CITY OF BELFAST

131 Church Street
Belfast, Maine 04915

Joseph J. Slocum
City Manager

E-mail: jslocum@cityofbelfast.org
Tel: (207) 338-3370 ext. 10
Fax: (207) 338-2419

MANAGER'S REPORT
Belfast City Council Meeting
Tuesday, December 2, 2014
7:00 p.m.

TO: Mayor Walter Ash Jr. and Honorable Members of Belfast City Council

FROM: Joseph J. Slocum, City Manager

DATE: Wednesday, November 26, 2014

Agenda Items:

10-A Further discussion on approving a layout plan for the Inner Harbor.

This is the area between the Town Landing and the Armistice Bridge. Prior to the Council meeting there will be a public hearing on this proposal. The Harbor Committee has reviewed the proposed plan submitted by the consultant, Gartley and Dorskey of Rockport and the Chairman of the committee has issued a brief report which is attached in your packet. There is also a summary of the Consultant's Report followed by comments from the Harbor Master Katherine Pickering.

Will Gartley will be here for the public hearing and we wanted to have an opportunity for the Council to ask any questions or raise any concerns that they may have about the proposal. We are not looking for a formal vote of the Council at this time. We simply wanted to offer the body an opportunity to comment on the proposal. We had hoped to get approval from the Council before the end of the year but if this is too optimistic of a goal, then we want to understand, and communicate to others what a more realistic timetable might look like.

10–B Consideration of a request from the Harbor Master to approve Harbor Usage Fees for 2015.

The City has a variety of Harbor use fees which are recommended to the Council by the Harbor Master and the Harbor Committee every year. This year the Committee recommended slight increases in the fees. The new fees are attached to a memo in your packet from the Harbor Master.

10-C Consideration of a request from the Harbor Master to approve Charter Vessel Contracts for 2015.

Each year the City enters into contracts with different Charter Vessels who wish to operate out of our Harbor. There's a memo attached your packet identifying which vessels we wish to contract with the rates that we wish to charge. If they touch and go they pay $200. If they stay at the dock they pay $45 a foot a season.

10-D Further discussion on a proposal to dredge and redevelop the Muck and consideration of a request from the Parks and Recreation Commission to spend up to $6,000 for purposes of hiring a contractor and equipment.

The State proposed to turn the Muck into a youth fishing hole for trout. They would need to dredge the Muck to accomplish this. City Parks and Recreation Director Norman Poirier has attached a memo to this packet for your consideration. They will apparently need $5,000 for a 65 foot extended reach excavator to do this work. The Parks and Recreation Commission has recommended we use Undesignated Fund balance or surplus to do this work. The Parks Director has recommended the funds come from Parks Reserves.

10-E Requests from Linda Buckmaster for the Council to approve a search committee for a new Belfast Poet Laureate.

In the past the Council has appointed one more individuals to collect nominations and make a recommendation to the Council for successor poet Laureate. Ms. Buckmaster, a noted local poet, will be at the meeting to make some suggestions.

10-F Requests from the Police Chief to accept bids submitted for a new Detective' s car and to award the bid.

We are not required to put things out to bid. The City has however adopted a policy of putting purchases over $4,000 out to bid and also about providing preferential treatment to local bidders when their bid comes in within 5% of the lowest bidder or $250 whichever is less. In this case the local bidder bid $877 above the lowest bidder and 5.9% above the local bidder. The Chief recommended the lowest bidder.

10-G Request from the Police Chief to accept bids submitted for a new Police Cruiser and to award the bid.

This is for a second AWD Patrol vehicle. The Chief has recommended the second lowest bid because the vehicle has more equipment and is immediately available.

10-H Request from the City Manager to go into executive session to discuss Union Negotiations pursuant to 1 MRSA 405 (6) D

10-I Signing of Council Orders

That's it for now. Tomorrow is Thanksgiving and I want to send a special thank you to the Public Works snow removal crew and the Police Officers, Paramedics, Firemen and other emergency responders who will all work this holiday to make sure that it's safe for the rest of us. I also want to thank the people who support them within their families and among their coworkers. I can't believe another year has gone by but I hope we can all be thankful for all the people who do so much to make this community special. A very happy Thanksgiving to all of them.

10.A

11/20/14

Inner Harbor Improvement Project
Gartley & Dorsky's Report Summary
Harbor Master's Comment's

Below is the Summary from Gartley & Dorsky's Inner Harbor Improvement Project Report dated October 31, 2014. Following each Summary item numbers 1 – 7, are the Harbor Master's comments indicated in italicized print.

Inner Harbor Improvement Project Summary:

The attached Master Plan includes the following recommended changes to improve efficiency and increase the number of vessels that can utilize the limited deep water available in the Inner Harbor:

1. Use only moored floats from the Outer Turning Basin to the footbridge. Currently this area supports +/- 12 vessels of varying sizes on floats and single point moorings. The proposed plan would allow for +/- 50 vessels also of varying sizes.

Agree this area currently should be used for moored floats as laid out with the following comments:

a. *All currently permitted moored floats in the Inner Harbor can be accommodated within this new layout.*
b. *The layout may have to be altered slightly for the following reasons:*
    - *Water depths are found to be too shallow on the most north-easterly groupings to properly anchor moored floats or vessels of any size*
    - *Spacing between the moored floats may need to be increased if it is not adequate for safe navigation*
    - *Future dredging or the installation of a wave attenuator would make a big change in the current conditions of the Inner Harbor*
    - *Anchoring systems especially in the shallow water may need to be altered to provide adequate anchoring and safe navigation*
c. *This layout does not leave any deep water moored float space (along the channel) for any other commercial users*

2. Designate the area from the Outer Turning Basin to the Outer Harbor for single point moorings.

Agree this area currently should be used for single point moorings with the following comments:

a. *All current single point moorings in the Inner Harbor can be relocated to this area*
b. *This area will be affected by dredging or a wave attenuator in the Inner Harbor so the use should be reviewed.*
c. *This space may not be large enough or provide enough deep water to accommodate all commercial needs for single point moorings, so using Outer Harbor areas (outside the Federal Navigation Project) may be required.*

3. Designate an area between the Inner Turning Basin and the Footbridge, outside the floats, as a possible area for double point moorings or small floats to take advantage of water depths of 4' to 5' at MLW.

Agree all water should be used in the best manner possible with the following comments::

a. *Double point moorings are not common and may be difficult to use for most boaters, but if double point moorings are found to be the only feasible use in this area willing boaters should be allowed the choice to try them.*
b. *Small floats, as mentioned above, may be difficult to anchor properly in shallow water, but if feasible they should be used.*

4. Designate the area upstream of the footbridge as additional mooring space for smaller vessels or temporary moorings for storm events.

Agree this area could be used but only on a temporary basis at this time, and with the understanding the Harbor Master's Office may not be available at all times to open the bascule immediately when requested

5. Adjust the Inner Turning Basin to include smoother transitions to the channel.

Agree allowing more space on the shoulders of the Turning Basin will help with making navigation easier for larger vessels although it does take away some deep water space for the moored floats especially on the south side.

6. Adjust the channel from the Outer Turning Basin to the Outer Harbor to be a constant width of approximately 170'. This more accurately represents what is actually used since there is a mooring within the current channel width of 200'.

Moving the channel line over allows for marginally more deep water to place moorings, which is needed. The channel in this area should not be restricted too much however as it's a turning area for large vessels visiting the City Landing, and there is considerable vessel traffic including the launch ramp traffic, tugs, vessels waiting for fuel, and those transiting to and from the Inner Harbor. Vessels unfamiliar with the harbor often will stand off in that area until they know where to go.

7. Eliminate or relocate the existing Red Nun channel markers. If desired to remain they should be located at the edge of the channel. The new float layout provides a clear indication of the channel in that area. We recommend eliminating the marker near the Inner Turning Basin, and relocate Red Nun 6 to the edge of the channel.

The red nun in it's current position serves both as an important visible navigational aid especially for vessels coming in that are unfamiliar with the harbor, or those arriving in heavy fog as it can be picked up on radar. Vessels also tend to stay to the west side of the red nun, which keeps them in the channel better. Moving it over toward the east would make it less visible and would open up the space, which might allow vessels to drift out of the channel into the more shallow areas of the Inner Harbor. I would <u>not</u> recommend removing or moving red nun 6.

If the either of the Private Aids to Navigation buoys set by Front St. Shipyard (marker near Turning Basin) are navigational hazards, they should be relocated. Day beacons (stationary poles with red signage, may work better and may also serve to keep moored floats in line.

To: Harbormaster and City Manager:

At the November 19, 2014 meeting of the Harbor Advisory committee We reviewed the inner harbor mooring plan. The committee agrees with the concept of the plan and realizes it will take time to implement. Work with the 17 people affected first to get a pattern.

The following concerns were noted:

Water depth to the East is not adequate for some of the floats.

The great cost to individuals to build and moor floats. We discussed possible City participation. Or consider building and renting floats so all new floats will be the same.

Look to the future for possible dredging and a wave attenuator.

Account for and include all venders needing this water for their business, currently the FSSY and the fishermen are all that is mentioned.

Jim Black
Chairman,
Belfast Harbor Advisory Committee.

10.B+C

November 21, 2014

Memo to Joseph Slocum, City Manager
From Kathy Pickering, Harbor Master

re: Council Agenda December 2, 2014
Harbor Items:

1) Charter Vessel Contracts 2015
2) Harbor Usage Fees 2015

1) Charter Vessel Contracts for 2015

Three Charter businesses have requested contracts for the summer of 2015:

1) Coast to Island Charters: Returning w/ 61' motor sailor Miss Nina, doing custom day and overnight charters with a 6 pax license. They would like a Concessions Contract with overnight dockage at Thompson's Wharf.
2) Belfast Bay Company LLC: Returning w/ a new vessel: 28' Lobster style m/v plan day trips including Castine, Searsport, and other locations with a 6 pax license. They request a Concessions Contract with overnight dockage at Thompson's Wharf.
3) Bonnie Lynn Charters: A new request, the Bonnie Lynn is owned and run by Earl and Bonnie MacKenzie from Islesboro. Bonnie Lynn is a 72' o/a Ocean Class passenger schooner licensed for 8 passengers overnight and 32 passengers for day sails. Bonnie Lynn has been in and out of Belfast for a number of years to provision and more recently to have the boat hauled and serviced at Front St. Shipyard, and now Earl and Bonnie would like to use Belfast as a base for their business. They are requesting an Occasional Use Contract and will use the City Landing for short term dockage to pick up and drop off passengers.

I recommend to the Council we approve all three contracts. All of these operators have been responsible in running a good operation and they add a great deal to our waterfront. We have space at Thompson's Wharf next season for both the Miss Nina and the 26' lobster boat, and we can accommodate the Bonnie Lynn at the City Landing.

2) Harbor Usage Fees 2015

The Harbor Committee at their regular meeting on November 19th reviewed the Harbor Usage Fees for next season voted 5-0 to recommend several slight increases, which I've noted on the attached schedule of Harbor Usage Fees. Most of these increases are recommended to increase revenues, but also because of the length of time since the last increase for that particular item.

The two fee increases suggested for launching, if approved by the Council, will then have to be approved by the State, as the ramp was built with State funding.

I also recommend the Council approve these increases.

CITY OF BELFAST, MAINE
2015 SCHEDULE OF HARBOR USAGE FEES PROPOSED

1) **ANNUAL MOORING/MOORED FLOAT PERMIT**:
   $ ~~60.00~~ $70.00 for individual mooring/moored float
   $120.00 for permitted Army Corps of Engineers service/rental mooring/moored float
   - **Late Fee**: Late mooring/moored float permit fee (May 1 to May 31): $ 25.00 For all mooring owners. This does not apply to new mooring applicants.
   - **Relocation Requests**: A fee of $10.00 per year will be charged for the privilege of being on the relocation list to change mooring location as described in Section 30-155. This fee must be paid by the due date established for the Mooring Permit Fee.
   - **Waiting List:** A fee of $10.00 per year will be charged for the privilege of being on the Waiting List established for the Inner Harbor as described in Section 30-155. This fee must be paid by the due date established for the Mooring Permit Fee.
2) **MOORING RENTALS**: Overnight tie-up to City owned moorings: $30.00/24 hours (12:00pm to 12:00pm), maximum stay of 7 nights only with consent of Harbor Master. Fee includes showers.
3) **DOCKAGE**
   - **Overnight tie-up to City Floats and Wharf**: $2.00/boat foot up to 39', $2.50/boat foot 40' up to 59', $3.00/boat foot 60' and over excluding Commercial Vessels with a City of Belfast dockage contract. $25.00 minimum, 24 hours (12:00pm to 12:00pm), maximum stay of 7 nights per season. Additional nights only with consent of Harbor Master. Fee includes showers.
   - **Daytime tie-up to City Floats and Wharf**: After 1 hour $.20/boat foot/hour, showers not included. After 8 hours, overnight tie-up fee is in effect.
   - **Group Rate**: Overnight dockage 20 boats and over: $2.00/boat foot - $25.00 minimum, 24 hours (12:00pm to 12:00pm) Fee includes showers .
   - **Cruise Ships**: $2.50/ft./night
   - **Charter vessel contracts**: Concession: $45.00/ft/season Occassional Use: ~~$100.00~~ $200.00/season May 15 – Oct 15
   - **Commercial Use:** Fee to be set by City Council.
   - **Cancellations:** A minimum charge of one night will be imposed for any reservations not cancelled within 24 hours for vessels 50' and over
4) **SHORE POWER**:
   - **Overnight**: ~~$2.00~~ $3.00 for 15 amps/ ~~$5.00~~ $10.00 for 30 amps/ ~~$10.00~~ $15.00 for 50 amps
   - **Daytime**: Fee to be determined by Harbor Master at that time. Minimum $2.00 for 15 amp
5) **LAUNCHING FEES:**
   - **Commercial:** Launching ramp fees for commercial users: $5.00 in and/or out. Commercial User annual permits: $250.00 up to 100 launches and/or retrieves, $600.00 unlimited launches and /or retrieves. Fees may be waived by the Harbor Master in an emergency. Commercial user examples are, but not limited to: boat builder, boatyard and paid hauler. Requests for additional services will be charged accordingly
   - **Private**: Any person who does not pay boat excise tax to the City of Belfast will pay ~~$3.00~~ $4.00 launching fee per launch which covers in and out or ~~$20.00~~ $25.00 for a season pass. Any person who does pay boat excise tax to the City of Belfast will not be charged for launching. A sticker will be issued and must be displayed on the starboard bow of the vessel.
6) **TENDER FEES**:
   - **Tie-up**: Any mooring user who does pay boat excise tax to the City of Belfast will not be charged for keeping a tender on designated City of Belfast property. Any person who does not pay boat excise to the City of Belfast shall pay per season, a fee of ~~$60.00~~ $75.00 to keep one tender up land or ~~$175.00~~ $200.00 on the docks on designated City of Belfast property with a maximum length of 12' - under the discretion of the Harbor Master. All tenders will be issued a sticker which is to be placed on the inside of the transom.
   - **Removal:** After the posted time of the docks being hauled, any tender left on City of Belfast property without permission of the Harbor Master will be removed by the City at a cost of $50.00 to the owner.
7) **PUMP-OUT SYSTEM**: To pump holding tanks only: A fee of $5.00 per use will be charged for recreational vessels. A "reasonable" fee will be charged for commercial vessels. (as per the Maine Dept. of Environmental Protection).
8) **PUBLIC SHOWERS**: A fee of ~~$2.00~~ $3.00 will be charged per person/per use of the public showers if the user is not paying fees to the City for dockage or mooring rent.
9) **ORDINANCE:** A copy of the Belfast Harbor Ordinance will be available for a fee determined by City Clerk's office.
10) **TRASH:** A fee of ~~$2.50~~ $5.00 per bag will be charged for disposal of trash. Cruise ships: $3.00/bag
11) **WASH DOWN FEE**: Any individual wishing to use Belfast facilities to wash down their vessel will be charged a minimum of $10.00 if they are not paying mooring or dock rent to the City of Belfast.

12) FISHERMAN'S HOIST: A user fee of $50.00 per individual who is approved by the Harbor Master to have a key to operate the fisherman's hoist

13) THOMPSONS'S WHARF: Summer slip rental fees May 15th – October 15th: $70/ft/night
Winter Slip rental fees October 16 – May 14th: ~~$4.00~~/ $5.00ft./night

10.D

MEMORANDUM

November 24, 2014

To: Joseph Slocum, Belfast City Manager
Honorable Mayor Ashe and Belfast City Council
From: Norm Poirier, Belfast Parks and Recreation Department
Re: Re-claming the Muck Proposal / Project

Cc: Carol Good, Chair Parks and Recreation Commission

General Information
Back in August, 2014 the Warden Service and the Department of Inland Fisheries and Wildlife discussed with the City the possibility of cleaning up the Muck in an effort to create a youth only fishing site. This would be the only one of its kind in Waldo County. Part of the reason for this suggestion was also to eradicate the goldfish existing in the Muck currently. The concern both Departments have is the chance of the goldfish being moved to other open bodies of water and creating ecological problems. The City is currently not in violation of any fisheries or wildlife laws, only if we knowingly stocked the pond with goldfish and without a permit.

Project Plan
The project would involve draining the Muck down, excavation of material and soil 4-6 feet down in order to create a depth of 10-12 feet. Hauling the soil and material to an area for potential re-use or fill, eradicate the goldfish and allow the Muck to naturally re-fill with water. Once ready the Department of Inland Fisheries and Wildlife would stock with legal size trout and would continue to stock on an as needed basis during the spring. The Warden Service would list the "Muck" as a youth fishing only location and monitor the site for proper use.

Project Estimated Cost
The direct cost for the project will include the need to rent a 65 foot extended reach excavator. The equipment will be operated by a local contractor with necessary qualifications. The local contractor will be volunteering his time and expertise as well as providing diesel fuel for the equipment at his cost in support of the project.

The Department is requesting $5,000 from the Parks Capital Reserve funds to complete the project. The Parks and Recreation Commission is requesting the funds be dispersed from the City's Undesignated Fund Balance and not the Parks Capital Reserve.

Why ?
Some have asked why do this – well the straight answer is that at some point the Muck is going to have to be dredged because of its retention of leaves and road material creating less depth and water surface. So the simple answer is why not create an area that can be habitat for trout and provide a location for youth to learn how to fish in addition to creating family memories for years to come.

City of Belfast

Norm Poirier <parksandrec@cityofbelfast.org>

The "Muck"

Seiders, Dwayne J <Dwayne.J.Seiders@maine.gov> Fri, Oct 24, 2014 at 2:04 PM
To: Norm Poirier <parksandrec@cityofbelfast.org>
Cc: "Dyer, Chris" <Chris.Dyer@maine.gov>, "Ashe, Wesley" <Wesley.Ashe@maine.gov>, "Davis, Scott" <Scott.Davis@maine.gov>

Norm,

This is a draft reply to your original email. I apologize for the delay, but Augusta is working overtime on the bear referendum and it's difficult to get determinations on some issues. I've listed the answers to your original four questions, with the newer questions addressed at the end.

1. Depth: Unless there's a source for well oxygenated, cold water, trout won't survive through July on most years (may vary with the weather patterns). Depth will help with longer survival, but I have no idea what the depth looks like now, the depth of the current "muck" substrate, and the depth to a more solid bottom.

2. It appears that you would not be in violation of State Law. The true violation(s) is the illegal stocking of fish (stocking without a permit), which has been done numerous times by numerous people. Our concern lies in having goldfish present where they are easily spread by mostly human sources.

3. Depth will help with the vegetation issue, although plants will still grow in the shallower near-shore areas. By removing large volumes of sediment, you'll also be removing most of the root matter, which will impede re-growth of pads. There's a small pond in South Bristol that we use for youth events, and plan to make a youth only ice fishing water. They had issues with fill and vegetation, so they drained the pond and dredged it last fall. This pond looks fantastic, and provides a much better fishing experience with far fewer snags that frustrate kids.

4. It likely will need to be dredged in the future, but that could be decades away. I don't see a huge source of sediment, other than road sand, etc., so it could take a long time for it to fill in. That said, I'm not an engineer, so I can't make any guarantees.

NEW QUESTIONS:

Springs: I'm not sure what is meant by a "spring fed access point". You will likely free up some groundwater

once you remove some material from the pond, but I'm guessing it won't be a significant change. Let me know if you need specifics on that.

DEP Permit: I spoke with Mike Mullen at DEP and he didn't feel that you would need a permit for this work. That said, I would double check with him just to make certain.

Turtles: I spoke with one of our wildlife biologists and he feels that you should stay away from artificial nesting areas for turtles. We know that many turtles make nests in road shoulders, but some segment of the population may be nesting in natural, discreet areas. If you provide an artificial area, it will likely be a draw to predators and have the opposite effect that you seek.

Stocking plan: I will draft a stocking proposal before the pond receives any fish. I can't guarantee numbers and dates, etc, but the pond will likely receive fish each spring. The numbers of fish aren't determined yet, but will likely be in the hundreds, depending on use and harvest. All fish will be legal size, and if use and harvest are high, we would likely stock it multiple times per spring. Remember, these fish will not survive the summer so we're not overly concerned with catch and release. If they get caught, we'll stock more!

As for being "youth only", I will begin that process this winter. Our rulemaking process takes about a year to complete, so the pond won't be an official youth only water until 2016. Until that time, any member of the public could legally fish and keep their limit.

I hope this helps, but if you have additional questions let me know. Feel free to call me at my office or cell (592-3559). Thanks and good luck!

Jason

Jason Seiders

Regional Fisheries Biologist

Maine Department of Inland Fisheries and Wildlife

270 Lyons Road

Sidney, ME 04330

(207) 547-5314

10.E

City of Belfast

Manda Cushman <managersasst@cityofbelfast.org>

Poet Laurette Search

Linda Buckmaster <lsbuck1@gmail.com> Thu, Nov 20, 2014 at 9:38 AM
To: mcushman@cityofbelfast.org, Mary Mortier <Mmortier@grfrealestate.com>

Can you add the Poet Laureate Search Committee to the agenda for Dec. 2? The Council needs to approve the name on the Search Committee. Here they are:
Linda Buckmaster, Chair
Mary Mortier, City Council Rep
Kimberly Callas, Belfast Creative Coalition
Brenda Harrington, Library Rep
Tom Maycock, Community Member

And for the Dec. 16, we need to be on the agenda as we will be presenting the Poet Laureate nominee for the Council's approval. We won't have the name for you until after Dec. 5

Thank you,
Linda Buckmaster

10.F+G

City of Belfast

Manda Cushman <managersasst@cityofbelfast.org>

Revised Bid and recommendation 11/26/2014

1 message

Michael McFadden <chief@belfastmepd.org> Wed, Nov 26, 2014 at 12:04 PM
To: Joseph Slocum <citymanager@cityofbelfast.org>, Manda Cushman <managersasst@cityofbelfast.org>

Joe,

Manda and I, opened the sealed bids at about 10AM, today November 25, 2014.

The following are the bids which were submitted for consideration on the Detectives car.

1) Dutch Chevrolet-Buick bid a Detectives car, 2014, Chevy Impala LT, this vehicle is used with 18,500 miles on it. The price is $14,857.00

2) O'Connor Chevrolet bid a Detectives car, 2014, Chevy Impala LS, they give us a pick of three used vehicles all with the same features ranging in millage from 14,146 – 15,903 – 17,619. The price for the vehicle of our pick is 13,980.

3) O'Connor Chevrolet bid another Detectives car, 2015 Chevy Impala Police Sedan (Detectives model) brand new. The price is $19,246.

4) Quirk Auto Group bid a Detectives car, 2015 Ford Sedan Police Interceptor (Detectives Model) brand new. The price is 23,926.

My recommendation on the Detectives vehicle is to purchase #2, Chevy Impala LS with 14,146 miles offered by O'Connor Chevrolet for $13,980.00

The following are the bids which were submitted for consideration on the Patrol Vehicle.

1) Quirk Auto Group bid a 2015 Ford AWD Utility Police Interceptor, which we could order (Not on the lot) for $25,984 - $2,144 (trade in) = $23,840.00

2) Quirk Auto Group also bid another 2015 Ford AWD Utility Police Interceptor, available for delivery now (on the lot) for $26,989 - $2,720 = $24,279.00

The difference in these two cruisers is the equipment package, vehicle #2 has more equipment than vehicle #1, however vehicle #2 is available for delivery at this time.

My recommendation on the Patrol vehicle is to purchase #2 the 2015 Ford Utility Police Interceptor, offered by Quirk Auto Group for $24,279.00

The reason I'm recommending the Offer made by O'Connor Chevrolet, is because the vehicle suits our needs, and is the least expensive option, even taking into consideration the City's policy regarding local businesses.

The reason I'm recommending we purchase another Ford Utility Police Interceptor; is simply put, it's the best patrol vehicle made in my opinion. These vehicles have proven to be dependable and durable, both in our agency and the Maine State Police. In conversation with the State Police fleet manager Dave Blake, I was told that the Ford Utility interceptor was so durable, and performed so well that the State Police intended shifting to them rather than any of the other cruiser options. Locally we have realized the great value in having a vehicle capable of responding in adverse driving conditions. The fact is, when the weather is bad, we're even busier than normal, and the AWD Ford Utility vehicle provides us a safe and dependable way to respond to emergency calls in these situations as well as being a very effective Patrol Vehicle even when the roads are dry. My concern initially with the AWD Ford Utility vehicle was that its fuel consumption would be much less efficient than our smaller 2WD Impalas and Caprice, which we have been utilizing for years. The fact is, that our Impalas have been truly miserable in terms of fuel efficiency. At 10 MPG with the Impalas the AWD Ford Utility vehicle has provided us with a consistent 14 MPG. Nearly half again as many miles per gallon as the impalas. This coupled with the fact that the cruisers have much more interior room, and are easily maneuverable in our downtown area provides a win/win situation for us in utilizing more of these types of vehicles.

Respectfully,

Chief Michael J. McFadden III

Belfast Police Department

112 Church Street

Belfast, Maine 04915

Office: (207) 338-5255

FAX: (207) 338-0258

CITY OF BELFAST

131 Church Street
Belfast, Maine 04915

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Detective Car
Bid Opening
November 25, 2014 at 10:15 a.m.

Present at the opening: Manda Cushman, Administrative Assist. To City Manager, Chief of Police Michael McFadden

There were a total of three (3) bid envelopes submitted as follows:

Dutch Chevrolet
6 Belmont Ave.
Belfast, ME 04914
(207)338-1470
Contact: Joshua Treat

Bid #1: 2014 Chevy Impala LT (Used)
$14,857.00

O'Connor Chevrolet
187 Riverside Drive
Augusta, ME 04330
(207)850-4250
Contact: Curt Malcolm

Bid #1: 2015 Chevy Impala Sedan (New)
$19,246.00

Bid #2: (3) 2014 Chevy Impala LS (Used)
$13,980.00

Quirk Auto Group
7 Water Street
Hallowell, ME 04347
(207)430-1621
Contact: Leo Chicoine

Bid #1: 2015 Ford Sedan Interceptor (New)
$23,921.00

Attest: _____
Manda Cushman, Administrative Assist. To City Manager

CITY OF BELFAST

131 Church Street
Belfast, Maine 04915

E-mail:cityhall@cityofbelfast.org
Tel: (207) 338-3370
Fax: (207) 338-2419

Police Cruiser
Bid Opening
November 25, 2014 at 10:15 a.m.

Present at the opening: Manda Cushman, Administrative Assist. To City Manager, Chief of Police Michael McFadden

There was a total of one (1) bid envelopes submitted as follows:

Quirk Auto Group
7 Water Street
Hallowell, ME 04347
(207)430-1621
Contact: Leo Chicoine

Bid #1: 2015 Ford Utility Interceptor (New-Order)
$25,984.00 – $2,144.00 trade in = $23,840.00

Bid #2: 2015 Ford Utility Interceptor (New-In Stock)
$26,989.00 – $2,710.00 trade in = $24,279.00

Attest: _____
Manda Cushman, Administrative Assist. To City Manager