

FINANCE COMMITTEE AGENDA
December 15, 2014 @ 5:15 pm

1. Consent Agenda

- a. Quitclaim Deed – Sites – 624 & 628 Hammond Street
- b. Quitclaim Deed – McPherson/Shaboski – 63 Fieldstone Drive
- c. Workout Agreement – Lloyd – 21 I Street
- d. Workout Agreement – Lydick/Behrens – 29 Pray's Park

2. Bids/Purchasing

- a. Antifreeze, Lubricating Oils & Greases – City Wide – Dysart's Lubricants
- b. Hazardous & Biological Waste Services – City Wide – Clean Harbors
- c. Waive Bid Process - Stryker Stretcher – Fire Department – P.L. Custom -
\$14,675

3. Opportunity to Purchase Rehabilitated Transit Buses

**4. Resolution Approving the Details of the City's \$2,500,000 2014 CWSRF
General Obligation Bonds**

5. Revenue Sharing Overview

**6. Executive Session – 1 MRSA Section 405 6(E) – Consultation with Legal
Counsel**



73 Harlow Street
Bangor, Maine 04401

Treasury Department
David W. Little
Tax Collector/Deputy Treasurer

Tel: (207) 992-4290
Fax: (207) 945-4422
Email: david.little@bangormaine.gov

To: Members of the Finance Committee
From: David Little, Tax Collector/Deputy Treasurer
Date: December 15, 2014
Re: Quitclaim for Larry Sites Jr. & Wendy Sites – 624 & 628 Hammond Street

We have received a payment in the amount of \$17,051.92 from Peoples United on multiple accounts for Larry & Wendy Sites. Their payment was to pay on the outstanding real estate taxes including matured tax liens and outstanding sewer charges. Currently the City has six tax liens against 628 Hammond Street including four matured liens.

The payment does include all of the 2015 real estate taxes for both properties and will bring both the tax and sewer accounts to a zero balance.

There are no known code issues with the properties.

Staff recommends accepting the payment and approving a quitclaim deed to Larry Sites Jr. & Wendy Sites at the next full Council meeting.

Pc: Debbie Cyr, Finance Director



73 Harlow Street
Bangor, Maine 04401

Treasury Department
David W. Little
Tax Collector/Deputy Treasurer

Tel: (207) 992-4290
Fax: (207) 945-4422
Email: david.little@bangormaine.gov

To: Members of the Finance Committee
From: David Little, Tax Collector/Deputy Treasurer
Date: December 15, 2014
Re: Quitclaim for Ralph McPherson & Brian Shaboski – 63 Fieldstone Drive, Units 2, 3, and 4

We have received a payment in the amount of \$35,618.04 from Katahdin Trust on multiple accounts for the above taxpayers. Their payment is paying on the outstanding real estate taxes including matured tax liens and outstanding sewer charges.

There are no known code issues with the properties.

Staff recommends accepting the payment and approving a quitclaim deed to Ralph McPherson & Brian Shaboski at the next full Council meeting.

Pc: Debbie Cyr, Finance Director



73 Harlow Street
Bangor, Maine 04401

Treasury Department
David W. Little
Tax Collector/Deputy Treasurer

Tel: (207) 992-4290
Fax: (207) 945-4422
Email: david.little@bangormaine.gov

To: Members of the Finance Committee
From: David Little, Tax Collector/Deputy Treasurer
Date: December 15, 2014
Re: Workout Agreement – Forrest Lloyd – 21 I Street/Birch Hill Estates – RE 14022

The taxpayer would like to enter into a workout agreement to pay the back taxes on the above property. Currently there are five years of outstanding taxes including matured tax liens totaling \$1,088.95. The agreement will call for monthly payments of \$95.00 for twelve months.

Once paid in full any known code issues will be resolved before a quitclaim deed is prepared.

Staff recommends approval.

Pc: Debbie Cyr, Finance Director



73 Harlow Street
Bangor, Maine 04401

Treasury Department
David W. Little
Tax Collector/Deputy Treasurer

Tel: (207) 992-4290
Fax: (207) 945-4422
Email: david.little@bangormaine.gov

To: Members of the Finance Committee
From: David Little, Tax Collector/Deputy Treasurer
Date: December 15, 2014
Re: Workout Agreement – Darlene Lydick & Christian Behrens – 29 Pray’s Park – RE 14196

The taxpayer would like to enter into a workout agreement to pay the back taxes on the above property. Currently there are four years of outstanding taxes including matured tax liens totaling \$283.63. The agreement will call for monthly payments of \$50.00 for six months.

Once paid in full any known code issues will be resolved before a quitclaim deed is prepared.

Staff recommends approval.

Pc: Debbie Cyr, Finance Director

MEMORANDUM

To: Finance Committee
From: Norman S. Heitmann, III, City Solicitor
Date: December 8, 2014
Re: Bids for antifreeze, lubricating oils and greases

In August the City put out a Request for Bids for antifreeze, lubricating oils and greases. Three companies responded to the request. Their bids are attached. The attachment does not set out the final costs to the City. They are: Dennison Lubricants - \$51,807; Dysarts Lubricants - \$55,704 and GH Berlin Windward - \$56,644. Staff recommendation upon review of the bids was to award it to Dysarts Lubricants of Hermon. Dysarts was not the low bid. The low bid was from Dennison Lubricants. The reasons given for not awarding the bid to the low bidder was 1) the bulk oil bid is a new release from Nu-Tier Brand and has no experience in the market in New England, 2) they could not supply the same oil in cases and in bulk for the diesel engine oil (Dennison's response to the request for diesel engine oil in bulk was a Gulf product and in cases a Shell product), and 3) the request was for synthetic motor oil 5-20 and 5-30 in 6 gallon containers and the Dennison bid was 5 gallon pails. All the bidders were notified.

Upon being notified that they were not to be awarded the bid, Dennison gave the City a notice of its appeal of the recommendation. The City's Procurement Policy provides that a bidder who is "aggrieved in connection with the solicitation of award of a bid" may protest to the City Council". During the "protest" no action is to be taken on the award of the bid. The Procurement Policy also provides that the bidder and the City should try to seek a resolution of the complaint. Upon receipt of the protest from Dennison the Finance Director requested me to contact representatives of Dennison Lubricants to discuss the matter to see if we could reach a resolution.

I reviewed the documents, spoke with Bob Dawes, Supervisor of Fleet Maintenance, met with Finance Director Cyr and Assistant City Manager Robert Farrar and spoke with Brian and Tim Dennison of Dennison Lubricants. Bob Dawes primary concern with awarding the bid to Dennison Lubricants is that the diesel engine oil is a new product and does not have experience in the New England Market. Obviously, knowing how the product will work in colder climates is important. Dennison has assured the City that the product can perform in colder climates and provided information from Gulf Oil (attached). The Gulf Oil is the base to which additives are mixed. Dennison Lubricants, a Massachusetts company, has a location in Gardner and contracts with the State of Maine DOT, Portland, Belfast, Brunswick and others. However, as noted above, we are not aware that, the "Gulf Oil mix" proposed has not been used by anyone in cold climates to date.

After reviewing the additional information provided by Dennison Lubricants Bob Dawes still has concerns about the Gulf product and remains convinced that it is in the best interest of the City that the bid be awarded to the next lowest bidder, Dysarts Lubricants.

Although given that Bob Dawes' recommendation is just that, a recommendation, and not a final decision and the protest/appeal may have been premature, it was, in my opinion appropriate for

Dennison Lubricants to err on the side of caution and give the City notice of its appeal and for the City staff to attempt to see if a resolution could be reached.

The decision for the Committee is to award the bid. Any bidder who may feel aggrieved by the Committee's decision has a right to appeal to the City Council. Therefore, if the Committee accepts Bob Dawes' recommendation and Dennison Lubricants continues its appeal the final award of the bid will be on the next City Council agenda.

Staff will be present at the Committee meeting to answer any questions. Representatives of all three bidders will be at the Finance Committee meeting to address the Committee if needed.

City of Bangor Bid Tabulation
 Bid No. B15-001: Antifreeze, Lubricating Oils & Greases
 Bid Opening: 9-10-14

Item	Description	Dennison Lubricants Laheville, MA		Dysarts Lubricants Herron, ME		GH Berlin Windward Hampden, ME	
		Unit Price	Unit	Unit Price	Unit	Unit Price	Unit
1	Diesel Engine Oil: SAE 10W30: Semi Synthetic: Bulk Supply/ Gal. / Case (6 per case) Quart / Case (12 per case)	\$7.68 \$48.85 NA		\$9.50 \$50.18 NA		\$9.32 \$15.12 \$4.04	 3 per case 6 per case
2	Automotive Engine Oil: SAE 5W30: Fully Synthetic: 6 gallon container per gallon Quart / Case (12 per case)	\$47.47 \$31.91	5 Gal. Pail	\$54.72 \$41.96		\$16.60 \$3.75	6 per case
3	Automotive Engine Oil: SAE 5W20: Fully Synthetic: 6 gallon container per gallon Quart / Case (12 per case)	\$47.47 \$31.91	5 Gal. Pail	\$59.60 \$41.96		\$16.60 \$3.75	6 per case
4	Multipurpose HD 80W90 Extreme Pressure Gear Oil: 120 lb. kegs 5 Gal. Pails Quart / Case (12 per case)	\$129.69 \$37.88 \$35.68		\$150.00 \$42.00 \$30.91		\$166.15 \$45.00 \$5.99	 6 per case 6 per case
5	Universal Hydraulic Tractor Fluid: Bulk Supply per gallon	\$6.04		\$6.15		\$6.65	
6	Extreme Pressure Lithium Complex High Temperature Grease: 120 lb. Kegs 5 Gal. Pails	\$249.75 \$72.51		\$275.61 \$75.43		\$271.11 \$83.50	
7	Universal Synthetic Blend Automatic Transmission Fluid: Bulk Supply per gallon Gallon/Case per gallon Quart/Case per quart	\$7.82 NA \$46.23	30 tubes per case (\$2.04 a tube)	\$9.45 NA \$20.26	50/14oz Tubes	\$10.46 NA \$3.64	per 10 cartridges
8	Full Synthetic Automatic Transmission Fluid: 55 Gallon Drum per gallon Quart/Cases per quart	\$1,461.13 NA		\$1,624.00 \$192.99	6/1 Gal	\$14.52 \$3.64	
9	Synthetic Extreme Pressure Gear Oil 75W90: 55 Gal. Drums Quart/Cases (12 per case)	\$905.76 \$129.47		\$1,138.70 \$56.22		\$1,138.78 \$6.77	
10	#00 Off Highway and Construction Grease with 3% Molybdenum: onboard grease systems: 120lb. keg 5 Gallon Pail	\$310.84 \$113.87		\$532.39 \$156.48		\$334.33 \$99.45	
11	Premium Hydraulic Oil for Dielectric Protection: 55 Gal. Drum per gallon 120lb. keg per gallon	\$730.27 \$75.00		\$572.00 NA		\$13.28 NA	
12	Antifreeze: Extended Life Antifreeze/Coolant for Heavy Duty/Gasoline Engines: Pre-Mix 50-50: 55 Gallon Drum/gal Pre-mix per gallon 100% Gallons (6 per case)	\$494.35 \$8.99 \$68.04		\$378.87 \$44.10 \$63.84		\$7.50 \$7.98 \$13.50	
13	DEF Fluid: 250 Gal. tote per gallon Gallon Jugs	\$1.74 \$13.41	4/1 Gal. case	\$1.60 \$16.62	2-2.5 Gal. in case	\$1.84 \$3.42	275 Gal. tote

Heitmann, Norman

From: Brian Dennison [briand@denlube.com]
Sent: Thursday, October 23, 2014 4:27 PM
To: Heitmann, Norman
Subject: FW: City of Bangor - Oil and lubricant contract
Attachments: Gulf Lubricants Engine Warranty.pdf

Norm here is the formal response by Gulf below. As they state below the additive/base oil technology is the same as the current 15W40 product we are selling to hundreds of customers in New England. I would be more than happy to provide you with a list of customers using the 15W40 Gulf product. Some of these customers will be switching over to this product this winter.

Unfortunately because the product is so new we do not have anyone that has used the 10W30 product for a period of time. Like I said before what really matters is the product specifications and the OEM approvals which Gulf has. In order to have these approvals they would have to have several thousands of miles of test data to get approved. I also attached Gulf engine warranty to help alleviate any concerns you may have.

Please contact me with any questions or if you would like I could meet with you face to face as I am in Bangor until Saturday. I am an alumni at UMaine in Orono and we are doing a large corporate sponsorship up here to be the Official Oil Distributor of the Black Bears!

Brian Dennison

From: Mike Labus [mailto:mikel504@nu-tierbrands.com]
Sent: Wednesday, October 22, 2014 6:04 PM
To: 'Brian Dennison'
Cc: 'Leigh Smith'; Pat Boss
Subject: RE: City of Bangor - Oil and lubricant contract

Hello Brian,

Gulf Synthetic Blend Super Duty Plus 10W-30 is really not a new product, it is however, a new viscosity grade. It utilizes the same superior additive technology and proven base oils that's been formulated into literally hundreds of thousands of gallons of Gulf Full Synthetic 5W-40, Synthetic Blend 15W-40 and conventional Super Duty Plus 15W-40.

We introduced this fuel efficient lubricant into our family of **Heavy Duty Engine Oils** to offer our customers a premium diesel engine oil capable of fuel economy improvement in Class 6 and 8 trucks relative to conventional SAE 15W-40 diesel motor oils. Often manufacturers of synthetic blend engine oils use only a small percentage of synthetic component and identify their product as a "semi-synthetic" or "part synthetic". While we consider the level of synthetic in our products to be proprietary, be assured there is sufficient synthetic ingredient to impart measurably improved performance.

With this optimum level of synthetic oil combined with premium conventional base oil, improvements in oxidation stability, and high and low temperature protection produces exceptional performance. At subfreezing temperatures **Gulf Synthetic Blend SD Plus 10W-30** will have better flow and pumpability performance compared to conventional mineral oils. This low temperature performance benefits your engine with better lubrication at subfreezing temperatures, and quicker starts, which means less work for your starting system. In addition, **Gulf Synthetic Blend Super Duty Plus 10W-30** has potential of extending oil drain intervals when coupled with a well maintained oil analysis program.

Super Duty Plus Synthetic Blend 10W-30 is licensed and approved for API Service Categories CJ-4, CI-4 Plus and SN for use in modern on-highway, low emission diesel engines with Selective Catalytic Reduction (SCR), Diesel Particulate Filter

(DPF) and Exhaust Gas Recirculation (EGR). It also meets the requirements of Caterpillar ECF-3, Cummins CES 20081, DDC 93K218, Mack EO-O Premium Plus, and is ***compatible with previous engine models and previous API oil service categories.***

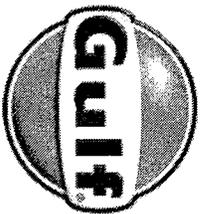
Attached, is a **Gulf Heavy Duty Engine Oil Warranty** that guarantees our HD lubricants meet or exceed the specifications stated by **Gulf Lubricants / Nu-Tier Brands**, and that they are free from defects. This is an excellent selling tool to present your customer(s) showing you are offering a quality, trustworthy brand of lubricant.

Brian, I hope these talking points may be of some benefit in landing this new business for Dennison. As you know, for years we have had numerous heavy duty fleets in the northeast using Gulf Super Duty Plus Engine Oil. The additive chemistry and base oil combination used to formulated Gulf Heavy Duty Engine Oils has proven to provide outstanding performance and protection for these HD fleets.

Best regards,

Mike Labus

Mike Labus
Manager Technical Service
Gulf Lubricants / Nu-Tier Brands, Inc
8282 S. Memorial, Ste 302
Tulsa, OK 74133
Office: 918-550-8026 ext.504
Fax: 918-392-5564
mikel504@nu-tierbrands.com



LUBRICANTS

Gulf Lubricants

Heavy Duty Engine Oil Warranty

Gulf Lubricants warrants that Gulf Super Duty Plus Heavy Duty Engine Oil and Gulf Super Duty Select are formulated to meet or exceed the performance requirements of most domestic and foreign diesel engines. Gulf will pay for parts and labor for engines to the extent that damage was directly related to the failure of the Gulf branded lubricant to conform to its specifications or comply with its written product performance claims while the engines in use are operated under normal operating conditions and maintained in accordance with manufacturers' recommendations.

To submit claims under this warranty, please contact your Gulf Territory Sales Manager. You will be required to submit an oil sample from the failed engine as well as historical records showing the engine was serviced at manufacturer recommended intervals and that the Gulf branded lubricant was in service for a reasonable length of time. Gulf Lubricants reserves the right to examine the failed parts, take samples, and perform lab tests on the samples.

Customer Name: _____

City, State: _____

Nu-Tier Brands, Inc.

Under License from Gulf Oil Limited Partnership

Memo to: Finance Committee
Re: Hazardous & Biological Waste RFP
Memo from: Wynne J. Guglielmo
Date: December 8, 2014

The City of Bangor received three (3) responses to its RFP for Hazardous & Biological Waste Services. The bidders were: Veolia Environmental Services of Marlborough, MA (our current waste contractor); TRADEBE Environmental Services of Meriden, CT; and, Clean Harbors of South Portland & Hampden, ME (a bid tab of the per item fees is attached).

In general, TRADEBE Environmental Services was the low bidder, Clean Harbors was next followed by Veolia Environmental Services.

TRADEBE Environmental Services is a very large company, whose main business involves processing and recycling hazardous waste from SUPERFUND sites. Their current business model may not be a great fit for the City. The City would like to ensure that its waste never becomes co-mingled with SUPERFUND projects originating from numerous states and sites nor do we want to take the risk in receiving a "recycling certification" for hazardous waste instead of certificates of destruction (i.e. cradle to grave implications). We believe that it is in the City's best interest to be highly cautious in the disposal of hazardous & biological waste.

Clean Harbors is the City's current emergency response contractor and they can respond to an environmental emergency in less than ½ an hour. They currently pump, transport and dispose of oil/water separators throughout the City. Clean Harbors has worked in the past with the City regarding our Hazardous & Biological Waste and has a local liaison providing excellent customer service. Therefore, it is staff recommendation to award the contract for Hazardous & Biological Waste Services to Clean Harbors.

City of Bangor

RFP No.: P15-008: Hazardous & Biological Waste Services

RFP Opening: 11/25/14

Item	Description	Veolia Environmental Services Marlborough, MA			TRADEBE Environmental Services Meriden, CT			Clean Harbors South Portland, ME		
		5 Gal Cost	30 Gal Cost	55 Gal Cost	5 Gal Cost	30 Gal Cost	55 Gal Cost	5 Gal Cost	30 Gal Cost	55 Gal Cost
1	Non-Regulated Fuel Filters	\$50.00	\$75.00	\$125.00	\$25.00	\$40.00	\$55.00	\$40.00	\$40.00	\$50.00
2	Gasoline Fuel Filters	\$95.00	\$250.00	\$225.00	\$49.00	\$110.00	\$175.00	\$55.00	\$128.00	\$170.00
3	Oily Solids	\$50.00	\$75.00	\$125.00	\$25.00	\$40.00	\$55.00	\$40.00	\$40.00	\$50.00
4	Absorbent (soaked with gasoline)	\$95.00	\$125.00	\$150.00	\$49.00	\$110.00	\$175.00	\$55.00	\$128.00	\$170.00
5	Absorbent (soaked with oil)	\$50.00	\$75.00	\$125.00	\$25.00	\$40.00	\$55.00	\$40.00	\$40.00	\$50.00
6	Waste Aerosols	\$75.00	\$140.00	\$175.00	\$49.00	\$119.00	\$198.00	\$55.00	\$131.00	\$175.00
7	Waste Anti-Freeze	\$95.00	\$195.00	\$225.00	\$25.00	\$40.00	\$55.00	\$40.00	\$71.00	\$95.00
8	Waste oxidizers, acids, bases	\$175.00	\$220.00	\$260.00	\$64.00	\$172.00	\$222.00	\$60.00	\$150.00	\$195.00
9	Waste reactives	\$125.00	CBC	CBC	\$132.00	\$335.00	\$555.00	\$150.00	NA	NA
10	Waste Chemicals (toxic, corrosive)	\$82.50	48.50/14 gal	\$295.00	\$77.00	\$273.00	\$330.00	\$60.00	\$150.00	\$195.00
11	Waste Gasoline	\$65.00	\$95.00	\$105.00	\$25.00	\$40.00	\$55.00	\$40.00	\$45.00	\$60.00
12	Waste Oil	\$35.00	\$55.00	\$55.00	\$25.00	\$40.00	\$55.00	\$40.00	\$40.00	\$45.00
13	Waste Oil-based Paint (poured off)	\$65.00	\$95.00	\$105.00	\$46.00	\$180.00	\$220.00	\$40.00	\$56.00	\$75.00
	Waste Oil-based Paint (in cans)	\$65.00	\$250.00	\$280.00						
14	Waste Paint Thinner (Mineral Spirits)	\$65.00	\$95.00	\$105.00	\$25.00	\$40.00	\$55.00	\$40.00	\$45.00	\$60.00
15	Waste Anti-freeze/glycol	\$95.00	\$195.00	\$225.00	\$25.00	\$40.00	\$55.00	\$40.00	\$71.00	\$95.00
16	Elemental Mercury	\$150.00	NA	NA				\$250.00	NA	NA
	\$Per pound cost				\$10.00					
	\$Per 5 gallons				\$225.00					
17	Analytical Fee for unknowns			\$55/kit	\$15.00			NA	NA	NA
18	Biohazard costs	\$45.00	\$45.00	\$45.00	\$300.00			\$50.00	\$150.00	NA

City of Bangor

RFP No.: P15-008: Hazardous & Biological Waste Services

RFP Opening: 11/25/14

Item	Description	Veolia Environmental Services Marlborough, MA			TRADEBE Environmental Services Meriden, CT			Clean Harbors South Portland, ME		
		5 Gal Cost	30 Gal Cost	55 Gal Cost	5 Gal Cost	30 Gal Cost	55 Gal Cost	5 Gal Cost	30 Gal Cost	55 Gal Cost
19	Profiling Fee			No Charge	No Charge			NA	NA	NA
20	Set up Fee			\$3,245.00	No Charge			NA	NA	NA
21	Transportation Fee			\$350.00	\$500.00			NA	NA	NA
22	Travel Fee between sites			No Charge	\$0.00			NA	NA	NA
23	Lab pack Mobilization Fee	\$ per pickup		\$350.00	\$0.00			NA	NA	NA
24	Fuel Surcharge Fee	\$ per site or pickup 16% total invoice			\$150.00			NA	NA	NA
25	On Site Labor (8 hours) fee/hour	\$ per hour for entire crew			\$100.00			NA	NA	NA
	Project Manager			\$75.00						
	Supervisor			\$65.00						
	Technician			\$55.00						
26	Per Diem Fees (if any)			\$110/night/man				NA	NA	NA
27	Other Fees (Please list separately. This would include tank cleaning fees, oil water separator pump outs including per gallon cost for oil or oily material, gasoline residue and fertilizer-water mixtures. Also please provide the total cost for the staff and vacuum truck for the pump-out of oil water separators. Additionally, please include all rates for everything associated with emergency response)	RCRA Training for one week		\$11,250.00				NA	NA	NA

TO: Debbie Cyr, Finance Director

FR: Tom Higgins, Assistant Fire Chief

DT: December 2, 2014

RE: Stryker stretcher for new rescue truck

The Fire Department prefers to include replacement stretchers with the purchase of new rescue trucks as they seem to wear out at the same pace. Normally these stretchers are purchased outside of a new truck contract. This time the manufacturer of the new truck, P. L. Custom, can offer a new "Stryker Brand" stretcher for less money and include factory installation. Stryker stretchers are used in the other four rescue trucks operated by the fire department.

The FY 14/15 capital budget includes \$164,500 for the purchase of a rescue truck and equipment. In September the Finance Committee approved the purchase of a new rescue truck not to exceed \$157,000. The final negotiated purchase price of the new truck without a stretcher is \$149,653. The fire department seeks approval to add the purchase of a new stretcher for \$14,675 bringing the total project budget to \$164,328.

Fire Department staff will attend the Finance Committee Meeting to answer any questions.

To: Finance Committee

From: Laurie Linscott, Community Connector Superintendent

Date: December 11, 2014

Re: Opportunity to Purchase Rehabilitated Transit Buses

As you know, the bus fleet at Community Connector is aging rapidly, and we have reached a point where it is necessary to begin replacing some of the oldest buses. The oldest buses are 3 1996 Orion's that were eligible for replacement in 2008. The pressing need to replace buses has been an ongoing discussion with staff and Council for the past couple of years, and was recently mentioned during the fall critical issues workshop held with staff and Council.

We have recently learned of an opportunity to partner with and procure used, rehabilitated transit buses through Maine Military Authority (MMA) in Limestone. Community Connector is actively exploring this opportunity, and has tentatively indicated that we will participate. MMA has offered a program to all statewide public transit providers whereby they would locate good used buses and then rehabilitate them to "like new" condition. MMA has provided an initial, estimated a price range of \$25,000 to \$50,000 per bus, depending on the condition of the buses obtained. The delivery date could be as early as this spring, depending upon locating used buses and receiving commitments from transit providers around the state.

Funding for the three buses would come from available Federal Transit Authority (FTA) 5307 grant funds and a 15% local match. The first three buses obtained through MMA would be for Bangor routes. Staff see this as a great opportunity to begin replacing buses at a fairly low cost (new buses are in the \$375,000 to \$400,000 range) and with a fairly quick turn-around time (new buses have an 18 to 24 months delivery time)

Community Connector recommends that we be authorized to pursue this approach, and return to the Committee and / or Council when / if the need arises to appropriate or allocate any necessary funding.

Staff members will be present to answer any questions the Committee may have.

**CITY OF BANGOR - FINANCE COMMITTEE RESOLUTIONS
 APPROVING THE DETAILS OF THE CITY'S
 \$2,500,000 2014 CWSRF GENERAL OBLIGATION BONDS**

WHEREAS, pursuant to Council Order 13-251, finally adopted August 12, 2013, the City is authorized to issue its general obligation bonds in an amount not to exceed \$2,500,000 to provide funds for the below-stated purpose as follows (the “Project”):

<u>Order</u>	<u>Purpose</u>	<u>Amount Authorized</u>
13-251	Sewer Infrastructure Improvements	\$2,500,000

WHEREAS, the Finance Director, with the approval of the Finance Committee has been charged with responsibility for establishing the details of such bonds; and

WHEREAS, the Finance Director has presented to the Finance Committee the proposed details regarding sale of the bonds to the Maine Municipal Bond Bank and the terms and conditions thereof;

NOW, THEREFORE, the Finance Committee of the Bangor City Council hereby resolves:

1. That \$2,500,000 of the City’s 2014 SRF General Obligation Bonds dated and issued on December 19, 2014 for the purpose of financing the above-described Project and that the maturities and interest rates set forth below be and hereby are approved.

<u>Year (11/1)</u>	<u>Principal</u>	<u>Interest Rate</u>	<u>Year (11/1)</u>	<u>Principal</u>	<u>Interest Rate</u>
2015	\$123,817.00	0.100%	2025	\$125,061.00	0.100%
2016	\$123,940.00	0.100%	2026	\$125,185.00	0.100%
2017	\$124,065.00	0.100%	2027	\$125,311.00	0.100%
2018	\$124,188.00	0.100%	2028	\$125,436.00	0.100%
2019	\$124,313.00	0.100%	2029	\$125,561.00	0.100%
2020	\$124,437.00	0.100%	2030	\$125,687.00	0.100%
2021	\$124,561.00	0.100%	2031	\$125,813.00	0.100%
2022	\$124,686.00	0.100%	2032	\$125,938.00	0.100%
2023	\$124,811.00	0.100%	2033	\$126,065.00	0.100%
2024	\$124,935.00	0.100%	2034	\$126,190.00	0.100%

2. That the Bonds may be redeemed in whole or in part or prepaid prior to maturity only with the prior written consent of the Maine Municipal Bond Bank and in accordance with the redemption provisions contained in the Loan Agreement between the city and the Maine Municipal Bond Bank dated as of December 19, 2014 (the “Loan Agreement”)

3. That the amounts payable by the City under and pursuant to the Loan Agreement also include the usual and customary DEP loan fees, currently estimated as follows: a DEP administrative fee in an estimated amount equal to 3.5% of the payments of principal and interest due on the Bonds in any year, a DEP project management fee in an estimated amount equal to 0% of the principal borrowed, and a servicing fee in an estimated amount equal to 1.5% of the payments of principal and interest due on the Bonds in any year, or such lesser amount as shall be designated by the Bond Bank.

Date: December 19, 2014

Members of the Finance Committee:

Benjamin Sprague, Chair

Patricia A. Blanchette

Joseph Baldacci

Pauline Civiello

David Nealley

To: Finance Committee
From: Debbie Cyr
Date: December 9, 2014
RE: Revenue Sharing Overview

The topic of revenue sharing was raised during this year's annual Council goal setting/issues sessions as well as the recent review of legislative items. Accordingly, we wanted to compile some background data on this subject for the Council.

According to Title 30-A §5681, the State Legislature found that the principal problem of financing municipal services is the burden on the property tax. Therefore, revenue sharing was established to stabilize the municipal property tax burden and to aid in financing all municipal services by providing funds from the broad-based taxes of the State of Maine.

Statute states, that 5% of the receipts during the previous month from certain taxes (i.e. sales and income taxes) be transferred to the Local Government fund without reductions. The Local Government Fund is the fund from which revenue sharing is disbursed to municipalities.

Transferring a portion of the funds allocated to the revenue sharing pool to the State of Maine General Fund began in fiscal year 2010. Below is a table showing the revenue sharing allocation, the amount transferred to the State of Maine General Fund, and the amount received by Bangor by fiscal year.

Fiscal Year	Revenue Sharing Allocation	State General Fund	City of Bangor
2008-2009	\$120,836,434	\$ 0	\$4,411,277
2009-2010	\$ 97,415,107	\$25,383,491	\$3,832,933
2010-2011	\$ 93,154,470	\$38,145,323	\$3,670,723
2011-2012	\$ 96,875,707	\$40,350,638	\$3,637,838
2012-2013	\$ 95,972,537	\$44,267,343	\$3,513,711
2013-2014	Not easily obtained	\$73,306,246	\$2,305,725
2014-2015	\$ 60,728,612 (Proj)	\$85,949,381	\$2,033,162(Budget)

Due to the number of variables in calculating revenue sharing distribution, it is difficult to calculate the exact amount of revenue sharing funding the City would have received under the existing Statute, but it is estimated that the City has and will receive approximately \$10 million less in revenue sharing than is proscribed by Statute from fiscal year 2009-2010 through 2014-2015. In fiscal year 2009-2010, the municipal tax levy and rate was \$21,732,517 or \$9.28/thousand. For fiscal year 2014-2015, the municipal tax levy and rate was \$25,478,741 or \$10.54/thousand. During the six years of reduced revenue sharing the municipal tax levy increased by \$3,746,224.