

INFRASTRUCTURE COMMITTEE MEETING

Monday, March 27, 2017

6:00 P.M.

HAMPDEN TOWN OFFICE

AGENDA

1. MINUTES – February 27, 2017 Meeting
2. OLD BUSINESS
 - a. Proposed work scope and budget from Drumlin Environmental and SoilMetrics for annual post-closure monitoring of Pine Tree Landfill
 - b. Update on estimate for sewer costs associated with MaineDOT replacement of Grist Mill Bridge; and discussion of potential CSO master plan update – *Engineering consultant Kyle Corbeil, P.E., Woodard & Curran*
 - c. Update on correspondence with Postmaster regarding mailbox locations and mailbox damage during plowing on Mayo Road
 - d. RealTerm Energy Proposal regarding LED Streetlight Conversion *(informational only, no action proposed)*
3. NEW BUSINESS
 - a. Street light petitions: Chickadee Lane; 411 Old County Road
 - b. Proposed Memorandum of Agreement with MRC and Fiberight for potential Town contribution of funds toward Coldbrook Road infrastructure costs
 - c. Update on proposed “L.D. 881, An Act To Increase Wastewater Management Responsibility by Licensing Certain Municipal Sewage Collection Systems” and Town of Hampden testimony at March 23 public hearing in Augusta
 - d. Summary of potential impacts on Hampden resulting from MaineDOT Compact Area Definition Rule and procedures by which MaineDOT will set boundaries around urban compact areas as defined by 23 MRSA §754 and §2
 - e. Invitation to Hampden to attend March 29 meeting with Bangor Council Chairman and others regarding options for solar on municipal properties / power purchase agreements
 - f. Request for Municipal Building Reserve funds up to \$1,200 for elevator test
4. PUBLIC AND STAFF COMMENTS
 - a. Staff update on posted part-time Public Works position
 - b. Update on upcoming State and Federal Grant opportunities
5. COMMITTEE MEMBER COMMENTS
6. ADJOURN

INFRASTRUCTURE COMMITTEE MEETING

Monday, February 27, 2016

MINUTES – DRAFT

Attending:

*Councilor Greg Sirois, Chair
Councilor Ivan McPike
Mayor David Ryder
Councilor Terry McAvoy
Councilor Mark Cormier
Councilor Dennis Mable*

*Town Manager Angus Jennings
DPW Director Sean Currier
Rosemary Bezanson (staff)*

Chairman Marble called the meeting to order at 6 PM.

1. **MINUTES – January 30, 2017 Meeting** – *Minutes approved by vote of 6-0.*
2. **OLD BUSINESS**
 - a. **Update on use of GPS units in DPW vehicles (continued from January, 30, 2017)** – *Kyle Severance GIS/IT specialist reviewed with the Committee what reports could be run from the Forward Thinking software on the GPS Units in the Public Works vehicles. The Committee discussed when and if they would like updated reports monthly. What kind of reports they would like to see, like mowing in the summer, how long it takes to mow the cemeteries, how much time is spent plowing at the Skehan Center. Tracking truck and equipment costs/expenses. These types of reports give the Public Works Director Sean Currier a better idea of exact costs. Public Works Director Currier stated that this year he has been tracking storm events.*
 - b. **Sewer rates – review of anticipated FY18 expense budget and evaluation of potential rate increase – referral to Town Council for sewer rates public hearing (continued from January 30, 2017)** – *Angus Jennings, Town Manager stated that he just received an invoice from Bangor for \$44,000.00/ 3 month user cost on the sewer. This provides more current cost information, and this recent invoice is more in line with the monthly costs that were the basis of the FY17 approved Sewer Budget than costs earlier this year, which were trending lower. Staff will continue to monitor costs to inform budgeting for FY18.*

An update was provided regarding evaluation work that Woodard & Curran has been authorized to do regarding the meter pit at the Bangor-

Hampden line. The work will not be complete, but Woodard and Curran will be present to provide an interim update at the March meeting. Woodard and Curran will also be at that meeting to discuss estimated costs associated with the Grist Mill Bridge replacement, ground water inflow/infiltration into the sewer system, and the CSO (Combined Sewer Overflow) Master Plan.

Town Manager Jennings stated he is waiting for a more accurate picture on the inflow/infiltration after the March meeting with Woodard & Curran. The Committee asked for the total monies spent on third party consultants. Manager Jennings said he could run a report on this and provide cost trends including Woodard & Curran and the engineering consultant who works on the Town's stormwater compliance.

Town Manager Jennings updated the Committee on Fiberight and the MRC project.

- c. Transfer station sticker policy (continued from January 30, 2017)**
– Town Manager Jennings discussed with the Committee the draft of the Transfer Station policy in the packet. It was discussed that staff have input in the policy, they are the ones at the counter waiting on the residents, and selling the decals, before putting the final touches on the draft. This work is ongoing and will be brought back to the Committee when there is a complete draft ready for referral.

- d. Update on LED Streetlights** – *Town Manager Jennings notified the Committee that another firm, RealTerm Energy, has offered a proposal regarding potential conversion to LED Streetlights. It was agreed that this was not an initiative the Town was prepared to pursue at this time due to other priorities and due to uncertainty regarding PUC assignment of costs to purchase streetlight infrastructure. However the Committee advised Manager Jennings to receive a hard copy of the firm's proposal to have on file, and that the Committee would come back to this issue at a future time.*

3. NEW BUSINESS

- a. Update on mailbox damage during recent plowing, and Town Mailbox policy** – *Town Manager Jennings updated the Committee on the number of calls being received on mailbox damage. The Mayo Road residents lost a lot of mailboxes in this last storm. Many were upset due to the mailboxes being put in the sidewalk when the Mayo Road was re-constructed and the sidewalk installed. Public Works Director Sean Currier*

was asked to approach the Postmaster in Hampden to see if the mailboxes could be moved to the opposite side of the road.

The Committee was firm on upholding the mailbox policy that is in place.

4. PUBLIC COMMENTS – None.

5. COMMITTEE MEMBER COMMENTS – None.

There being no other business, the meeting adjourned at 7:10 p.m.

Respectfully Submitted,

Rosemary Bezanson



Drumlin Environmental, LLC

Hydrogeologic and Engineering Consultants

March 10, 2017

Angus Jennings, Town Manager
Town of Hampden
106 Western Avenue
Hampden, ME 04444

RE: Hampden Technical Consultant – Technical Services for Pine Tree Landfill, Hampden Maine

Dear Mr. Jennings:

At your request, Drumlin Environmental, LLC and SoilMetrics have prepared this letter describing the scope and budget for continuing assistance to the Town of Hampden in monitoring and assessing activities and data at the closed Pine Tree Landfill (PTL).

Scope Services. Drumlin and SoilMetrics will contact representatives from PTL and the Maine Department of Environmental Protection (MDEP) and will request copies of all correspondence and notification of all meetings, site visits, etc. that occur during the upcoming year. We will review this material as we received it and if appropriate attend critical meetings on behalf of the Town. If, during the year, we learn of important activities, data or occurrences associated with the site, we will notify the Town promptly and discuss whether additional inquiry should be pursued. We will also review of the Annual Report and associated MDEP comments. We will prepare a summary of the annual data and attend a meeting in Hampden to present the summary and discuss questions with the Town.

Estimated Cost. A suggested budget for monitoring activities throughout the year, interacting with PTL and MDEP representatives as needed and preparing and presenting an annual review is in the range of \$3,000 to \$4,000. If activities during the year are routine, then the cost will be toward the lower end of this range. If specific additional environmental or engineering issues arise that require dedicated follow-up that would exceed the suggested budget, we would discuss this with the Town in advance and not exceed this budget without authorization.

We propose to conduct the actual work on a time and material basis in accordance with Drumlin's Terms and Conditions for Technical Services, which is attached. The rate for professional services for Drumlin and SoilMetrics for 2017 is \$95/hour.

We welcome the opportunity to continue assisting the Town of Hampden in monitoring the post-closure conditions at PTL. If you have any questions, please call me at any time at (207) 771-5546 or my cell at (207) 242-2812. I would be glad to discuss this work further.

If you would like us to proceed with the work, please sign below and return an executed copy via fax or e-mail for our records.

Very truly yours,
Drumlin Environmental, LLC



Matthew D. Reynolds, P.E., C.G.
Senior Member

Accepted, Name _____ Title _____ Date _____

Encl: Drumlin Terms and Conditions



Angus Jennings <townmanager@hampdenmaine.gov>

RE: Grist Mill Bridge replacement - update

1 message

Kyle Corbeil <kcorbeil@woodardcurran.com>

Wed, Mar 22, 2017 at 1:55 PM

To: Angus Jennings <townmanager@hampdenmaine.gov>

Cc: Sean Currier <publicworks@hampdenmaine.gov>, Nate McLaughlin <nmclaughlin@woodardcurran.com>

Hi Angus,

I spoke with MDOT utility coordinator Derrick Carleton this afternoon regarding project schedule and upcoming coordination items. I am waiting for a call back from the bridge project manager regarding the bridge design, as she thought she indicated that the design report would be reviewed by mid to late March.

If I get some confirmation on the bridge design, I was going to put together an update memo to supplement the one you already have with updates regarding the design, budget estimate, and schedule. I'm hopeful that I can have that ready for tomorrow for distribution with your meeting materials, but will definitely be able to speak to the project status at Monday's meeting.

I can also discuss progress on the sewer meter station evaluation, but will not have a report ready for the committee to review.

Nate and I have also been working on some preliminary information regarding budgetary planning for the CSO program.

I can be at the meeting for 6pm, no need to accommodate my schedule unless you think you have a very long list of agenda items.

If there's anything else that you need, please let me know.

Kyle Corbeil, P.E.

Technical Manager

Woodard & Curran

Phone: [800-564-2333](tel:800-564-2333)

Email: kcorbeil@woodardcurran.com

From: Angus Jennings [mailto:townmanager@hampdenmaine.gov]
Sent: Wednesday, March 22, 2017 7:58 AM
To: Kyle Corbeil <kcorbeil@woodardcurran.com>
Cc: Sean Currier <publicworks@hampdenmaine.gov>; Nate McLaughlin <nmclaughlin@woodardcurran.com>
Subject: Re: Grist Mill Bridge replacement - update

Kyle,

I am checking in to see if we are still on track to discuss the Grist Mill Bridge at Monday's Infrastructure Committee meeting. We would need materials by mid afternoon tomorrow.

Monday's meeting starts at 6 but we could set this item to begin after a specified time so you don't end up sitting through other agenda items.

Thanks,

Angus

On Tue, Feb 28, 2017 at 10:39 AM, Kyle Corbeil <kcorbeil@woodardcurran.com> wrote:

Hi Angus and Sean,

I have the Infrastructure Committee meeting on my calendar and will plan to attend. Those items should not be an issue to compile for the meeting.

Sean and I discussed the CSO plan and I have a good sense of what he's looking to do. I'll work on the budget and scope based on some comparable projects.

Thanks,

Kyle Corbeil, P.E.

Project Engineer

Woodard & Curran

Phone: [800-564-2333](tel:800-564-2333)

Email: kcorbeil@woodardcurran.com

From: Sean Currier [mailto:publicworks@hampdenmaine.gov]
Sent: Tuesday, February 28, 2017 9:23 AM
To: Angus Jennings <townmanager@hampdenmaine.gov>
Cc: Kyle Corbeil <kcorbeil@woodardcurran.com>; Nate McLaughlin <nmclaughlin@woodardcurran.com>
Subject: Re: Grist Mill Bridge replacement - update

Kyle, I would like to get an estimate, as we discussed, for a complete CSO Master Plan update so we can build it in our FY18 budget. The discussion on March 27 may include a budget number and general scope of work to complete the update of the CSO Plan from finishing priority areas 4-7 (which may need to be reprioritized), an inflow/infiltration study, LTCP, thru to the removal of the final CSO outfall (#1).

Thanks,
Sean

Sean Currier

Public Works Director

Town of Hampden

106 Western Avenue

Hampden, ME 04444

[\(207\)862-3337](tel:(207)862-3337)

On Tue, Feb 28, 2017 at 8:34 AM, Angus Jennings <townmanager@hampdenmaine.gov> wrote:

Kyle,

We would like for you to attend the March 27 Infra Comm mtg (6 pm) to update the Committee based on what's known at that time re:

- bridge design and any updated Town cost estimate
- discuss the recommendation in your Grist Mill Bridge memo re the Souadabscook pump station
- status update on meter pit evaluation

I understand Sean is also in contact w you about potentially updating our CSO plan and an overall review of sewer-related capital planning. Will defer to him on how much we'll expect you to get into those discussions on March 27.

Thanks,
Angus

On Fri, Feb 24, 2017 at 11:42 AM, Kyle Corbeil <kcorbeil@woodardcurran.com> wrote:

Hi Angus and Sean,

A quick update on the Grist Mill Bridge replacement project.

I spoke with Leanne Timberlake, the project manager at MDOT, and she has received the Preliminary Design Report and expects to have it reviewed in the next few weeks, with no definite date, so it could take until the end of March.

She said that there has been an adjustment in the bid period from July/August 2018 to sometime in the fall of 2018, but the construction period has not changed and is still in the latter half of 2019.

She said that they do not typically make major changes to the recommendations of the PDR, so the steel bridge option is likely to be the approved design. If the PDR review is completed and we can get confirmation in the next few weeks, we may be able to solidify our recommendation and cost estimate around the approved bridge design prior to the March 27th Infrastructure Committee meeting.

Thanks,

Kyle Corbeil, P.E.

Project Engineer

Woodard & Curran

Phone: [800-564-2333](tel:800-564-2333)

Email: kcorbeil@woodardcurran.com

From: Kyle Corbeil

Sent: Tuesday, February 14, 2017 2:45 PM

To: 'Angus Jennings' <townmanager@hampdenmaine.gov>

Cc: Nate McLaughlin <nmclaughlin@woodardcurran.com>; Sean Currier <publicworks@hampdenmaine.gov>

Subject: Grist Mill Bridge replacement - update

Hi Angus,

Sorry this took a little while to get back to you, but I gathered some more information on the Grist Mill Bridge project that we discussed.

Regarding the project schedule, I went back and reviewed the last three MDOT Work Plans to see when the Grist Mill Bridge and Route 1A projects were scheduled. The current MDOT Work Plan is for 2017-2018-2019 and was released last month. Work Plans are typically provided in January each year. Here is a quick summary of the bridge replacement and highway rehab projects.

Grist Mill Bridge replacement project

- The Grist Mill Bridge replacement (Project Number 21692.00) is in the current plan for 2018/19, which was confirmed with the MDOT Utility Coordinator as we discussed.
- The previous Work Plan for 2016-2017-2018 showed the Grist Mill Bridge replacement occurring in 2017/2018. This project was not on the 2015-2016-2017 Work Plan.
- The project was evaluated for feasibility in 2010-2011 for potential replacement using the Bridge-in-a-Backpack composite materials design.

The Highway project has evolved over the last three Work Plans.

- The 2015-2016-2017 Work Plan showed it scheduled for 2016/17, but only as a 0.3 mi project.
- The project moved to 2017/18 in the next Work Plan and became the current 1.73 mi project.
- The most current work plan has pushed it out to 2018/19 with a new project number (11577.00).

Although any projects not scheduled for the current year in the Work Plan are very much subject to change in scope, budget, and schedule, it does appear that the two projects affecting Route 1A in Hampden have been progressively delayed with each of the two prior MDOT Work Plans.

I also checked the current Draft BACTS TIP for project listings. The information in the draft report is consistent with the current MDOT Work Plan.

With regard to the cost estimate for forcemain and sewer replacement, I checked in with the MDOT's bridge designer. They have completed a Draft Preliminary Design Report and submitted it to the MDOT last week (attached to this email). The report recommends a steel girder bridge structure and a slightly shorter span length than we used in the cost estimate. While the steel structure seems like a solid recommendation, the MDOT may modify the recommendations depending on their priorities. The length of the span seems to be the primary question, though, and not the bridge structural materials.

Given that MDOT may modify the bridge design basis, I'm concerned that there is some risk in changing our cost estimate to remove the higher cost option without a finalized Preliminary Design Report. It does appear to be significantly more likely that a steel girder bridge design will be used than any other design and our estimate would be in line with the corresponding steel bridge cost estimate. Anything that we provide as an updated cost estimate would be pending MDOT final design approval. It's difficult to say when MDOT will complete their review, as it could take a couple of weeks to a couple of months, with no set schedule.

Kyle Corbeil, P.E.

Project Engineer

Woodard & Curran

Phone: [800-564-2333](tel:800-564-2333)

Fax: [\(207\) 945-5492](tel:(207)945-5492)

Email: kcorbeil@woodardcurran.com

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Angus Jennings
Town Manager

Town of Hampden

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townmanager@hampdenmaine.gov*

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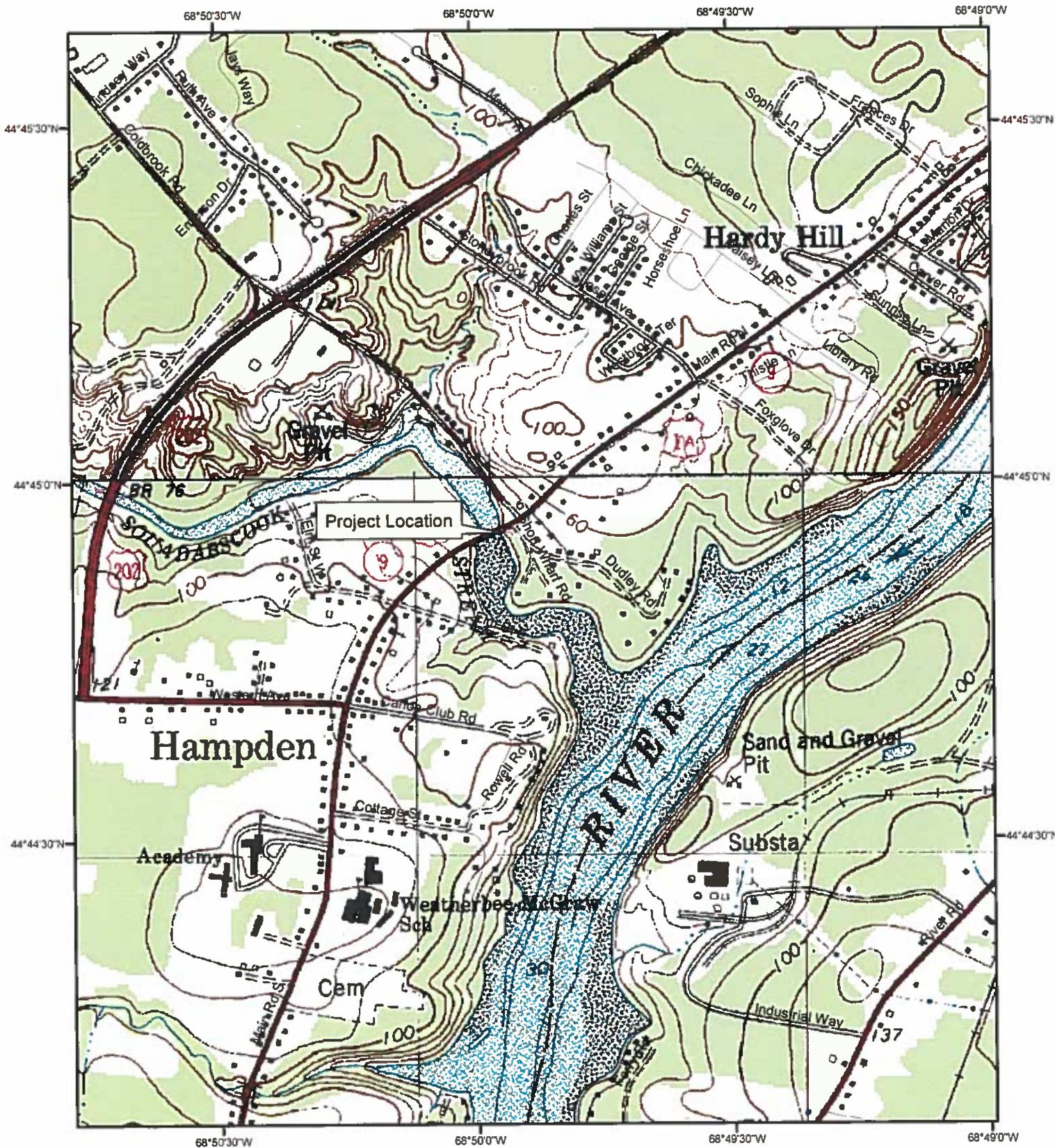
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Angus Jennings
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MDOT WIN 21692
 Hampden - Main Rd N
 Bridge Replacement



BANGOR DAILY NEWS [\(http://bangordailynews.com/\)](http://bangordailynews.com/)

Bangor needs \$63 million to keep raw sewage from spilling into Penobscot (<http://bangordailynews.com/2017/03/23/news/bangor-needs-63-million-to-keep-wastewater-from-spilling-into-penobscot/>)



Gabor Degre | BDN

Andy Rudzinski, superintendent of the Bangor Wastewater Treatment Plant, talks about the function of the biofiltration tower at the plant in January 2016.

By Danielle McLean (<http://bangordailynews.com/author/dmclean/>), BDN staff
Posted March 23, 2017, at 1 a.m.

Bangor's sewer rates may soon rise to help fund nearly \$63 million in projects during the next 15 years to stop raw sewage and contaminated stormwater from spilling into the Penobscot River and Kenduskeag Stream.

The first major project outlined in a city plan to meet a federal mandate under the Clean Water Act is an estimated \$22 million installation of a 3.8 million gallon wastewater storage tank along the waterfront behind Tim Hortons. The work is expected to start in August and end by June 2021.

It's the first of several projects the city agreed to complete by 2032 in a 2015 consent decree with the U.S. Department of Justice, which was acting on behalf of the U.S. Environmental Protection Agency. City officials have not yet calculated how much sewer rates would rise due to the project and expect to apply for some state and federal funding to help defray the costs.

"We're going to go at this as cautiously as we can. The city is always aware of issues with costs and burdens, so I think we're going to have to do the best we can," said Andy Rudzinski, the city's director of Water Quality Management.

Bangor's inability to prevent sewer overflow and contaminated stormwater from flowing into the river and stream has been a long and costly problem for the city.

In efforts to comply with federal clean water mandates, the city has spent \$42.8 million since 1987 upgrading its water treatment plant, adding storage tanks and separating many of its combined sewer and stormwater pipes, some of which date back to the late 1800s. Such combined systems initially were designed to collect rainwater runoff and raw sewage in the same pipes.

When there isn't significant rain or snowmelt, the combined sewer system works well enough to carry all wastewater to the treatment plant where it is treated and released as clean water into the Penobscot River. When too much runoff goes into the pipes, however, the overflow of stormwater and sewage is discharged into the Kenduskeag or Penobscot at several points along the system. This keeps the treatment plant from being overwhelmed, but is environmentally hazardous.

Since 1988, when the city began such combined sewer overflow projects, sewer rates have risen nearly 500 percent. Today, Bangor residents pay at minimum \$78 per quarter on their sewer bills, according to city Financial Director Debbie Cyr.

The planned \$22 million storage tank, a large underground cement structure, would store millions of gallons of wastewater when the city's treatment facility and pipes get overwhelmed, according to John Theriault, the city's engineer.

Once the runoff is under control again, the liquid in the storage tank would be sent through to the plant for treatment.

With 635 million gallons of untreated sewer overflow entering city waterways annually, Bangor in 1991 agreed it was non-compliant with the federal Clean Water Act and entered into a consent decree with the federal Environmental Protection Agency, according to Tanya Emery, the city's director of Community and Economic Development. The 1991 decree incorporated terms that were part of a 1987 consent decree with the Maine Department of Environmental Protection including the since-completed upgrade of its wastewater treatment plant.

After spending \$42.8 million (https://www.google.com/url?q=http://www.bangormaine.gov/filestorage/422/424/902/914/finalPhase1Report.pdf&sa=D&ust=1490283443207000&usg=AFQjCNG_TJcOpmiiRZE-aYAywaDEgs-IBw) on combined sewer overflow projects between 1987 and 2008, of which \$6 million was covered by EPA grants, the city has since reduced its annual wastewater overflow to 40 million gallons annually, Emery said. The completed projects include a separate 1.2 million-gallon storage tank installed along the waterfront for nearly \$1.3 million (<https://www.google.com/url?q=http://www.bangormaine.gov/filestorage/422/424/902/914/finalPhase1Report.pdf&sa=D&ust=1490283443208000&usg=AFQjCNF6ottxr1AJqYw6FI>) in the late 1990s, according to a summary of the work (<https://www.google.com/url?q=http://www.bangormaine.gov/filestorage/422/424/902/914/920/DAVISBROOKPAPER.pdf&sa=D&ust=1490283443208000&usg=AFQjCNGaLu8fz57cILsrWig>) compiled by the city's Engineering Department.

But in 2015, the city agreed (https://www.google.com/url?q=http://bangordailynews.com/2015/08/26/news/bangor/bangor-admits-violating-clean-water-act-agrees-to-continue-separating-sewers/?ref%3Dcomments&sa=D&ust=1490283443210000&usg=AFQjCNFJAAtA_j2P5-GgHBO-VBq3F5uBnGg) its remaining sewer overflow was still causing water quality violations and a new consent decree was issued, according to the EPA (<https://www.google.com/url?q=https://www.epa.gov/enforcement/bangor-maine-clean-water-act-cwa-settlement&sa=D&ust=1490283443210000&usg=AFQjCNEqAghY7VBtwO3lTfxFPQCZ2FwVA>). The city experienced 21 combined sewer overflow events in 2015 and 23 in 2016, but officials hope the planned projects will reduce those events to just four per year. This will bring the city into compliance with the decree, according to Rudzinski.

To comply with the decree, the city may need to complete an estimated \$62.9 million worth of projects by Dec. 31, 2031. That amount would fund the installation of three storage tanks, including the one at the waterfront, and pay for the separation of more combined sewer and storm water lines in several areas of Bangor, according to the Chelmsford, Massachusetts-based engineering and construction management firm AECOM Environmental. AECOM was hired by the city to help develop the long-term plan (https://www.google.com/url?q=https://drive.google.com/file/d/oBoouQC_oFoyhR293doV1TWpzNWs/view?usp%3Dsharing&sa=D&ust=1490283443213000&usg=AFQjCNGSoqBmZaHAKprAawTHCQ3-gfRxZg) that officials released on Jan. 31 outlining how the city should seek compliance with the decree. That plan still needs EPA approval, according to Rudzinski.

The city will likely have to ask the EPA for an extension past the 2031 deadline to limit the financial stress the projects would have on some residents, according to AECOM. Bangor would experience a so-called "medium burden" as a result of the stormwater projects, the consultant firm reported. This would exasperate the struggles of some sectors of the city that are already facing a "high financial burden," AECOM concluded.

"Care will need to be taken to evaluate all of the [Clean Water Act] requirements and to prioritize project implementation in a manner that results in achieving the greatest water quality benefit while still being affordable," the plan said.

Emery said there are different funding mechanisms the city could use to help pay for some future expenses, such as applying for state revolving loan funds (<https://www.google.com/url?q=http://www.mainelegislature.org/legis/statutes/30-A/title30-Asec5953-A.html&sa=D&ust=1490283443215000&usg=AFQjCNG8y58YJVzILNbowUgWroXli-3ojA>), which allow municipalities to finance wastewater projects at reduced interest rates. The city also would seek grant funding, she said.

Wastewater system users would cover the total debt of the projects, meaning it would impact sewer rates but not tax rates, she said.

Rudzinski said the city may not have to complete every project in the plan to comply with the decree if some of the projects perform better than expected. After completing each project, engineers will evaluate the actual overall impact it has on the city's wastewater overflow problems, he said.

The city should begin the waterfront storage tank project first because it "was determined to be the most beneficial initial major project due to the high level of [combined sewer overflow] activity at Davis Brook outfall and its location along the waterfront," the plan said.

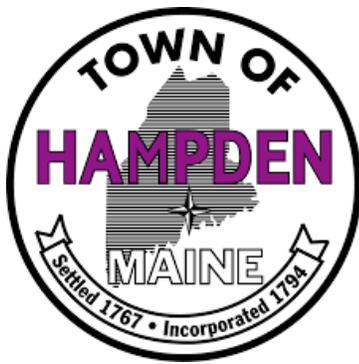
"We are all hoping and keeping our fingers crossed that once we do some of these projects that they may actually work out better than anticipated," Rudzinski said.

"We are all hoping and keeping our fingers crossed that once we do some of these projects that they may actually work out better than anticipated," Rudzinski said.

<http://bangordailynews.com/2017/03/23/news/bangor-needs-63-million-to-keep-wastewater-from-spilling-into-penobscot/> (<http://bangordailynews.com/2017/03/23/news/bangor-needs-63-million-to-keep-wastewater-from-spilling-into-penobscot/>) printed on March 23, 2017



2-d



Proposal to the Town of Hampden

LED Streetlighting Conversion

December 23, 2016

E0522

Primary Contact

Paul Vesel, Director, Business Development – NE USA
201 West Street, Suite 200, Annapolis, MD 21401
(413)-695-0045
pvesel@realtermenergy.com



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APPENDIX A: LUMINAIRE SPEC SHEETS 32

DISCLAIMER..... 33



Content is proprietary and confidential.
Sustainable forestry initiative paper used for all printed copies.

December 23, 2016

The Town of Hampden
106 Western Avenue
Hampden, ME 04444

RealTerm Energy is pleased to propose its LED conversion services to the Town of Hampden. We have assembled an elite team of in-house and sub-contracted professionals experienced in LED streetlight conversions to work collaboratively on all aspects of this project. The amassed team, capitalizing on the expertise of its members and their specializations, will deliver approximately **80% operating cost savings** on your streetlight expenditures in the first year.

Our turnkey service offering includes:

- An initial GIS/GPS inventory assessment of your existing streetlight network
- Complete photometric designs to optimize energy efficiency and minimize costs
- A comprehensive Investment Grade Audit (IGA)
- Installation of new LED fixtures and recycling of old fixtures
- Creation and transfer of data management tools and software
- Transfer of all warranties at commissioning
- Review of project financing

We manage all of our conversion projects in a transparent fashion. During each phase, and at every level, we will keep the Town of Hampden informed of all progress and of any increases or decreases in identified inventory. Fiscal monitoring of this project, on the Town's part, will be an easy process facilitated by regular meetings and continually accessible, online reports.

The RealTerm Energy team appreciates this opportunity to present our proposal. We look forward to the prospect of working with the Town of Hampden to design and install your new, highly-efficient LED street lighting system. We are passionate about what we do and want you to feel the same way about this project's results.



Sean Neely, President
sneely@realtermenergy.com

1. EXECUTIVE SUMMARY

Technical/ Environmental Assessment	Title	Town of Hampden Street Lights
	Baseline	366 HID Cobra head fixtures Total demand: 36kW Annual energy consumption: 150,604 kWh Annual operating hours: 4,193
	Technology Employed	Smart ready LED Fixtures
	Technology Provider(s)	Acuity Brands Lighting
	Technical Specifications	7-PIN, Smart ready fixtures Color temp: 4,000K, Average life \geq 100,000 hours CRI \geq 65, IP \geq IP 65
	Fixture Warranty	10 years
	Annual Energy Savings	96,350 kWh (64%)
Financial Assessment	Financing Scheme	Capital Purchase (Hampden-financed)
	Project Cost	\$141,994 (excluding Acquisition Costs)
	Project Reference Period	23 Years
	Simple Payback	3.1
Organizational Assessment	Time Schedule	TBD

2. COMPANY PROFILE

2.1. RealTerm Energy

RealTerm Energy is an international leader in providing energy-efficient turnkey LED street lighting conversions for cities. Over 160 municipalities have selected RealTerm Energy for such projects over the past three years.

Our group of 45 full-time employees is dedicated exclusively to designing and executing high-quality and cost-effective LED street light conversions for cities. We have a complete GIS department, three full-time lighting designers plus distinct teams focusing on project management, engineering and client services.

Cities we've worked with quickly recognize that RealTerm Energy lives and breathes its business. Our team's innovative technical and operational processes ensure we accomplish what we set out to do – in short, what we promise at the onset of a project. This approach results in municipalities finding we are tenacious when it comes to making things right. Should any issues arise during or post a project, we'll all work together until they're resolved.

RealTerm's solid expertise with similar conversions enables us to provide the scope of services you are seeking. Our combined teams are equipped with the resources they need, and the on-the-ground experience, to complete this project on time and on budget for the Town.

"The LED streetlight conversion project went very smoothly. RealTerm Energy developed an installation protocol that allowed them to work rapidly, while doing the job right. The RealTerm team converted 10,622 High Pressure Sodium lights to LED in three months (57 working days). We had very few complaints on any aspect of the project, especially considering this change impacted virtually every resident in Barrie."

Barry Thompson, Manager of Energy Management

2.2. Realterm (Parent Company)

Founded in 1991, Realterm is a privately-held international on-airport real estate operator and leader in infrastructure and logistics strategies, with installations in North America, Europe, and Asia. Since its inception, Realterm has grown steadily, currently managing and operating over 26MM sq. ft. of property spread over 200+ buildings totaling over \$3 billion in assets. RealTerm Energy, established in 2013, is the division of Realterm that was created to deliver best-in-class technological, managerial and financial solutions for efficient energy-related projects to municipalities and public authorities.

2.3. Company Mission

RealTerm Energy’s mission is to deliver future-ready “Smart City” solutions that allow forward-thinking communities to reduce energy costs, improve the quality of life of citizens, and protect the environment. Building on RealTerm’s expertise as a leader in logistics infrastructure, RealTerm Energy delivers best-in-class technological, financial and managerial solutions for efficient energy-related projects to municipalities and public authorities.

RealTerm Energy’s primary focus is on the implementation, financing and management of municipal LED Street lighting and adaptive technology control systems. Our photometric-based LED street lighting designs are based on the latest ANSI/IES RP-8-2014 standards and our adaptive technology control offerings deliver unmatched energy and maintenance savings to our clients.

2.4. Municipal Associations

Two major North American municipal associations have selected RealTerm Energy as a preferred provider of LED street lighting services: Connecticut Conference of Municipalities (CCM) and Ontario’s Local Authority Services (LAS). Similarly, the Metropolitan Area Planning Commission (MAPC) of Massachusetts has partnered with RealTerm Energy in their street lighting conversion program.

2.5. Summary of Projects by Phase

The table below provides an overview of all our past and current LED street lighting projects, valued in excess of \$70M.

PHASE	PROJECTS	STREETLIGHTS
Installed	168	101,457
Installation phase	26	11,336
Inventory Survey, Design, and Procurement	37	49,896
Total	231	162,689



Proud to be recognized by the World Bank.

RealTerm Energy’s “remarkable” partnership in the joint-procurement model developed with LAS and the Association of Municipalities of Ontario has been recognized by the World Bank as being among the most efficient and successful delivery models in the world.

The World Bank Group estimates that 20% of global electricity is consumed by lighting and it projects that widespread adoption of LED lighting can reduce that to 7%. We are proud to join the World Bank’s efforts to increase energy efficiency and lower greenhouse gas emissions as we continue to expand to new jurisdictions.

Click [here](#) to access the complete case study.

3. PROJECT TEAM

The personnel involved in this project have been strategically assembled to ensure that Hampden will receive exceptional service from RealTerm Energy's most experienced and qualified team members. RealTerm Energy will ensure that this team is available to the Town throughout all phases of the project and that the Town's concerns and issues are adequately addressed.



SILVIA SEPULVEDA – PROJECT MANAGER (SINGLE POINT OF CONTACT)

Silvia has held several prior roles as an Electrical Engineer. She brings over 16 years of electrical engineering experience with a strong background in large projects for heavy industry (mining and metals, oil and gas) for clients such as Alcoa, The Iron Ore Company of Canada, Rio Tinto and Citgo. Silvia takes project management responsibility for all aspects of the project life cycle (initiate, plan, execute, control, close). She provides day-to-day management of the services relationship with RTE clients, from project scheduling and milestone tracking to procurement and installation.



DAN KIRKBY – GIS ENGINEERING MANAGER

Dan manages our Geospatial Information Systems (GIS) and the development of RealTerm's GIS-enabled streetlight management tools for local municipalities. Dan served in the Canadian Military, commanding the Geospatial Support Squadron. He has a Master's degree in Geodetic and Geospatial Engineering and a Bachelor's degree in Civil Engineering. His 14 years of engineering and management expertise makes him an invaluable member of our team.



FRANCISCO REINOSO – ENERGY EFFICIENCY SPECIALIST

Francisco is responsible for evaluating the energy and cost savings, as well as the financial options of our LED street lighting retrofits. He ensures we stay up to date with the latest changes in the lighting industry including technology and energy incentives. Francisco supports our Business Development Team with the most innovative and cost effective solutions. Prior to joining RealTerm Energy, Francisco worked as an Energy Solutions Consultant at Eco-Shift Power Corporation, focusing mainly on lighting energy efficiency projects for large Commercial & Industrial facilities. Francisco holds a Master's Degree in Environment and Sustainability from Western University.



BRUCE IBBITSON – PROJECT INSTALLATION MANAGER

Bruce is your face-to-face contact with RealTerm Energy. He regularly visits your community throughout the conversion to LEDs, from the initial audit of the existing network until the install is successfully complete. Bruce brings 25 years of experience in technical project management. His two terms as elected councillor for the Township of St. Joseph brings invaluable experience and understanding of the decisions required of a council and municipal staff. Bruce has a degree in Technical Education from the University of Toronto.



MARIA REGUNAGA – MARKETING MANAGER

Maria is responsible for all marketing and communications at RealTerm Energy. She will work with the Municipality to efficiently communicate the LED upgrades to their residents. She brings more than 12 years' experience implementing and managing a broad range of marketing communications projects for corporations, not-for-profit organizations and tourism associations internationally. Maria will ensure that members of the Municipality and relevant media outlets will receive all the necessary project information.



PAUL VESEL–DIRECTOR, BUSINESS DEVELOPMENT–NORTHEAST

Paul Vesel is the director of business development for the North East and will be acting as the project/team leader. He brings more than 25 years of experience in energy and telecommunications infrastructure development. As Director of Business Development for a ACSI Network technologies, Paul was part of a team that deployed 35 metropolitan area fiber optic networks in cities across the U.S. Paul is currently working with municipalities to develop streetlight projects throughout the Northeastern U.S. and has extensive knowledge of streetlight infrastructure in this region.

4. REFERENCES

PROJECT NAME	# OF FIXTURES	COMPLETION DATE (MM/DD/YY)	REDUCTION IN ENERGY CONSUMPTION	DECREASE IN MAINTENANCE COSTS	ANNUAL GHG REDUCTION
CITY OF BROCKTON Massachusetts, USA LED Streetlight Consulting Services	7,269	Ongoing	60%	80%	190 MT/yr
<p>Description: Consulting project consisting of conducting a GIS inventory survey of current street lights, developing a detailed Investment Grade Audit (IGA) report, preparing tender documents for LED luminaires and installation contractor, assistance in evaluating all submitted bids, and providing photometric design / modeling of new LED street light network. RealTerm Energy and the City are currently in the process of receiving bids for both the LED luminaires and installation contractors.</p> <p>Challenges: Preparation of the tender documents has involved coordinating with the City’s personnel, the Metropolitan Area Planning Commission (MAPC), and the local utility. Our team quickly gathered all the necessary information from the 3 different parties and developed detailed tender documents. Additionally, we adjusted the tender documents to conform to the City and the MAPC’s standard bidding procedures and documents.</p> <p>Contracting Officer: Michael Morris, Chief Procurement Officer, City of Brockton, Massachusetts, USA. (508) 580-7191 procurement@cobma.us</p>					

PROJECT NAME	# OF FIXTURES	VALUE (\$)	COMPLETION DATE (MM/DD/YY)	REDUCTION IN ENERGY CONSUMPTION	DECREASE IN MAINTENANCE COSTS
TOWN OF MINTO Ontario, Canada LED Streetlight Conversion Project	716	\$429,000	05/04/15	66%	80%
<p>Description: Project consisted of complete turn-key LED streetlight conversion, based on full photometric design work and a detailed IGA.</p> <p>Challenges: Town entered into an Energy Savings Performance Contract (ESPC). The ESPC provided initial project financing from RealTerm Energy. RealTerm Energy manages the purchase, installation and maintenance of the new streetlights over a fixed period. In return, the Town funds the project by sharing the savings in energy and maintenance costs now that the LEDs are in use.</p> <p>Project Leader: Michelle Hjort – Government Relations and Community Solutions</p> <p>Contracting Officer: Bill White, CAO/Clerk, Town of Minto, Ontario, Canada. 519-338-2511, Ext. 222 bwhite@town.minto.on.ca</p>					

PROJECT NAME	# OF FIXTURES	VALUE (\$)	COMPLETION DATE (MM/DD/YY)	REDUCTION IN ENERGY CONSUMPTION	DECREASE IN MAINTENANCE COSTS
CITY OF LONDON Ontario LED Streetlight Conversion	9,380	\$4.5M	12/23/15	57%	80%

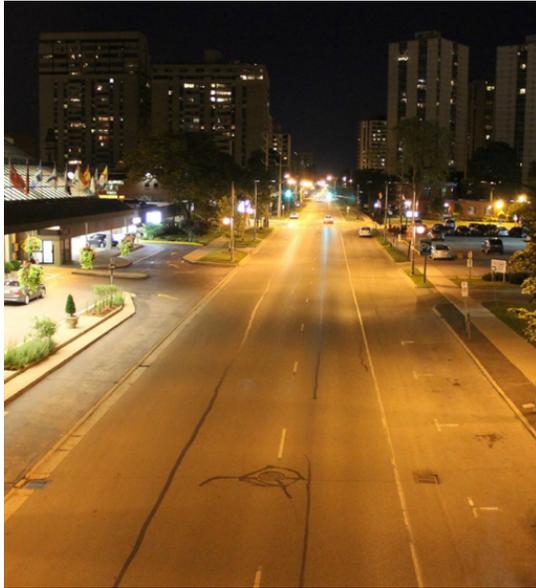
Description: Complete turn-key project consisting of 9,380 Cobraheads. Assisted the City in obtaining an incentive of over \$1M.

Challenges: The project required multiple financing options. Our team offered two competitive financing options: self-financed Design, Upgrade Transfer (DUT) and RealTerm Energy-financed Energy Savings Performance Contract (ESPC).

Project Leader: Kerry Wilson – Managing Director, Business Solutions.

Contracting Officer: Shane Maguire, Manager, Roadway Lighting and Traffic Control, City of London, Ontario, Canada (519) 661-2500 Ext. 8488 | smaguire@london.ca

Before



After



5. PRELIMINARY LED ANALYSIS

Prior to working with your lighting officials, our team has constructed an initial LED assessment, for illustrative purposes, based upon a basic one-for-one replacement technique. We have selected Acuity Brands LED fixtures with comparative light outputs for all existing HPS fixtures recorded in the Town of Hampden’s most up to date inventory. This analysis is only a starting point, and demonstrates the energy savings that are possible using LED technology while deploying industry standard roadway practices.

Please note that these estimates are conservative. Once our IGA report and photometric analysis are completed, our team has typically been able to improve the efficiency levels and project costs associated with the LED upgrade by as much as 10%.

5.1. Current Inventory and Proposed LED Replacements

COBRAHEAD FIXTURES								
HID Fixture type	HID System Wattage	HID QTY	Total HID Demand (kW)	LED Fixture type	LED System Wattage	LED QTY	Total LED Demand (kW)	Savings
HPS 50W	58	56	3.2	ATBS B MVOLT R2 NL MP	27	56	1.5	53%
HPS 70W	83	243	20.2	ATBS C MVOLT R2 NL MP	31	243	7.5	63%
HPS 100W	117	25	2.9	ATBS E MVOLT R2 NL MP	40	25	1.0	66%
HPS 150W	171	6	1.0	ATBM A MVOLT R2 NL MP	60	6	0.4	65%
HPS 250W	315	12	3.8	ATBM D MVOLT R2 NL MP	95	12	1.1	70%
Incandescent 105W	110	14	1.5	ATBS B MVOLT R2 NL MP	27	14	0.4	75%
MV 175W	210	4	0.8	ATBM A MVOLT R2 NL MP	60	4	0.2	71%
MV 400W	453	5	2.3	ATBM G MVOLT R2 NL MP	150	5	0.8	67%
MV 100W	127	1	0.1	ATBS B MVOLT R2 NL MP	27	1	0.0	79%
		366	35.9			366	12.9	64%

Relying solely on a “one-for-one” replacement technique has limitations:

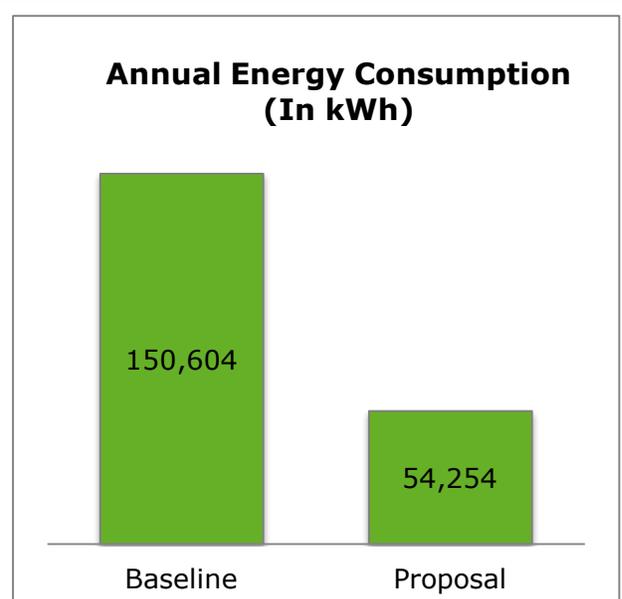
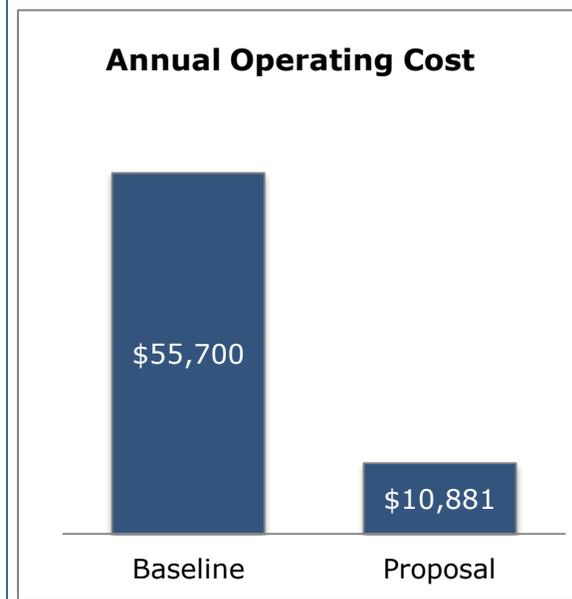
- It is limited to existing inventory records that are often outdated and/or inaccurate
- It can only prescribe the LED replacement wattage according to the wattage that is recorded in the most up to date inventory
- No consideration is made for a proper lighting design and updated for current roadway conditions
- Without lighting designs, over-lit or under-lit streets today will continue to be so, even with LEDs

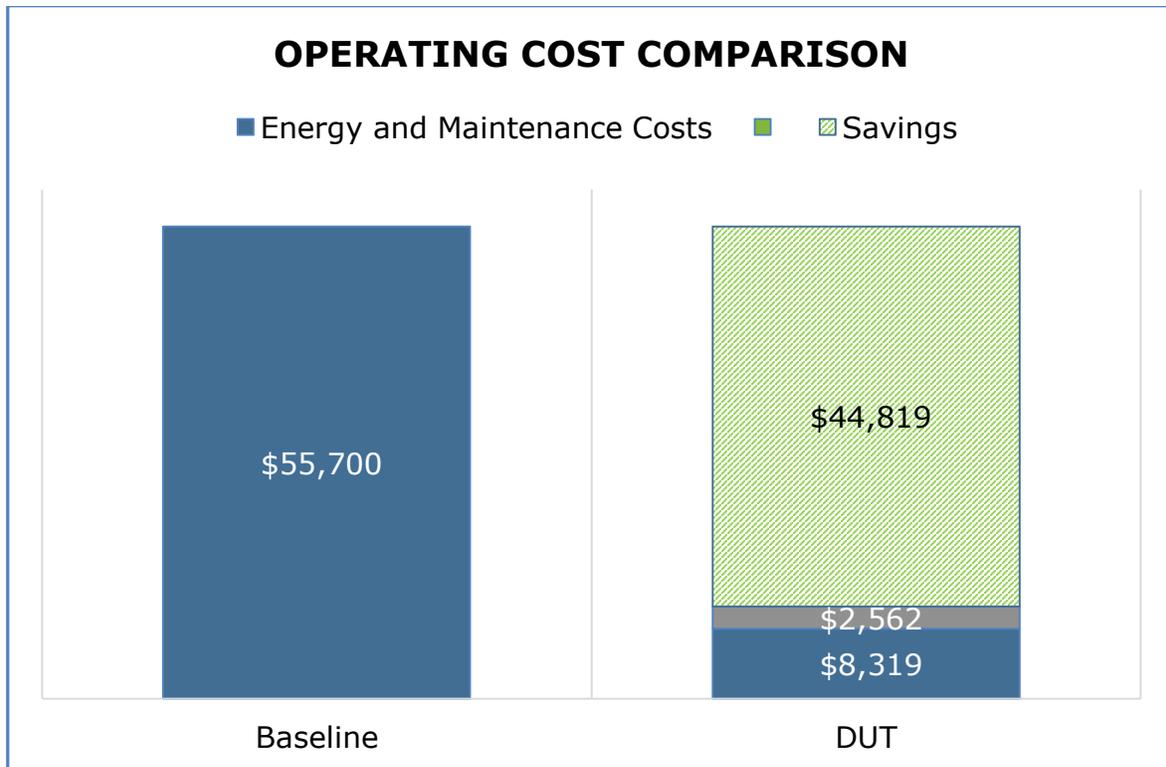
5.2. Expected Savings

CURRENT STATUS	BEFORE UPGRADE	POST UPGRADE	VARIANCE	PERCENT
Number of Fixtures	366	366		
Annual Electricity Consumption (kWh)	150,604	54,254	96,350	64%
Annual Electricity Costs (*)	\$55,123	\$8,319	\$46,804	85%
Annual Maintenance Costs (*) (**)	\$577	\$2,562	(\$1,985)	
Total Street Light Expenditures	\$55,700	\$10,881	\$44,819	80%
Average Annual Cost per Fixture	\$152	\$30	\$122	80%

(*) - Before upgrade the lights are owned by Emera and the labour maintenance cost is included in the electricity costs. The equipment is furnished by the Town and has been included as an Annual Maintenance Costs in this chart. After the acquisition of the lights Hampden will have to pay for the maintenance cost including equipment cost and labour cost.

(**) - The post-upgrade estimated maintenance cost includes only the warranty maintenance cost of the fixtures and photocells.





5.3. Project Financing

Regardless of financing type, RealTerm Energy delivers a full turn-key program to manage the entire project, including design, procurement, installation and final commissioning. Our street lighting experts coordinate the entire process to free up your internal resources for other projects. For this proposal, we are presenting the Design, Upgrade and transfer (DUT) option.

In this option, the Town provides its own financing, and purchases from RealTerm Energy a fully-designed and upgraded system, with ownership being transferred immediately upon final payment.

5.4. Project costs and payback period

PROJECT COSTS	
Number of Fixtures	366
Total Project Cost excluding Acquisition Costs	\$141,994
Price per Fixture	\$388

Investment Return

The simple payback period of the project, before including any financing costs is **3.1 years**. The following table shows an example of financing on the basis of an approximate interest rate (3%),

CAPITAL COST	TERM (YEARS)	INTEREST RATE	ANNUAL PAYMENT	COST OF BORROWING
\$141,994	10	3.00%	\$16,439	\$22,392
\$141,994	15	3.00%	\$11,752	\$34,283

Annual Savings over 10-year Period for a 10-year loan period with 3% interest rate

Year	1	2	3	4	5	6	7	8	9	10
Annual Savings	\$44,819	\$46,184	\$47,590	\$49,038	\$50,530	\$52,068	\$53,651	\$55,283	\$56,965	\$58,697
Loan Repayment	\$16,439	\$16,439	\$16,439	\$16,439	\$16,439	\$16,439	\$16,439	\$16,439	\$16,439	\$16,439
Net Savings	\$28,380	\$29,745	\$31,151	\$32,599	\$34,091	\$35,629	\$37,212	\$38,844	\$40,526	\$42,258

5.5. Calculations assumptions

- The electricity cost savings were calculated based on Emera Maine current rates valid at the date of the preparation of this Proposal. The annual energy savings of the new LED street lighting system were calculated based on the data provided by the Town. Any modifications in the below data will have as an effect changes in the energy consumption savings and in the energy cost savings.

Type of Light	# of Lights	Total Demand Before (kW)	Total Demand After (kW)	Annual Operating Hours
Cobra Head	366	35.9	12.9	4,193

- Baseline lighting operating costs** were estimated based on the below assumptions:
 - Lights ownership before upgrade: Emera Maine
 - The delivery charges were calculated based on Emera Maine Street and Area Lighting RATE G-1, page 35.1.1 sixth revision. (Service under this rate is available for street and area lighting service installations, maintenance and use of energy, and traffic control lighting service provided the customer furnishes the equipment).
 - The energy supply costs were calculated based on \$0.06322/kWh the standard offer supply in force from 1st of January 2017
 - Quantity of cobra head fixtures by type and rated input power was defined based on the bills and the inventory provided by the town (please see the table on the page 11)
 - The annual operating hours are estimated at 4,193 hours by dividing the monthly energy consumption in kWh of an HPS 70W fixture with its rated input in kW defined in the above rate and the result was multiplied by 12 months. ($29/0.083 \times 12 + 4,193$ hours)
- Post-upgrade lighting operating costs** were estimated based on the below assumptions:
 - Lights ownership after upgrade: Town of Hampden
 - The delivery charges were calculated based on Emera Maine Municipal Street Lighting RATE G-2, page 37.1 sixth revision. (Energy service only to municipalities owning,

- operating, and maintaining a street lighting system and limited to locations where secondary service is available).
3. Please note that for the time being, for LED lights, there are no monthly energy consumptions defined in the above rate thus we calculated the monthly energy usage by LED wattage and multiplying the rated LED light input in with 345 hours.
 4. The energy supply costs were calculated based on \$0.06322/kWh, the standard offer supply in force from 1st of January 2017.
 5. Post-upgrade maintenance cost was estimated based on our past experience and includes only the warranty maintenance costs of the LED fixtures and photo controllers.
4. The Total project cost includes the following costs:
1. Connection, fusing and installation with flaggers.
5. The total project cost does not include any of the following costs:
1. **Acquisition costs from Emera**
 2. Arm replacement or modification of fixture mounting
 3. Relocation of fixture
 4. Any applicable sales tax
 5. The replacement of the fixtures near high tension located in the restricted zone
 6. Upgrade of the existing lighting infrastructure to current federal state or local rules and standards
6. Specified fixtures have a 10-year warranty and include a Long Life Photo control with the same warranty. Specified LED fixtures come with Dimmable Drivers and 7-pin NEMA Photocell Receptacle.

5.6. Opportunity Cost

Sometimes, postponing the decision to buy something today is rewarded by a lower price tomorrow.

With LED streetlights, postponing doesn't just mean waiting, it also means continuing to operate the existing inefficient system and missing out on material energy and maintenance savings while waiting for the prices to drop. In other words, if you're waiting, you're wasting energy.

Energy experts and our LED production partners have determined that the big gains that have been realized in LED manufacturing, and that the major price reductions or efficiency advances that we've seen in the past 5 years aren't likely to be seen again.

The table below represents a ten percent (10%) reduction in the price of the LED fixtures over the next year.

OPPORTUNITY COST	
Foregone Energy/Maintenance Savings (1 Year)	\$44,819
LED Luminaire Cost (today)	\$68,363
Projected Price Reduction (10%)	-\$6,836
Opportunity Cost of Waiting (12 months)	\$37,983

As you can see, postponing a decision to upgrade costs the Town each year in foregone savings and wasted money spent on maintaining an inefficient and costly system.

6. APPROACH

RealTerm Energy uses a proven six-step turn-key approach. Each of these steps is fundamental to achieving the most efficient LED conversion with the highest degree of energy savings and the greatest assurance of safe light levels. We tailor all of our work to the particular context and needs of Hampden, relying on the input of your knowledgeable municipal staff.



1. GIS Inventory	2. Photometric Design	3. IGA Report
<ul style="list-style-type: none"> • Conduct comprehensive geospatial streetlight inventory • Identify any discrepancies in previous streetlight inventory • Develop base for an interactive, geospatial streetlight map 	<ul style="list-style-type: none"> • Create photometric designs based on updated streetlight inventory and selected LED luminaires • Maximize energy savings and roadway / pedestrian safety 	<ul style="list-style-type: none"> • Complete analysis of your current streetlight infrastructure’s performance • Comparison of the Town’s current energy consumption with the post-conversion LED system



4. Fixture Procurement	5. Fixture Installation	6. Project Close-Out
<ul style="list-style-type: none"> • Negotiations with vendors aimed at securing competitive prices • Complete all administrative and logistical tasks relating to the procurement of the fixtures 	<ul style="list-style-type: none"> • Complete installation of new LED street lights • Real-time installation tracking • Recycling / disposal of old fixtures • Community outreach 	<ul style="list-style-type: none"> • Transfer of commissioning binder • Finalize incentive and/or rebate application(s) • Assist with billing changes • Transfer of finalized geospatial streetlight map

Project Management Experience

RealTerm Energy's conversion projects have ranged from 13 fixtures to over 12,000 fixtures in urban, suburban and rural municipalities. Our project management team has demonstrated its ability to effectively manage and complete numerous turn-key LED conversion projects simultaneously for multiple municipalities in wide-spread locations. We adapt our approach according to each municipalities' unique needs and streetlight infrastructure requirements, standards and legislation. During a recent quarter, our project management team was overseeing 64 installation subcontractors on 35 separate projects. All projects were completed on time and within budget.

Project Management Approach

Scope Confirmation Meeting

Prior to project commencement, our project team will hold a scope confirmation meeting with the Town to discuss and review the following topics:

1. Project team
2. Single point of contact for both parties
3. Fixture acquisition status (if required)
4. Scope of work overview
 - 4.1. GIS Inventory Survey
 - 4.1.1. Municipal lighting add-ons (parking lots, school lights, park lights etc.)
 - 4.2. Lighting Design
 - 4.3. Investment Grade Audit (life-cycle report)
 - 4.4. Product procurement
 - 4.5. Installation and project management
 - 4.5.1. Communication plan and logistics
 - 4.5.2. Contractor selection
 - 4.5.3. Grants and rebates
 - 4.5.4. Review of change order management procedures
 - 4.6. Commissioning
5. Project schedule and timing
6. Identification of any potential risks / issues
7. Dark sky and/or color temperature considerations
8. Missing / required information
 - 8.1. Municipal GIS data
 - 8.2. Utility billing

Single Point of Contact (SPOC) Management

We will assign a project manager as the single point of contact for the duration of the project. This enhances overall efficiency with regard to time and costs, and increases project transparency. Our team recommends that the Town also assign a SPOC as this will provide a clear management structure to communicate all project information.



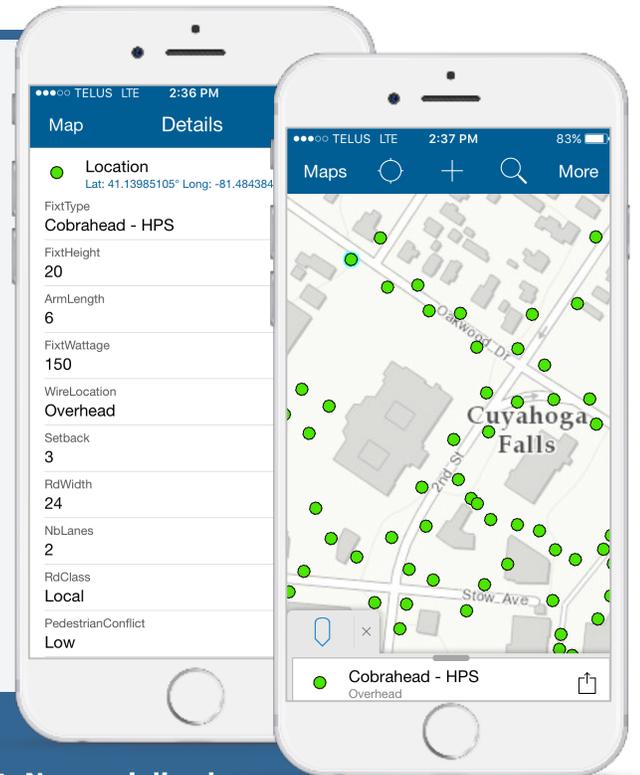
6.1. GIS Inventory Survey

The GIS inventory is a critical component of our approach. With it, our project team collects all the baseline geospatial streetlight data required to develop a comprehensive photometric design plan of your new LED street lighting network.

RealTerm Energy uses a customized ESRI application to capture and record detailed streetlight data and measurements.

The GIS-based application records and verifies the following characteristics:

- Exact pole location (longitude, latitude)
- Unique ID number
- Offset of pole
- Pole type (steel, aluminum, wood)
- Arm length
- Fixture type, wattage and mounting height
- Connection location (overhead or ground)
- Number of traffic lanes
- Decorative data (pole color, photocell)



Our mobile street lighting app offers a significant benefit. No specialized equipment or expensive software licenses are required for authorized users to access our survey data online and all data can be easily exported to MS-Excel.

Access the link below to explore a sample of RealTerm Energy’s detailed street light survey:

<http://arcg.is/2dzu9SA>

Compatible with virtually any smart phone and tablet, our scalable approach:

- Allows for easy customization of the data collection to include virtually any kind of information desired by the Town.
- Accelerates data collection, shortens the project timeline and increases life-cycle savings.

- Clearly reveals any gaps and errors that might exist in the Town or Electrical Utility inventory data.
- Optimizes both energy savings and street lighting performance during the design and installation phases by making any necessary corrections to the inventory early in the process.
- Reduces costs and delays that result from incorrect fixture and/or quantity orders.
- Provides Town staff and stakeholders with online login access to the mapping system, ensuring full transparency of the project from start to finish.

Your staff will find that asset management is now easy. They will be able to identify each individual light in the system and view its history and characteristics.

We Think Local

RealTerm Energy plans to hire fleet captains, called a “flex force,” using individuals identified locally that will be trained and supervised by our team’s GIS surveying specialist. They will be equipped with the proper tablets and/or smartphones to geo-tag every pole and will receive in depth training to maximize the accuracy of their measurements.

DELIVERABLES

- Accurate and comprehensive geospatial streetlight inventory that records and verifies various streetlight-related characteristics and measurements
- Customizable data fields for virtually any kind of information desired by the Town
- Identification of discrepancies in previous streetlight inventory
- Identification and description of any issues requiring attention (tree trimming, equipment damage, wiring issues etc.)
- Detailed electronic map of all identified streetlights by GPS location and containing each individual fixture’s unique characteristics (see sample survey above)

REQUIRED FROM THE MUNICIPALITY

- The most current data from the Town’s existing GIS layers of utility poles with all attributes and inventory of streetlights with all attributes (if available)
- Review of RealTerm Energy’s updated inventory data to ensure that all necessary areas have been covered and that no portions of adjacent municipalities have been included in error
- Location information for all Town-owned parking lots (if needed)



6.2. Photometric Design

RealTerm’s in-house design team uses GIS-based inventory data to create photometric design plans that optimize lighting quality, safety levels and energy savings.

- All designs follow the RP-8-2014 Roadway Lighting recommendation produced by the IES.
- They are done in accordance with LEED-ND (Neighborhood Development) and specifically, with GIB Credit 17-Light Pollution Reduction.
- Each design reduces back-light and up-light while delivering the required light to the targeted area.
- Light trespass and Dark Sky considerations are incorporated to avoid light pollution.

Our team delivers the most efficient design methodology to achieve standardized designs that meet the RP-8-2014 guidelines wherever possible, thereby reducing the number of over- or under-lit roadways. While every effort is made to use RP-8-14 in all instances, concerns specific to the Town will be addressed by the design team (such as adding or reducing light levels where desired by the Town). In particular, unique regional characteristics such as neighborhoods, schools, hospitals and areas with higher levels of street crime, accidents and/or vehicle-bicycle-pedestrian conflicts, are taken into account.

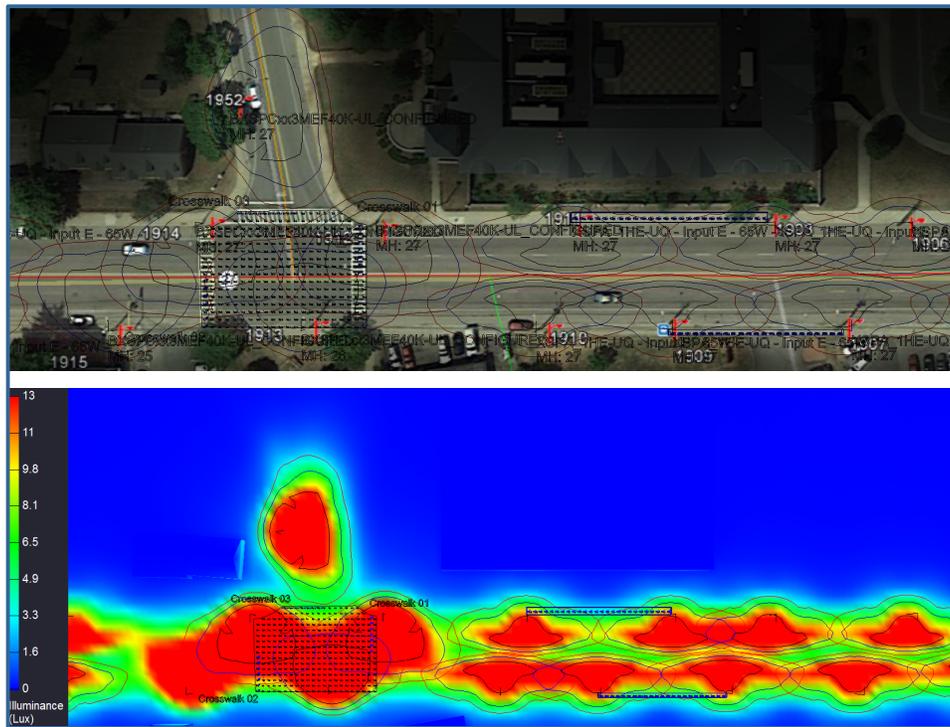


Figure 1: The sample graphic above is a digital rendering of RealTerm’s photometric calculations, taking into account the GIS inventory survey data and the lighting recommendations for the given street, intersection, sidewalks and pedestrian crosswalks.

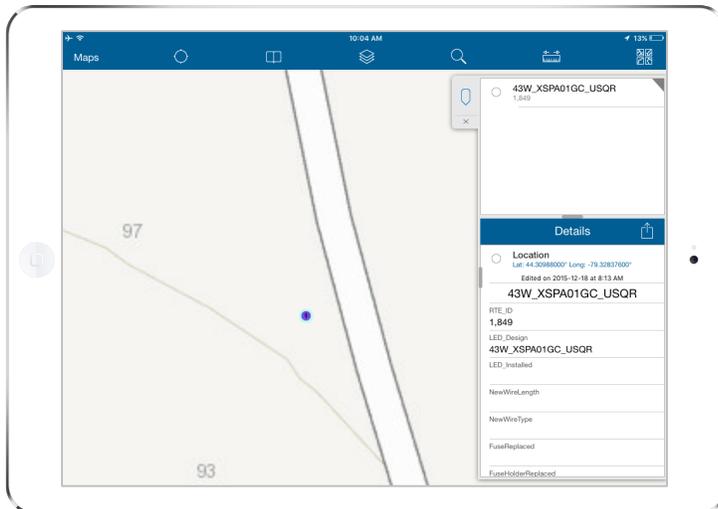
Due to our broad-based knowledge of available product settings, RealTerm Energy’s design team:

- Determines base designs for representative streets and carefully applies the designs to all other streets with the same parameters. This process is repeated for each unique set of street conditions
- Utilizes the adjustable wattages and different light distribution patterns available to fully optimize the design of your LED conversion, in order to maximize your energy savings

“Many municipalities seemed to be going with a one-for-one replacement. We liked the GIS mapping, and the design process brought additional value to the project.”

Barry Thompson, Manager of Energy Management
City of Barrie, ON

Our team has the experience to be able to evaluate and work with multiple LED manufacturers to arrive at superior design recommendations (if this is required as a support prior to the procurement phase).



Upon completion and approval of the photometric designs, the LED design specifications are imported and mapped within our application. The map uses the inventory survey data to identify precisely:

- Which LED fixture type is to be installed at each individual location
- What settings are to be used for each luminaire

DELIVERABLES

- Recommended photometric design plan aimed at maximizing energy savings
- Accurate street-by-street design specifications that have accounted for all the relevant streetlight infrastructure, roadway, intersection and sidewalk characteristics



6.3. Investment Grade Audit Report

Based on this detailed photometric design of your new LED street lighting system, RealTerm will produce an Investment Grade Audit (IGA) Report.

This report will provide the Town with 1) a complete analysis of your current streetlight infrastructure's performance and 2) a comparison of the status quo energy consumption with the post-conversion LED system, using highly accurate data from the custom photometric designs.

This bankable report is based on precise, fixture-by-fixture inventory and design, and provides the optimal fixture types, wattages, light distributions and quantities for approval by the Town and for procurement. It is easily understood and acts as a helpful tool for communicating the advantages of the LED conversion to non-expert decision-makers, stakeholders and community members.

The Lifecycle Cost and Savings Report will include:

- Baseline energy use, energy cost, and operations and maintenance costs
- Recommended fixture types and wattages
- Estimated retrofit energy consumption, and energy, operations and maintenance costs
- Estimated sources of funding including rebates/incentives
- Calculation of estimated total conversion cost and payback period
- Calculation of Green House Gas (GHG) reduction

DELIVERABLES

- A detailed, accurate and easy-to-read Lifecycle Cost and Savings Report suitable for arranging financing and useful for communicating the benefits of the LED conversion
- Assist Town in applying for all available incentives and/or rebates



6.4. Product Procurement

The RealTerm Energy team has directly handled the procurement of over 150,000 streetlight fixtures in the last 3 years working with the major LED streetlight manufacturers.

Municipalities we've worked with know that we will only design LED streetlight systems using products from reputable manufacturers. These manufacturers must be financially solid, certified, proven and supply the highest quality luminaires accompanied by appropriate warranties. Various fixture characteristics are reviewed during the selection process such as color temperature, color rendition index, distribution pattern, efficacy, etc., and the impacts of each. We also run a lifecycle cost and saving analysis on product offerings.

Steps in this Process:

1. The specific needs and requirements of the Town will be considered during the selection and procurement process. We will also ensure that Utility does not have any restrictions.
2. Actual luminaires and network product options (should you decide to include adaptive controls) will be selected. Once we determine which fixtures and network options are best suited to your project – and offer the best performance – we begin vendor negotiations. Municipal staff will be included in every step of the process.
3. We will complete all administrative and logistical tasks relating to the procurement of the fixtures. Our objective is to provide you with the information needed so as to understand the impact of possible choices, and to help you meet all of your stated goals.

RealTerm Energy has conducted a preliminary analysis of the Town's streetlight inventory. We have considered several different reputable vendors. The selection of the appropriate replacement fixtures was based on the following criteria:

- Price
- Wattage
- Luminaire
- Diodes
- Drivers
- Backlight, Uplight, Glare (BUG)
- Design Lights Consortium (DLC) listing
- Warranty
- Financial stability of the manufacturer

DELIVERABLES

- Selection of the appropriate LED replacement luminaires
- Negotiations with vendors aimed at securing competitive prices
- Complete service for selection, ordering and logistics of LED luminaires and network product options



6.5. Installation

Installation Kickoff Meeting

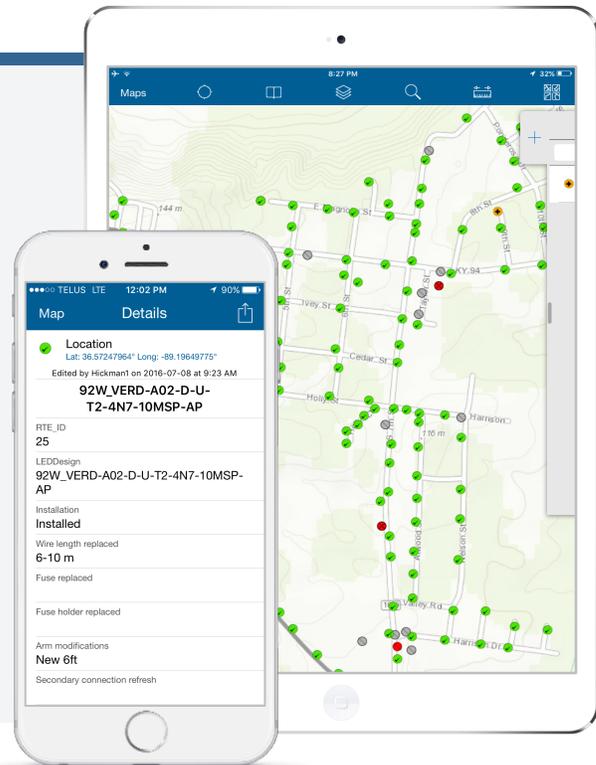
RealTerm Energy’s Installation Supervisors and Project Manager will conduct an installation kickoff meeting with the Town, utility representatives and other stakeholders to discuss and confirm all installation procedures and deadlines. Staff from departments such as Roads and Traffic/Transportation, Public Works, Infrastructure, IT, Community Services and Marketing, should all attend so as to understand the project goals, limitations, requirements and obligations upon all parties. Additionally, we can establish working groups to effectively communicate issues with those that need to be informed. In this way, we avoid the “CC all” mindset that burdens staff and contractors alike with extraneous emails.

Oversight of Installation

Our project manager and field installation supervisor outline installation protocol and provide all necessary training for each team of installers. This ensures that all work is done to the highest standards and is fully documented. Procedures are worked out in advance to ensure a safe working environment and to establish guidelines for handling exceptions and reporting problems.

All installation personnel will use RealTerm Energy’s customized GIS streetlight app, which builds on the GIS survey and design data. Use of this app is extremely important as it tells the installation crew what LED luminaire to install at each individual location and confirms what has been installed and removed. Team members and any municipal stakeholders can review project progress in real-time.

The installation team can also use the app to view and/or record any streetlight infrastructure that requires a return trip for unexpected repairs and/or new wiring.



Installation Protocols

Throughout all of our previous projects, we have established highly efficient installation protocols that are aimed at:

- Minimizing disruption to traffic, pedestrians and residents
- Minimizing the installation timeline
- Maximizing safety standards
- Maximizing installation hours

Media and Community Outreach

Our team has established a strong communication protocol with all of our past clients. Our objective is to provide the Town with all information relating to the project and to ensure it is easily understood and quickly made available.

Communication with residents and local stakeholders is key to the roll out of a successful conversion project. Once the installation schedule is finalized, RealTerm Energy will work alongside the Town's staff to develop a community outreach and notification plan in order to ensure full project transparency.

When the outreach plan is complete, our team will host a one-day public information session (or community walk-through) where all stakeholders can obtain information about the LED upgrade project and ask questions of both RealTerm Energy staff and Municipal representatives. We have found on similar-sized conversions that many problems or concerns are avoided when they are addressed before the installation phase begins.

The public information session will provide responses to the following questions:

- Why is the Town converting to LED?
- What are benefits of the street light conversion?
- Why is the project happening now?
- What are the impacts on surrounding neighborhoods and districts?
- What is the installation schedule?
- What is being done with the street lights to be removed?
- What are the project costs, savings and investment return?
- What are the total annual energy and maintenance savings?
- Are there any health or safety effects associated with LED streetlights?
- How do the selected fixtures respond to Dark Sky concerns?

RealTerm Energy will collaborate with the Town on issuing press releases to all relevant media, with project information and timelines. Additionally, our team will provide an updated schedule and map available for publication on the Town website.

During installation, our project management team will answer all inquiries by residents directly within 72 hours. We have found that by communicating quickly and directly with staff and residents, we are able to find workable solutions to any issues or concerns.

Installation Zones

RealTerm Energy recommends installing fixtures by zones. By breaking up the installation phase into zones, we can efficiently stage the delivery of the lights according to each. This reduces the need for

large-scale storage facilities and eliminates the need to make return trips to zones that have been completed in advance.

Additionally, we have grouped our installation teams in the same zone to minimize disruption to surrounding traffic, pedestrians and residents. By implementing this technique, our crews move through each area or zone at a faster rate without any sacrifice to installation quality.

Traffic Management Plan (TMP)

RealTerm Energy will work with the Town's Public Works Department, Police Department and other relevant local authorities in the development, approval and management of the TMP prior to, and during, the installation period.

RealTerm Energy will coordinate traffic management with the installation electricians and will keep all necessary authorities informed of the traffic management activities. As well, we will liaise with the Town regarding any concerns or issues relating to traffic management.

Quality Control and Spot-Checks

Quality control verifications are initiated as soon as the installation begins in order to verify that all standards are being met. We ensure that fixtures are mounted level, that all connections are secure, and that proper safety equipment is in place both for the workers as well as the site. Throughout the installation process, we remain in constant communication with the Town's staff and respond to any issues raised by community members.

RealTerm Energy will perform a sampling of spot-checks on installed lights to ensure proper installation procedures are being followed throughout the installation phase.

Status Updates

Use of the streetlight app is a mandatory requirement for any subcontractor that does installation work for RealTerm Energy. The app will allow our team to validate precisely the work being conducted in the field at each fixture location and provide weekly or biweekly reports and status updates.

Change Order Management

With over 160 successfully completed installations, we know there is no way to accurately predict what our installation crews will discover when removing old luminaires. Deficient wiring, lack of proper insulation, inadequate or missing grounding or fusing, and national safety standard issues are commonplace. As well, an over-reliance on change orders to rectify any unanticipated issues is less desirable and often more costly than extensive pre-project inspections and examinations with the Town's resources on site. This early communication and scope definition will prove essential in maintaining cost control and avoiding 'scope creep.' It also minimizes unexpected expenses.

Therefore, throughout the entire process, as new needs are identified, our intention is to review them with the Town. This way, we can clearly define the additional work that the Town would like RealTerm Energy to pursue. Our past experience compels us to advise the Town that unforeseen situations are highly likely to occur. Although we have a standard process for handling alterations to the scope using change orders, we will take the time at the outset of the project to work with Town staff to customize

this process to your needs. The change orders are logged and tracked electronically through RealTerm's software. The Town receives confirmations of change orders and a consolidation is done at final billing.

Billing Changes

The tremendous benefit of your energy savings won't be realized until the energy bills from your utility are adjusted to reflect the new lower kW consumption of the new LED street lights.

Our app enables us to document, in real-time, the fixtures that were removed and the new LED fixtures that were installed, along with their corresponding wattage. This allows us to produce ongoing datasets throughout the installation phase that provides all appropriate information for bill adjustment. As often as your utility permits, the Town's billing will be adjusted throughout the installation phase to maximize energy cost savings.

Revised billing usually begins the very next billing cycle after installation is completed. Our proven experience with over 40 utilities to date reveals that billing changes have never been refused nor delayed due to our accurate data and efficient procedures.

Environmental Management Plan (EMP)

RealTerm Energy will develop an Environmental Management Plan (EMP) together with the installation contractors in order to respect the requirements for the identifying, handling, storing, and shipping of fixtures, and of the hazardous materials resulting from the removal and recycling of the existing luminaires. All recycling and disposal work will be done in accordance with all Federal, State and municipal regulations. The street light fixtures will be completely disassembled in the Town and individual components will be shipped to the appropriate recycling facilities in the closest proximity. The information from our GIS street light app will be used to plan and verify the recycling process.

The Town will be provided recycling certificates for all former fixtures and our team will maintain organized disposal records for reference as needed.

DELIVERABLES

- Installation of new LED street lights
- Access to app for real-time tracking of installations
- Complete data set of actual products installed, wiring changes, etc.
- Press releases customized to this project and your communication objectives, and highlighting the local staffing and the local businesses being employed
- Frequently Asked Questions handouts for media and Town website
- Recycling and disposal of all old fixtures including recycling certificates and documentation
- Weekly installation updates
- Quality control verifications and spot-checks

REQUIRED FROM THE MUNICIPALITY

- The Town's schedule of upcoming events, road closures and road construction
- Timely input concerning our proposed schedule
- Prioritization of sections/neighborhoods for deployment of street light products



6.6. Closeout

Upon completion of the contract, RealTerm Energy transfers a Commissioning Binder (on paper and on a USB key) to the Town. This ensures that you and your team have all complete and necessary information going forward. This will include but is not limited to:

- Closing letter
- Luminaire and photocell warranties
- Maintenance Service Agreement
- All collected metadata on the street lights and their replacements
- Cost outline
- Insurance
- Billing change confirmation from the utility
- Contractor letters
- Disposal approvals
- Lighting designs
- Customer Care information
- Final installed mapping (ESRI, KMZ and Excel Spreadsheet Format)
- Emergency contact details for our staff members

7. CONCLUSION AND NEXT STEPS

There is no doubt that LED technology offers significant energy and maintenance savings over current HID street lighting systems. Continuing to invest in maintaining this inefficient technology wastes labor and materials, wastes energy and contributes more heavily to climate change.

We are available to meet with municipal staff either in person or by video conference to review this proposal, to answer any questions you may have, and also gain a more thorough understanding of your lighting needs and objectives.

The next steps to start the implementation of this new technology and start seeing energy and maintenance savings are as follows:

1. **Recommendation from Staff to Council to proceed** (RealTerm Energy Personnel are available to make a presentation to Council on the contents of this proposal)
2. Letter of Intent (LOI)
3. RealTerm Energy commences our Investment Grade Audit of your Streetlight network
4. Data Collection (GIS/GPS mapping and physical parameters)
5. Review of Energy and Maintenance Records
6. Photometric Analysis and Detailed Lighting Designs
7. Final Fixture Selection
8. Economic Models and Savings Forecasts
9. Preparation of Project Financing
10. Final Costing and Timetable for Completion
11. Presentation of Findings to Staff/Council
12. Approval by Council (if required)

APPENDIX A: LUMINAIRE SPEC SHEETS

Please refer to the zip file attached in our email to access the Luminaire Specification Sheets.

DISCLAIMER

This confidential Proposal ("Proposal") is being provided to the Town of Hampden for the sole purpose of demonstrating various options for the Town to consider in designing and upgrading its street lighting network to LED technology, (the "Project") including evaluating a possible shared energy savings partnership, and is not to be used for any other purpose or made available to any other party without the prior written consent of RealTerm Energy.

This Proposal contains select information about the Project and the LED Street Lighting market, but does not contain all of the information necessary to evaluate the exact energy savings potential of the Project. The financial projections contained herein (or in any other Evaluation Material, including any computer diskettes) are for general reference only. They are based on assumptions relating to the overall market and historical data, among other factors. Accordingly, actual results may vary materially from such projections.

While the information contained in this Proposal and any other Evaluation Material is believed to be reliable, RealTerm Energy cannot guarantee its accuracy or completeness. Prospective clients or other parties authorized by the prospective client to use such material solely to facilitate the prospective client's investigation are advised to make their own independent investigations, projections and conclusions regarding the energy savings of the Project without reliance on this Proposal or any other Evaluation Material. Although additional Evaluation Material, which may include engineering, system design or other reports, may be provided to qualified parties as the evaluation period proceeds, prospective clients should seek advice from their own attorneys, accountants, engineers and street lighting experts.

RealTerm Energy expressly reserves the right, at its sole discretion, to reject any offer to partner or to terminate any negotiations with any party at any time upon written notice to the client. RealTerm Energy shall have no legal commitments or obligations to any prospective client unless and until a written term sheet has been fully executed, delivered and approved by RealTerm Energy.

This Proposal is the property of RealTerm Energy and may be used only by parties approved by RealTerm Energy.

TOWN OF HAMPDEN POLICY ON NEW STREET LIGHTS

In order to establish a policy that is fair, consistent and economically practical, the Hampden Town Council will address the installation of new street lights to insure safe movement of vehicles and public safety in the following manner:

1. By Petition or Individual Request – Any resident may bring forth a petition by January 15th of each year which must include signatures from their neighborhood requesting one or more street lights. The petition must be submitted to the Town Manager. The Town Manager will forward the request to the Public Safety Director for evaluation and recommendation.
2. Action by Public Safety – The Public Safety Director shall provide an evaluation and recommendation for all street light requests by March 1st. This will allow for appropriate time to include the request in the next fiscal year budget. The Public Safety Director will use the following criteria when considering a request:
 - a. Are there a large number of vehicles using this road, especially during darkness?
 - b. Intersections
 - c. Line of sight
 - d. Dead End Streets
 - e. Past occurrences of accidents at night
 - f. Past occurrences of crimes in immediate area
 - g. Is this a high pedestrian area (i.e. walkers, joggers, etc.)?
 - h. Do sidewalks exist in the area
 - i. Number of people to benefit
 - j. Number of residents to benefit
 - k. Number of businesses to benefit

Once the Public Safety Director has evaluated all the requests based on the cited criteria, he will make a recommendation on each request to the Town Council Infrastructure Committee. The positive recommendations will be listed in an order of priority that assigns the #1 priority to the request that Public Safety determines has the highest rating in terms of public safety concerns. Those not recommended for installation will have a brief statement explaining the reason for denial. The Infrastructure Committee shall review the list of recommendations and prepare a recommendation to the Town Council in regard to the requests by April 1st of each year.

Adopted by Town Council 9/7/2010



Hampden Public Safety

Emergency Services Working Together

106 Western Avenue
Hampden, ME 04444



Phone: 207-862-4000

Email: publicsafety@hampdenmaine.gov

<http://www.hampdenmaine.gov/>

<https://www.facebook.com/hampdenpublicsafety>

Police—Fire—EMS

Code Enforcement
Building Inspection
Fire Inspection

Local Health Office

Joseph L. Rogers
Director of Public Safety
Kandy A. McCullough
Admin. Office Manager

Police

T. Daniel Stewart
Sergeant / SRO
Scott A. Webber
Sergeant
Christian D. Bailey
Sergeant
Joel Small
Investigator
Joseph D. Burke
Patrol Officer
Benson G. Eyles
Patrol Officer
Shawn F. Devine
Patrol Officer
Marc Egan
Patrol Officer
William Miller
Patrol Officer
Jeffrey L. Rice
Patrol Officer

Fire

Jason Lundstrom
Lieutenant / Fire Inspector
Daniel Pugsley, Jr.
Lieutenant / Paramedic
Matthew St. Pierre
Lieutenant / Paramedic
Myles Block
CEO / Paramedic
Jared LeBarnes
Building Inspector / Paramedic
Joseph Dunton
Paramedic / Chaplain
Matthew Thomas
FF / Paramedic
Shawn McNally
FF / Paramedic
Matthew Roope
FF / Paramedic
Chris Liepold
FF / Paramedic

TO: Angus Jennings, Town Manager
FROM: Joe Rogers, Public Safety Director
RE: Streetlight Requests
DATE: February 27, 2017

As of this date, I have received two requests for streetlight installation at the following locations:

1. 411 Old County Road

This is the driveway for a nine-unit apartment complex. This driveway is at the crest of a hill. Line of sight for exiting vehicles is not great, but vehicles traveling during the hours of darkness can be identified by their headlights. There have been no traffic accidents at this location in past five years. Based on the Town of Hampden policy on new streetlights, our recommendation is that we not install lighting at this location.

2. Chickadee Lane

The residents of Chickadee Lane have requested the Town install streetlights on poles #4 and #7. Chickadee Lane is a 3/10's mile dead-end road. It has lighting at the intersection of Main Road North and Chickadee Lane along with lighting at the cul-de-sac and two other lights in between. There are 32 lots planned for this residential street. Twenty-two are occupied at this time. We have had no accidents on this street or reports of crime. Based on the Town of Hampden policy on new streetlights, we do not recommend installation of additional lights at this time; but will reevaluate after the project is complete.

Petition to Add Street Lights on Chickadee Lane

To: Town of Hampden _____

The undersigned residents of Chickadee Lane request the town install additional street lights on Chickadee Lane at pole #4 and pole #7.

Town of Hampden
RECEIVED

OCT 12 2016

Office of the
Town Manager

Requested by Chickadee Crossing Home Owners Association

Date	Signature	Printed Name	Address	Comment
10-6-16	<i>Vince Drottar</i>	VINCE DROTTAR	42 CHICKADEE LN	862-4249 CONTACT PERSON
10-6-16	<i>Lawrence Emery</i>	LAWRENCE EMERY	75 CHICKADEE LN	
10-6-16	<i>[Signature]</i>	Emery Drive	8 CHICKADEE LN	
10-6-16	<i>Jean C. Demers</i>	JEAN C. DEMERS	26 Chickadee	
10-6-16	<i>Diane Badstuber</i>	DIANE BADSTUBER	45 Chickadee Lane	
10-6-16	<i>Joy Haller</i>	Joy Haller	40 " "	

Date	Signature	Printed Name	Address	Comment
10/8/16	Wayne Ingalls	WAYNE C. Ingalls	53 Chickadee	
10/8/16	Per J. Lee	PER J. LEE	63 Chickadee	
10/8/16	Jimmy Carter	Jimmy Carter	66 Chickadee	
10/8/16	Susan Darling	SUSAN Darling	30 Chickadee Ln	
10/8/16	Greg Higgins	Greg Higgins	31 Chickadee Ln.	
10/8/16	Chris Grindrod	CHRIS GRINDROD	6 CHICKADEE LN	
10/8/16	Kristen Jennings	KRISTEN Jennings	11 Chickadee Ln.	
10/8/16	Edward Vosu	Edward Vosu	54 Chickadee Ln	
10/8/16	Kimberly Hull	Kimberly Hull	49 Chickadee Ln	
10/10/16	Virginia Manuel	Virginia Manuel	65 Chickadee	
10-10-16	Howard Day	HOWARD DAY	73 Chickadee Ln	
10-10-16	Larry Halpante	Larry Halpante	15 Chickadee Lane	

Date	Signature	Printed Name	Address	Comment
10-10-16	<i>Laurie Goff</i>	Laurie Goff	7 Chickadee Ln	
10-10-16	<i>Kathleen A. Patin</i>	Kathleen Patin	67 Chickadee	
10-10-16	<i>Kerth A. Dursch</i>	Kerth A. Dursch	71 Chickadee Ln	
10-10-16	<i>T.M. Dalton, Terry Tee</i>	Beth Dalton Terry Tee	72 Chickadee	
10-10-16	<i>Teri Hohenstanner</i>	Teri Hohenstanner	47 Chickadee Lane	

MEMORANDUM OF UNDERSTANDING

This Memorandum is made by and among the **Town of Hampden, Maine** (the "Town"), **Municipal Review Committee, Inc.**, a Maine nonprofit corporation (the "MRC"), and **Fiberight, LLC**, a Delaware limited liability company ("Fiberight"), for the purpose of evidencing their agreement with respect to a financial contribution to be made by the Town to the construction of a 12" ductile iron pipeline and related infrastructure along the Coldbrook Road within the borders of the Town.

1. **Background.** Fiberight is planning to construct a waste processing facility (the "Fiberight Facility") on a project site located in the Town off Coldbrook Road (the "Project Site"). The Fiberight Facility will service the waste disposal needs of member municipalities of the MRC, including the Town. The MRC is obligated to provide certain utilities, including a water line, to serve the Project Site. The Town acknowledges that the provision of a water line along Coldbrook Road (the "Line Extension") is consistent with the economic development objectives of the Town, including further development along the Coldbrook Road, and that the Line Extension will further those objectives. Accordingly, the Town has agreed, subject to the conditions specified below, to contribute the estimated cost of increasing the service capacity of the proposed ductile iron pipe to be laid along Coldbrook Road in connection with the Line Extension from a 6" diameter pipe to a 12" diameter pipe in order to accommodate the broader economic development objectives of the Town.

2. **Town Commitment.** The Town agrees to contribute the amount of \$167,000 toward the estimated cost of the Line Extension (the "Town Contribution"). The Town Contribution shall be made in two installments with \$67,000 to be paid to the MRC on or before May 1, 2017 and the balance to be paid on or before November 1, 2017.

3. **Conditions to Town Commitment.** The commitment of the Town to make the Town Contribution is subject to the following conditions:

- a. The pipe to be laid must be a 12" ductile iron pipe and must otherwise meet applicable standards of the Hampden Water District.
- b. The MRC shall present to the Town documentation demonstrating the cost of the proposed upgrade from a 6" pipe to a 12" pipe.
- c. The MRC agrees that, in the event the Fiberight Facility is not constructed, the MRC nonetheless will proceed to construct the Line Extension and related infrastructure substantially as contemplated hereby, or in the alternative, will refund to the Town the Town Contribution. In the event that the MRC elects not to complete the Line Extension, it shall promptly refund the Town Contribution.

4. **Waiver of Cost Recovery.** In exchange for the Town Contribution, the MRC hereby waives its right to cost recovery pursuant to 65-407 C.M.R. ch. 65, §3(D) in the event that additional customers are connected to the proposed pipe extension.

5. **Recoupment of Funds.** Fiberight agrees that the Town shall be entitled to recoup from Fiberight, or its successor in interest, the Town Contribution through a reduction in tip fees paid to the Fiberight Facility or such other appropriate method as the Town and Fiberight may agree upon, such recoupment to occur over a period not to exceed fifteen (15) years to be measured from April 1, 2018.

6. **Additional Contributions.** The MRC agrees that it shall not be entitled to any additional contribution of funds from the Town in connection with the Line Extension other than the Town Contribution as described herein. The Town agrees that there will no further expectation of additional benefit as a result of the Line Extension, Project Site and Fiberight Facility being located within the borders of the Town other than as described herein.

7. **Other Provisions.** Each party agrees that this Memorandum is intended to be contractually binding and hereby represents and warrants that the terms hereof are enforceable against it and that the person executing this Memorandum on its behalf is authorized to do so. This Memorandum may be modified only in a written document signed by the party against which any such modification is to be enforced.

Witness our hands and seals as of this _____ day of April, 2017.

Town of Hampden

Witness

By _____
Its

Print or type name as signed

Municipal Review Committee

Witness

By _____
Its

Print or type name as signed

Fiberight, LLC

Witness

By _____
Its

Print or type name as signed

DRAFT

STATE OF MAINE
128TH LEGISLATURE

LEGISLATIVE NOTICES

JOINT STANDING COMMITTEE ON ENVIRONMENT AND NATURAL RESOURCES

Sen. Thomas Saviello, Senate Chair

Rep. Ralph Tucker, House Chair

PUBLIC HEARING: Thursday, March 23, 2017, 1:00 PM, Cross Building, Room 216

(L.D. 881) Bill "An Act To Increase Wastewater Management Responsibility by Licensing Certain Municipal Sewage Collection Systems" (SP0281) (Presented by Senator SAVIELLO of Franklin) (Cosponsored by Senator DAVIS of Piscataquis)

(L.D. 901) Bill "An Act To Amend the Laws Governing the Determination of a Wind Energy Development's Effect on the Scenic Character of Maine's Special Places" (HP0629) (Presented by Representative WINSOR of Norway) (Cosponsored by Senator SAVIELLO of Franklin, Representative CAMPBELL of Orrington, Representative HARLOW of Portland, Representative DUCHESNE of Hudson, Representative WADSWORTH of Hiram)

CONTACT PERSON:

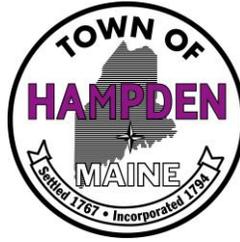
Steven Langlin

100 State House Station

Augusta, ME 04333-0100

287-4149

Town of Hampden
106 Western Avenue
Hampden, Maine 04444



Phone: (207) 862-3034
Fax: (207) 862-5067
Email:
townmanager@hampdenmaine.gov

TO: State of Maine Legislature, Joint Standing Committee on Environment and Natural Resources

RE: Testimony Presented at Public Hearing on L.D. 881 on Thursday, March 23, 2017 at 1 PM

By: Karen Cullen, AICP, Town Planner, Hampden Maine

On behalf of the Town of Hampden

I appear before you on behalf of the Town of Hampden, to present testimony in opposition to the passage of L.D. 881, An Act to Increase Wastewater Management Responsibility by Licensing Certain Municipal Sewage Collection Systems.

The Town of Hampden's sewer system serves 1500 customers and discharges to the Bangor Wastewater Treatment Plant. In addition to an intermunicipal agreement, we have an ongoing pump station maintenance contract with Bangor whereby they maintain our 9 sewer pump stations. More than half of Hampden's sewer revenues are paid to Bangor annually for treatment and maintenance charges, and we contribute a fixed percentage toward capital improvements to the Bangor WWTP. We have a close working relationship with Bangor's Superintendent and staff. Bangor's Industrial Pretreatment Coordinator conducts inspections as needed in Hampden. We have a true regional partnership.

Hampden has been working diligently to maintain and improve its sewage collection system:

- 85% of our lines are newer, installed since the 1980s
- Our permitting and inspection requirements are the same as Bangor's
- Our construction requirements are also the same as Bangor's
- Thanks to ongoing implementation of our CSO Master Plan, most recently with a capital improvement project closed out just last year, we only have one CSO left

Passage of LD 881, which would greatly increase regulation of our system, would burden the town's sewer ratepayers and our municipal personnel capacity by:

- increasing overall regulatory burden including reporting requirements
- diverting limited personnel resources toward regulatory compliance rather than operations, maintenance and repair
- adding significant soft costs to system management, and in Hampden's case almost certainly require additional personnel and consulting costs
- by doing so, increasing the potential for our system to get worse rather than better

Among these, perhaps our most significant concern regarding this bill is the uncertainty of whether Hampden would be required to abide by the consent decree which Bangor is subject to. Compliance requirements, which will apply to Bangor for decades, drive substantial operating ongoing costs. Unlike Bangor, which has a diverse tax base, Hampden's tax base is just 16% non-residential. The increases

that would be needed to Hampden's rate structure, which just last year essentially doubled to \$9.74/100cf, would crush our residents, and some businesses.

Most importantly, applying these requirements would not be justified on the merits. Hampden's sewer collection system does not have the same issues that Bangor's has; while Bangor has a combined system, Hampden has a separated system. If Hampden were to fall under the consent decree, it would create the need for greater revenues in order to handle paperwork, competing for revenues we already know are needed for maintenance and repair.

In the case of Hampden, L.D. 881 would be counterproductive and harmful. It paints with too broad a brush. If it is needed in some locations in Maine, Hampden urges you to apply it on a targeted basis rather than as proposed.

Our system will be better served by keeping our focus on our local infrastructure, our sewer ratepayers, and our partners in Bangor.

While we feel that this bill should not be adopted, if it is, it should be revised to provide significantly more than one year before it takes effect. We are working on a five-year capital improvement cycle and with sewer projects already in our workplan, our public works director estimates that it would be five years before we could phase in the financial and personnel resources to comply with what would be a new unfunded mandate.

Thank you for your attention and the opportunity to speak today. If you have any questions, I will be happy to convey them to our Town Manager and DPW Director who will be pleased to respond in the near term.



128th MAINE LEGISLATURE

FIRST REGULAR SESSION-2017

Legislative Document

No. 881

S.P. 281

In Senate, March 7, 2017

**An Act To Increase Wastewater Management Responsibility by
Licensing Certain Municipal Sewage Collection Systems**

Reference to the Committee on Environment and Natural Resources suggested and ordered printed.

A handwritten signature in cursive script that reads "Heather J.R. Priest".

HEATHER J.R. PRIEST
Secretary of the Senate

Presented by Senator SAVIELLO of Franklin.
Cosponsored by Senator: DAVIS of Piscataquis.

1 **Be it enacted by the People of the State of Maine as follows:**

2 **Sec. 1. 38 MRSA §361-A, sub-§§3-D and 3-E** are enacted to read:

3 **3-D. Municipal satellite collection system.** "Municipal satellite collection system"
4 means a sewage collection system that is owned or operated by a municipality or a quasi-
5 municipal entity and that directly or indirectly conveys wastewater to a publicly owned
6 treatment works that is owned or operated by a separate legal entity.

7 **3-E. Publicly owned treatment works.** "Publicly owned treatment works" means a
8 device or system for the treatment of pollutants that is owned by the State or a political
9 subdivision thereof, a municipality, a district, a quasi-municipal corporation or another
10 public entity. "Publicly owned treatment works" includes sewers, pipes or other
11 conveyances only if they convey wastewater to a publicly owned treatment works
12 providing treatment.

13 **Sec. 2. 38 MRSA §414-B**, as amended by PL 2001, c. 232, §12, is further
14 amended to read:

15 **§414-B. Publicly owned treatment works; municipal satellite collection systems**

16 **~~1. Definition.~~** "~~Publicly owned treatment works~~" means any device or system for the
17 ~~treatment of pollutants owned by the State or any political subdivision thereof, any~~
18 ~~municipality, district, quasi-municipal corporation or other public entity. "Publicly~~
19 ~~owned treatment works" includes sewers, pipes or other conveyances only if they convey~~
20 ~~wastewater to a publicly owned treatment works providing treatment.~~

21 **2. Pretreatment standards.** The department may establish pretreatment standards
22 for the introduction into publicly owned treatment works of pollutants that interfere with,
23 pass through or otherwise are incompatible with those treatment works. In addition, the
24 department may establish pretreatment standards for designated toxic pollutants that may
25 be introduced into a publicly owned treatment works. In order to assume and properly
26 administer the authority to issue and enforce permits under the Federal Water Pollution
27 Control Act, the department may adopt rules as necessary, ~~provided that~~ as long as
28 the rules comply with the Federal Water Pollution Control Act or 40 Code of Federal
29 Regulations, Part 403.

30 The department may require that any license for a discharge from a publicly owned
31 treatment works include conditions to require the identification of pollutants, in terms of
32 character and volume, from any significant source introducing pollutants subject to
33 pretreatment standards, and to assure compliance with these pretreatment standards by
34 each of these sources.

35 **2-A. Prohibited discharge through publicly owned treatment works.** The
36 discharge to a publicly owned treatment works of any pollutant that interferes with,
37 passes through or otherwise is incompatible with these works, or that is a designated toxic
38 pollutant, is prohibited unless in compliance with pretreatment standards established for
39 the applicable class or category of discharge. Violation of the terms and conditions of
40 local pretreatment regulations or a user contract, permit or similar agreement between an

1 industrial user and the owner of a publicly owned treatment works is prohibited. A
2 violation may be enforced by the State or the owner of the treatment works or through
3 joint action.

4 **3. User charges.** The department may impose as a condition in any license for the
5 discharge of pollutants from publicly owned treatment works appropriate measures to
6 establish and insure compliance by users of such treatment works with any system of user
7 charges required by state or federal law or rules or regulations adopted or promulgated
8 thereunder.

9 **4. Acceptance of wastewater.** Municipal and quasi-municipal wastewater treatment
10 facilities constructed wholly or in part with funding allocated pursuant to section 411
11 shall accept for treatment holding tank wastewater from any watercraft sewage pump-out
12 facilities required pursuant to section 423-B. Municipal and quasi-municipal wastewater
13 treatment facilities may charge an annual or per visit fee for this service to be approved
14 by the commissioner.

15 **5. Municipal satellite collection system.** After the adoption of rules pursuant to this
16 subsection, the owner or operator of a municipal satellite collection system shall obtain a
17 license from the department for operation of the municipal satellite collection system.
18 The department shall issue a license to a municipal satellite collection system under this
19 subsection if the municipal satellite collection system meets operation and maintenance
20 standards established in rules adopted by the department. The department shall issue the
21 license to the owner or operator as a subpermittee under the license of the publicly owned
22 treatment works to which the municipal satellite collection system conveys wastewater.
23 The department shall adopt rules to implement this subsection. Rules adopted pursuant to
24 this subsection are routine technical rules as defined in Title 5, chapter 375, subchapter
25 2-A.

26 **Sec. 3. Currently existing municipal satellite collection systems.** Within
27 one year after the adoption of rules pursuant to the Maine Revised Statutes, Title 38,
28 section 414-B, subsection 5, an owner or operator of a municipal satellite collection
29 system operating on the effective date of this Act shall obtain a license from the
30 Department of Environmental Protection pursuant to Title 38, section 414-B, subsection
31 5.

32 SUMMARY

33 This bill requires municipal satellite collection systems to be licensed by the
34 Department of Environmental Protection as subpermittees under the licenses of publicly
35 owned treatment works. It requires the department to issue a license to a municipal
36 satellite collection system if the municipal satellite collection system meets operation and
37 maintenance standards established in rules adopted by the department.

17 DEPARTMENT OF TRANSPORTATION**229 OFFICE OF THE COMMISSIONER****Chapter 110: COMPACT AREA DEFINITION RULE**

SUMMARY: This rule establishes the procedures by which the Department will set urban compact boundaries around urban compact areas as defined by 23 MRSA §754 and §2.

Section 1: Definitions

- (1) **Commissioner.** “Commissioner” means the Commissioner of the Maine Department of Transportation, or his or her designee.
- (2) **Department.** “Department” means the Maine Department of Transportation.
- (3) **Municipality.** “Municipality” includes cities, towns and plantations.
- (4) **State Highways.** “State Highways” means all state highways and state-aid highways designated by the Department pursuant to 23 M.R.S.A. §53 and 17-229 CMR, Chapter 304.
- (5) **Structure.** “Structure” means any construction, or any production or piece of work artificially built up or composed of parts joined together in some definite manner, or any combination of materials to form a construction for occupancy, use, protection, recreation or ornamentation whether installed on or above, the surface of a parcel of land. The term “structure” includes all houses, commercial buildings, garages, constructed buildings, driveways with E-911 names, all public ways, parking lots, and certain utility buildings. It may also include other features that are associated with or located to serve a particular structure or group of structures. Such features may include, but are not limited to, accessory fences, supports, signs, accessways, lighting fixtures, drainage facilities, and public utility or similar facilities."
- (6) **Town.** As used herein, “Town” has the same definition as in Title 23, Section 2.

Section 2: General

Urban compact areas in Maine have been in existence since the early 20th century. Current Maine law, 23 MRSA §754, requires that all state and state-aid highways within compact areas of urban compact municipalities must be maintained in good repair by the town in which the highways are located at the expense of the town. Whenever a municipality meets the criteria set forth in 23 MRSA §754 (B) for designation as an urban compact municipality, the “compact or built-up section” boundaries need to be established by the Department pursuant to statute. These boundaries determine the highway maintenance boundary between the Department and the municipality along with jurisdictional control of driveway entrance permitting and highway

utility opening and location permitting. This Rule creates a set of guiding criteria for determining those boundaries based on structure density.

Section 3: Defining the compact or built-up section of highway

The Department shall use the following criteria:

- (1) the 200 foot distance will be interpreted to be an average of 200 feet between structures over a minimum of 0.25 miles when reviewing both sides of a road;
- (2) the 200 foot distance will be measured along centerline between offsets that are 90 degrees from centerline to the outside edge of structures;
- (3) structures can have access drives from the highway in question but may be accessed from nearby side streets;
- (4) structures would generally not include distant apartment complexes/developments (300 feet +/- away from road) but the access driveway may be considered a structure;
- (5) gaps may occur within the 0.25 mile section such as streams, fields, woods, or other natural features;
- (6) intermittent compact sections can be connected by features that are not structures and include, but not be limited to, lawns/fields, graveyards, airports, gated properties, access-controlled sections, or natural features;
- (7) noncompact sections well within a contiguous urban compact area would be considered compact.

The actual compact line could be placed at intersecting roads, or other turnaround areas to maximize maintenance efficiencies of both the Department and municipality. Once the boundaries are set, the Department and municipality may mutually agree to swap sections for operational efficiency.

The Commissioner shall have final determination of these boundaries.

STATUTORY AUTHORITY: 23 M.R.S.A. §52 and §4206.

EFFECTIVE DATE:

March 21, 2016 – filing 2016-047



Angus Jennings <townmanager@hampdenmaine.gov>

Re: Municipal solar

1 message

Karen Marysdaughter <karenmd@myfairpoint.net>

Thu, Mar 16, 2017 at 8:18 AM

To: Angus Jennings <townmanager@hampdenmaine.gov>

Cc: Dennis Marble <marbletowncouncil@hampdenmaine.gov>, Gregory Sirois <siroistowncouncil@hampdenmaine.gov>

Thanks, Angus! I'll try to have more info by next Thursday for your Infrastructure Committee.

Karen Marysdaughter
karenmd@myfairpoint.net
262-3706 (home)
930-5440 (cell)

On Mar 16, 2017, at 8:09 AM, Angus Jennings <townmanager@hampdenmaine.gov> wrote:

Karen,

Thanks for reaching out. Please let us know once a meeting is set and if someone is available Hampden will be represented. Some Councilors have expressed interest in whether we could pursue solar on Town buildings and/or ground-mounted solar on Town property. I have copied Councilor Sirois who now chairs the Infrastructure Committee. Their next meeting is on March 27 and if you have more info on this by next Thursday afternoon I can include that in the Infra meeting packet for that night.

Thanks,
Angus

On Wed, Mar 15, 2017 at 4:40 PM, Karen Marysdaughter <karenmd@myfairpoint.net> wrote:

Hello Angus & Dennis,

Hopefully you remember me from last year at this time when I was working on a Greater Bangor Solarize project, which we put on hold due to uncertainty with the PUC and solar net metering. Of course, we now know what the PUC has decided, and we are not happy with it (hopefully the legislature will be able to overturn it), but at least it's more clear what the solar market can expect for the immediate future.

We *may* resurrect the Solarize project, but in the meantime, myself and a few other Bangor residents recently met with Bangor mayor Joe Baldacci, Bar Harbor town councillor Gary Friedmann, former Portland city councillor Jon Hinck, Belfast Economic Development Director Tom Kittredge, and Belfast Asst Planner Sadie Lloyd about municipal solar. Bar Harbor, Portland, and Belfast reported on the projects planned and completed in their communities. We hope that Bangor will follow suit.

With that in mind, we are planning a meeting between a couple of Bangor City Councillors and a representative of ReVision Energy, to learn about Re-Vision's Power Purchase Agreement program, which the other municipalities have taken advantage of for their projects. We would like to invite a representative from Hampden to attend the meeting to learn more about this opportunity. Would either of you, another town councillor, or another staff member be interested? Date not yet set, but sometime in the next few weeks.

Karen Marysdaughter
karenmd@myfairpoint.net
262-3706 (home)
930-5440 (cell)

--

Angus Jennings
Town Manager



Angus Jennings <townmanager@hampdenmaine.gov>

Municipal Solar meeting

1 message

Karen Marysdaughter <karenmd@myfairpoint.net>

Mon, Mar 20, 2017 at 3:41 PM

To: Angus Jennings <townmanager@hampdenmaine.gov>, Dennis Marble <marbletowncouncil@hampdenmaine.gov>, Gregory Sirois <siroistowncouncil@hampdenmaine.gov>

OK, we're good to go with a meeting regarding municipal solar! I hope someone from Hampden can join us on Wednesday, March 29 at 4pm, at Joe Baldacci's office, 6 State St, Suite 605, in Bangor.

Here's info on Nick Sampson of ReVision Energy, the person we'll be meeting with: <https://www.revisionenergy.com/staff/nick-sampson/>, and info on Power Purchase Agreements, the model we'll be discussing: <https://www.revisionenergy.com/at-work/solar-ppas-schools-non-profits/>.

Plus info about the solar arrays in Belfast: <https://www.revisionenergy.com/belfast-landfill-solar-first-maine/> and Bar Harbor: <https://www.revisionenergy.com/solar-projects/town-of-bar-harbor-maine/>

Karen Marysdaughter
karenmd@myfairpoint.net
262-3706 (home)
930-5440 (cell)

----- Forwarded message -----

From: **Kelly Ray** <kray@stanleyelevator.com>
Date: Wed, Mar 22, 2017 at 10:47 AM
Subject: Elevator Safety Inspection Violation
To: "adminasst@hampdenmaine.gov" <adminasst@hampdenmaine.gov>
Cc: Ken Sandhage <KSandhage@stanleyelevator.com>

Hi Rosemary,

Attached is our quote to perform the CAT 5 overspeed rupture valve test that was cited as a violation on your recent elevator safety inspection. Your return of an authorized copy is required in order for us to schedule the test.

Please take note – when you receive the actual report from the state inspector, forward it to the state along with your annual application and fee of \$70. Do not wait for the test to be performed. Once we have completed the test, we'll send a sign off to the state alerting them all is taken care of and as long as they have your paperwork in hand, the certificate of operation will be released directly to you.

Please let me know if you have any questions. Thank you.

Regards,

Kelly Ray

Stanley Elevator Company, Inc.

kray@stanleyelevator.com

PH: [800-258-1016](tel:800-258-1016)

Fax: [603-882-8818](tel:603-882-8818)

Note: We are soliciting additional price quotes but so far this is the most favorable price received. Recommended motion would recommend Council authorization of up to \$1,200 without specifying vendor so we can contract with a different vendor if a lower price is quoted.

March 22, 2017

Hampden Fire Station
106 Western Avenue
Hampden, ME 04444

Proposal No.: KES032217
Account No.: 4729
State No.: EL-36086

Attention: Rosemary

Re: *Hampden Fire Station Elevator
Perform CAT 5 Overspeed Rupture Valve Test*

Stanley Elevator Company, Inc. offers you our proposal to complete the following work for the sum of **One Thousand Two Hundred and 00/100 Dollars (\$1,200.00)**.

The recent state elevator safety inspection report listed the following violation:

- *Perform a Full Load CAT 5 Overspeed Valve Test*

Beginning in 2016, the completion of the above test is being enforced by the state for hydraulic units that employ a rupture valve. A rupture valve is designed to stop the elevator in the event of an overspeed condition caused by a broken supply line or an abnormally high rate of oil flow between the rupture valve and the power unit. NOTE: The rupture valve will not stop the car from overspeeding due to underground cylinder leaks and is not a substitute for cylinder replacement or other safety devices.

The test will be completed by a team and they will require an additional truck to transport test weights to the site which are equal to the capacity of the elevator. The weights will be loaded on the elevator in order to test the rupture valve under a "full load" condition. Following the test, and if all works correctly, Stanley will forward a sign off to the state which will indicate to the state that the violation has been addressed and the certificate should be released.

The Customer agrees that when Stanley is employed in the performance of required or authorized inspections and tests, such tests may impose substantially greater strains on the equipment than those experienced during normal operation and, therefore, it is agreed that Stanley shall not be liable for loss or damage to persons or property resulting from or arising out of the performance of these tests.

The price of this work as detailed herein shall be payable net thirty (30) days; upon presentation of invoice.

All work is based on normal working hours of the elevator trade and no overtime hours are considered.

No other work except as itemized above is intended or implied. A returned copy of this proposal and/or your purchase order properly signed and dated will be our authorization to order appropriate materials.

We need the following information to properly notify you of our anticipated work schedule.

Contact Name _____ Telephone _____

E-mail _____

***** Please direct any questions or areas of concern to the undersigned *****

This proposal and acceptance when signed by the Customer and approved by an authorized representative of the Company, including the terms and conditions set forth in detail on the last page hereof, which terms and conditions are incorporated herein and expressly made a part hereof, constitutes the entire agreement between the parties. There are no representations or agreements, written or verbal between the parties other than those contained herein. This Agreement is not binding upon Stanley Elevator Company, Inc. until approved by one of its authorized representatives.

Customers Company/Organization Name

Stanley Elevator Company, Inc

BY: _____
 Authorized Customer Signature



BY: _____
 Kenneth Sandhage
 Stanley North Manager
 ksandhage@stanleyelevator.com

BY _____
 Printed Name Title

APPROVED for Stanley Elevator Company, Inc.:

BY _____

Date _____

Date _____

TERMS AND CONDITIONS

Tax Payments

In addition to the amount set forth herein, the Customer agrees to pay any tax based upon the transfer, use, ownership or possession of the Elevator or accessory equipment, whether such tax is imposed by existing law or take effect during the terms of this proposal and acceptance

Company Performance And Overtime

The Company will do all work on the Elevator in a good and workmanlike manner and will perform it during its regular working hours of regular working days unless otherwise agreed to in writing; In the absence of such an agreement, all work done at overtime at the Customer's request shall be billed to the Customer at the overtime rate then and there existing.

Exclusive Control

The Company shall not be responsible for any damage, malfunction, or failure of any of the component parts of the Elevator or accessory equipment as a result of the repair work done under this agreement unless such parts or service shall have been supplied exclusively by the Company.

Safe Place

It is understood that the workman of the Company shall be given a safe place in which to work. The Company reserves the right to discontinue all work in the building whenever, in its opinion, this provision is violated.

Title to Repair Part

The machinery, implements and apparatus furnished under this proposal and acceptance shall remain personal property, and the Company shall retain title thereto until final payment is made. The Company further retains the right to retake possession of the same or any part thereof at the cost of the customer if default is made in any of the payments, without regard to the manner of attachment to the realty, the acceptance of notes or the sale, mortgage or lease of the premises, It shall be the duty of the Customer to inform any party in interest of this provision.

Payments

Payments shall be made as follows: net cash within 30 days on completion if the work is completed within a thirty-day period. If the work is not completed within a thirty-day ninety-five percent of the value of the materials delivered to the job site plus the labor performed, either at the Company proper or at the building, as invoiced; the remaining five percent becomes due when the work is completed. The Company reserves the right to discontinue work under this proposal and acceptance at any time until payments have been made as agreed and the Company has assurance satisfactory to it that the subsequent payments will be made as they fall due.

Salvage

All salvage material becomes the property of the Company on its removal from its existing place.

Accident Responsibility

The Company assumes no liability for injuries or damage to persons or property except those caused by its negligent acts or omissions. This proposal and acceptance shall not serve to relieve the Customer of his or its liability for any injuries or damages to persons or property in, on or about the Elevator. The Company shall not be liable for any loss, damage, or delay caused by strikes, lockouts, fire, explosion, theft, floods, riot, civil commotion, war, malicious mischief, act of God, or by any cause beyond its reasonable control, and in any event shall not be liable for consequential damages.

Acceptance

This proposal is submitted for acceptance within thirty days from date noted on page 1 and thereafter subject to change without notice.

Recovery

In the event Stanley retains a third party to enforce, construe or defend any of the terms and conditions of this Agreement or to collect monies due hereunder, either with or without litigation, the Customer agrees to pay all collection costs and/or attorney's fees incurred by Stanley Elevator Company, Inc.

Current Account Status

G 3-702-00 RESERVE ACCT / MUNIC BLD

-15,521.93 = Beg Bal
0.00 = Adjust

-16,471.69 = YTD Net
0.00 = YTD Enc

-31,993.62 = Balance

Per	Jrnl	Check	Date	Vendor-----	Description-----	RCB / Type		Debits	Credits
08	0151	1818	08/24/16	00392 P D Q DOOR C	BUILDING MATERIAL	R	AP	1,000.00	0.00
09	0222	1825	09/14/16	00141 E.J.PRESCOTT	BLDG DRAINAGE SUPPLIES	R	AP	840.72	0.00
10	0298		10/06/16		10/06/2016 C/R	R	CR	0.00	20,000.00
11	0393	1834	11/16/16	00392 P D Q DOOR C	COUNTER SHUTTER DOOR	R	AP	129.00	0.00
11	0393	1834	11/16/16	00392 P D Q DOOR C	HPD GARAGE DOOR MOTOR	R	AP	158.00	0.00
11	0424	1837	11/23/16	00271 LAWSON'S LOC	LEVERSET	R	AP	288.00	0.00
02	0622	1844	02/08/17	00382 PENOBSCOT TE	BOILER ROOM OIL LINE/VALV	R	AP	195.83	0.00
02	0622	1842	02/08/17	00392 P D Q DOOR C	BROKEN TORSION SPRING	R	AP	481.00	0.00
03	0677	1847	03/01/17	00382 PENOBSCOT TE	BOILER REPAIR	R	AP	435.76	0.00
Totals-								3,528.31	20,000.00

Monthly Summary

Month	--Regular Entries--		--Balance Entries--	
	Debits	Credits	Debits	Credits
August	1,000.00	0.00	0.00	0.00
September	840.72	0.00	0.00	0.00
October	0.00	20,000.00	0.00	0.00
November	575.00	0.00	0.00	0.00
February	676.83	0.00	0.00	0.00
March	435.76	0.00	0.00	0.00
Totals	3,528.31	20,000.00	0.00	0.00



**TOWN OF HAMPDEN
DEPARTMENT OF PUBLIC WORKS**

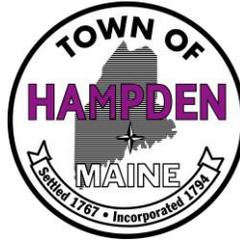
The Town of Hampden is accepting applications for

**SUMMER HELP
GROUNDS MAINTENANCE**

**This is a part-time temporary position
From April 18 to September 29, 2017**

**Apply at the Hampden Town Office, Mon. – Thurs. from 7:30 a.m. to 6:00 p.m. at
106 Western Avenue, Hampden, Maine 04444. Applications will be accepted until
April 3rd, 2017**

Town of Hampden
106 Western Avenue
Hampden, Maine 04444



Phone: (207) 862-3034
Fax: (207) 862-5067
Email:
townmanager@hampdenmaine.gov

TO: Infrastructure Committee
FROM: Angus Jennings, Town Manager
DATE: March 23, 2017
RE: Update on upcoming State and Federal Grant opportunities

I recently met with key personnel to review six recently posted grant opportunities to review which, if any, may be advantageous to pursue. All six potential grants are due before the end of August, with some due as early as April. We ruled out two grants as inapplicable, but four others remain under consideration.

I am all but certain that we will pursue the following grant:

*Northern Border District Commission
2017 Economic & Infrastructure Development Investments Grants*

- Due June 2, 2017
- Letter of intent due April 30, 2017
- Max \$500,000 (20% match)
- Sewer, water, other basic infrastructure improvements
- <http://www.nbrc.gov/content/2017-eid>

Staff to Senator Collins and Senator King recommended this grant program when I met with them in January, and we see this as a potential opportunity to assist with sewer infrastructure. Hampden is eligible, and we are corresponding with NBDC personnel to review potential projects. Although the NBDC is proposed for elimination in the proposed Federal Budget, we're aware that Maine's Congressional delegation will work to preserve this funding, and I see this as a calculated risk worth pursuing. And, even if we do not receive funding, we will be better prepared to pursue future sewer grants.

We are also considering pursuing two or all three of the following grants:

Submerged Lands Program - Harbor Management and Access Grant

- Due (or postmarked): April 14, 2017
- Max \$15,000 (25% match)
- <http://www.maine.gov/dacf/parks/docs/SLmunicipal-grant-application-packet.pdf>

Coastal Communities Grant Program

- Due April 28, 2017
- max \$100,000 (25% match)
- Planning for waterfront revitalization (economic development, for broader waterfront)
- http://www.maine.gov/dacf/municipalplanning/financial_assistance.shtml

- [http://www.maine.gov/dacf/municipalplanning/docs/MCP_FY18_Grant_Program_Statement\(3-13-2017\).pdf](http://www.maine.gov/dacf/municipalplanning/docs/MCP_FY18_Grant_Program_Statement(3-13-2017).pdf)

Boating Facilities Fund

- Due August 23, 2017
- Request for pre-inspection due May 10, 2017
- max \$150,000 (50% match – can use other grants for this)
- http://maine.gov/dacf/parks/grants/boating_facilities_fund.html

Potential items for grant funding, including to absorb or offset costs we would otherwise incur relative to the Marina, include: replace of the dock at the harbor (which is currently in disrepair and is a safety concern); potential improvements to Turtle Head Park, such as parking lot lighting; assistance with costs associated with removing the “Roamer” (the grounded vessel off the coast of the river, just east of Hampden Marine); and planning assistance for waterfront revitalization (economic development, for broader waterfront area).



While the paved ramp is now in good shape, the dock condition is poor and has become a safety concern.

This matter is brought to the Infrastructure Committee to see if there is a majority that may support allocating funds toward the Marina Reserve Fund in the FY18 budget in order to provide required matching funds. The current balance in the Marina Reserve Fund is \$13,887 which, if used in part as matching funds, would allow us to leverage the Harbor Management and Access Grant. However, based on cost estimates we have received to replace the dock (which is the highest priority item, due to safety concerns), the grant alone, even with remaining reserve funds, would fall short of the estimated cost.

Due to the potential use toward economic development planning for the riverfront, TIF funds may also be an eligible source of matching funds for the Coastal Communities Grant Program. This will be reviewed within the FY18 budget process regarding TIF.

If there is not a majority that will consider allocating matching funds (whether via Marina Reserve, TIF, Matching Grants Reserve or otherwise), it will not be worthwhile to pursue funding for these items. While a specific allocation will not be proposed on Monday night, I will be looking for a straw poll.