive trees. Now more than ever, we need the benefits of trees, that includes their beauty. And I refer to the photos of the crab apples and bloom this year around City Hall, which was the recent green Ellsworth and citizen effort. However, we also need the cooling and warming effects of trees, we need their green infrastructure capacity to moderate stormwater runoff. A great example being birch Avenue, their ability to mitigate air and water pollution as well as the potential to reduce damage to city streets and infrastructure. We need to do this kind of work all over Ellsworth. So council members, I am asking for you to advise the city manager to take steps immediately to constitute the arbor commission, beginning with a public call for interested and qualified participants. Their first task should be the development of an urban forestry management plan, and a plan for grant applications. Thank you all again. for your time this evening. I really appreciate it. Any questions?

Gene Lyons

So most trees look like they have the power line? Like right directly above them? Oh, yeah. How's that gonna work?

Tabitha White

Wow, that's a really great question. Actually, we can make it so that the right trees get planted in the right places, we never want to plant a shade tree that's gonna grow to 100 feet under powerlines, we can control that. And we can make sure that that doesn't happen in the future. I have a whole set of guidelines already. I have been doing this for a long time. I want to bring my expertise back to the city. And I know a lot of other people want you to

Gene Lyons

I just saw that. So like it's like, Oh,

Tabitha White

I know, the awful pruning that they do with those. Yeah. And it makes it even more dangerous. So it's a it's a waste of money, a waste of our resources. I don't want to waste our money or our resources.

Casey Hanson

Is this something that even requires a motion or not really, because there's already an ordinance? Just a request, or do we need to vote on something?

Dale Hamilton

I think it's a request to to start the process in terms of informing the community at some point, the council will have to formally appoint that could the commission so I think we can ask that the manager

to start the process in terms of getting interests in. And then we'll go from there, once you have named becomes important.

Tabitha White

Thank you very much. Thank you.

Casey Hanson

Thanks, then we just need to bring back those

Glenn Moshier

I might also suggest that we take a look at this ordinance 1991 was a lot of time ago, a lot has changed. So

Dale Hamilton

why don't we put it on the July carried forward this item and put it on the agenda? Unless there's a let's put it on the agenda for an update. And then we can make a decision in terms of where it needs to go from there.

Mary Blackstone

I'm sorry, I could just mention that one of the first things that the commission could do is to revise its own ordinance. And perhaps you'd get the expertise there to work for you.

Dale Hamilton

Thank you. Okay, Item 20 Council comments. If you wish to make a comment.

Dale Hamilton

I do have I want to make one quick comment. I know it's like, be quick. I just wanted to respond to it earlier comment major and citizens comment. I completely understand personal opinion. But opinion does not translate into fact. And so I personally take offense to it being labeled that there was an illegal act that took place among the council with the decision around the police headquarters. That was the decision of five to vote it was followed by you can be disagreement in terms of whether or not some of the public felt there was enough information available. That that can be certainly discussed. But as far as it being an illegal act that was an opinion made by an individual. My opinion is it was absolutely not an illegal act and the courts have made that decision and upheld that. So I just think it's important that if you have an opinion, express your opinion, but to put a label behind it, I think is really unfair. And particularly in the situation where there was another lease approved that evening as well. I have yet to hear any kind of reaction about that lease, although it was not the same sum of money. If the purpose was as was presented by this individual this evening. Why was that not put on the table? So I think I think we should be careful in in throwing stones and labeling. We can have disagreement and their approach, you know, pursuing it any way that somebody feels, that's fine. taking it to court. That's fine. It was not an illegal act. And that is an absolute fact. Anyone else? Motion to adjourn.

Michelle Beal

So moved.

Gene Lyons

Second.

Dale Hamilton

All in favor.

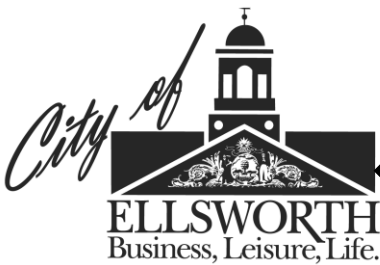
COUNCIL MEETING NOTICE and MOTIONS

The Ellsworth City Council will hold a special meeting on Friday, June 30, 2023 at 8:00 am in Council Chambers to accept the results of the Special Municipal School Validation and Referendum Election held on June 29, 2023.

Present: D. Hamilton, J. Stein, M. Beal, S. O'Halloran (in person), via phone conference T. Mote and C. Hanson.

Motion to approve as presented by M. Beal, second by J. Stein, passed 6-0

Motion to adjourn by M. Beal, second by J. Stein, passed 6-0



MEMO

To: City Council
From: Ellsworth Traffic Safety Committee (Glenn Moshier, Matthew Williams, Elizabeth Ouellette, Jason Ingalls, Janna Richards, Lisa Sekulich, MaineDOT Region 4 Traffic Engineer)
Cc: Jarod Farn-Guillette, Regional Transportation Planner, MaineDOT
Date: July 11, 2023
Re: Village Partnership Initiative & Demonstration Projects

This memo serves to inform the City Council and public of the work of the City's Traffic Safety Committee, particularly as it relates to the MaineDOT Village Partnership Initiative program and pedestrian safety demonstration projects.

Ellsworth's Traffic Safety Committee is an internal City staff committee, with support from regional State DOT staff, assembled in 2018 under the facilitation of the Planning Office. After COVID-19 and staffing changes caused the group to pause in 2020, the committee was revitalized in February 2023.

Village Partnership Initiative

The Village Partnership Initiative (VPI) has been an agenda item for this committee since February. Staff, with support from the DOT, reviewed a large-scale map of the City and began to delineate a proposed study area and identified the associated infrastructure needs and improvements within the area that would serve to improve pedestrian safety and aesthetics. It became clear during this exercise that the City's VPI project would meet the "Transformative" category of the VPI program given the identified large-scale improvements and associated costs.

A map of the focus area has been provided in the Council packet and includes the Main Street upper and lower lights, State Street, and Water Street. Improvements within this area that were identified by the Traffic Safety Committee and supported by DOT include: drainage, sidewalks, road resurfacing, wayfinding signage, streetscaping (including lighting), ADA compliance, and bicycle and pedestrian safety and mobility. Representatives of the committee met with the DOT to discuss the scope of the project and action items to move forward.

The next step is for the City to apply for Phase 1 of the VPI – the Planning Phase. This phase would require a 50% match by the City. In anticipation of acquiring these matching funds, the City has applied for a grant through the Community Resiliency Partnership to offset the total cost of the

match. City staff anticipate coming back before the Council to formally request dedicating matching funds toward this phase of the project.

Demonstration Projects

In relation to the work associated with the VPI process, the Traffic Safety Committee has also partnered with the DOT to identify locations for pedestrian and bicycle safety demonstration projects within the downtown. The committee will develop ways in which we will collect data from pedestrians and cyclists, as well as motorists, to understand if these temporary measures have provided a better sense of safety in our community. This data can be integrated into the VPI planning process. Related to the “Unfinished Business” Council agenda item for the July meeting, one of the projects is located in front of the Franklin Street Parklet. A request for temporary tough curbing and delineators has been made to the DOT. If acquired, this project will be installed in August through this partnership in order to provide a safe barricade that is more aesthetically pleasing.



COMMUNITY BASED INITIATIVES

*Village Centers / Downtowns
&
Transportation Infrastructure
For the NEXT GENERATION*

OUTLINE

1. Introduction of Community Based Initiatives
 - General Philosophy & Program
 - DOT Speak & Acronyms
2. Planning Partnership Initiative (PPI)
3. Village Partnership Initiatives (VPI)
 - Spot VPI
 - Large VPI
4. Municipal Partnership Initiative (MPI)
5. Business Partnership Initiative (BPI)
6. Next Steps & Process
7. Timeline





INTRODUCTION & PHILOSOPHY

A new program that address **infrastructure & placemaking** in historic downtowns, village centers & community districts.

Aims to revitalize areas that have issues with pedestrian infrastructure, gateway signage, ADA compliance, etc. - all while creating destinations worth visiting and living.

The Community Based Initiatives:

- | | | |
|-------------------------------------|---|-------|
| 1. Village Partnership Initiative | - | (VPI) |
| 2. Business Partnership Initiative | - | (BPI) |
| 3. Municipal Partnership Initiative | - | (MPI) |
| 4. Planning Partnership Initiative | - | (PPI) |

DOT SPEAK & ACRONYMS

MaineDOT operates with its own internal language and associated acronyms, which can be confusing to non-DOT persons. The right list contains many of the common terms and acronyms in the CBI programs.

Planning Partnership Initiative - (PPI)

Village Partnership Initiative - (VPI)

Municipal Partnership Initiative – (MPI)

Business Partnership Initiative - (BPI)

Work Identification Number – (WIN)

Request for Proposals – (RFP)

Regional Planning Organization – (RPO)

Metropolitan Planning Organization – (MPO)

Kick-Off Meeting – First meeting with consultant & Officials or project start

Local Project Administrator – (LPA)

PPI

- Locally initiated (THE MUNICIPALITY is requesting and driving the process)
- Provides DOT match and technical assistance in planning & feasibility studies
- Types of projects include:
 - a) Economic Development Studies
 - b) Active Transportation Plans (BikePed Studies)
 - c) Renderings and Conceptualization for Village Centers, etc.
 - d) Cost estimating for transportation alternative scenarios

Funding is capped at \$75,000.00 per project.
Based upon same 3-tiered approach.



PLANNING PARTNERSHIP INITIATIVE



PLANNING PARTNERSHIP INITIATIVE

VILLAGE PARTNERSHIP INITIATIVE

The VPI programs - 1. Spot Improvements 2. Transformative allow for towns to address specific transportation needs with Federal & State match depending on VPI.

SPOT VPI

- Projects that have a max cost of \$500,000 (no minimum)
- Examples include: gateway treatments, signage, traffic calming, ADA and pedestrian crossings, etc.

LARGE TRANSFORMATIVE

- Projects ranging from \$5,000,000.00 - \$35,000,000.00
- Focus on downtowns/villages etc, with revitalization and safety-focused rehab of transportation infra
- Follows Match Formula of 80% Fed / 10% State / 10% Local Match
- Makes large scale improvements in downtown/village centers possible for municipalities with a vision.



VPI EXAMPLES



MPI

- Streamlined approach to address municipal requests to deal with transportation infrastructure.
- Focuses on the road core of state-aide highways for surface treatments, drainage, intersection improvements.
- Three-tiered funding approach based upon municipal valuation:
 - Less than \$150 million – 70% DOT 30% Muni (MAX DOT contribution \$875,000)
 - \$150 – \$350 million – 60% DOT 30% Muni (MAX DOT contribution \$750,000)
 - Greater than \$350 million – 50% DOT 50% Muni (MAX DOT contribution \$625,000)

MUNICIPAL PARTNERSHIP INITIATIVE

BPI

Public – Private Partnership

(Business + Town + DOT)

Match is

33.3% business,

33.3% municipality,

33.3% DOT



Allows local business(es) to partner with a municipality to address state aid highway infrastructure that is hindering business expansion or opportunities.

Types of projects include thing such as:

- improving access to and from highways,
- improving vehicular circulation,
- improving bike/ped access to businesses

The project must:

- a) improve economic development,
- b) transportation safety,
- c) customer benefit

BUSINESS PARTNERSHIP INITIATIVE



NEXT STEPS

For the following: PPI / VPI / BPI

Contact your regional planner:

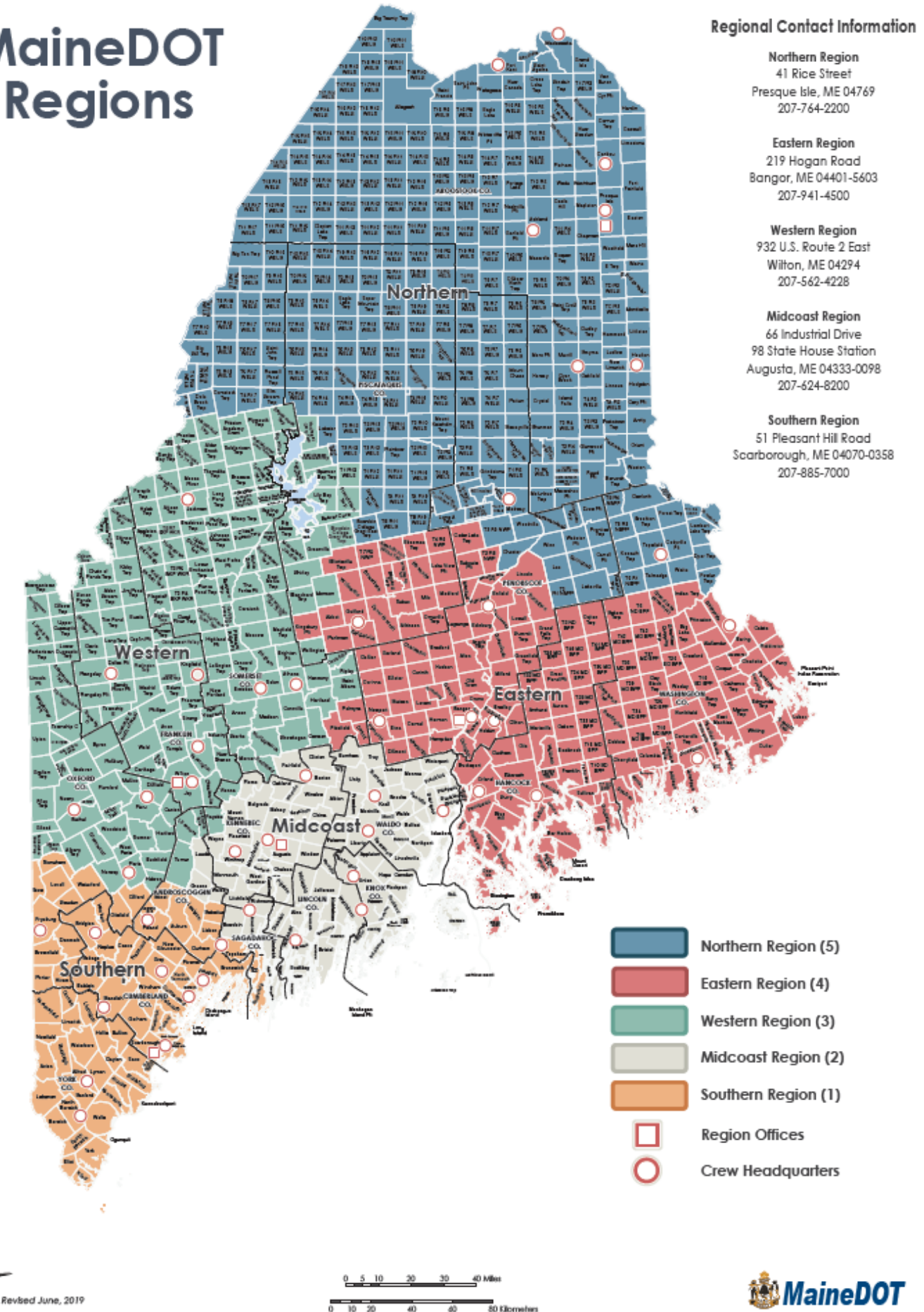
Region 1: Stephen Cole – (p) 207 - 441- 4803

Region 2 & 3: Matthew Drost – (p) 207 – 441 - 1897

Region 4 & 5: Jarod Farn – Guillette – (p) 207 – 215- 9558

For MPIs: Contact your Region Office

MaineDOT Regions



PROCESS & TIMELINE

For the following: PPI / VPI

1. Municipal Admin (MA) contacts regional planner (RP)
2. RP makes a site visit with MA, then drafts a project scope of services
3. MA presents or RP presents draft scope to selectboard / council
4. Council authorizes municipality to enter into an MOU with MaineDOT
5. RP submits project to Work Plan Management upon confirmation of local match
6. Municipality begins RFP process
7. Select consultant and begin process



(207) 215-9558



mainedot.gov



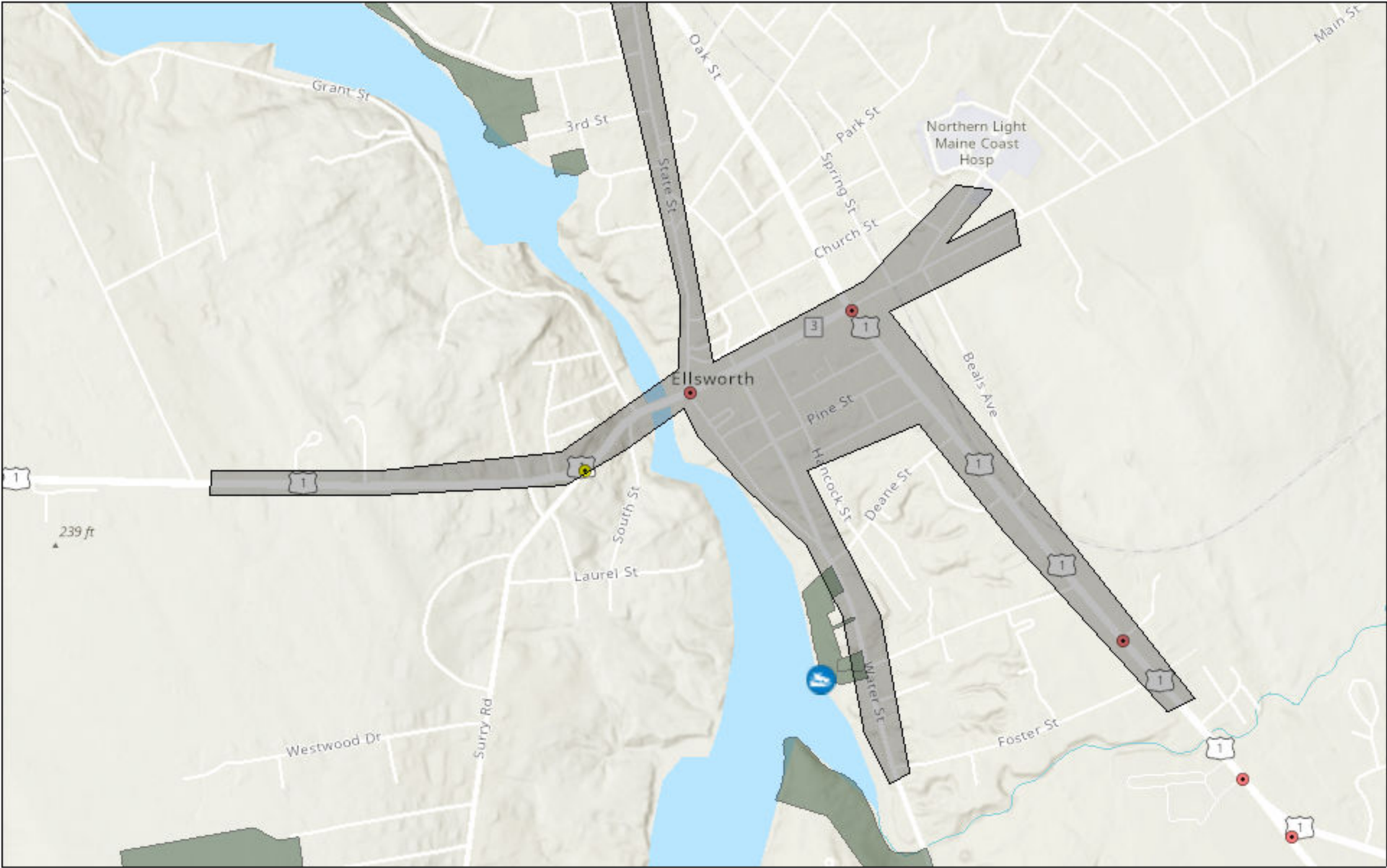
Jarod.farn-guillette@maine.gov



JAROD FARN-GUILLETTE, REGION 4 & 5 PLANNER – TRIBAL LIAISON

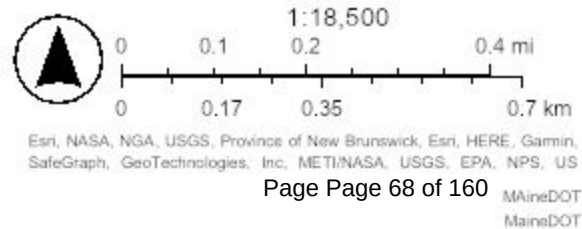
THANK YOU

Ellsworth VPI-Plan Phase Scope



7/10/2023

-  Maine Boat Launches GeoLibrary - Maine Boat Launches GeoLibrary
-  Maine Conserved Lands - Maine Conserved Lands - All
-  Signal
-  Beacon
-  MaineDOT Traffic Signals - Traffic Signals



To the Ellsworth City Council
From the Partners of Union River
Re: Educational Signs in the Harbor Park
15 June, 2023

Dear Ellsworth Council,

With the endorsement of the Harbor Commission, the **Partners of Union River** seek your support to develop and install up to 8 interpretive/educational signs in Harbor Park. The signs are to focus on the History of the Harbor and waterfront and provide information on the wildlife of the river. The goal is to share information about the significant role Ellsworth Harbor has played in regional and national history and educate the public about the natural resources of the Harbor.

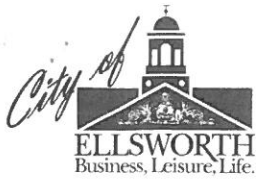
Once completed, the educational/interpretive signs would be placed along the waterfront from the launch ramp to the Dead River property. The pedestals and signs will be consistent with those used by MDOT and The National Park Service. Each sign would be approximately 16" by 28" and supported by granite pillars to a height of 3ft.

The project is expected to cost \$59,000 and take 18 months to complete. The money for this project is being raised through grants and local contributions.

The Ellsworth Harbor Commission voted unanimously to support this project at its June meeting.

Respectfully submitted,
Mark Remick
Partners of Union River, Chairman

Note: Partners Of Union River is a 501c3 formed in 2022 to promote and preserve public access and natural resources of the Ellsworth waterfront and the Union River.



City Clerk
1 City Hall Plaza ▪ Ellsworth, ME 04605-1942
Phone (207) 669-6604 ▪ Fax (207) 667-4908
clerksoffice@ellsworthmaine.gov

BUSINESS LICENSE APPLICATION

CUSTOMER #90

APPLICANT: ELLSWORTH LODGE OF ELKS #2743

MAILING ADDRESS: ELLSWORTH LODGE OF ELKS #2743 P.O. BOX 85 ELLSWORTH, ME 04605

MAP LOT: 016024000000

BUSINESS TELEPHONE: 207-667-3073

FAX NUMBER: 207-667-3073

EMAIL ADDRESS: ellsworth.elks@yahoo.com

NAME OF BUSINESS (DBA): ELLSWORTH LODGE OF ELKS #2743

LOCATION OF BUSINESS: 317 HIGH STREET

NUMBER OF EMPLOYEES:

NATURE OF BUSINESS: CLASS B

DESCRIPTION: FOOD ALCOHOL AMUSEMENT Public Hearing Notice Fee

PROPERTY OWNER: GREATER ELLSWORTH ME LODGE 2743

BUSINESS OWNER: ELLSWORTH LODGE OF ELKS #2743 PHONE NUMBER: 667-3073

EMERGENCY CONTACT:

ROBERT HUBBERT SR: 207-422-3571

EMERGENCY CONTACT:

SUSAN PIPER: 207-479-4534

:

:

:

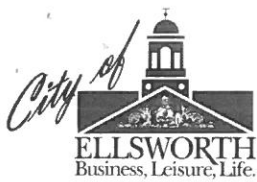
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SIGNATURE:

DATE:

LICENSE EFFECTIVE FROM:

EXPIRES: 07/31/2024



NO 2022

City Clerk

1 City Hall Plaza ▪ Ellsworth, ME 04605-1942

Phone (207) 669-6604 ▪ Fax (207) 667-4908

clerksoffice@ellsworthmaine.gov

BUSINESS LICENSE APPLICATION

CUSTOMER #379

APPLICANT: TASTE OF JAMAICA

MAILING ADDRESS: GRIFFITHS GILMORE 17 CARLISLE STREET ELLSWORTH, ME 04605

MAP LOT: 138051000000

BUSINESS TELEPHONE:

FAX NUMBER:

EMAIL ADDRESS: shaneg2550@yahoo.com

NAME OF BUSINESS (DBA): TASTE OF JAMAICA

LOCATION OF BUSINESS: 190 STATE STREET

NUMBER OF EMPLOYEES:

NATURE OF BUSINESS: CLASS C

DESCRIPTION: FOOD ALCOHOL Public Hearing Notice Fee MOBILE VENDING

PROPERTY OWNER: WALLACE KEVIN

BUSINESS OWNER: GRIFFITHS GILMORE PHONE NUMBER:

EMERGENCY CONTACT:

GILMORE GRIFFITHS: 207-992-7322

:

:

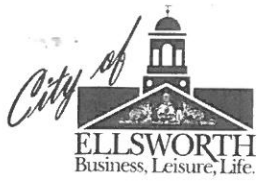
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SIGNATURE:

DATE:

LICENSE EFFECTIVE FROM:

EXPIRES: 07/31/2024



City Clerk
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clerksoffice@ellsworthmaine.gov

BUSINESS LICENSE APPLICATION

CUSTOMER #93

APPLICANT: HELEN'S RESTAURANT

MAILING ADDRESS: HELEN'S RESTAURANT HELEN'S RESTAURANT ATTN.: MELANIE OMLOR
55 DOWNEAST HIGHWAY ELLSWORTH, ME 04605

MAP LOT: 022003001000

BUSINESS TELEPHONE: 207-598-8912

FAX NUMBER:

EMAIL ADDRESS: mcofox@aol.com

NAME OF BUSINESS (DBA): HELEN'S RESTAURANT

LOCATION OF BUSINESS: 55 DOWNEAST HIGHWAY

NUMBER OF EMPLOYEES:

NATURE OF BUSINESS: CLASS C

DESCRIPTION: ALCOHOL FOOD Public Hearing Notice Fee

PROPERTY OWNER: MELANIE OMLOR-FOX

BUSINESS OWNER: HELEN'S RESTAURANT PHONE NUMBER:

PARTNER:

MELANIE OMLOR-FOX: 207-598-8912

EMERGENCY CONTACT:

SCOTT FOX: 207-735-7767

:

:

:

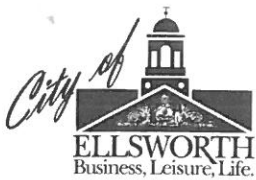
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SIGNATURE:

DATE:

LICENSE EFFECTIVE FROM:

EXPIRES: 07/31/2024



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Phone (207) 669-6604 ▪ Fax (207) 667-4908
clerksoffice@ellsworthmaine.gov

BUSINESS LICENSE APPLICATION

CUSTOMER #89

APPLICANT: LAKESIDE CEDAR CABINS

MAILING ADDRESS: POTTS DANIEL LAKESIDE CEDAR CABINS 2485 HILLCREST ROAD
QUAKERTOWN, PA 18951

MAP LOT: 0770060000000

BUSINESS TELEPHONE: 215-858-0200

FAX NUMBER:

EMAIL ADDRESS:

NAME OF BUSINESS (DBA): LAKESIDE CEDAR CABINS

LOCATION OF BUSINESS: 397 MARIAVILLE ROAD

NUMBER OF EMPLOYEES:

NATURE OF BUSINESS: LODGING

DESCRIPTION: LODGING Public Hearing Notice Fee

21 Windemere way Fletchers land
04605

PROPERTY OWNER: POTTS DANIEL C

BUSINESS OWNER: POTTS DANIEL PHONE NUMBER:

PARTNER:

DANIEL C. POTTS: 207-667-9295

:

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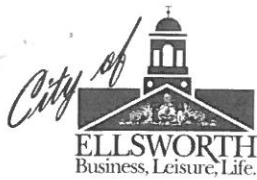
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SIGNATURE:

DATE: June 1 2023

LICENSE EFFECTIVE FROM:

EXPIRES: 07/31/2024



City Clerk
1 City Hall Plaza ▪ Ellsworth, ME 04605-1942
Phone (207) 669-6604 ▪ Fax (207) 667-4908
clerksoffice@ellsworthmaine.gov

BUSINESS LICENSE APPLICATION

CUSTOMER #494

APPLICANT: DRAGONFIRE

MAILING ADDRESS: WILLIAM BUTLER JESSICA BUTLER 81 BIRCHLAWN DRIVE LAMOINE, ME 04605

MAP LOT: 138053000000

BUSINESS TELEPHONE: 207-667-3473

FAX NUMBER:

EMAIL ADDRESS: JESSICAATG@GMAIL.COM

NAME OF BUSINESS (DBA): DRAGONFIRE

LOCATION OF BUSINESS: 248 STATE STREET

NUMBER OF EMPLOYEES:

NATURE OF BUSINESS: CLASS B

DESCRIPTION: Public Hearing Notice Fee LIQUOR FOOD ARCADE

PROPERTY OWNER: WILLEY GRANT COMPANY LLC

BUSINESS OWNER: DA BUTLER DID IT, LLC PHONE NUMBER: 207-667-3473

PARTNER:

JESSICA BUTLER: 207-266-8281

REAL ESTATE OWNER:

WILLEY AND GRANT LLC: 207-667-9065

PARTNER:

WILLIAM BUTLER: 207-266-1943

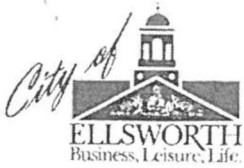
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SIGNATURE:

DATE:

LICENSE EFFECTIVE FROM:

EXPIRES: 08/31/2024



City Clerk
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Phone (207) 669-6604 • Fax (207) 667-4908
clerksoffice@ellsworthmaine.gov

BUSINESS LICENSE APPLICATION

CUSTOMER #104

APPLICANT: PATS PIZZA

MAILING ADDRESS: PATS PIZZA NASBERG JERRY dba PATS PIZZA PO BOX 1016 ELLSWORTH, ME 04605

MAP LOT: 016057000000

BUSINESS TELEPHONE: 207-667-6011

FAX NUMBER:

EMAIL ADDRESS: ACCOUNTING@GWI.NET

NAME OF BUSINESS (DBA): PATS PIZZA

LOCATION OF BUSINESS: 396 HIGH STREET

NUMBER OF EMPLOYEES:

NATURE OF BUSINESS: CLASS C

DESCRIPTION: FOOD ALCOHOL Public Hearing Notice Fee

PROPERTY OWNER: NASBERG GERALD A TRUSTEE

BUSINESS OWNER: PATS PIZZA PHONE NUMBER:

PARTNER:

GERALD A NASBERG: 207-610-5007

EMERGENCY CONTACT:

PAM VAFIADES: 207-266-2303

EMERGENCY CONTACT:

TIMOTHY MCCARTHY: 207-664-9816

SIGNATURE:

DATE:

7.3.23

LICENSE EFFECTIVE FROM:

EXPIRES: 08/31/2024

**PUBLIC HEARING
CITY OF ELLSWORTH TAX ANTICIPATION BORROWING**

The Ellsworth City Council will hold a public hearing at its meeting on Monday, July 17, 2023, at 6:00 PM, in the City Hall Council Chambers, 1 City Hall Plaza, Ellsworth, Maine, on the following order:

- Council Order #0723 : Authorization for Tax Anticipation Borrowing (\$2,000,000)

Citizens may appear in person to make comment or ask questions during the public hearing.

Toni Dyer
Ellsworth City Clerk

[Note: must be published and posted 10 days prior to the public hearing.]

CITY OF ELLSWORTH

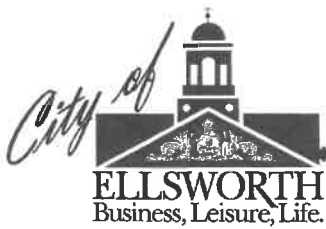
Council Order #0723__

TITLE: Authorization for Tax Anticipation Borrowing (\$2,000,000)

By the City Council of the City of Ellsworth be it hereby ordered and resolved as follows:

- VOTED: That, pursuant to Section 5771 of Title 30-A of the Maine Revised Statutes, the Treasurer is hereby authorized and empowered to borrow, at one time or from time to time during the fiscal year ending June 30, 2023, singly or in series, an amount or amounts not exceeding \$2,000,000 in anticipation of the collection of receipts from taxes, such borrowing to be evidenced by the issuance of the City's tax anticipation notes (the "TAN"), which TAN shall be in addition to any prior tax anticipation borrowing previously authorized by the City Council for the fiscal year ending June 30, 2023.
- VOTED: That the City Council awards the winning bid for the TAN to First National Bank (the "Bank"), with an interest rate of 5.05%, to mature on or before June 30, 2024.
- VOTED: That the TAN shall be issued in the aggregate amounts not to exceed \$2,000,000 and shall be signed in the name of and on behalf of the City by the Treasurer and countersigned by the Chair of the City Council, attested to by the Clerk, and shall be payable at maturity, out of money raised by taxation during the fiscal year ending June 30, 2023, and shall contain such terms and provisions, not inconsistent herewith, and be in such form as shall be approved by the officers and officials signing the same, which approval shall be conclusively evidenced by their execution thereof.
- VOTED: That the Treasurer be, and hereby is authorized to prepare and distribute a Notice of Sale of the City, or other suitable document for use in soliciting bids from financial institutions and that any prior similar action taken by the Treasurer be and hereby is ratified and approved.
- VOTED: That the Treasurer, to the extent permitted and available under the Internal Revenue Code of 1986, as amended (the "Code") be and hereby is authorized to designate the TAN as qualified tax-exempt obligations for purposes of Section 265(b) of the Code.
- VOTED: That the Treasurer be and hereby is authorized to covenant with the Bank, on behalf of the City and for the benefit of the Bank as the holder of the TAN, that the City shall take whatever steps, including filing any reports and rebating any excess earnings, as may be required by federal law, and shall refrain from taking any action, as may be necessary or appropriate to ensure that interest on the TAN will remain exempt from federal income taxes.

- VOTED: That the officers and officials executing the TAN be and hereby are individually authorized to covenant, certify, and agree, on behalf of the City and for the benefit of the Bank as the holder of the TAN, that the City will file any required reports, make any annual financial or material event disclosure, and take any other action that may be necessary to ensure that the disclosure requirements imposed by Rule 15c2-12 of the Securities and Exchange Commission, if applicable, are met.
- VOTED: That the Treasurer, Chair of the City Council, and Clerk be and hereby are authorized and empowered on behalf of the City to undertake all such acts and things and execute and deliver all such documents and certificates as may be necessary or convenient in connection with the issuance, sale, execution, and delivery of the TAN.
- VOTED: That if the Treasurer, Chair of the City Council, or Clerk are for any reason unavailable to approve and execute the TAN or any related documents, the person or persons then acting in any such capacity, whether as an assistant, a deputy, or otherwise, is authorized to act for such official with the same force and effect as if such official had himself/herself performed such act.



Water Department Superintendent

1 City Hall Plaza ♦ Ellsworth, ME 04605-1942

Phone (207) 669-6616 ♦ Fax (207) 667-4908

www.ellsworthmaine.gov

MEMO

To: Ellsworth City Council

From: Reggie Winslow

Date: March 28, 2023

Re: High Lift Pump VFD Upgrade

Ellsworth City Council Members,

The Ellsworth Water Department is requesting to purchase and install two Variable Frequency Drives, also called VFD's. The current pump controls are called soft starts, which have no actual controlling properties. As the name suggests, they softly start the pump. The VFD's will achieve the same goal with that much needed ability to control the speed of the pump itself. This will reduce the potential damage caused by pressure surges when pumps start and stop, reducing filter intersperse or filter breakthrough.

The total estimated cost for the VFD' and installation is \$45,050.

If the Council approves, I suggest the following motion.

Move to approve the request of the Water Department Superintendent, High Lift Pump VFD upgrades with a cost of \$45,050.

Thank you,

Reggie Winslow

Superintendent

City of Ellsworth Water Department

M C Electric Co, Inc.
Bangor, Maine 04401
Phone (207) 852-9781
<<meber@midmaine.com>>

March 24, 2023

City of Ellsworth

RE: High Lift Pump VFD Upgrades

Following is an our estimate for the above mentioned project. Price Includes:

- Purchase and Installation of Powerflex 753 156 Amp VFD's (2)
- Remote VFD HIM's (2)
- VFD I/O Cards (2)
- New Conduit Run from VFD Panel to PLC Panel.
- Power Wiring, and Control Interfacing.
- New PLC Module to Accommodate Analog Interface with VFD's.
- PLC Programming Modifications.
- SCADA Screen Modifications

SoftStart to VFD 125 HP Pump/Motor Upgrade \$37,800.00

If 5% input line reactors are incorporated, please add \$7,250.00

Please feel free to contact us if you have any questions.

Sincerely,

Michael Eber
M C Electric Co, Inc.

**CITY OF ELLSWORTH
CAPITAL IMPROVEMENT PROJECT REQUEST FORM
FY 2024**

DEPARTMENT: Water	CONTACT PERSON: Reggie Winslow
PROJECT TITLE: VFD, Raw Water Pump(s) Water Department Treatment	
LOCATION: Plant	

DESCRIPTION OF PROPOSED PROJECT: Raw Water Pump Variable Frequency Drive, VFD. Raw Water Pump control.

JUSTIFICATION & USEFUL LIFE:

(Projects will be evaluated based on one or more of the following criteria: Public Health & Safety, External Requirements, Technology, Percent of Population Served, Economic Development, Impacts on Operating Budget, Expected Life of Improvement, Availability of Financing, Relationship to Adopted Plans, Intensity of Use, Scheduling, Benefit/Cost, Special Needs, Timeliness, and Public Support. Please be sure to address any of these as applicable.) The VFD's are used to control pump speed, slow start up and slow down. Resulting in a smoother start, reducing pressure surge. The anticipated life span of a VFD is 10-15 years, in theory, the VFD's will be used in the Treatment Plant upgrade.

TOTAL ESTIMATED COSTS:

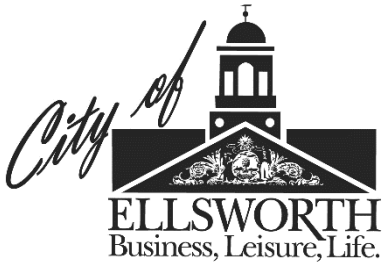
Planning, Design, Engineering:	\$ _____
Land Purchase:	\$ _____
Construction:	\$ <u>45,050</u>
Equipment & Furniture:	\$ _____
Other:	\$ _____
Miscellaneous:	\$ _____
TOTAL COST	\$ <u>45,050</u>

PROPOSED FINANCING: *Please describe how the proposed project will be funded. Some options may be General Tax Revenue, User Fee Revenue, General Obligation Bonds, Reserve Funds, Special Assessments, Grant Proceeds, etc.*

CIP Funds

CAPITAL IMPROVEMENT PROJECT/PURCHASE COST PER YEAR

	2021	2022	2023	2024	2025	TOTAL
Planning, Design, Engineering						
Land Acquisition						
Construction						
Other						
TOTAL COST						
Maintenance & Operation Costs						



City Manager

1 City Hall Plaza ♦ Ellsworth, ME 04605-1942
Phone (207) 669-6616 ♦ Fax (207) 667-4908
www.ellsworthmaine.gov

MEMO

To: City Council
From: Glenn Moshier
Date: June 26, 2023
Re: Annual Report for Affordable Housing Tax Increment Financing Districts

I am respectfully requesting the council approve the Annual Reports for Tax Year April 1, 2022 through March 31, 2023 for the Affordable Housing Tax Increment Financing Districts.

These Annual Reports are required to be filed with Maine Housing pursuant to 30-A M.R.S.A. §5250-E for all Affordable Housing Tax Increment Financing Districts. We currently have three such districts: Leonard Lake, Oriole Way and Oriole Way Senior.

If the council has no questions, comments or concerns with these reports, the following motion is suggested:

Move to approve the Annual Reports for Tax Year April 1, 2022 through March 31, 2023 for Affordable Housing Tax Increment Financing Districts, Leonard Lake, Oriole Way and Oriole Way Senior in the City of Ellsworth.

Annual Report for Tax Year April 1, 20²³ – March 31, 20²³
Affordable Housing Tax Increment Financing District
Submission Deadline of April 30, 20²³

Municipality: City of Ellsworth

Municipal official submitting this report:

Glenn M. Moshier

Printed name



Signature

06/15/2023

Date

Title: City Manager

Mailing address: 1 City Hall Plaza

Phone number: (207) 669-6601

Email address: gmoshier@ellsworthmaine.gov

Name of Affordable Housing Development District:

Leonard Lake

Date the municipal legislative body approved this Report (not the District):

June 16, 20²³

In submitting this report, the legislative body of the municipality certifies that the public purpose of the affordable housing district is being met and that the required housing affordability and other conditions of approval, including limitations on uses of tax increment revenues for approved development project costs, set forth in the Certificate of Approval issued by Maine State Housing Authority for the District and the related Affordable Housing Development Program are being maintained.

Status of affordable housing within the District: *"Affordable" means for households earning no more than 120% area median income.*

Type of housing unit	# of Existing affordable units	# of Existing market units	# of Planned affordable units	# of Planned market units
Rental (family)				
Rental (senior)	26			
Owned home/condo				

Please list property sales within the District (NOTE: impact on affordability is not required by the statute for this item and in any event would be captured in the chart above):

N/A

Please describe any changes from what was described in the approved Development Program for the District, such as changes to the type, scope or timing of development within the District. If the Development Program and Certificate of Approval for the District allow alternative uses of funds, please list how funds are being used in practice.

N/A

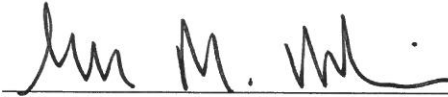
Annual Report for Tax Year April 1, 2023 – March 31, 2023
Affordable Housing Tax Increment Financing District
Submission Deadline of April 30, 2023

Municipality: City of Ellsworth

Municipal official submitting this report:

Glenn M. Moshier

Printed name



Signature

06/15/2023

Date

Title: City Manager
Mailing address: 1 City Hall Plaza
Phone number: (207) 669-6601
Email address: gmoshier@ellsworthmaine.gov

Name of Affordable Housing Development District:

Oriole Senior

Date the municipal legislative body approved this Report (not the District):

June 16, 2023

In submitting this report, the legislative body of the municipality certifies that the public purpose of the affordable housing district is being met and that the required housing affordability and other conditions of approval, including limitations on uses of tax increment revenues for approved development project costs, set forth in the Certificate of Approval issued by Maine State Housing Authority for the District and the related Affordable Housing Development Program are being maintained.

Status of affordable housing within the District: *"Affordable" means for households earning no more than 120% area median income.*

Type of housing unit	# of Existing affordable units	# of Existing market units	# of Planned affordable units	# of Planned market units
Rental (family)				
Rental (senior)			29	
Owned home/condo				

Please list property sales within the District (NOTE: impact on affordability is not required by the statute for this item and in any event would be captured in the chart above):

N/A

Please describe any changes from what was described in the approved Development Program for the District, such as changes to the type, scope or timing of development within the District. If the Development Program and Certificate of Approval for the District allow alternative uses of funds, please list how funds are being used in practice.

N/A

Annual Report for Tax Year April 1, 2023 – March 31, 2023
Affordable Housing Tax Increment Financing District
Submission Deadline of April 30, 2023

Municipality: City of Ellsworth

Municipal official submitting this report:

Glenn M. Moshier

Printed name



Signature

06/15/2023

Date

Title: City Manager
Mailing address: 1 City Hall Plaza
Phone number: (207) 669-6601
Email address: gmoshier@ellsworthmaine.gov

Name of Affordable Housing Development District:

Oriole Way

Date the municipal legislative body approved this Report (not the District):

June 16, 2023

In submitting this report, the legislative body of the municipality certifies that the public purpose of the affordable housing district is being met and that the required housing affordability and other conditions of approval, including limitations on uses of tax increment revenues for approved development project costs, set forth in the Certificate of Approval issued by Maine State Housing Authority for the District and the related Affordable Housing Development Program are being maintained.

Status of affordable housing within the District: *"Affordable" means for households earning no more than 120% area median income.*

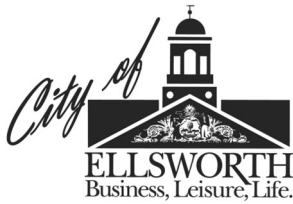
Type of housing unit	# of Existing affordable units	# of Existing market units	# of Planned affordable units	# of Planned market units
Rental (family)	50			
Rental (senior)				
Owned home/condo				

Please list property sales within the District (NOTE: impact on affordability is not required by the statute for this item and in any event would be captured in the chart above):

N/A

Please describe any changes from what was described in the approved Development Program for the District, such as changes to the type, scope or timing of development within the District. If the Development Program and Certificate of Approval for the District allow alternative uses of funds, please list how funds are being used in practice.

N/A



Jason Ingalls • IT Systems Admin

City of Ellsworth • 1 City Hall Plaza • Ellsworth ME 04605-1942
Phone: (207) 669-6600 x2 • E-mail: jingalls@ellsworthmaine.gov

To: Members of the Ellsworth City Council
From: Jason Ingalls, IT Systems Admin
CC: Glenn Moshier, City Manager; Toni Dyer, City Clerk
Date: July 11, 2023

Dear Members of the Ellsworth City Council,

I am requesting your approval for a significant upgrade to our technology infrastructure. This proposed upgrade is part of our planned replacement cycle aimed at preventing obsolescence, modernizing our systems, and implementing Virtual Desktop Infrastructure (VDI). The adoption of VDI technology will enhance workflow, resource management, and security, while contributing to environmental sustainability.

Proposed Procurement:

- New servers from Scale Computing
- Firewalls from Watchguard
- Backup Network Attached Storage (NAS) from QNAP
- Software licensing from Microsoft

Procurement Process:

In accordance with our procurement policy, we solicited bids from four top Value-Added Resellers (VARs). We received proposals that met our requirements from GovConnection and SHI International. After evaluation, GovConnection was determined to have the most cost-effective proposal for both hardware and software components.

For the lease purchase of the quoted hardware, we invited proposals from GovConnection, SHI International, and Gorham Savings Bank. Gorham Savings Bank had the most favorable proposal for a 5-year municipal lease purchase agreement based on their low bid. The annual lease payment will be \$90,840.36, with an option for a \$1 buyout at the end of the lease term.

Proposed Infrastructure Upgrade:

This upgrade is an essential step in our planned technology replacement cycle. It is designed not only to integrate advanced technology such as VDI but also to replace outdated infrastructure, thus preventing obsolescence. The proposed procurement includes:

Scale Computing Servers: These servers will provide the capacity and efficiency to support VDI, simplify our IT infrastructure, and reduce maintenance needs.

Watchguard Firewalls: These firewalls will secure our virtual desktops from potential threats and safeguard our sensitive data.

QNAP Backup NAS: This system will ensure data redundancy and enable rapid recovery in case of data loss.

Microsoft Licensing: These licenses will enable us to legally use Microsoft's operating system and applications in a virtual environment, equipping each virtual desktop to meet our operational needs.

Benefits of VDI:

Security: Centralized storage and management of data significantly reduces the risk of data breaches. Simplified application of security updates ensures all virtual desktops are consistently protected against threats.

Two-Factor Authentication (2FA): VDI supports advanced security measures such as 2FA, providing an extra layer of protection.

Environmental Sustainability: The reduction in physical hardware usage lowers energy consumption and contributes to our sustainability goals.

Flexibility & Accessibility: VDI offers staff the ability to access their work environment from any location, providing continuity and enabling efficient remote work.

Risks of Obsolescence:

Obsolescence of systems is a significant risk. Below are some risks associated with allowing systems to become obsolete:

Security Vulnerabilities: Older systems are often no longer supported by their manufacturers or software providers, leaving them vulnerable to new threats. These vulnerabilities can lead to data breaches, unauthorized access, and other cyber security risks.

System Failures & Downtime: As hardware ages, the risk of failure increases. These failures can cause downtime that interrupts services and operations.

Incompatibility Issues: Older systems can face compatibility issues with new applications or software updates, leading to system disruptions or the inability to leverage new technology advancements.

Increased Maintenance Costs: Maintaining outdated hardware and software often becomes increasingly expensive, as parts become scarce and it takes more time and resources to troubleshoot issues.

Lack of Vendor Support: Once a system reaches its end-of-life, vendors typically discontinue support, making it difficult and costly to address any issues that arise.

Impaired Client/Citizen Services: Outdated IT infrastructure can hinder the delivery of services to citizens, affecting user experience and satisfaction levels.

By adhering to a planned replacement cycle, these risks can be mitigated, ensuring that our IT infrastructure remains secure, efficient, and capable of meeting its service delivery needs.

Financial Overview:

The total cost for this upgrade, including hardware (\$414,911) and software licenses (\$95,677.71), is estimated to be \$510,588.71. The software costs will be funded through the City's available American Rescue Plan Act (ARPA) funding. The first year lease payment will be funded by a combination of Capital Improvement Project (CIP) funding and a \$30,000 contribution from the Ellsworth School Department.

Attachments:

- Bid Request
- Response from GovConnection
- Response from SHI International
- Response from Gorham Savings Bank

Your approval will enable us to initiate the procurement process, avoid system obsolescence, and modernize our digital infrastructure. I am happy to provide any additional information or answer any questions you may have.

Thank you for your time and consideration.

Regards,

Jason Ingalls
IT Systems Admin

****Suggested Motion:** Approve the IT Systems Admin to purchase IT hardware and software from GovConnection and enter into a 5-year municipal lease purchase agreement with Gorham Savings Bank as presented. Additionally authorize the City Manager to sign any necessary agreements to execute the purchase and/or lease.

The City of Ellsworth is requesting the following quotes for IT Hardware and Software. Please return quotes to jingalls@ellsworthmaine.gov by 5PM EDT on 6/30/2023. Quotes should be valid until at least 7/20/2023.

On Quote 1 ONLY – In addition to the quote please provide an estimate for a 5-year lease with \$1 buyout option.

Quote 1

Scale Computing – Contact Michael Sullivan – msullivan@scalecomputing.com for additional info.

Cluster 1 – Production

- Qty 3 CHA-3-0F 2X XEON SP CPU 9X HDD 3X SSD 2UCLTR HC5250D CHASSIS
- Qty 6 CPU-3-04 8C / 16T 3.2GHZ 2400MT / S CPNT INTEL XEON SILVER 4215R
- Qty 24 RAM-3-0A 64GB DDR4 2933 MHZ RDIMM CPNT 64GB DDR4 RDIMM
- Qty 9 SSD-3-04 1.92TB SAS 3.5" Internal Hard Drive
- Qty 27 HDD-3-04 8TB SAS 3.5" Internal Hard Drive
- Qty 3 NIC-3-02 4-Port Intel / Lenovo X722 Card
- Qty 3 HCOS-S-5-16C 5YR LICS AND SW LICS HC3 HYPERCORE - 16C STANDARD
- Qty 1 HW-5 5YR HW WARR SVCS
- Qty 3 QSRN NODE INSTALL REMOTE SUP SVCS REMOTE INSTALLATION

Cluster 2 – DR

- Qty 3 CHA-3-0F 2X XEON SP CPU 9X HDD 3X SSD 2UCLTR HC5250D CHASSIS
- Qty 6 CPU-3-04 8C / 16T 3.2GHZ 2400MT / S CPNT INTEL XEON SILVER 4215R
- Qty 36 RAM-3-0A 64GB DDR4 2933 MHZ RDIMM CPNT 64GB DDR4 RDIMM
- Qty 9 SSD-3-05 3.84TB SATA 3.5" Internal Solid State Drive
- Qty 27 HDD-3-05 12TB SAS 3.5" Internal Hard Drive
- Qty 3 NIC-3-02 4-Port Intel / Lenovo X722 Card
- Qty 3 HCOS-S-5-16C 5YR LICS AND SW LICS HC3 HYPERCORE - 16C STANDARD
- Qty 1 HW-5 5YR HW WARR SVCS
- Qty 3 QSRN NODE INSTALL REMOTE SUP SVCS REMOTE INSTALLATION

Cluster 3 – VDI

- Qty 3 CHA-3-0C 2X XEON SP CPU 4X SSD HC1250DFGCTLR CHASSIS
- Qty 6 CPU-3-04 8C / 16T 3.2GHZ 2400MT / S CPNT INTEL XEON SILVER 4215R
- Qty 36 RAM-3-09 32GB DDR4 2933 MHZ RDIMM CPNT32GB DDR4 RDIMM
- Qty 12 SSD-3-06 7.68TB SATA 3.5" Internal Solid State Drive
- Qty 3 NIC-3-02 4-Port Intel / Lenovo X722 Card
- Qty 6 GPU-3-01 T4 16GB CPNT
- Qty 3 HCOS-S-5-16C 5YR LICS AND SW LICS HC3 HYPERCORE - 16C STANDARD
- Qty 1 HW-5 5YR HW WARR SVCS
- Qty 3 QSRN NODE INSTALL REMOTE SUP SVCS REMOTE INSTALLATION

Watchguard Firewalls

- Qty 1 WGM69002101 Trade up to WatchGuard Firebox M690 with 1-yr Total Security Suite
- Qty 1 WGM69001601 WatchGuard Firebox M690 High Availability with 1-yr Standard Support

Qnap NAS Appliance and Hard Disk Drives

- Qty 1 ES1686dc-2142IT-96G QNAP ES1686DC - NAS server
- Qty 16 WUH721816AL5204 16 TB WD Ultrastar DC HC550

Quote 2

Microsoft Licensing – MPSA Program

- Qty 125 Microsoft 365 G3 w/GCC
- Qty 24 Windows Server 2022 Datacenter 2 Cores w/ Software Assurance
- Qty 2 Microsoft SQL Server w/ Software Assurance
- Qty 110 Windows Remote Desktop User w/ Software Assurance

SALES QUOTE

GovConnection, Inc.
732 Milford Road
Merrimack, NH 03054

Account Executive: Leslie Cartee
Phone: (800) 800-0019 ext. 34400
Fax: (603) 683-1405
Email: leslie.cartee@connection.com

25505452.02

PLEASE REFER TO THE ABOVE
QUOTE # WHEN ORDERING

Date: 6/27/2023
Valid Through: 7/27/2023
Account #: S04754

Account Manager:
Phone:
Fax:
Email:

Customer Contact: Jason Ingalls
Email: jingalls@ellsworthmaine.gov

Phone: (207) 667-2563 x101
Fax:

QUOTE PROVIDED TO:	SHIP TO:
AB#: 3008325 CITY OF ELLSWORTH ACCOUNTS PAYABLE 1 CITY HALL PLAZA ELLSWORTH, ME 04605 (207) 667-2563	AB#: 10378455 STATE OF MAINE JASON INGALLS C/O CITY OF ELLSWORTH 1 CITY HALL PLZ ELLSWORTH, ME 04605 (207) 667-2563 x101

DELIVERY	FOB	SHIP VIA	SHIP WEIGHT	TERMS	CONTRACT ID#
5-30 Days A/R/O	Destination	Small Pkg Ground Service Level	936.00 lbs	Net 30	

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* Line #	Qty	Item #	Mfg. Part #	Description	Mfg.	Price	Ext
1				Cluster 1 - Production			\$ -
2	3	41419441	CHA-3-0F	2X XEON SP CPU 9X HDD 3X SSD 2UCLTR HC5250D CHASSIS Scale Computing	Scale Computing	\$ 12,847.15	\$ 38,541.45
3	6	41419440	CPU-3-04	8C / 16T 3.2GHZ 2400MT / S CPNT INTEL XEON SILVER 4215R Scale Computing	Scale Computing	\$ -	\$ -
4	24	41419438	RAM-3-0A	64GB DDR4 2933 MHZ RDIMM CPNT 64GB DDR4 RDIMM Scale Computing	Scale Computing	\$ -	\$ -
5	9	41396261	SSD-3-04	1.92TB SAS 3.5" Internal Hard Drive Scale Computing	Scale Computing	\$ -	\$ -
6	27	41419439	HDD-3-04	8TB SAS 3.5" Internal Hard Drive Scale Computing	Scale Computing	\$ -	\$ -
7	3	41529707	NIC-3-02	4-Port Intel / Lenovo X722 Card Scale Computing	Scale Computing	\$ -	\$ -
8	3	41419453	HCOS-S-5-16C	5YR LICS AND SW LICS HC3 HYPERCORE - 16C STANDARD Scale Computing	Scale Computing	\$ 24,199.74	\$ 72,599.22
9	1	41396276	HW-5	5YR HW WARR SVCS Scale Computing	Scale Computing	\$ 4,087.39	\$ 4,087.39
10	3	41163449	QSRN	NODE INSTALL REMOTE SUP SVCS REMOTE INSTALLATION Scale Computing	Scale Computing	\$ 290.40	\$ 871.20
11							\$ -
12				Cluster 2 - DR			\$ -
13	3	41419441	CHA-3-0F	2X XEON SP CPU 9X HDD 3X SSD 2UCLTR HC5250D CHASSIS Scale Computing	Scale Computing	\$ 16,133.76	\$ 48,401.28
14	36	41419438	RAM-3-0A	64GB DDR4 2933 MHZ RDIMM CPNT 64GB DDR4 RDIMM Scale Computing	Scale Computing	\$ -	\$ -
15	9	41520727	SSD-3-05	3.84TB SATA 3.5" Internal Solid State Drive Scale Computing	Scale Computing	\$ -	\$ -
16	27	41431105	HDD-3-05	12TB SAS 3.5" Internal Hard Drive Scale Computing	Scale Computing	\$ -	\$ -

SALES QUOTE

GovConnection, Inc.
732 Milford Road
Merrimack, NH 03054

Account Executive: Leslie Cartee
Phone: (800) 800-0019 ext. 34400
Fax: (603) 683-1405
Email: leslie.cartee@connection.com

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Valid Through: 7/27/2023
Account #: S04754

Account Manager:
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Fax:
Email:

Customer Contact: Jason Ingalls
Email: jingalls@ellsworthmaine.gov

Phone: (207) 667-2563 x101
Fax:

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5-30 Days A/R/O	Destination	Small Pkg Ground Service Level	936.00 lbs	Net 30	

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* Line #	Qty	Item #	Mfg. Part #	Description	Mfg.	Price	Ext
17	3	41529707	NIC-3-02	4-Port Intel / Lenovo X722 Card Scale Computing	Scale Computing	\$ -	\$ -
18	1	41396276	HW-5	5YR HW WARR SVCS Scale Computing	Scale Computing	\$ 5,133.05	\$ 5,133.05
19	3	41163449	QSRN	NODE INSTALL REMOTE SUP SVCS REMOTE INSTALLATION Scale Computing	Scale Computing	\$ 290.40	\$ 871.20
20	6	41419440	CPU-3-04	8C / 16T 3.2GHZ 2400MT / S CPNT INTEL XEON SILVER 4215R Scale Computing	Scale Computing	\$ -	\$ -
21	3	41419453	HCOS-S-5-16C	5YR LICs AND SW LICs HC3 HYPERCORE - 16C STANDARD Scale Computing	Scale Computing	\$ 24,199.74	\$ 72,599.22
22							\$ -
23				Cluster 3- VDI			\$ -
24	3	41646100	CHA-3-0C	2X XEON SP CPU 4X SSD HC1250DFGCTLRCHASSIS Scale Computing	Scale Computing	\$ 19,619.45	\$ 58,858.35
25	6	41419440	CPU-3-04	8C / 16T 3.2GHZ 2400MT / S CPNT INTEL XEON SILVER 4215R Scale Computing	Scale Computing	\$ -	\$ -
26	36	41430280	RAM-3-09	32GB DDR4 2933 MHZ RDIMM CPNT 32GB DDR4 RDIMM Scale Computing	Scale Computing	\$ -	\$ -
27	12	41547617	SSD-3-06	7.68TB SATA 3.5" Internal Solid State Drive Scale Computing	Scale Computing	\$ -	\$ -
28	3	41529707	NIC-3-02	4-Port Intel / Lenovo X722 Card Scale Computing	Scale Computing	\$ -	\$ -
29	6	41646101	GPU-3-01	T4 16GB CPNT Scale Computing	Scale Computing	\$ -	\$ -
30	3	41419453	HCOS-S-5-16C	5YR LICs AND SW LICs HC3 HYPERCORE - 16C STANDARD Scale Computing	Scale Computing	\$ 24,199.74	\$ 72,599.22
31	1	41396276	HW-5	5YR HW WARR SVCS Scale Computing	Scale Computing	\$ 6,021.20	\$ 6,021.20

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32	3	41163449	QSRN	NODE INSTALL REMOTE SUP SVCS REMOTE INSTALLATION Scale Computing	Scale Computing	\$ 290.40	\$ 871.20
33							\$ -
34				Firewalls			\$ -
35	1	41317132	WGM69002101	Firebox M690 / 8xGbE / 4x10GbE / 1YR Total Security Suite w / Trade-up Watchguard Technologies	Watchguard Technologies	\$ 10,213.33	\$ 10,213.33
36	1	41317136	WGM69001601	WatchGuard Firebox M690 High Availability with 1-yr Standard Support Watchguard Technologies	Watchguard Technologies	\$ 3,498.87	\$ 3,498.87
37							\$ -
38				NAS			\$ -
39	1	37531981	ES1686DC-2142IT 96GUS	16-Bay Active-ACT Dual Controller ZFS XEON D-2142IT 1.9GHZ 8CORE 48GB Storage Qnap	Qnap	\$ 12,908.99	\$ 12,908.99
40	1	41167795	0F38462-20PK	16TB Ultrastar DC HC550 SATA 6Gb / s SE 3.5" Internal Hard Drives (20-pack) HGST, A Western Digital Company	HGST, A Western Digital Company	\$ 6,835.83	\$ 6,835.83
						Subtotal	\$ 414,911.00
						Fee	\$ 0.00
						Shipping and Handling	\$ 0.00
						Tax	Exempt!
						Total	\$ 414,911.00



ORDERING INFORMATION
GovConnection, Inc. DBA Connection

Please contact your account manager with any questions.

Ordering Address
GovConnection, Inc.
732 Milford Road
Merrimack, NH 03054

Remittance Address
GovConnection, Inc.
Box 536477
Pittsburgh, PA 15253-5906

Please reference the Contract # on all purchase orders.

TERMS & CONDITIONS

Payment Terms:	NET 30 (subject to approved credit)
FOB Point:	DESTINATION (within Continental US)
Maximum Order Limitation:	NONE
FEIN:	52-1837891
DUNS Number:	80-967-8782
CEC:	80-068888K
Cage Code:	OGTJ3
Business Size:	LARGE
Erate Spin Number:	143026005

WARRANTY: Manufacturer's Standard Commercial Warranty

NOTE: It is the end user's responsibility to review, understand and agree to the terms of any End User License Agreement (EULA).

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If you require a hard copy invoice for your credit card order, please visit the link below and click on the Proof of Purchase/Invoice link on the left side of the page to print one: <https://www.govconnection.com/web/Shopping/ProofOfPurchase.htm>

Please forward your Contract or Purchase Order to:
SLEDOPS@connection.com

QUESTIONS: Call 800-800-0019

SALES QUOTE

GovConnection, Inc.
732 Milford Road
Merrimack, NH 03054

Account Executive: Leslie Cartee
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Fax: (603) 683-1405
Email: leslie.cartee@connection.com

25512633.01

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1	125	41589961	AAD-38071	Govt. MPSA M365 E3 GCC Unified per User Subscription Level D 12Mo Upfront Payment Microsoft MPSA	Microsoft MPSA	\$ 375.65	\$ 46,956.25
2	24	41412089	AAA-30380	Govt. MPSA Windows Server Datacenter 2-Core License w / SA Level D 36Mo Upfront Payment Microsoft MPSA	Microsoft MPSA	\$ 886.46	\$ 21,275.04
3	2	41636464	AAA-03752	Govt. MPSA SQL Server Standard 2-Core License w / SA Level D 36Mo Upfront Payment Option Microsoft MPSA	Microsoft MPSA	\$ 4,540.96	\$ 9,081.92
4	110	41310529	AAA-03873	Corp. MPSA Windows RDS per User License w / SA Level D 36Mo Upfront Payment Microsoft MPSA	Microsoft MPSA	\$ 166.95	\$ 18,364.50
						Subtotal	\$ 95,677.71
						Fee	\$ 0.00
						Shipping and Handling	\$ 0.00
						Tax	Exempt!
						Total	\$ 95,677.71



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DUNS Number:	80-967-8782
CEC:	80-068888K
Cage Code:	OGTJ3
Business Size:	LARGE
Erate Spin Number:	143026005

WARRANTY: Manufacturer's Standard Commercial Warranty

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Please forward your Contract or Purchase Order to:
SLEDOPS@connection.com

QUESTIONS: Call 800-800-0019

Connection Financial Services Proposal

(This is not a contract; executable contracts to follow)

06/27/23

Connection Financial Services is pleased to offer this proposal for the technology solution that City of Ellsworth wishes to acquire from PC Connection, Inc.. For over 25 years, we have provided simple, fast and cost-effective acquisition options to more than 50,000 customers ranging from small entrepreneurial organizations to large Fortune 500 corporations. We hope to be your high performance partner in acquiring your technology.

Equipment/Software Cost \$414,911.00 (Not including tax)

Equipment/Software Description		Scale Computing Solution			
Term	Period	Type	End-of-Term Option	Payment	
☐ 60 Months	Monthly	Finance Lease	Own	\$8,447.69	
☐ 60 Months	Annually	Finance Lease	Own	\$97,860.63	

Structure First payment due one month after contract commencement. Subject to adjustments in Treasury constant maturities as shown below.

Asset Assumptions The payment options above assume 25.0% of tier 1 hardware and 75.0% of software. If these percentages change, the payment may be adjusted up or down. Up to 60 month finance term available based on the length of the software term.

Equipment Location Please provide the address where the equipment will be located.

Address:

City, State & Zip:

Is this a hosting site, data center or co-location facility? ☐ YES ☐ NO

Proposal Expiration Date This proposal and payment options within are valid through 07/11/23

Required Documentation Subject to credit approval and execution of Leaf Commercial Capital finance documentation (sample attached).

This proposal is based on certain underwriting and pricing assumptions and the execution of mutually acceptable documentation. The payments quoted do not include sales use, rental or property tax.

The scheduled payments identified above reflect Connection Financial Services spread over like-term Treasury constant maturities as of 06/27/23 (as referenced via the Federal Reserve website: <http://www.federalreserve.gov/releases/h15/update/default.htm>). Any increase to current Treasury constant maturities prior to commencement shall cause the Scheduled Payments to be adjusted accordingly. Scheduled Payments will be fixed upon the later of (i) the Acceptance Date, or (ii) the date Connection Financial Services countersigns the documents and commences the transaction. Customer hereby agrees to sign an amendment reflecting such increase upon request by Connection Financial Services.

Please email this page along with required documentation (if any) by 07/11/23 to indicate your desire to enter into an agreement with Connection Financial Services.

Regards,

Amy Hunter
Direct Line:
ahunter@connectionfs.com



Pricing Proposal
Quotation #: 23631246
Created On: 6/26/2023
Valid Until: 7/20/2023

ME-City of Ellsworth

Jason Ingalls

1 City Hall Plaza
Ellsworth, ME 04605
United States
Phone: (207) 669-6600
Fax:
Email: jingalls@ellsworthmaine.gov

Inside Account Executive

Niall El-Adawy

300 Davidson Ave
Somerset, NJ 08873
Phone: 732-652-7686
Fax:
Email: niall_eladawy@shi.com

All Prices are in US Dollar (USD)

	Product	Qty	Your Price	Total
1	Cluster 1 - Production Scale Computing - Part#:	1	\$0.00	\$0.00
2	2X XEON SP CPU 9X HDD 3X SSD 2UCLTR HC5250D CHASSIS Scale Computing - Part#: CHA-3-0F Contract Name: MHEC - Technology Contract #: MC13-F05	3	\$13,088.00	\$39,264.00
3	8C/16T 3.2GHZ 2400MT/S INTEL CPNT XEON SILVER 4215R Scale Computing - Part#: CPU-3-04 Contract Name: MHEC - Technology Contract #: MC13-F05	6	\$0.10	\$0.60
4	64GB DDR4 2933 MHZ RDIMM 64GB CPNT DDR4 RDIMM Scale Computing - Part#: RAM-3-0A Contract Name: MHEC - Technology Contract #: MC13-F05	24	\$0.10	\$2.40
5	1.92TB 3.5IN SATA SSD 1.92TB INT 3.5IN SATA SSD Scale Computing - Part#: SSD-3-04 Contract Name: MHEC - Technology Contract #: MC13-F05	9	\$0.10	\$0.90
6	8TB 3.5IN SAS HDD 8TB 3.5IN SASCPNT HDD Scale Computing - Part#: HDD-3-04 Contract Name: MHEC - Technology Contract #: MC13-F05	27	\$0.10	\$2.70
7	4-PORT INTEL/LENOVO X722 4-PORTCPNT 10GB SFP+ Scale Computing - Part#: NIC-3-02 Contract Name: MHEC - Technology Contract #: MC13-F05	3	\$0.10	\$0.30
8	5YR LICS AND SW SC//HYPERCORE -LICS 16C STANDARD Scale Computing - Part#: HCOS-S-5-16C Ellsworth City Council Packet 07-17-2023	3	\$24,750.20	\$74,250.60

9	5YRS HW WARRANTY SVCS Scale Computing - Part#: HW-5 Contract Name: MHEC - Technology Contract #: MC13-F05 Coverage Term: 6/30/2023 – 6/29/2028	1	\$4,162.00	\$4,162.00
10	NODE INSTALL REMOTE SUP REMOTE SVCS INSTALLATION Scale Computing - Part#: QSRN Contract Name: MHEC - Technology Contract #: MC13-F05	3	\$295.70	\$887.10
11	Cluster 2 - DR Scale Computing - Part#: Contract Name: State of Maine - IT Solutions & Services (Omnia) Contract #: 2018011-02 Subcontract #: MA 18P 18110500000000000057	1	\$0.00	\$0.00
12	2X XEON SP CPU 9X HDD 3X SSD 2UCLTR HC5250D CHASSIS Scale Computing - Part#: CHA-3-0F Contract Name: MHEC - Technology Contract #: MC13-F05	3	\$16,436.20	\$49,308.60
13	8C/16T 3.2GHZ 2400MT/S INTEL CPNT XEON SILVER 4215R Scale Computing - Part#: CPU-3-04 Contract Name: MHEC - Technology Contract #: MC13-F05	6	\$0.10	\$0.60
14	64GB DDR4 2933 MHZ RDIMM 64GB CPNT DDR4 RDIMM Scale Computing - Part#: RAM-3-0A Contract Name: MHEC - Technology Contract #: MC13-F05	36	\$0.10	\$3.60
15	3.84TB 3.5IN SATA SSD 3.84TB INT 3.5IN SATA SSD Scale Computing - Part#: SSD-3-05 Contract Name: MHEC - Technology Contract #: MC13-F05	9	\$0.10	\$0.90
16	12TB 3.5IN SAS HDD 12TB 3.5IN CPNT SAS HDD Scale Computing - Part#: HDD-3-05 Contract Name: MHEC - Technology Contract #: MC13-F05	27	\$0.10	\$2.70
17	4-PORT INTEL/LENOVO X722 4-PORTCPNT 10GB SFP+ Scale Computing - Part#: NIC-3-02 Contract Name: MHEC - Technology Contract #: MC13-F05	3	\$0.10	\$0.30
18	5YR LICS AND SW SC//HYPERCORE -LICS 16C STANDARD Scale Computing - Part#: HCOS-S-5-16C Contract Name: MHEC - Technology Contract #: MC13-F05 Coverage Term: 6/30/2023 – 6/29/2028	3	\$24,750.20	\$74,250.60
19	5YRS HW WARRANTY SVCS Scale Computing - Part#: HW-5 Contract Name: MHEC - Technology Ellsworth City Council Packet 07-17-2023	1	\$5,226.80	\$5,226.80

20	NODE INSTALL REMOTE SUP REMOTE SVCS INSTALLATION Scale Computing - Part#: QSRN Contract Name: MHEC - Technology Contract #: MC13-F05	3	\$295.70	\$887.10
21	Cluster 3 - VDI Scale Computing - Part#: Contract Name: State of Maine - IT Solutions & Services (Omnia) Contract #: 2018011-02 Subcontract #: MA 18P 18110500000000000057	1	\$0.00	\$0.00
22	2X XEON SP CPU 4X SSD HC1250DFGCTLR CHASSIS Scale Computing - Part#: CHA-3-0C Contract Name: MHEC - Technology Contract #: MC13-F05	3	\$20,652.10	\$61,956.30
23	8C/16T 3.2GHZ 2400MT/S INTEL CPNT XEON SILVER 4215R Scale Computing - Part#: CPU-3-04 Contract Name: MHEC - Technology Contract #: MC13-F05	6	\$0.10	\$0.60
24	32GB DDR4 2933 MHZ RDIMM 32GB CPNT DDR4 RDIMM Scale Computing - Part#: RAM-3-09 Contract Name: MHEC - Technology Contract #: MC13-F05	36	\$0.10	\$3.60
25	7.68TB 3.5IN SATA SSD 7.68TB INT 3.5IN SATA SSD Scale Computing - Part#: SSD-3-06 Contract Name: MHEC - Technology Contract #: MC13-F05	12	\$0.10	\$1.20
26	4-PORT INTEL/LENOVO X722 4-PORTCPNT 10GB SFP+ Scale Computing - Part#: NIC-3-02 Contract Name: MHEC - Technology Contract #: MC13-F05	3	\$0.10	\$0.30
27	T4 16GB CPNT Scale Computing - Part#: GPU-3-01 Contract Name: MHEC - Technology Contract #: MC13-F05	6	\$0.10	\$0.60
28	5YR LICS AND SW SC//HYPERCORE -LICS 16C STANDARD Scale Computing - Part#: HCOS-S-5-16C Contract Name: MHEC - Technology Contract #: MC13-F05 Coverage Term: 6/30/2023 – 6/29/2028	3	\$25,010.80	\$75,032.40
29	5YRS HW WARRANTY SVCS Scale Computing - Part#: HW-5 Contract Name: MHEC - Technology Contract #: MC13-F05 Coverage Term: 6/30/2023 – 6/29/2028	1	\$6,195.70	\$6,195.70
30	NODE INSTALL REMOTE SUP REMOTE SVCS INSTALLATION Scale Computing - Part#: QSRN Contract Name: MHEC - Technology Contract #: MC13-F05 Ellsworth City Council Packet 07-17-2023	3	\$298.90	\$896.70

31	WatchGuard Firebox M690 - Security appliance - with 1 year Total Security Suite - 10 GigE - AC 90 - 264 V - WatchGuard Trade-Up Program WatchGuard - Part#: WGM69002101 Contract Name: MHEC - Technology Contract #: MC13-F05 Note: Out of Stock	1	\$10,054.80	\$10,054.80
32	WatchGuard Firebox M690 - Security appliance - High Availability - with 1 year Standard Support - 10 GigE - AC 90 - 264 V WatchGuard - Part#: WGM69001601 Contract Name: MHEC - Technology Contract #: MC13-F05 Note: Out of Stock	1	\$3,448.80	\$3,448.80
33	16BAY ACTIVE-ACT DUAL CTRLR ZFSXEON D-2142IT 1.9GHZ 8CORE 48GB QNAP - Part#: ES1686DC-2142IT96GUS Contract Name: MHEC - Technology Contract #: MC13-F05	1	\$13,275.00	\$13,275.00
34	16TB SE MM CRU DRIVE W/CARRIERHC550 SAS 512E SE HGST - Part#: 1EX2473 Contract Name: MHEC - Technology Contract #: MC13-F05	16	\$496.00	\$7,936.00
			Total	\$427,053.80

Additional Comments

Please note, if Emergency Connectivity Funds (ECF) will be used to pay for all or part of this quote, please let us know as we will need to ensure compliance with the funding program.

Hardware items on this quote may be updated to reflect changes due to industry wide constraints and fluctuations.

Thank you for choosing SHI International Corp! The pricing offered on this quote proposal is valid through the expiration date listed above. To ensure the best level of service, please provide End User Name, Phone Number, Email Address and applicable Contract Number when submitting a Purchase Order. For any additional information including Hardware, Software and Services Contracts, please contact an SHI Inside Sales Representative at (888) 744-4084. SHI International Corp. is 100% Minority Owned, Woman Owned Business. TAX ID# 22-3009648; DUNS# 61-1429481; CCR# 61-243957G; CAGE 1HTF0

The Products offered under this proposal are resold in accordance with the [SHI Online Customer Resale Terms and Conditions](#), unless a separate resale agreement exists between SHI and the Customer.



Pricing Proposal
Quotation #: 23632549
Created On: 6/26/2023
Valid Until: 7/31/2023

ME-City of Ellsworth

Jason Ingalls

ME
United States
Phone: (207) 669-6600
Fax:
Email: jingalls@ellsworthmaine.gov

Inside Account Executive

Niall El-Adawy

300 Davidson Ave
Somerset, NJ 08873
Phone: 732-652-7686
Fax:
Email: niall_eladawy@shi.com

All Prices are in US Dollar (USD)

Product	Qty	Your Price	Total
1 M365 E3 GCC Unified Per User Microsoft - Part#: AAD-38071 Contract Name: SHI-Customer Contract Contract #: SHI-Customer Contract Coverage Term: 7/1/2023 – 6/30/2024 Note: 1 year	125	\$391.00	\$48,875.00
2 Win Server DataCore Core 2 LSA Microsoft - Part#: AAA-30380 Contract Name: SHI-Customer Contract Contract #: SHI-Customer Contract Coverage Term: 7/1/2023 – 6/30/2026 Note: 3 years	24	\$926.00	\$22,224.00
3 Microsoft SQL Server Standard Core Edition - License & software assurance - 2 cores - MPSA - Win Microsoft - Part#: AAA-03752 Contract Name: SHI-Customer Contract Contract #: SHI-Customer Contract Coverage Term: 7/1/2023 – 6/30/2026 Note: 3 years	2	\$4,743.10	\$9,486.20
4 Win RDS User LSA Microsoft - Part#: AAA-03873 Contract Name: SHI-Customer Contract Contract #: SHI-Customer Contract Coverage Term: 7/1/2023 – 6/30/2026 Note: 3 years	110	\$175.00	\$19,250.00
Total			\$99,835.20

Additional Comments

Please note, if Emergency Connectivity Funds (ECF) will be used to pay for all or part of this quote, please let us know as we will need to ensure compliance with the funding program.

Hardware items on this quote may be updated to reflect changes due to industry wide constraints and fluctuations.

Thank you for choosing SHI International Corp! The pricing offered on this quote proposal is valid through the expiration date listed above. To ensure the best level of service, please provide End User Name, Phone Number, Email Address and applicable Contract Number when submitting a Purchase Order. For any additional information including Hardware, Software and Services Contracts, please contact an SHI Inside Sales Representative at (888) 744-4084. SHI International Corp. is 100% Minority Owned, Woman Owned Business. TAX ID# 22-3009648; DUNS# 61-1429481; CCR# 61-243957G; CAGE 1HTF0

The products offered under this proposal are Open Market and resold in accordance with the terms and conditions at [SHI Online Customer Resale Terms and Conditions](#).

Leasing Proposal

Thank you for partnering with SHI to accomplish your financing needs.

Customer Name	ME-City of Ellsworth
Date	June 28, 2023
SHI Quote Number	23631246
Amount Financed	\$427,053.80
Lease Term	5 Years
Purchase Option	\$1 Buyout
Annual Payment	\$97,585.82

- Subject to credit approval and equipment verification
- Proposal pricing subject to change without notice

Lease Purchase Option:

SHI can also help to customize a leasing structure to meet your specific needs.

\$1.00 Purchase Option

This is a capital lease option designed for equipment that you want to own at the end of the lease term.

Benefits of Leasing Technology Equipment:

Avoid Technological Obsolescence	Conserves Working Capital
May Provide Tax Benefits	Flexible End-Of-Lease Options
Fixed Monthly Payment	Pay For The Time In Use

At SHI, we're committed to providing organizations with the best support and IT solutions in the industry – on time and within budget. What's more, SHI's flexible financing options make acquiring the cutting-edge technology and services you need to advance your business easier than ever before.

Contact your SHI Account Executive for more information, or email SHI_Capital@SHI.com.

Financing is available through DLL Public Finance, LLC to qualified customers in the United States and is subject to credit approval, tax-exempt verification, and execution of DLL's documentation. Other charges including fees and shipping charges may apply. Not all customers may qualify for this offer. Other restrictions may apply.



July 6, 2023

City of Ellsworth
1 City Hall Plaza
Ellsworth, Maine 04005
ATTN: Jason Ingalls
IT Systems Director

MUNICIPAL LEASE PURCHASE PROPOSAL

Lessee:	City of Ellsworth
Equipment:	New technology
Cost of equipment:	\$414,911.00
Amount financed:	\$414,911.00
Lease term:	5 years
Interest rate:	5.14% fixed
No. of payments:	5 annual
Payment:	\$90,840.36 (see amortization schedules)
Commencement date:	This lease shall commence on or about July 15, 2023.
First payment due:	The first payment of principal and interest shall be due and payable July 15, 2023.
Purchase option:	One dollar (\$1.00) at end of lease term.
Prepayment:	There are no prepayment penalties.
Documentation Fees:	There are no documentation fees.
Insurance:	Prior to delivery of the leased assets, Lessee at its sole cost and expense, will provide all-inclusive physical damage and liability insurance in the joint names of the Lessor and Lessee, in amounts satisfactory to Lessor.
Title (if required):	Lessee listed as owner and Lessor listed as lien holder.
Non-appropriation:	The lease will contain a non-appropriation clause.
Confirmation:	The anticipated total borrowing for 2023 will not exceed Ten Million dollars (\$10,000,000.), making this lease " Bank Qualified ".
Funds Escrow:	An interest bearing Municipal Money Market Escrow Account can be set up if necessary to fund progress payments.

Type of lease: This lease shall be considered a **Municipal Lease/Purchase** by all parties. Lessee is a state or a political subdivision thereof, within the meaning of Section 103 of the Internal Revenue Code of 1986.

Advances or deposits: If Lessor advances any deposits or pays any invoices prior to Delivery and Acceptance of the equipment by lessee, interest will accrue at the above rate and be due at closing.

Legal opinion: **Leases greater than \$100,000 require an Opinion of Counsel.** The opinion must include a statement that the lease represents a valid and binding obligation of the lessee and further that the lease is a "qualified tax exempt obligation" for the purposes of Section 265 (b) (3) (B) (ii) of the Internal Revenue Code of 1986, as amended.

Financial information: By awarding this lease transaction, lessee agrees to provide Gorham Leasing Group, with it's most recent audited financial statements, current year budget, annual report, a copy of the meeting minutes or council order approving the transaction and any other supporting data including credit reports requested during the term of the lease.

Lessor's proposal: This lease proposal is subject to final credit review and not binding until accepted by lessor. Lessor may withdraw the proposal at any time if any adverse information relating to the lessee's affairs is discovered prior to any lease closing.

Lease Rates: This lease request will be closed within 30 days of the original proposal date or the rate will be subject to change based on the FHLBB amortizing advance rates at the time of closing.

Expiration of proposal: This lease proposal shall expire if not accepted by a qualified official by 5:00 p.m. on July 31, 2023.

Thank you for the opportunity to present this lease proposal to you. If you are in agreement with the terms of the proposal, please sign and return it with the proper credit information. If you have any questions, please contact me at 222-1498.

Sincerely,

 Frederick G. Proctor, Vice President
 Gorham Savings Leasing Group, LLC

AWARD ACKNOWLEDGMENT:

This proposal is accepted and this financing is awarded to Gorham Leasing Group

Name and Title **Date:** _____

Compounding Period: Annual

Nominal Annual Rate: 5.140%

Cash Flow Data - Leases and Lease Payments

	Event	Date	Amount	Number	Period	End Date
1	Lease	07/15/2023	411,911.00	1		
2	Lease Payment	07/15/2023	90,840.36	5	Annual	07/15/2027

TValue Amortization Schedule - Normal, 365 Day Year

	Date	Lease Payment	Interest	Principal	Balance
Lease	07/15/2023				411,911.00
1	07/15/2023	90,840.36	0.00	90,840.36	321,070.64
2023 Totals		90,840.36	0.00	90,840.36	
2	07/15/2024	90,840.36	16,503.03	74,337.33	246,733.31
2024 Totals		90,840.36	16,503.03	74,337.33	
3	07/15/2025	90,840.36	12,682.09	78,158.27	168,575.04
2025 Totals		90,840.36	12,682.09	78,158.27	
4	07/15/2026	90,840.36	8,664.76	82,175.60	86,399.44
2026 Totals		90,840.36	8,664.76	82,175.60	
5	07/15/2027	90,840.36	4,440.92	86,399.44	0.00
2027 Totals		90,840.36	4,440.92	86,399.44	
Grand Totals		454,201.80	42,290.80	411,911.00	

Last interest amount decreased by 0.01 due to rounding.

ANNUAL PERCENTAGE RATE	FINANCE CHARGE	Amount Financed	Total of Payments
The cost of your credit as a yearly rate.	The dollar amount the credit will cost you.	The amount of credit provided to you or on your behalf.	The amount you will have paid after you have made all payments as scheduled.
5.140%	\$42,290.80	\$411,911.00	\$454,201.80

CITY OF ELLSWORTH

INVESTMENT POLICY STATEMENT

FOR

MUNICIPAL TRUST and RESERVE FUNDS

ADOPTED

07/17/2023

LAST AMENDED

07/03/2003

(DRAFT)

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(DRAFT)

1. PURPOSE this Investment Policy Statement (hereafter the “Policy”) is hereby adopted by the City of Ellsworth City Council¹ (hereafter “Council”) to meet its fiduciary duty to balance the goals of conservation of principal, generation of income and long-term growth of City funds (hereafter “Fund”) under its care. The Council has authorized the Finance Committee (hereafter the “Committee”) to oversee the day-to-day management of the Fund on behalf of the Council.

It is necessary that the Council, Committee, and any third-party investment manager (hereafter “Manager”) engaged to manage the Fund have a clear understanding of the purpose and objective(s) inherent in managing the Fund. To this end, this Policy will:

- Identify the investment-related responsibilities of the Council, Committee, and any Manager retained to manage the Fund.
- Address the funding and liquidity needs of the Fund, recognizing the desire to protect the Fund from inflationary erosion and loss of purchasing power.
- Establish formal investment guidelines incorporating prudent asset allocation and total return goals.
- Provide a framework for regular constructive communication between the Council, Committee, and all parties with responsibility for Fund investments.
- Create reasonable standards of investment performance, or benchmarks, against which performance of the Fund, and the Manager will be measured.

This Policy should be reviewed at least annually to ensure that it continues to reflect the objectives of the Council.

2. SCOPE

This Policy shall apply to all municipal trust funds, investment funds, and reserve funds, defined under M.R.S.A. Title 30-A §5653, §5706(4), and §5801, as well as any other funds specifically identified by the Council.

3. OBJECTIVE ²

The primary objective of the Fund is to provide a predicable source of supplemental annual income to support the needs of the City.

The secondary objective of the Fund is to realize long-term capital appreciation that is equal to, or greater than, the rate of inflation. This is intended to maintain the purchasing power of the annual income distribution.

(DRAFT)

4. ASSET ALLOCATION ³

The Council believes that a diversified portfolio including equity, fixed income, alternative assets and cash is most likely to achieve the investment objectives of the Fund. The choice of asset classes and the targeted percentages will be reviewed annually by the Council to ensure that the objectives of the Fund are being met. In all cases the Fund will be managed in accordance with Maine statute including Title 30-A §5706(4) and Title 18-B §901 & §908.

The Council believes that the following asset allocation will produce a total return that over time will meet the objectives of the Fund:

Major Asset Class	Permissible Asset Allocation Range			Target Asset Allocation
Equity	0	to	20%	TBD%
Fixed Income	40%	to	80%	TBD%
Cash	10%	to	30%	TBD%
Alternative Assets	0%	to	10%	TBD%
				100%

* Alternative Assets may include real estate, precious metals, currencies, commodities, etc.

5. INVESTMENT GUIDELINES

The following investment guidelines have been established to define the level of risk that is acceptable within the Fund. It is expected that the Manager will adhere to these guidelines, unless modifications have been authorized in writing.

The Manager is expected to manage the asset allocation of the Fund within the permissible allocation ranges described above. Active or passive investment strategies may be used. The Manager is authorized to diversify within each major asset class and employ minor and sub-asset classes at its discretion.

In general, the Manager is expected to be fully invested. However, the Council recognizes that holding cash equivalents is occasionally appropriate and the cash allocation of the Fund may occasionally exceed its allocation range. In such cases the Manager will explain the rationale at the next scheduled investment review meeting.

Fixed Income Securities

Not more than 20% of fixed income securities shall be from any one issuer except for debt securities issued or guaranteed by the United States, its instrumentalities, or its agencies. All fixed income securities that are rated shall be rated investment grade or better at the time of purchase. Not more than 20% of fixed income securities shall be invested in non-dollar denominated bonds.

(DRAFT)

Permissible Fixed Income Investments

Debt securities issued or guaranteed by the United States, its agencies or instrumentalities;
Corporate bonds, debentures and other forms of corporate debt obligation;
Indexed notes, floaters, variable rate obligations, mortgage and asset-backed securities;
Foreign bonds denominated either in U.S. dollars or foreign currencies;
Mutual or commingled funds investing in the above securities;
Preferred stocks or securities convertible into common stocks;
Other debt securities not prohibited by this Policy.

Excluded Fixed Income Investments

Securities of the investment manager excluding demand deposit accounts;
Securities rated below investment grade at the time of purchase.

Equity Securities

Not more than 5% of the Fund may be invested in the common shares of any one company at the time of purchase. Not more than 25% of the Fund may be invested in any one industry sector at the time of purchase.

Permissible Equity Investments

Common stocks listed or traded over the counter on a major U.S. exchange;
Foreign securities listed on U.S. exchanges;
Foreign securities listed on overseas exchanges;
American Depositary Receipts (ADRs);
Mutual or commingled funds investing in the above securities;
Other equity securities not prohibited by this Policy.

Excluded Equity Investments

Short sales;
Margin purchases, lending or borrowing of funds;
Letter stock, private or direct placements;
Commodities contracts;
Securities of the investment manager or affiliates excluding money market funds.

(DRAFT)

6. PERFORMANCE STANDARDS

The Manager is expected to produce investment performance results comparable to a weighted performance benchmark agreed to by the Council and Manager over short-term (less than 3 years) and long-term (5+ year) periods. Performance shall be assessed in accordance with the Global Investment Performance Standards (GIPS) and shall be reviewed not less than annually.

Asset Class

Large Cap Domestic Equity
Mid Cap Domestic Equity
Small Cap Domestic Equity
International Equity

Benchmark

S&P 500 Index
S&P 400 Index
S&P 600 Index
MSCI - EAFE Index

Domestic Fixed Income
Cash Equivalents

Barclays Aggregate Bond Index
90-Day U.S. Treasury Bill

7. SPENDING POLICY

The Fund supports the financial needs of the City including operational and capital needs. The Fund is comprised of numerous pools of assets. Some pools may be designated for a particular purpose, based on explicit restrictions made by the Council or donors. Other pools may be unrestricted and may be used for any Council-designated purpose.

In establishing a spending policy for the Fund, the primary goal is to balance long-term and short-term needs with expected total return on its investments, price-level trends and general economic conditions. In addition, the Council desires to provide a predictable spending pattern over an indefinite period.

To achieve these goals, the following guidelines are established:

Spending Percentage

The Council will maintain an annual spending level between two percent (2%) and five percent (5%) of the moving five-year average market value of the Fund. It is expected that the typical annual spending percentage will be three percent (3%). Any annual distribution in excess of four percent (4%) shall require the prior approval of the Council. In no event, however, may any distribution either: (i) decrease the value of any donor-restricted gift below its historic dollar value; or (ii) be made for a purpose other than that specified by the donor or trust instrument, as applicable.

Percentage Calculation

The moving five-year average market value shall be determined by adding the year-end market value of each of the preceding five (5) fiscal years and then dividing the sum by five (5). This amount shall be multiplied by the Spending Percentage to determine the amount available for expenditure in the current fiscal year.

Assets Subject to the Spending Policy

- City-designated funds including all principal, accumulated appreciation, and accumulated interest and dividend income associated with these assets.
- Accumulated appreciation and accumulated interest and dividend income generated from assets classified as permanently restricted whose income is unrestricted or temporarily restricted.
- For those funds that lack an explicit donor prohibition against appropriation of appreciation, the appreciation may be appropriated by the City and used for its purposes provided that the balance of any fund is not reduced below its historic dollar value (13 M.R.S.A. Chapter 97).

Assets Not Subject to the Spending Policy (DRAFT)

- Assets not included in the Fund.
- Temporarily restricted assets.

- Permanently restricted assets.

8. RESPONSIBILITIES (DRAFT)

It is the responsibility of the Council to ensure the Fund is managed prudently and for the exclusive benefit of the City.

Council Responsibilities Include:

- Develop investment Policy, goals, objectives and performance measurement standards, which are consistent with the goals of the Fund.
- Comply with statutory requirements for the management of municipal funds.
- Approve a spending policy for the Fund.
- Evaluate and appoint investment managers to invest Fund assets.
- Communicate investment goals, objectives, and standards to investment managers, including any material changes that may subsequently occur.
- Review and evaluate investment results in the context of established standards of performance and adherence to the investment guidelines.
- Take whatever action is deemed prudent and appropriate, e.g. when the investment manager fails to meet mutually accepted performance standards or significantly violates the investment guidelines.
- Delegate specific responsibilities and authority to the Committee as appropriate.
- Oversee the Committee.

Investment Manager Responsibilities Include:

- Make day-to-day investment decisions with respect to Fund assets.
- Comply with this Policy, all written instructions provided by the Council, Committee, and all state regulations pertaining to the investment of municipal funds.
- Inform the Council promptly of any material change in the Manager's policies or structure including ownership, financial condition, and staff turnover.
- Provide a monthly report listing all holdings and transactions. Additionally, provide a report comparing portfolio performance to the relevant indices on a frequency set by the Council.
- Meet at least annually or at other such times as the Council may reasonably request to discuss investment outlook, performance, strategy and tactics, organizational and personnel changes, and other pertinent matters.
- Make payments from the Fund to such persons or organizations as designated in writing by authorized personnel.
- Keep accurate and detailed accounts of all investments, receipts, disbursements and other transactions.
- Provide proactive advice on investment guidelines and asset allocation.

9. AMENDMENTS

The Council may amend this Policy from time to time as appropriate. The Council also reserves the right to direct the investment manager(s) to take any appropriate actions, whether or not consistent with this Policy, if market conditions, liquidity needs or other circumstances so indicate.

Notes

1. The Policy should be adopted, and then periodically reviewed, by the City Council or other governing body.
2. The Policy should specifically identify, and then prioritize, the objectives of the Fund. Some organizations use income to support operations and prohibit the use of principal for this purpose. Other organizations use principal for capital needs, etc.
3. The Council should select a mix of investments that it believes are appropriate. A 40/60 mix of stocks and bonds is typical. The mix of investments is influenced by the objectives of the Fund. If the objective is "income," then the Fund may have a higher allocation of bonds or income-producing assets. If the objective is "long-term growth," then the Fund may have a higher allocation of stocks or growth-oriented assets.

(DRAFT)



Ellsworth Fire Department
1 City Hall Plaza, Ellsworth, Maine 04605
Phone (207) 667-8666 ♦ Fax (207) 667-4908
www.ellsworthmaine.gov



Chief Scott Guillerault
sguillerault@ellsworthmaine.gov

Deputy Chief Doug Belletete
dbelletete@ellsworthmaine.gov

To: City Council Member
From: Douglas Belletete, Deputy Fire Chief
Re: Direct Capture Vehicle Exhaust System
Date: 27 June 2023

Council Members,

The City of Ellsworth Fire Department is request the use of ARPA funding for the purchase and installation of a direct capture vehicle exhaust system. In NFPA 1500, chapter 10, section 1.5, it states that “The fire department shall prevent exposure to fire fighters and contamination of living and sleeping areas from exhaust emissions through the use of direct or source capture systems.”

The fire department currently is not in compliance with NFPA in this matter and has never had a direct capture system. We contacted three different vendors of direct capture systems. We received site visits and quotes from two of the three vendors.

We would like to request the use of ARPA funds and to use MagneGrip to purchase the system and install the equipment for \$68,380.00 and not to exceed \$70,000.00 to cover any unforeseen cost.

Sincerely,
Douglas J. Belletete
Deputy Fire Chief

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HEADER MENU

[HOME](#)[EVENTS](#)[NEWS](#)**INTERNATIONAL ASSOCIATION OF
FIRE FIGHTERS**[EN FRANÇAIS](#)[LOGIN](#)

GLOBAL HEALTH ORGANIZATION LINKS FIRE FIGHTING AND OCCUPATIONAL CANCER

[HOME](#) / [NEWS](#)[GLOBAL HEALTH](#)[ORGANIZATION LINKS FIRE...](#)

The International Agency for Research on Cancer (IARC), the cancer agency of the World Health Organization (WHO), has re-evaluated firefighting and classified fire fighter occupational exposure as a group 1 carcinogen, stating there is sufficient evidence for cancer in humans.

The classification announced in Lyon, France, on July 1, marks a dramatic shift in IARC's position on fire fighter occupational cancer. This designation will likely have a major impact on the fight against cancer in the fire service, from ongoing medical research to presumptive laws.

A working group of 25 international experts, including the IAFF Canadian Trustee Alex Forrest, convened in Lyon to reevaluate the link between occupational exposure to fire fighters and cancer.

The IARC working group found that "occupational exposure as a fire fighter causes cancer." The IARC found sufficient evidence for cancer in humans for mesothelioma and bladder cancer, and limited evidence for several other cancers.

For decades, the IARC had classified fire fighter occupational exposures as "Group 2B" meaning the exposures were "possibly" carcinogenic. The new classification, "Group 1 – carcinogenic to humans," now puts firefighting on a par with tobacco and benzene.

The new classification culminates a 20-year IAFF effort to gain IARC support for occupational cancer, led by Forrest, who is also District 13 Field Services

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[Environ Health Perspect.](#) 2008 Oct; 116(10): 1327–1332.

PMCID: PMC2569090

Published online 2008 May 30. doi: [10.1289/ehp.11293](https://doi.org/10.1289/ehp.11293)

PMID: [18941573](https://pubmed.ncbi.nlm.nih.gov/18941573/)

Lung Cancer and Vehicle Exhaust in Trucking Industry Workers

[Eric Garshick](#),^{1,2} [Francine Laden](#),^{2,3,4} [Jaime E. Hart](#),^{2,3} [Bernard Rosner](#),² [Mary E. Davis](#),^{3,5} [Ellen A. Eisen](#),^{6,7} and [Thomas J. Smith](#)³

Abstract

Background An elevated risk of lung cancer in truck drivers has been attributed to diesel exhaust exposure. Interpretation of these studies specifically implicating diesel exhaust as a carcinogen has been limited because of limited exposure measurements and lack of work records relating job title to exposure-related job duties.

Objectives We established a large retrospective cohort of trucking company workers to assess the association of lung cancer mortality and measures of vehicle exhaust exposure.

Methods Work records were obtained for 31,135 male workers employed in the unionized U.S. trucking industry in 1985. We assessed lung cancer mortality through 2000 using the National Death Index, and we used an industrial hygiene review and current exposure measurements to identify jobs associated with current and historical use of diesel-, gas-, and propane-powered vehicles. We indirectly adjusted for cigarette smoking based on an industry survey.

Results Adjusting for age and a healthy-worker survivor effect, lung cancer hazard ratios were elevated in workers with jobs associated with regular exposure to vehicle exhaust. Mortality risk increased linearly with years of employment and was similar across job categories despite different current and historical patterns of exhaust-related particulate matter from diesel trucks, city and highway traffic, and loading dock operations. Smoking behavior did not explain variations in lung cancer risk.

Conclusions Trucking industry workers who have had regular exposure to vehicle exhaust from diesel and other types of vehicles on highways, city streets, and loading docks have an elevated risk of lung cancer with increasing years of work.

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Keywords: diesel exhaust, lung cancer, occupational exposure, particulate matter, traffic

Diesel exhaust is a complex mixture of particulate matter (PM) and gases and includes particles $\leq 1.0 \mu\text{m}$ diameter (PM₁) with mutagenic and polycyclic aromatic hydrocarbon (PAH) carcinogenic compounds adsorbed to a carbon core and ultrafine particles made up of condensed organics ([Kittelson et al. 2002](#)). Approximately 40 epidemiologic studies have described an association between lung cancer risk and occupations with some degree of diesel exhaust exposure, including railroad workers, construction workers, port workers, and truck and other professional drivers ([Bhatia et al. 1998](#); [Diesel Working Group 1995](#); [Lipsett and Campleman 1999](#); [Office of Research and Development 2002](#)). However, this association has been questioned ([Bunn et al. 2004](#); [Hesterberg et al. 2006](#); [Valberg and Watson 2000](#)) because of uncertainties regarding the link between the occupational records used to assess work history, specific job duties, and exposure. In particular, the likelihood that truck drivers and other workers in trucking industry jobs were exposed to diesel exhaust depends on job duties and historical driving patterns. Previous studies in the trucking industry have lacked detailed work records identifying specific trucking industry-related jobs and had a limited ability to assess job-related exposure differences.

To address these uncertainties, we conducted a retrospective assessment of lung cancer mortality of workers employed by four large unionized (Teamster) carriers. In this study, we used the detailed work records available in this industry to describe the relationship with years of work in specific trucking industry jobs that have different current and historical exposure patterns. We have previously identified elevated standardized mortality ratios (SMRs) for lung cancer mortality in this cohort ([Laden et al. 2007](#)). In this industry, the association between job and specific exposure-related duties has remained stable over time, and the dates of diesel and other equipment use are known ([Garshick et al. 2002](#)). We conducted an industrial hygiene job review to identify specific jobs and job duties in the industry and the use of diesel and nondiesel vehicles, and we conducted a national exposure assessment to characterize exposures to elemental carbon (EC) and organic carbon (OC) as a marker of exposure to diesel and other traffic-related PM among jobs ([Davis et al. 2006, 2007](#); [Smith et al. 2006](#)), including a source apportionment assessment ([Sheesley et al. 2008a, 2008b](#)).

Materials and Methods

Population Details of the cohort have been described previously ([Laden et al. 2007](#)). We obtained detailed computerized work records for unionized employees employed in 1985 (54,319 men and 4,007 women) from four large national companies. We obtained cause of death from 1985 through 2000 from the National Death Index (National Center for Health Statistics, Hyattsville, MD) to identify deaths with primary lung cancer [*International Classification of Diseases, Ninth Revision*, code 162 ([World Health Organization \(WHO\) 1978](#)) and *International Classification of Diseases, Tenth Revision*, codes C33–C34 ([WHO 1993](#))] anywhere on the death certificate. Lung cancer usually results in death within months to several years, and there was little change in survival rates from 1985 through 2000 ([American Lung Association 2005](#)), so it is appropriate to include all lung cancers identified on death certificates as cases. Because 96% of the lung cancer cases occurred in men ≥ 40 years of age in 1985, we limited analyses to these men with at least 1

year of work in a trucking industry job ($n = 31,135$). Job title and duties are the same across companies, and the work records included start date, retirement, and layoff dates that allowed calculation of years of work in each specific trucking industry job. In one company, computerized work records started in 1972, and we calculated work duration from date of hire until 1972 based on the first available job. However, this lack of detailed records represented only 1.5% of the overall years of trucking industry employment. Study approval was obtained from our institutional review boards.

Exposure assessment We categorized exposure into eight job categories based on a review of job titles and duties, including a 2001–2005 industrial hygiene exposure assessment ([Davis et al. 2006, 2007](#); [Smith et al. 2006](#)) and information on the historical use of diesel and other vehicles by workers in the cohort ([Garshick et al. 2002](#)). [Table 1](#) summarizes the number of workers in each job in 1985, along with a description of job duties. We calculated time-varying cumulative years of work in each of the eight job categories. Each worker could potentially accumulate exposure in each job category throughout his career.

Table 1

Description of major job categories and work locations of men ≥ 40 years of age ($n = 31,135$).

Job in 1985	Job duties	No. (%)
Long-haul driver, highway truck cab	Operates heavy duty tractor-trailer trucks between cities	10,825 (35)
Pickup/delivery driver, in and out of truck cab	Drives tractors or smaller single-bodied trucks within cities and rural areas; picks up/delivers cargo between terminal and consumer	5,866 (19)
Dockworker, loading dock	Loads and unload cargo, may operate forklifts	5,710 (18)
Combination worker, truck cab or loading dock,	Combination job: performs activities of either P&D driver or dockworker	4,938 (16)
Mechanic, truck repair shop	Repairs and maintains tractors; job may include fueling	1,741 (6)
Hostler, terminal yard	Drives tractor or "yard tug" (small, specialized tractor units) moving trailers to and from the freight dock and in terminal yard	666 (2)
Clerks, terminal office	Cashiers, dock clerks, dispatchers, customer service representatives, and others not regularly near diesel vehicles	843 (3)
Other jobs	Janitor, unionized manager, trainee, job not defined	546 (2)

Statistical methods We used proportional hazard regression to examine relationships between lung cancer mortality and employment duration in each trucking industry job category. We included all eight job-specific exposure variables in regression models to adjust lung cancer risk for

different jobs held throughout a worker's career. We used penalized splines ([Thurston et al. 2002](#)) to allow for nonlinearity in mortality risk with employment duration, and calculated the change in hazard ratio (HR) and 95% confidence intervals (CIs) associated with each year of work. To closely adjust for age and lung cancer secular trends, risk sets were generated using attained age in 1-year increments as the timeline, with separate baseline hazards based on decade of age at entry, calendar year, and decade of hire. We considered race, census region of residence (based on last home address), and company as potential confounders in the regression models. Time-varying variables for years employed and years off work were used to adjust for a healthy-worker survivor effect. We performed all analyses in SAS, version 9 (SAS Institute Inc., Cary, NC) or R version 2.3.1 (R Foundation for Statistical Computing, Vienna, Austria).

Smoking assessment To assess job-related variation in smoking habits, in 2003 a questionnaire was mailed to a sample of 11,986 active and retired workers in the industry ([Jain et al. 2006](#)). The response rate was 40.5%, and distributions of job titles, gender, region of residence, and terminal size and location among responders and nonresponders were similar. We used proportions of current, former, and never-smokers among male Caucasian respondents for each job group to weight cigarette smoking literature-based lung cancer relative risks (RRs) among U.S. men [current smoker, RR = 20.3; former smoker, RR = 10.6 ([Thun et al. 1997](#); [U.S. Department of Health and Human Services 1990](#))]. We calculated a job-specific smoking adjustment factor by dividing the weighted risk for workers employed in each job by the weighted risk for workers not employed in that job ([Axelson 1980](#); [Schlesselman 1978](#)) and calculated 95% CIs by considering sampling error in calculating the adjustment factors ([Larkin et al. 2000](#)). Additional details are presented in Supplemental Material online (<http://www.ehponline.org/members/2008/11293/suppl.pdf>).

Results

Population Characteristics of the cohort are presented in [Table 2](#). On average, workers were hired in their mid-30s, most likely due to hiring policies requiring previous experience. Most workers were hired after long-haul (LH) trucks changed from gas to diesel during the 1950s and 1960s, but before or during the transition of pickup/delivery (P&D) trucks from gas to diesel during the 1970s and 1980s. Diesel forklifts were also used by dockworkers on some terminal loading docks during the mid-1980s. Previously, liquefied petroleum gas (propane) and some gasoline forklifts were used, and in the early 1990s, diesel forklifts were phased out and replaced with propane units.

Table 2

Characteristics of the 31,135 male workers ≥ 40 years of age in 1985.

Characteristic	LH (n = 10,825)	P&D (n = 5,866)	Combination (n = 4,938)	Dock (n = 5,710)	Mechanic (n = 1,741)	Hostler (n = 666)	Clerk (n = 843)	Total ^a (n = 31,135)
Age at hire (mean $\pm$ SD)	37.5 $\pm$ 8.0	35.1 $\pm$ 8.5	36.4 $\pm$ 8.3	35.3 $\pm$ 8.2	34.6 $\pm$ 8.2	34.1 $\pm$ 8.0	33.2 $\pm$ 8.9	36.0 $\pm$ 8.3
Age in 1985 (mean $\pm$ SD)	49.9 $\pm$ 6.1	49.3 $\pm$ 6.1	47.8 $\pm$ 5.3	48.4 $\pm$ 6.0	49.4 $\pm$ 6.4	47.7 $\pm$ 5.3	49.4 $\pm$ 6.4	49.1 $\pm$ 6.0
Years of work (mean $\pm$ SD)	21.5 $\pm$ 8.2	21.1 $\pm$ 9.3	21.7 $\pm$ 8.3	21.1 $\pm$ 8.9	23.5 $\pm$ 8.2	23.9 $\pm$ 7.4	24.1 $\pm$ 10.0	21.6 $\pm$ 8.7
Race [n (%)]								
Caucasian	9,556 (88.3)	4,799 (81.8)	4,222 (85.5)	4,575 (80.1)	1,463 (84.0)	579 (86.9)	769 (91.2)	26,430 (84.9)
African American	882 (8.1)	519 (8.8)	483 (9.8)	644 (11.3)	171 (9.8)	56 (8.4)	16 (1.9)	2,818 (9.1)
Other/unknown	387 (3.6)	548 (9.3)	233 (4.7)	491 (8.6)	107 (6.1)	31 (4.7)	58 (6.9)	1,887 (6.1)
Census region [n (%)]								
Northeast	1,050 (9.7)	835 (14.2)	1,006 (20.4)	1,191 (20.9)	206 (11.8)	121 (18.2)	79 (9.4)	4,555 (14.6)
South	4,275 (39.5)	2,135 (36.4)	1,994 (40.4)	1,833 (32.1)	703 (40.4)	223 (33.5)	270 (32.0)	11,682 (37.5)
Midwest	3,754 (34.7)	1,734 (29.6)	1,356 (27.5)	1,834 (32.1)	504 (28.9)	230 (34.5)	252 (29.9)	9,818 (31.5)
West	1,633 (15.1)	1,152 (19.6)	451 (9.1)	807 (14.1)	312 (17.9)	90 (13.5)	239 (28.4)	4,759 (15.3)
Unknown	113 (1.0)	10 (0.2)	131 (2.7)	45 (0.8)	16 (0.9)	2 (0.3)	3 (0.4)	321 (1.0)
Decade of hire [n (%)]								
< 1960	883 (8.2)	736 (12.5)	396 (8.0)	521 (9.1)	255 (14.6)	58 (8.7)	150 (17.8)	3,107 (10.0)
1960–1969	2,587 (23.9)	1,661 (28.3)	1,207 (24.4)	1,590 (27.8)	537 (30.8)	214 (32.1)	291 (34.5)	8,284 (26.6)
1970–1979	5,115	2,180	1,821 (36.9)	2,522	712 (40.9)	281	200	12,745

^aIncludes the category (n = 546) of other workers (janitor, unionized managers, trainees), which is not shown in the table.

Participants were predominantly Caucasian, lived in the South or Midwest, and worked an average of nearly 22 years, with 73% working between 20 and 40 years. Although jobs in this industry are generally stable, the degree of job stability varied by occupational title; specifically, 85% of LH drivers, 40% of P&D drivers, 52% of combination workers, and 43% of dockworkers remained in the same job from hire through 2000. Most of the switching was between the P&D, dock-worker, and combination groups, and 10% of the LH drivers also worked at one time in P&D or combination jobs.

Lung cancer mortality There were 4,306 deaths and 779 cases of lung cancer (734 where lung cancer was the underlying cause) during the follow-up period. Census region and race were significantly associated with lung cancer risk. Compared with the HR for residence in the Northeast or unknown regions, the HR for residence in the South was 1.46 (95% CI, 1.16–1.83), in the Midwest, 1.48 (95% CI, 1.15–1.82), and in the West, 1.17 (95% CI, 0.89–1.53). Caucasians had an HR of 1.49 (95% CI, 1.17–1.88) compared with other races. Company was not a significant covariate.

HRs for lung cancer mortality with at least 1 year of work in each specific job category, adjusted for years on work, years off work, race, and census region are presented in [Table 3](#). HRs were statistically significantly elevated for dockworkers and combination workers and were elevated but of borderline significance for LH and P&D drivers. HRs were not elevated for work as a hostler or mechanic or for other jobs, and the HR for clerks was statistically significantly reduced. We calculated percent change in the HR per year worked for LH drivers, P&D drivers, dockworkers, and combination workers ([Table 4](#)). Although in some jobs (particularly the dockworkers) the increase in risk appeared not to be entirely linear, the increase with years of work did not statistically significantly depart from linearity ([Figures 1–4](#)). The change in risk per year of work was similar among P&D drivers, dockworkers, and combination workers (3.4–4.0%), but it was slightly less in LH drivers (2.5%). There were too few lung cancer cases in the other job categories to model years of work reliably, and indicator variables were included for any work in these jobs, as in the model presented in [Table 3](#).

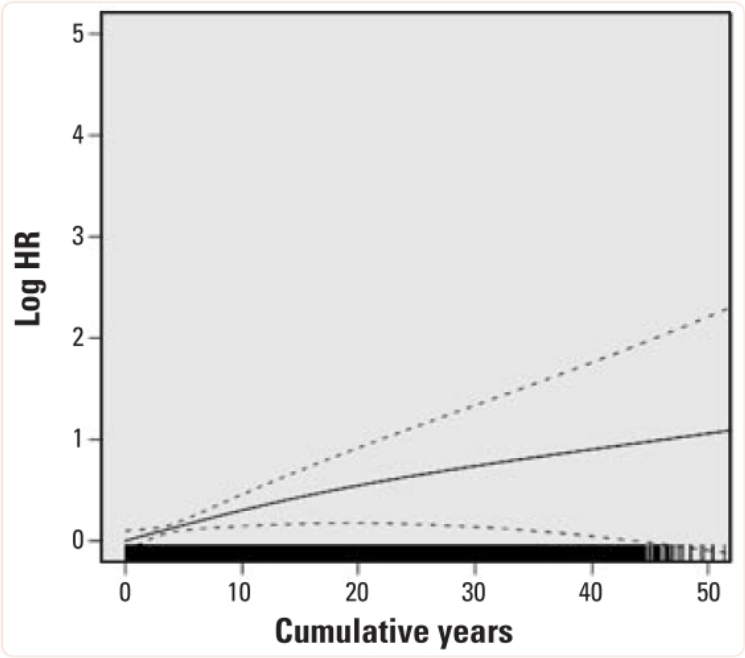
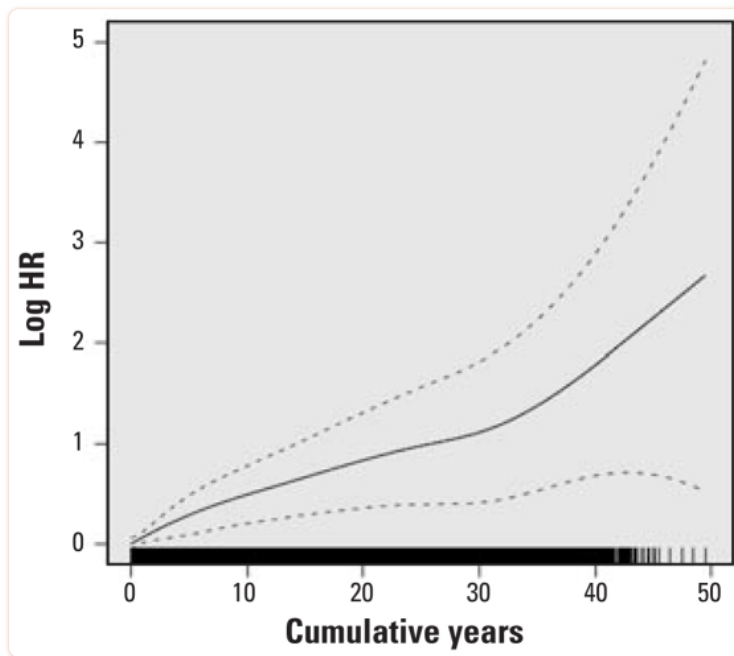


Figure 1

Natural log of the HR and 95% CI for lung cancer risk for cumulative years of work as an LH driver; a histogram of years as an LH driver is at the bottom of the graph.



[Figure 4](#)

Natural log of the HR and 95% CI for lung cancer for cumulative years of work as a combination worker; a histogram of years as a combination worker is at the bottom of the graph.

Table 3

Lung cancer HRs and 95% CIs associated with ≥ 1 year of work in each job, with mortality assessed 1985 through 2000.

Job title	Person-years	Lung cancer deaths	HR (95% CI) ^a
LH	161,503	323	1.15 (0.92–1.43)
P&D	139,054	233	1.19 (0.99–1.42)
Dockworker	147,513	205	1.30 (1.07–1.58)
Combination	96,543	150	1.40 (1.12–1.73)
Mechanic	25,523	38	0.95 (0.66–1.38)
Hostler	29,947	29	0.99 (0.68–1.45)
Clerk	24,728	15	0.55 (0.32–0.95)
Other jobs	13,040	12	0.89 (0.48–1.63)

^aWe calculated HRs using regression coefficients from a multivariate Cox proportional hazards regression model with baseline hazards based on age in 1985, decade of hire, and calendar time, with risk sets by attained age, adjusted for the healthy worker survivor effect (total years on work, years off of work), race, and census region.

Table 4

Lung cancer mortality percent change per year of work and HRs (95% CIs) associated with cumulative years of work as an LH driver, P&D driver, dockworker, or combination worker, with mortality assessed 1985–2000, and adjustment for estimated differences in smoking behavior.

Job title	Person-years	Lung cancer deaths	Percent change per year of work	Smoking adjustment factor ^a	HR for 20 years of work	
					Multivariate ^b	Smoking adjusted ^c
LH	161,503	323	2.5 (0.2–4.9)	1.17	1.65 (1.04–2.62)	1.40 (0.88–2.24)
P&D	139,054	233	3.6 (1.2–6.1)	0.92	2.04 (1.28–3.25)	2.21 (1.38–3.52)
Dockworker	147,513	205	3.4 (0.8–6.0)	0.96	1.94 (1.18–3.18)	2.02 (1.23–3.33)
Combination	96,543	150	4.0 (1.5–6.6)	0.94	2.20 (1.35–3.61)	2.34 (1.42–3.83)

^aJob-specific smoking adjustment factor was calculated by dividing the smoking weighted risk for each job by the smoking weighted risk for all workers not employed in that job.

^bHRs were calculated using regression coefficients from multivariate Cox proportional hazard regression models with baseline hazards based on age in 1985, decade of hire, and calendar time, with risk sets by attained age, adjusted for the healthy worker survivor effect (total years on work, years off of work), race, and census region. For ≥ 1 year as ever employed as a clerk, hostler, mechanic, or in an other job. ^cSmoking-adjusted RR calculated by dividing by the appropriate smoking adjustment factor. 95% CIs were calculated by considering the sampling error in calculating each job-specific correction factor (see “Materials and Methods”).

We used job-specific coefficients from the regression models in [Table 4](#) to estimate RR for 20 years of work and calculated smoking adjustment factors to estimate smoking-adjusted risks by dividing each job-specific regression coefficient by an adjustment factor. LH drivers had a smoking adjustment factor > 1 , indicating greater smoking rates compared with workers not in that job, whereas the adjustment factors for P&D drivers, dockworkers, and combination workers ranged from 0.92 to 0.96, indicating slightly lower smoking rates compared with other workers. After adjustment, the HR decreased in LH drivers, and the HRs for P&D drivers, dockworkers, and combination workers did not appreciably change and were similar to each other.

Discussion

We performed a retrospective assessment of lung cancer mortality in trucking industry workers 1985–2000 and found that lung cancer mortality risk was positively associated with years of work in jobs associated with regular exposure to freshly emitted vehicle exhaust. These included jobs with current and historical exposure from driving in cities and on urban highways (P&D drivers, combination workers) and on terminal loading docks with exposure reflecting movement of freight and vehicles in the yard around the terminal, background levels, and forklift exhaust (combination workers, dockworkers). In LH drivers, who drive primarily on intercity highways, the risk per year of work was also elevated, but after adjustment for differences in smoking, the increase in risk did not achieve conventional levels of statistical significance. Workers in other jobs in the cohort had too few lung cancer cases to reliably model lung cancer risk based on years of work. Based on exposure defined as at least 1 year of work, lung cancer risk in the clerks was statistically significantly reduced and the risk in mechanics, hostlers, and workers in other jobs was not significantly elevated.

Our analytic approach has the advantage of using internal cohort-based reference groups (i.e., trucking industry workers in the same cohort) to account for unmeasured factors related to lung cancer mortality. For example, the reference group for LH drivers was all workers who never served as an LH driver, and the reference group for the P&D drivers was all workers who had never worked as a P&D driver. Applying job-specific smoking adjustment factors to account for variation in smoking patterns between each job and reference group as in [Table 4](#) produced results similar to unadjusted risks. The pattern of lung cancer risk was also the same as that observed in our previous study in this cohort where lung cancer rates from the U.S. population served as an external comparison ([Laden et al. 2007](#)). In that report, the SMRs among all drivers and combination workers (SMR = 1.10; 95% CI, 1.02–1.19) and dock-workers (SMR = 1.10; 95% CI, 0.94–1.30) were elevated, whereas for mechanics and hostlers the SMRs were not increased, and for clerks the SMR was statistically significantly decreased. Obtaining similar results using two different approaches in our cohort indicates that the findings are robust.

A greater lung cancer risk in truck drivers has previously been attributed to diesel exhaust because diesel engines manufactured before 2007 in the United States had greater mass emissions of respirable particles with an EC core and adsorbed organic and other PAH compounds than did spark ignition sources. Although spark-ignition light-duty vehicles had lower-mass PM emissions per mile, a much greater number of cars on roadways relative to trucks suggest that automobiles do contribute to vehicle-exhaust-related emissions ([Allen et al. 2001](#); [Geller et al. 2005](#); [Zhu et al. 2002](#)). The particle size distributions from gasoline and diesel vehicles are similar, with the ultra-fine mode accounting for most particles, and have a similar chemical composition ([Kittelson et al. 2003](#); [Kleeman et al. 2000](#)). However, in contrast to pre-2007 diesel engines, particles emitted from the gasoline-powered vehicles are predominantly composed of organic compounds ([Kleeman et al. 2000](#)). Under a light load and when idling, diesel emissions from pre-2007 diesel engines also have lower EC and higher OC in PM emissions compared with operating with greater load ([Kweon et al. 2002](#); [Shah et al. 2004](#); [Zielinska et al. 2004a, 2004b](#)).

Therefore, as part of our previous exposure assessment ([Davis et al. 2006, 2007](#); [Smith et al. 2006](#)), we measured the 2001–2005 terminal background, loading dock, and LH and P&D truck cab EC and OC levels. The EC geometric means (SDs) were as follows: 0.31 (3.72) $\mu\text{g}/\text{m}^3$ in terminal offices where the clerks worked; 1.12 (1.91) $\mu\text{g}/\text{m}^3$ in LH drivers; 1.09 (2.48) $\mu\text{g}/\text{m}^3$ in P&D drivers; 0.76 (2.13) $\mu\text{g}/\text{m}^3$ in dockworkers; 0.88 (3.04) $\mu\text{g}/\text{m}^3$ in hostlers; and 2.00 (3.82) $\mu\text{g}/\text{m}^3$ in mechanics. OC showed less variation, with levels ranging from 19.26 (2.30) $\mu\text{g}/\text{m}^3$ in LH drivers to 12.40 (1.54) $\mu\text{g}/\text{m}^3$ in P&D drivers. EC and OC for combination workers would represent a mix of dockworker and P&D driver exposures. We also used structural equation modeling to assess the contribution of background and terminal work area exposures (i.e., on the loading dock) to personal measurements of EC and OC ([Davis et al. 2006](#)). Distance from an interstate highway and factors indicating greater freight activity at a terminal were significantly associated with greater personal exposure to EC and OC. Determinants of in-cab exposure to EC and OC in LH and P&D drivers were assessed, and was positively related to ambient particle concentrations attributable to background air pollution and regional traffic ([Davis et al. 2007](#)). Given these observations and our exposure measurements, our results suggest that exposure of the drivers comes predominantly from surrounding vehicles and from background air pollution, as well as some exposure related to the driver's own vehicle, and that loading-dock exposures are related to both background and work area activities.

To identify specific sources of current occupational particulate exposures, we conducted source apportionment studies using particle-phase organic molecular markers in work area samples from seven freight terminals sampled in 2002 and 2003 ([Sheesley et al. 2008b](#)) as well as in personal and work area samples in terminal workers and drivers at one terminal ([Sheesley et al. 2008a](#)). Source apportionment data in the LH drivers, P&D drivers, and dockworkers indicated that most (~ 80% or greater) of the EC was from diesel sources with a smaller percentage from spark-ignition vehicles and lubricating oil ([Sheesley et al. 2008a](#)). OC source apportionment indicated a substantial mobile source contribution that was mostly attributable to lubricating oil. Detailed studies characterizing specific emissions from propane-powered forklift trucks have not been conducted. However, based on measurements obtained in other settings, propane engines produce ultrafine particles ([Guo et al. 2004](#); [Rundell 2003](#)) that includes little EC compared with gasoline and diesel engines ([Zaebst et al. 1991](#)). Taken together, our results indicate that a variety of mobile sources contribute to ambient vehicle exhaust particles in the trucking industry, with EC representing mainly diesel sources and OC representing a mixture of mobile sources that depend on the work environment.

Our observations regarding lung cancer mortality in truck drivers are supported by a previous case-control study conducted by [Steenland et al. \(1990\)](#) and a companion exposure assessment (1988–1989) ([Steenland et al. 1992](#); [Zaebst et al. 1991](#)). They identified cases and controls from retirement records of teamsters who died during 1982–1983 using the Teamster Central States Pension Fund database and obtained smoking history from next of kin. In contrast to our study, where actual work records were available, these researchers obtained work history from next-of-kin report and from self-report from each worker's retirement application. Although they observed an elevation in smoking-adjusted lung cancer odds ratios for LH and P&D drivers and a positive trend in lung cancer risk with greater duration of work in LH drivers, the risk estimates were imprecise because the population was relatively small. As we have found in our present ex-

posure assessment, geometric mean EC exposures in these late 1980s measurements were similar for LH and P&D drivers (3.8 and 4.0 $\mu\text{g}/\text{m}^3$, respectively) and approximately 4-fold greater than in the same jobs in our 2001–2005 exposure assessment ([Smith et al. 2006](#)). Measurements made in the late 1980s also indicated that exposures in dockworkers were greater than our present exposures and varied by forklift type, with much higher levels associated with diesel and gasoline forklifts ([Steenland et al. 1992](#); [Zaebst et al. 1991](#)). However, in contrast to our present results, there was no increase in lung cancer risk among dockworkers in the Steenland et al. study. Unlike our present study, they included relatively few dockworkers, and the category included dispatchers, clerks, and other workers who were unlikely to spend considerable time on a loading dock and would have had little exposure.

Our results are also consistent with a large body of literature indicating a relationship between diesel exhaust exposure and lung cancer risk that have included other groups of drivers ([Bhatia et al. 1998](#); [Diesel Working Group 1995](#); [Lipsett and Campleman 1999](#); [Office of Research and Development 2002](#)), and studies in U.S. railroad workers performed by our group ([Garshick et al. 2004](#); [Laden et al. 2006a](#)). Our results are also consistent with the results of population-based studies where relationships have been observed between particulate air pollution ([Laden et al. 2006b](#); [Pope et al. 1995](#)) or traffic-related exposures ([Nafstad et al. 2003](#); [Nyberg et al. 2000](#)) and lung cancer.

The lung cancer risk in the mechanics was not elevated, although they had the highest EC values historically ([Zaebst et al. 1991](#)) and in our exposure assessment. Despite present EC values intermediate to dockworkers and drivers, the mortality risk for hostlers was also not increased. Although the sampling plan did not include a detailed assessment of real-time exposures, our field observations indicate that because truck engines are shut off while in the shop area, mechanics are exposed primarily to aged exhaust and only intermittently to fresh exhaust. In contrast, drivers and dockworkers commonly experience periods of more or less continuous exposure to mobile-source related fresh PM related to vehicle exhaust. Hostlers drive primarily small, specialized tractor units in the terminal yard moving trailers to and from the freight dock. Because yard-related truck activity varies throughout each shift, it is also possible that their intermittent pattern of vehicle exhaust exposure accounts for lack of increased risk. One of the potential mechanisms whereby traffic-related exposures may result in DNA damage is due to short-lived reactive oxygen species (ROS). ROS activity has been found to be associated with the smallest particle size fractions and with traffic-related PM compared with other sources, potentially explaining the greater risk in persons in jobs with more constant exposures ([Baulig et al. 2004](#); [Briede et al. 2005](#); [de Kok et al. 2006](#); [Li et al. 2003](#)). In addition, the cohort included few hostlers and mechanics, resulting in imprecise effect estimates, and we were unable to fully assess their risk by modeling years of work.

A limitation of this analysis is lack of personal information on potential risk factors for lung cancer. Although cigarette smoking is a major risk factor, the degree to which it is a confounder in this study depends on differences in smoking behavior associated with job title within the cohort. To minimize the possible effect of uncontrolled confounding by smoking, we have studied workers of similar socioeconomic class, a known correlate of smoking habits ([Brackbill et al. 1988](#); [Stellman et al. 1988](#)). Although we were unable to directly survey workers in this cohort, we used a representative sample of active and retired workers in the industry ([Jain et al. 2006](#)) and found that

variation in lung cancer risk among exposed workers did not reflect differences in smoking rates, and adjustment did not significantly influence the observed results other than slightly reducing the effect among LH drivers. These findings are consistent with a recent review of the literature where differences in smoking rates did not explain increased lung cancer risks associated with occupational exposures ([Blair et al. 2007](#)). As expected ([Thun et al. 1997](#)), we found that smoking rates in the survey varied by age and birth cohort ([Laden et al. 2007](#)). Although a limitation of this indirect adjustment is that smoking patterns between jobs may have been different historically, we found that birth-cohort-specific smoking rates were similar among drivers and nondrivers ([Laden et al. 2007](#)), suggesting that smoking rates did not vary substantially among jobs. In addition, we tightly controlled all analyses for age and calendar year. It is also unlikely that variation in other potential risk factors for lung cancer (e.g., family history or history of obstructive lung disease) would vary systematically by job title and contribute to confounding.

Another limitation is the lack of job history information before a worker joined one of the four unionized companies in the cohort. The average age of starting work in the trucking industry from the questionnaire was 25 years, which suggests that some workers may have had up to 10 additional years of exposure to mobile-source-related combustion PM in trucking industry jobs. This would reduce the estimated risk attributable to each year of work in [Table 3](#).

Conclusion

Our results suggest that lung cancer mortality in workers with a previous history of regular exposures to particulate from diesel exhaust and other mobile sources is elevated and increases with increasing exposure duration. The increase in lung cancer risk suggests a contribution from diesel exhaust and a mix of vehicle emissions from other sources because each group of workers had different patterns of current and historical exposures. These results along with previous studies support current efforts to reduce emissions from both diesel vehicles and other sources of vehicle and traffic-related emissions.

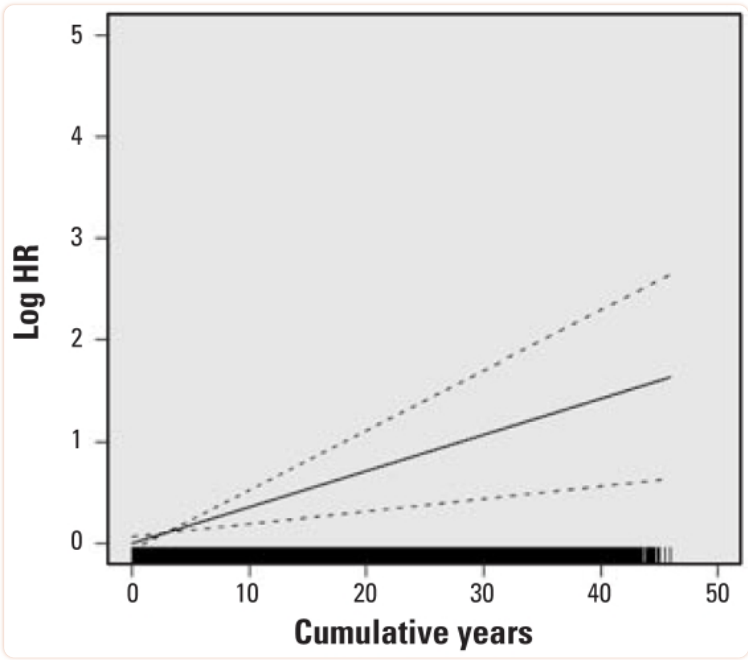
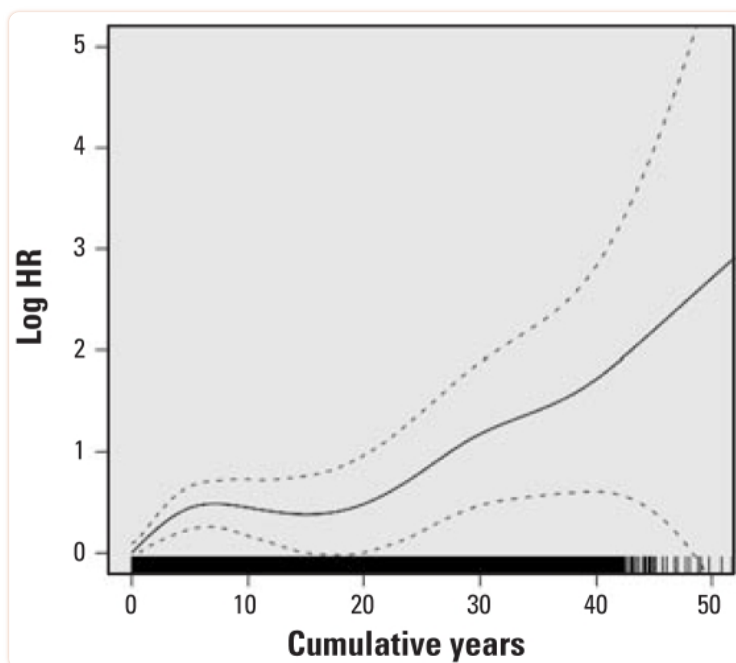


Figure 2

Natural log of the HR and 95% CI or lung cancer for cumulative years of work as a P&D driver; a histogram of years as a P&D driver is at the bottom of the graph.



[Figure 3](#)

Natural log of the HR and 95% CI for lung cancer for cumulative years of work as a dockworker; a histogram of years as a dockworker is at the bottom of the graph.

Footnotes

Supplemental Material is available online at <http://www.ehponline.org/members/2008/11293/suppl.pdf>

We thank M.J. Canner for programming assistance, F. Speizer for his suggestions, the Teamster Safety and Health Department (L. Byrd), Central States Pension Fund (B. Schaefer), the participating companies, and the workers who participated in the study.

The authors declare they have no competing financial interests.

This work was supported by grant R01 CA90792 from the National Institutes of Health/National Cancer Institute and grant ES00002 from the National Institute of Environmental Health Sciences.

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**Robert Avsec**

Product News

Dangerous diesel: Managing health risks related to diesel exhaust emissions at the station

How firefighters can limit exposure to diesel exhaust emissions and diesel particulate matter

Dec 10, 2020

As the driver/operator for a piece of fire apparatus, you have a significant responsibility for not only your own safety but also that of your fellow firefighters and officers. This responsibility goes beyond keeping yourself and your members safe while driving the streets of your jurisdiction; you must also look out for the health and wellness at the station. That includes a focus on diesel exhaust emissions. In this article, we'll discuss several key concepts for reducing the risk that can result when diesel engine exhaust emissions are not appropriately managed.

YOUR NO. 1 SAFETY THREAT – THE APPARATUS

The exhaust emissions from the diesel engine on your fire apparatus contain toxic particulates and gases. As the driver/operator, you must understand that it's your job to manage the diesel engine emissions from the apparatus to reduce the risk presented by those emissions, both in and out of the fire station.





We must take the necessary steps to protect ourselves by using exhaust removal systems. The research results have proven that the use of exhaust systems reduces the risks of exposure. We must take responsibility for our health. (Photo/City of Bellingham)

According to an **OSHA hazard alert**, diesel exhaust emissions (DE), when not properly controlled, present several health hazards for firefighters:

- Diesel engine exhaust contains unburned hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxides (NOx).
- Diesel exhaust also contains diesel particulate matter (DPM), a component of diesel exhaust that includes soot particles made up primarily of carbon, ash, metallic abrasion particles, sulfates and silicates.

The report further states, "Diesel soot particles have a solid core consisting of elemental carbon, with other substances attached to the surface, including organic carbon compounds known as polycyclic aromatic hydrocarbons (PAHs)."

According to OSHA, short-term exposure to high concentrations of DE or DPM can cause headaches, dizziness and irritation of the eye, nose and throat severe enough to distract or disable both firefighters and civilians. Further, prolonged exposure to DE or DPM can increase the risk of cardiovascular, cardiopulmonary and respiratory disease, and lung cancer. In June 2012, the International Agency for Cancer Research (IARC) classified diesel engine exhaust emissions, including DPM, as a known human carcinogen.

IMPACT OF DIESEL ENGINE EXHAUST IN FIRE STATIONS

Diesel engine exhaust in fire stations has garnered significant attention in recent years.

In 2017, Jessica Li and Gregory Burr conducted a **NIOSH Health Hazard Evaluation (HHE)** to evaluate two fire stations. This was conducted after the HHE program received a request from the chief at a fire department with two stations. The chief was concerned about firefighters' exposure to diesel exhaust in the living quarters of the fire stations built between 1992 and 1999.

Station #1 housed one fire engine, one rescue, one tower, one medic unit and one gasoline-powered truck. Station #2 housed one fire engine and one medic unit.

There were three sets of EPA emissions standards that were applicable for the diesel-powered fire apparatus, depending upon the year of manufacture for the fire apparatus.

- Model Year 1974-2003
- Model Year 2004-2006
- Model Year 2007 and later

The researchers monitored particulate concentrations during the duty shift and used ventilation smoke tubes to monitor and observe the direction of airflow.

Their results revealed that more than 95% of diesel exhaust particulate is less than 1 micrometer in size and is respirable. Because of their small size, diesel exhaust particles can be inhaled deeply into the lungs and even into the bloodstream.

Additionally, the researchers discovered that by operating diesel engine-powered equipment in the apparatus bay, the exhaust appeared to flow into those fire station spaces beyond the apparatus bay (e.g., kitchen, dormitories, offices). To protect those spaces, and the well-being of all firefighters, fire apparatus operators must remember to use the installed station exhaust systems even when equipment is running in the apparatus bay.

The research also indicated that the firefighters involved in the study thought the vehicle exhaust system was only for the apparatus and did not include other equipment. However, running the small gasoline engines that power our equipment – like portable generators, hydraulic tool power plants and saws – also contribute to poor air quality in the fire station. The report noted that firefighters should only run that equipment outside the fire station and take steps to ensure that those exhaust fumes do not enter the building.

We must take the necessary steps to protect ourselves by **using exhaust removal systems**. The research results have proven that the use of exhaust systems reduces the risks of exposure. We must take responsibility for our health. We wouldn't go into a fire without our PPE, so why would we not use the equipment designed to reduce our exposure to diesel exhaust emissions?

CONTROLLING EXPOSURES TO DE AND DPM

Engineering controls are the most effective strategy for minimizing worker exposure to DE or DPM, and a combination of controls is often required. For most fire departments, these engineering controls should include:

- Performing routine preventive maintenance of diesel engines to minimize emissions. Well-maintained diesel engines produce significantly lower levels of DE and DPM.

- Installing **exhaust removal systems** in the station.

NFPA 1500: Standard for Fire Department Occupational Safety, Health, and Wellness Program, Chapter 9, specifies that fire departments contain all vehicle exhaust emissions to a level of no less than 100% effective capture. This recommendation also complies with NIOSH's requirement to reduce emissions to the lowest feasible level to limit impact on firefighters' health. The standard states that direct-capture systems are the most effective means to reduce the risk and aid in compliance with NFPA 1500.

The International Building Code (IBC) recommends that departments invest in a diesel exhaust source capture system that connects directly to the motor vehicle exhaust system. The **IBC-International Mechanical Code (IMC), 2015 edition, Section 502.14 states**: "Areas in which stationary motor vehicles are operated shall be provided with a source capture system that connects directly to the motor vehicle exhaust systems. Such systems shall be engineered by a registered design professional or shall be factory-built equipment designed and sized for the purpose."

YOUR RESPONSIBILITY TO ELIMINATE DE AND DPM AT THE STATION

When it comes to the diesel exhaust capture system in your fire station, your primary responsibility is to avoid being guilty of "operator error." You can do so by consistently doing the following:

- Ensure that the exhaust capture system is used in accordance with the manufacturer's recommendations 100% of the time. No exceptions.
- Inspect the hoses and connections at least daily, preferably following each use, in accordance with the manufacturer's recommendations.
- Immediately take the system out of service when you find a problem, then report the problem to your supervisor, and complete the necessary steps required by your department to get the problem repaired.

Your station's exhaust capture system is NOT an optional system any more than your SCBA is an optional piece of equipment. Take care of them both equally.

[Learn more: [How to buy exhaust removal systems](#)]

About the author

Battalion Chief Robert Avsec (ret.) served with the Chesterfield (Virginia) Fire & EMS Department for 26 years. He was an instructor for fire, EMS and hazardous materials courses at the local, state and federal levels, which included more than 10 years with the National Fire Academy. Chief Avsec earned his bachelor's degree from the University of Cincinnati and his master's degree in executive fire service leadership from Grand Canyon University. He is a 2001 graduate of the National Fire Academy's EFO Program. Beyond his writing for FireRescue1.com and FireChief.com, Avsec authors the blog **Talking "Shop" 4 Fire & EMS** and has published his first book, **"Successful Transformational Change in a Fire and EMS Department: How a Focused Team Created a Revenue Recovery Program in Six Months – From Scratch."** Connect with Avsec on [LinkedIn](#) or via [email](#).



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- [Dangerous diesel: Managing health risks related to diesel exhaust emissions at the station](#)
- [Building a firefighter health and safety program: One department's 3-pronged process](#)

[MORE PRODUCT ORIGINALS >](#)

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MagneGrip®

EXHAUST REMOVAL SYSTEMS

PROVEN TECHNOLOGY FOR REMOVING VEHICLE EXHAUST EMISSIONS



The World's Most Advanced Exhaust Removal Systems

Fully Automatic—When the engine starts, a wireless sensor automatically switches on the exhaust fan. All toxic exhaust soot and gases are drawn through a high-temperature hose and sealed ductwork and safely dispersed outside the building. The fan shuts down automatically.

Always Protected—For engine tests, the manual override option is used to keep the fan on while the engine runs for longer periods. With the Exhaust Removal System connected to the apparatus, firehouse personnel are totally protected from breathing cancer-causing exhaust gases and soot.

Problem-Free—During emergency runs, MagneGrip's revolutionary, patented nozzle automatically disconnects as the apparatus exits the firehouse. No compressors or electrical system support is required for the system to operate. It's the easiest-to-use, most problem-free system available.

More Solutions—MagneGrip Group has more exhaust removal solutions than any other company. Don't settle for the only system a manufacturer offers—compare systems to make the best choice. This provides your Fire Department with an exacting application and no operational problems.

Sliding Flexhose (“No Loop”) Track (SFT) System

Sliding Flexhose Track (SFT) System is the most compact source-capture exhaust removal system available. It is ideal for firehouses with back-in bays that have low ceilings or narrow spaces between vehicles—needing only 19-24 inch aisles. The SFT system has no hanging hose loops that block access to doors or loading.

The expandable Flexhose extends and retracts along the track as the apparatus moves forward and back. When the apparatus operator starts the engine, the exhaust fan activates automatically. As the apparatus moves forward, the Flexhose extends to the end-stop and the nozzle automatically releases at the threshold of the door.

The no-loop Flexhose system is completely sealed so no toxic fumes escape into the firehouse. When the apparatus returns, the fan switches on as the MagneGrip nozzle connects to the tailpipe. The apparatus is then backed into the station.





Sliding Balancer Track (SBT) System

The MagneGrip Sliding Balancer Track (SBT) System can be installed in each bay for single or tandem parked vehicles. It can be used for back in or drive through bays and connects to emergency or non-emergency vehicles.

The constant tension balancer controls the cable that holds the hose in position. It is connected to a dual-glide trolley that moves inside the overhead track.

When the alarm sounds and the vehicle exits, the trolley glides forward until it reaches a rubber end-stop. At that point, the hose extends to the threshold of the door and the nozzle automatically disconnects.

Highest Airflow Available—MagneGrip systems have the highest airflow of any 100% sealed system—totally removing exhaust emission in the fastest, most effective manner possible.

Straight Suction Rail (SSR) System

This system is designed to fit in firehouses with little space to spare. It accommodates emergency response vehicles parked in tandem (up to four vehicles) and can be used for back in or drive through bays. The system utilizes the least amount of hose, yet still provides complete exhaust removal coverage.

The overhead aluminum suction rail serves as part of the exhaust duct system. A trolley mounts on the suction rail with external wheels and travels with the movement of the vehicle. The hose is connected to a funnel-shaped inlet at the bottom of the trolley and flexible rubber “lips” seal around the inlet.

When the engine is started, an auto-start sensor switches on the exhaust fan, drawing the exhaust emissions into the rail and ductwork. As the apparatus exits, the trolley glides along the rail and the MagneGrip nozzle automatically disconnects at the doorway.



Vertical Stack Rail (VSR) System

This system is for vehicles having vertical stack exhausts and no manual connection is required. As the apparatus enters the firehouse, the stack catcher adjusts horizontally to align the suction rail with the vertical stack exhaust. MagneGrip's nine-inch rail (the industry's largest) provides maximum airflow.

When the apparatus ignition is engaged, a wireless signal starts the exhaust fan. Upon returning to the station, the fan starts automatically as the apparatus pulls into the bay. All exhaust emissions are drawn through the suction rail and vented outside the building.

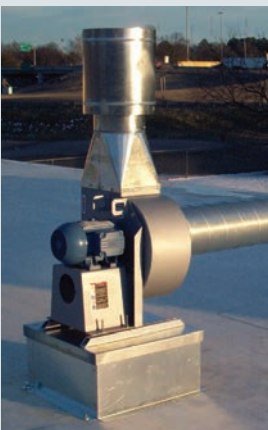


Simple Drop System

This system has the same components as the Sliding Balancer Track System, without the track. As the vehicle leaves the firehouse on an emergency run, the MagneGrip nozzle remains connected until the hose and cable are fully extended and then it automatically releases.

Because the system captures and removes exhaust emissions at start up and until the nozzle disconnects, it eliminates the heaviest concentration of exhaust gases and particulates.

For tight budgets, installing a Simple Drop System is less expensive than a track system. It is a good option for vehicles that may be started everyday, but not used regularly for emergency runs. Later, if needs change, a track can be installed and the system converted to provide door-to-door coverage.



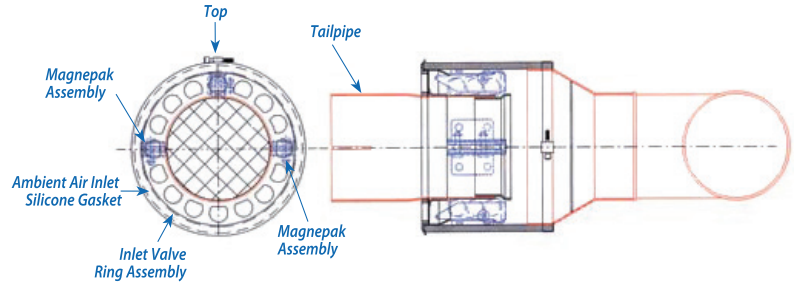
High-Efficiency Fans—
MagneGrip fans are designed solely for exhaust removal and run quieter than conventional fans. Spark-resistant, curved blades deliver highest efficiency.

Inline Particulate Filter—GREEN Option.
Positioned in the exhaust removal system's ductwork, it captures exhaust particulates so they are not expelled into the air outside.



MagneGrip's Magnetic Nozzle

Magnet Assisted Connection—Rare-earth magnet assemblies provide exactly the holding power needed, making the nozzle easy to connect and faultless when it automatically releases when exiting. It does not rely on electric wiring, air lines or gauges to disconnect; and there are no attachments to the side of your apparatus.



Ambient Air—The MagneGrip nozzle allows ambient air to enter and cool the exhaust discharge to reduce wear on the system. Air intake also eliminates negative air pressure on non-operating engines, preventing potential damage from the turbo spinning without lubrication.

Sealed 100%—A one-way gasket allows ambient air to enter but keeps exhaust fumes from escaping. The entire system is sealed from the tailpipe through the overhead ductwork for the best possible protection against carcinogenic contaminants.



Elbow Transition—The elbow transition from the nozzle to hose is engineered to maximize airflow. It is made of high-impact aluminum that weighs less than steel and is 40% more heat-resistant. It won't rust and is scratch-resistant.

Optional Pneumatic Nozzle—Our HazVent pneumatic nozzle inflates for an airtight seal around the tailpipe. The nozzle deflates automatically as the apparatus exits.

Standard Features



Lifting Elbow—90-degree lifting elbow eliminates hose pinching, twisting and sliding that occur with old-style rubber saddles and restrict airflow.

Support Cable—Hose has an internal support cable that transfers weight to the lifting elbow and balancer to eliminate hose stretching. The cable connects to the nozzle at the lower end to ensure easy release.

High Temperature Hose—To withstand higher vehicle exhaust temperatures, the lower two feet of hose is rated to 1,000° F. The handle makes connecting quick and easy from a standing position.



7-inch Tailpipe Adapter—Accommodates 7-inch tailpipes and allows for ambient air intake, which is required when vehicle has a DPF.

Safety Tailpipe Adapter—Louvers direct hot exhaust discharge toward the ground away from personnel and public. Also allows ambient air to enter.





Jack Rossman, Chief Operating Officer; Maggie Rossman-Roach, President; Tom Rossman, Chief Logistics Officer

"No other systems are as easy to use, as reliable or effective in protecting the health of firehouse personal against cancer causing diesel exhaust fumes. In fact, our equipment meets the NFPA 1500 Standard for "no less than 100% effective capture". MagneGrip Vehicle Exhaust Removal systems are proudly American-made. MagneGrip is the only 100% sealed magnetic system available."

—Maggie Rossman-Roach, President

MagneGrip...The Only Proven Safe Choice

- The most advanced technology for exhaust removal
- Tested and proven in thousands of applications
- 100% effective in removing cancer-causing toxins
- Easily the safest, most reliable systems available
- Requires less maintenance than any other system
- Easy to use, dependable, fully automatic operation
- Gives problem-free performance year after year
- Nationwide team of installation/service technicians

Let us demonstrate why more Fire Departments are choosing MagneGrip.



MagneGrip Group

A DIVISION OF CLEAN AIR CONCEPTS

Proud Sponsor of



800-875-5440 | www.magnetgrip.com

ISO 9001:2001 Certified | WBE/WOSB Certified

**MADE IN
USA**

AIRE-DEB MagneGrip Proposal - Ellsworth Maine

MagneGrip PRO Proposal

AIRE-DEB CORP

MagneGrip Distributor for North East



ONLY System made
100% in USA

To:

Ellsworth Fire Dept
Ellsworth MAINE
Attn: Deputy Chief Belletete
tel:

From:

Aire-Deb Corp
140 Dersam Rd
Alden, NY 14004
Tel: (716) 812-3429
Email: debbie@airedebcorp.com

WARRANTY MAGNEGRIP

Full 7 Year Warranty.. PARTS AND LABOR

Life time on structure

Includes a FREE service check every year for lifetime of warranty

NO service agreement required

Training

Training and system instruction done after installation

Refresher(free of charge) can be schedule during any of the free service calls

Delivery

8-12 weeks ARO

Installation

Average of 1 truck per day

Quote prepared by Debbie Anstett, NorthEast Regional Mgr - MagneGrip Inc.

Providing excellence in ventilation through innovation

AIRE-DEB MagneGrip Proposal - Ellsworth Maine**MagneGrip PRO Proposal****(6) Vehicle System****AIRE-DEB CORP**

MagneGrip Distributor for North East

**MagneGrip™**

ONLY System
made 100% in
USA

**To:**

Ellsworth Fire Dept
Ellsworth MAINE
Attn: Deputy Chief Belletete
tel:

From:

Aire-Deb Corp
140 Dersam Rd
Alden, NY 14004
Tel: (716) 812-3429
Email: debbie@airedebcorp.com

Proposal #
Date
Lease
Delivery
Prepay

7/13/2023
N/A
Best way

Terms
Sales Rep
Shipped Via
F.O.B.
Prepaid

Net10
DA
best way
Cincinnati, OH
PREPAY

Quantity	Part #	Description	Unit Price	Amount
2	SSRM-542-05	54' Suction Rail Drive Thru with (2) 5" diameter drop		
2	FSTM 361-05	36ft FLEX Track with NO LOOPS flex hose w (1) 5" diameter drop MAGNEGRIP Exclusive FLEX TRACK - Neat and clean NO LOOPS Flex track system has NO swing back Hose extends right to threshold of door in straight vertical position to avoid swing		
1	CF-361-7.5	Exhaust Fan - 5HP, 3PH / 4400 cfm Special designed and mfg exhaust fans that allow for lowest HP BUT maximum CFM		
1	500180-05	Wireless Automatic Controller - 5 Hp, 3 PH, 240V With Manual/ Auto switch and On/Off switch/ Emergency stop		
6	540558	Transmitter/ Sensors / Auto Truck Start		
1	lot	Mechanical Labor - Includes Ductwork, Fan, Systems		
1	lot	Support Hardware		
1	lot	Airtight Spiral Duct System		
			Price	\$61,980.00
			Shipping	\$650.00

Notes: We will work with contracted electrician

We will use existing exit hole on wall for fan exit.

			SUBTOTAL	\$62,630.00
6	lot	OPTIONAL Tailpipe Modification Labor and Material Done By Aire- Deb On site	\$325	\$1,950.00
1	lot	Electrical Material & Labor	\$3,800	\$3,800.00

Quote prepared by Debbie Anstett, NorthEast Regional Mgr - MagneGrip Inc.

TOTAL**\$68,380.00****Providing excellence in ventilation through innovation**



1525 Hanover Street
Hanover, MA 02339
Phone 781-826-9755
Fax 781-829-0240

www.aircleaningspecialistsne.com

of New England LLC

PROPOSAL

DATE:	January 10, 2023				
TO:	Ellsworth Fire Department 1 City Hall Plaza Ellsworth, ME 04605				
ATTN:	Dep. Chief Douglas Belletete	Phone:	207-667-8660	FAX:	
		Cell:	207-565-6001		

The Plymovent Source Capture Emergency Vehicle Exhaust Fume Removal System is designed for seven (7) fire apparatus with under carriage exhaust that operate in a back-in mode.

Equipment:

One (1) Plymovent SBTA-21 Sliding Balancer Track source capture emergency vehicle exhaust system with an extruded aluminum track, 19' long. The track has a traveling trolley that moves on six ball bearing wheels. The system is complete with a 4" diameter four ply high temperature hose with wire helix, safety disconnect assembly, manual inflation/deflation valve, totally enclosed cast aluminum spring coil balancer with stainless steel cable, automatic pneumatic disconnect switch, regulator and pneumatic grabber nozzle that is constructed of high temperature polymer composite with Nomex inner lining. The pneumatic grabber nozzle provides a positive seal on the vehicle's tailpipe to prevent gases from escaping inside the fire station.

One (1) Plymovent STR 60-2 Vehicle Exhaust Rail source capture emergency vehicle exhaust system designed for tandem arrangement of two (2) vehicles with extruded aluminum rail with bottom rubber seals, 57' long. The rail has two traveling trolley assemblies that move on nylon suspension wheels through the rubber seals mounted on bottom opening of the rail. The seals form an airtight seal under negative pressure to prevent the escape of exhaust fumes. The system has two complete hose assemblies each with a 4" diameter four ply high temperature hose, safety disconnect assembly, manual inflation/deflation valve, totally enclosed spring balancer with stainless steel cable, supported coil airline with regulator, shock absorber end stop and pneumatic grabber nozzle that is constructed of high temperature polymer composite with Nomex inner lining. The pneumatic grabber nozzle provides a positive seal on the vehicle's tailpipe to prevent gases from escaping inside the fire station.

Two (2) Plymovent STR 80-2 Vehicle Exhaust Rail source capture emergency vehicle exhaust system designed for tandem arrangement of two (2) vehicles with extruded aluminum rail with bottom rubber seals, 76' long. The rail has two traveling trolley assemblies that move on nylon suspension wheels through the rubber seals mounted on bottom opening of the rail. The seals form an airtight seal under negative pressure to prevent the escape of exhaust fumes. The system has two complete hose assemblies each with a 4" diameter four ply high temperature hose, safety disconnect assembly, manual inflation/deflation valve, totally enclosed spring balancer with stainless steel cable, supported coil airline with regulator, shock absorber end stop and pneumatic grabber nozzle that is constructed of high temperature polymer composite with Nomex inner lining. The pneumatic grabber nozzle provides a positive seal on the vehicle's tailpipe to prevent gases from escaping inside the fire station.

One (1) Plymovent OS3 Series Automatic Control Panel designed to automatically energize the exhaust blower by a pressure sensor, the moment any vehicle engine connected to the system is started. The control

Proposed By: Jon Buliung
Clean Aire Technology

Accepted By:

PROPOSAL

panel shall contain the motor starter, overload, and solid-state circuit card with timer adjustments from 180 to 360 seconds, fused low voltage transformer, in a NEMA 12 rated key lock electrical enclosure. On the outside of the panel are soft touch AUTO START- STOP - MANUAL RUN membrane controls and system indicator LED lights.

One (1) Plymovent TEV-745 Exhaust Blower, 10 HP 208 Volt, 3Ø, 3450 RPM TEFC direct drive motor, designed to deliver 4000 CFM at 9.5 inches E.S.P. The inlet is 12 3/8" diameter and the outlet is 14" diameter. Class B spark resistance construction of powder coated steel housing and aluminum wheel with shaft seals.

One (1) Plymovent UniFilter air filtration system is designed to reduce the diesel exhaust particulate (soot) from the exhaust blower discharge. The 20 gauge galvanized steel cabinet is 20" wide x 20" high x 49" long with easy access to the filter inside. It is fabricated with 16"Ø collars on each end. Supplied with a micro fiberglass bag filter, 20" x 20" x 36" deep.

Installation

Installation includes proper location of the track / rail and mounting to ceiling structure with support legs and cross braces. The hose connection for the ductwork is located and mounted to the track / rail. The hose assembly with pneumatic nozzle is attached to the trolley and spring balancer. The pneumatic controls are connected to the airline from the compressor.

Ductwork installation covers the fitting and assembly of the taper ductwork system to connect the hose assembly to the exhaust blower. All connections are screwed in place and sealed. The pressure sensors are installed in the proper location.

Brackets and mounts are provided as required to install and secure the exhaust blower. The exterior wall is penetrated to allow the ductwork to exit the building and run above the roofline. A vertical discharge EPA type non-backdraft damper is installed to prevent entrainment of diesel fume into the office or living quarters.

Start-Up

On site start up is provided by Factory Trained Personnel and includes adjustments of the pressure sensors. Adjustments are made to the hose length and release valve location to insure proper release of pneumatic nozzle from the vehicle exhaust tailpipe.

Training

On site training is done by factory authorized personnel.

Warranty

The warranty is for all parts and labor of the system for one (1) year from final date of acceptance. This includes preventative maintenance, inspection and adjustments on all parts of the system performed in six (6) months by Factory Trained Personnel for the duration of the warranty period.

Modification to Apparatus tailpipe to accept attachment of the nozzle

Modification of the apparatus tailpipe is included in this proposal.

Electrical

The Fire Department is responsible for all electrical work.

Proposed By: John Buliung

Clean Aire Technology

Accepted By:

PROPOSAL

Pneumatic Price \$89,620.00

Magnetic Price \$79,200.00

Proposed By: John Buliung
Clean Aire Technology

Accepted By:

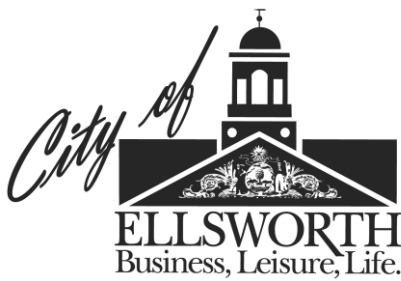
10.1.5 *

NFPA 1500 — Standard on Fire Department Occupational Safety, Health, and Wellness Program (2021)

The fire department shall prevent exposure to fire fighters and contamination of living and sleeping areas from exhaust emissions throu...

A.10.1.5

The operation of a fire department requires the storage and indoor operation of fire apparatus that are generally housed in an enclosed building. The need to keep the apparatus and other vehicles ready for immediate service and in good operating condition, which requires the indoor running of vehicles for response and routine service/pump checks, makes storage in an enclosed area, such as an apparatus bay, necessary. The exhaust from all internal combustion engines, including diesel and gasoline-powered engines, contains over 100 individual hazardous chemical components that, when combined, can result in as many as 10,000 chemical compounds. A large majority of these compounds are today listed by state and federal regulatory agencies as being cancer causing or suspected carcinogens. The target components listed by NIOSH/OSHA consist of both hydrocarbon carbon components and compounds, which are produced as both gas-phase and particulate-phase compounds. The gases and particulates, which are viewed by NIOSH and OSHA as life threatening, consist of a cancer-causing substance known as polynuclear aromatic hydrocarbons (PAHs). Gases in diesel exhaust, such as nitrous oxide, nitrogen dioxide, formaldehyde, benzene, sulfur dioxide, hydrogen sulfide, carbon dioxide, and carbon monoxide, can also create health problems. According to NIOSH, human and animal studies show that diesel exhaust should be treated as a human carcinogen (cancer-causing substance). In accordance with the NIOSH *Pocket Guide to Chemical Hazards*, as it pertains to diesel exhaust, NIOSH recommends that occupational exposure to carcinogens be limited to the lowest feasible concentration. NIOSH uses OSHA's classification, outlined in 29 CFR 1990.103, "Definitions," which states in part, "Potential occupational carcinogen means any substance, or combination or mixture of substances, which causes an increased incidence of benign and/or malignant neoplasm, or a substantial decrease in the latency period between exposure and onset of neoplasm in humans or in one or more experimental mammalian species as the result of any oral, respiratory or dermal exposure, or any other exposure which results in the induction of tumors at a site other than the site of administration." This definition also includes any substance that is metabolized into one or more potential occupational carcinogens by mammals.



MEMORANDUM

To: City Council
From: Matthew Williams, City Planner
CC: City Manager Moshier
Date: July 10, 2023
RE: City of Ellsworth Application for Land and Water Conservation Fund Grant

Background

On March 20, 2023, the City Council approved the request to move forward with grant applications to Lands for Maine's Future Fund and the Land and Water Conservation Fund to help fund the acquisition of a 279.1 acre lot on the eastern side of Branch Lake. The lot would be put into conservation, further protecting the City's water supply, and allowing for the expansion of low impact recreational opportunities. The Council voted to authorize the applications by a 5-1 vote.

Request

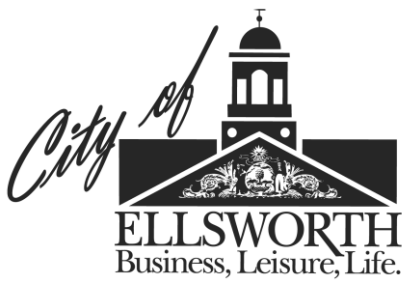
When the March 2023 vote occurred, staff had not begun the process of applying for the Land and Water Conservation Fund grant and was not aware that there is specific language that the Council must resolve to as part of the application process. The City has commenced with this resolution when applying for LWCF funds multiple times in the past, as it is a requirement in the grant's application process. As examples, the resolution was approved for recreation based projects conducted at Demeyer Fields, Harbor Park, and Knowlton Park. Land and Water Conservation Fund money was used in each of these projects.

To be able to officially move forward with the LWCF grant application, as was approved in March 2023, the City Planner and FBC are requesting that the Council authorize the resolution, as denoted in the motion below.

In regard to the "Appropriation of Local Funds" section of the resolution: Since the vote in March, the Planning Department and our partners at Frenchman Bay Conservancy have completed and been awarded a grant from Lands for Maine's Future Fund for half the purchase cost of the land. The grant from the Land and Water Conservation Fund would cover the remaining half. The purchase of the land will not use taxpayer funds and grants like Land and Water Conservation Fund help make the purchase possible.

In regard to the "Authorization to borrow the necessary funds from time to time to cover anticipated reimbursement": Like many grants the City acquires, this Land and Water Conservation Fund grant is a reimbursement style grant. The City spends the money up front and is reimbursed roughly 4-6 weeks later through the program.

Suggested Resolution



As such, the following resolution is suggested:

Authorizing Application

Council Order#072306

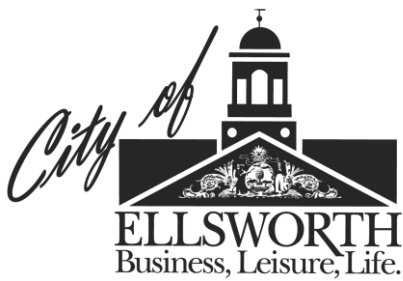
The Ellsworth City Council will authorize the City Planner and City Manager to apply, on behalf of the City of Ellsworth, for federal financing assistance under the provisions of the Land and Water Conservation Fund Act, Public Law 88-578 for the fee simple acquisition of 279.1 acres of land for the Branch Lake Expansion; and further authorize the City Manager to enter into the Land and Water Conservation Fund Project Agreement with the State subsequent to federal approval of the project.

2. Appropriation of local funds

If the City of Ellsworth tax appropriations are being used for all or part of the local share of the project cost, The City must raise the funds through Council action.

3. Authorization to borrow the necessary funds from time to time to cover anticipated reimbursement.

The City of Ellsworth is obligated to pay all costs of the project “up-front”. Therefore, there may be the need to authorize the borrowing of funds which will be repaid by federal reimbursement.



1 City Hall Plaza ♦ Ellsworth, ME 04605-1942
Phone (207) 669-6615 ♦ Fax (207) 667-4908

MUNICIPAL RESOLUTION

Land & Water Conservation Fund

1. Authorizing Application

The Ellsworth City Council will authorize the City Planner and City Manager to apply, on behalf of the City of Ellsworth, for federal financing assistance under the provisions of the Land and Water Conservation Fund Act, Public Law 88-578 for the fee simple acquisition of 279.1 acres of land for the Branch Lake Expansion; and further authorize the City Manager to enter into the Land and Water Conservation Fund Project Agreement with the State subsequent to federal approval of the project.

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_____	_____
_____	_____
_____	_____
_____	_____
	Date

Title: Appointments of City Officials by the City Council

WHEREAS, the City Charter or Statutes provide that the following officials be appointed by the City Council, and

WHEREAS, several of the appointments made by the City Council expire at midnight on June 30, 2023; it is hereby

ORDERED, that the following persons are appointed to the position indicated for a term to expire as indicated below:

Board of Appeals Member current term to expire 06/30/2023, request to reappoint until 06/30/2028:

Stephen Salisbury