Selectmen’s Workshop – Assessor & Roads

Assessor/Board of Assessment Review Option

- Discussion of the current process of Board of Assessors and Assessor Agent versus having an Assessor with a Board of Assessment Review to add an optional level of appeal to the process.

Current Process

- The Assessor Agent does the day to day technical work of the Board of Assessors.

- The Board of Assessors meet to discuss and finalize actions ranging from setting the mill rate for taxes to resolving abatement issues dealing with property valuation.

- The appeal process goes directly to the County

Proposed Process

- The Assessor performs the functions currently done by the agent with the authority for implementation.

- The Assessor as the agent must hold a Certified Maine Assessor certification and maintain fair and equitable values for all real estate and personal property subject to all applicable sections under 36 M.R.S.A. The appeal process goes to Superior Court or State Board of Tax Review depending on the applicant, commercial or residential.

- Provides added appeal option of Board of Assessment Review

BOARD OF ASSESSMENT REVIEW ORDINANCE

I. ESTABLISHMENT

   A. Pursuant to 30-A M.R.S.A. §2526 (6), a Board of Assessment Review is hereby established for the Town of Harrison, Maine.

II. COMPOSITION

   A. The Board shall consist of 5 Selectmen.

III. TERM

   A. Members shall serve for 3 years running concurrent with their elected Selectmen positions.

IV. MEETINGS

   A. The Board shall annually elect from its membership a Chairman.

   B. A secretary shall be appointed by the Town Manager to maintain a record of all proceedings including all correspondence of the Board.
V. POWERS AND DUTIES

A. The Board shall hear and decide all appeals properly filed from the refusal of the Assessor to make such property tax abatements as are properly requested.

B. The Board may take such evidence and testimony as it deems necessary and may grant an abatement as it thinks proper.

C. If the Board fails to give written notice of its decision within 60 days of the date the appeal is filed, unless the appellant agrees in writing to further delay, the appeal shall be deemed denied.

The Board’s decisions may be appealed in accordance with 36 M.R.S.A. §843.

ASSESSOR ORDINANCE

I. ESTABLISHMENT

a. Pursuant to 30-A M.R.S.A. §2526(5)(B), an Assessor is hereby established for the Town of Harrison, Maine.

II. QUALIFICATIONS

a. The appointed candidate will hold a valid Certified Maine Assessor (CMA) certification, Title 36 §310-311.

III. TERM

a. The assessor will be appointed for a term of ??? years.

IV. DUTIES

a. Establish and maintain fair and equitable values for all real estate and personal property in the Town of Harrison, subject to all applicable sections under 36 M.R.S.A.
Selectmen’s Workshop – Comprehensive Road Plan

Reviewed the long term Capital Roads Plan

- History –
- Current Status –
- Computerized road program with mapping –
- Options for funding road improvements.

Road Improvements 2010 - 2015

- 2010 - Maple Ridge - Rt. 117 to Haskell Hill Rd.
- 2011 – Cape Monday Road
- 2012 - Smith Street, Winslow Street, School Street & Lewis Road
- 2013 – Chapman Road, Bruce Road & Ruby Lane
- 2014 – Haskell Hill Road
- 2015 – Edes Falls Road – Main Street to Carsley Road

Road Improvements 2016 - Work will begin in September

- Temple Hill Road
- Stirling Road
- East Shore Drive
- North Beach Road
- South Beach Road
- Hemlock Lane

Road Improvements - 2017 – 2022 - Road & Cost Estimates - $1,343,000

- Dawes Hill Road – 1.64 miles – $400,000
- Deer Hill Road – 1.25 miles - $325,000
- Buck Road – 1.1 Miles - $200,000
- Fogg Road – 1.25 Miles - $228,000
- Town Farm Road - .95 Miles - $190,000

Road Improvements - 2023 – 2025 - Road & Cost Estimates - $600,000

- Maple Ridge Road – Rt. 117 to Haskell Hill Rd. – 2.25 Miles
- Maple Ridge Road – Haskell Hill Rd. to Carsley Road – 1.13 Miles
- Maple Ridge Road – Carsley Road to Mailbox #925 – 1.01 Miles
- Maple Ridge Road – Mailbox #925 to Edes Falls Rd. - .62 Miles

Maple Ridge Road is broken up into four (4) categories due to the length and what is for areas where different work would be undertaken. Work would range from a top coat to a full regrind, gravel and pave of section in the worse condition.
Overview –

Towns, States and yes even the Federal Government fell far behind in the maintenance of roads beginning for the most part in the mid-90s when the price of pavement rose significantly due to a variety of reasons which for the most part dealt with the price of oil.

The price of pavement is typically based on the cost per ton but there is far more involved ranging from competition to type of project as well as the many variables of the business.

Typically as the price of pavement doubled, tripled and in many cases far more the method utilized to combat the cost was spending the same amount of money annually for less pavement.

This left us “digging a hole so to speak” in terms of keeping our roads up to a higher standard with no plan to stop digging thus digging deeper and deeper.

First and foremost I want to make note the process for Harrison to stop digging began before my arrival in 2010. As I understand it the Budget Committee & Selectmen began the first step of at least not digging the hole deeper.

I also want to note the work of our Public Works crew for their efforts in replacing culverts, digging water runoff trenches working the base of the road which includes digging out many of those rocks that appear to grow out of the ground a little bit more each year.

Over the past few years we have finally stopped digging the hole deeper and with the help of the computerized roads data and mapping are actually making headway to get out of the hole.

I term the process we use as comprehensive as it is intended to bring our 45+ miles of Town owned roads up to a standard which can be maintained over a 20 year period at a projected level annual cost.

Key to making this happen for the greatest long term gain is to take advantage of the opportunities at hand.

While I realize, at least for the most part, the Town has chosen not to bond projects I believe the current opportunity to accomplish ten years of paving in a two year time period would allow us to be that much closer to our long term goal of economical maintenance of our roads.

The cost of liquid asphalt is lower than it has been in some time and while some say it may stay low one should also remember the people telling us this were saying gas would be at $5.00 per gallon just before the price collapse. The ability to put a large project out to bid brings greater competition and far more for our money.

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