

## Charts Index

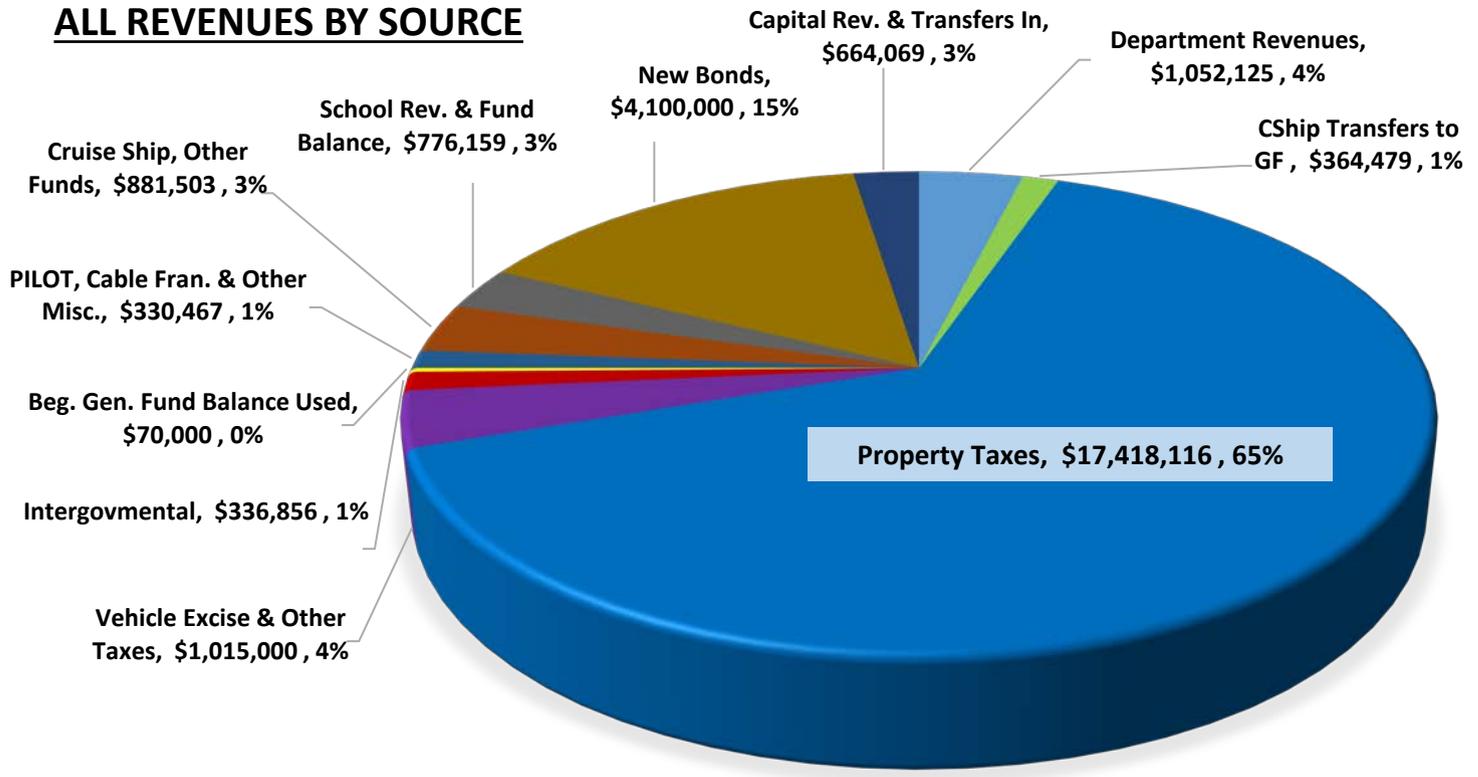
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**Fund Balance History: As Per Audit**

	-----Assigned-----			Unassigned	Total
	Working Capital (10% of Revenues)	Insurance Reserve	Encumbrances		
<b>Audited 6/30/2006</b>	\$1,310,000		\$62,129	\$294,817	\$1,666,946
<b>Audited 6/30/2007</b>	\$1,340,000		\$114,202	\$702,199	\$2,156,401
<b>Audited 6/30/2008</b>	\$1,470,000		\$37,015	\$557,559	\$2,064,574
<b>Audited 6/30/2009</b>	\$1,488,000		\$45,497	\$237,685	\$1,771,182
<b>Audited 6/30/2010</b>	\$1,508,000	\$ 57,000	\$70,320	\$696,033	\$2,331,353
<b>Audited 6/30/2011</b>	\$1,589,000	\$57,000	\$27,185	\$850,243	\$2,523,428
<b>Audited 6/30/2012</b>	\$1,706,000	\$85,000	\$25,287	\$1,170,977	\$2,987,264
<b>Audited 6/30/2013</b>	\$1,745,000	\$528,333	\$36,253	\$840,746	\$3,150,332
<b>Audited 6/30/2014</b>	\$1,783,000	\$500,000	\$20,575	\$623,932	\$2,927,057
<b>Audited - 6/30/2015</b>	\$1,819,000	\$500,000	\$25,374	\$322,092	\$2,666,466
<b>Audited - 6/30/2016</b>	\$1,878,000	\$500,000	\$44,591	\$509,311	\$2,931,902
Use of Fund Balance for FY17 CIP				\$ (105,000)	\$ (105,000)
Use of FndBal for Highway Overlay				\$ (25,000)	\$ (25,000)
Ann'l Fund Bal Adj for W/Cap-'16 audit	\$ 27,000			\$ (27,000)	\$ -
Underspending-Expns			\$ 9,486	\$ 158,927	\$ 168,413
Revenues exceeding budget				\$ 56,797	\$ 56,797
<b>Audited - 6/30/2017</b>	\$ 1,905,000	\$ 500,000	\$ 54,077	\$ 621,603	\$3,080,680
Ann'l Fund Bal Adj for W/Cap-'17 audit	\$ 36,000			\$ (36,000)	
Use of Fund Balance for FYCIP				\$ (85,000)	\$ (85,000)
Overlay				\$ 44,079	\$ 44,079
<b>Projected - 6/30/2018</b>	\$ 1,941,000	\$ 500,000	\$ 54,077	\$ 544,682	\$ 3,039,759

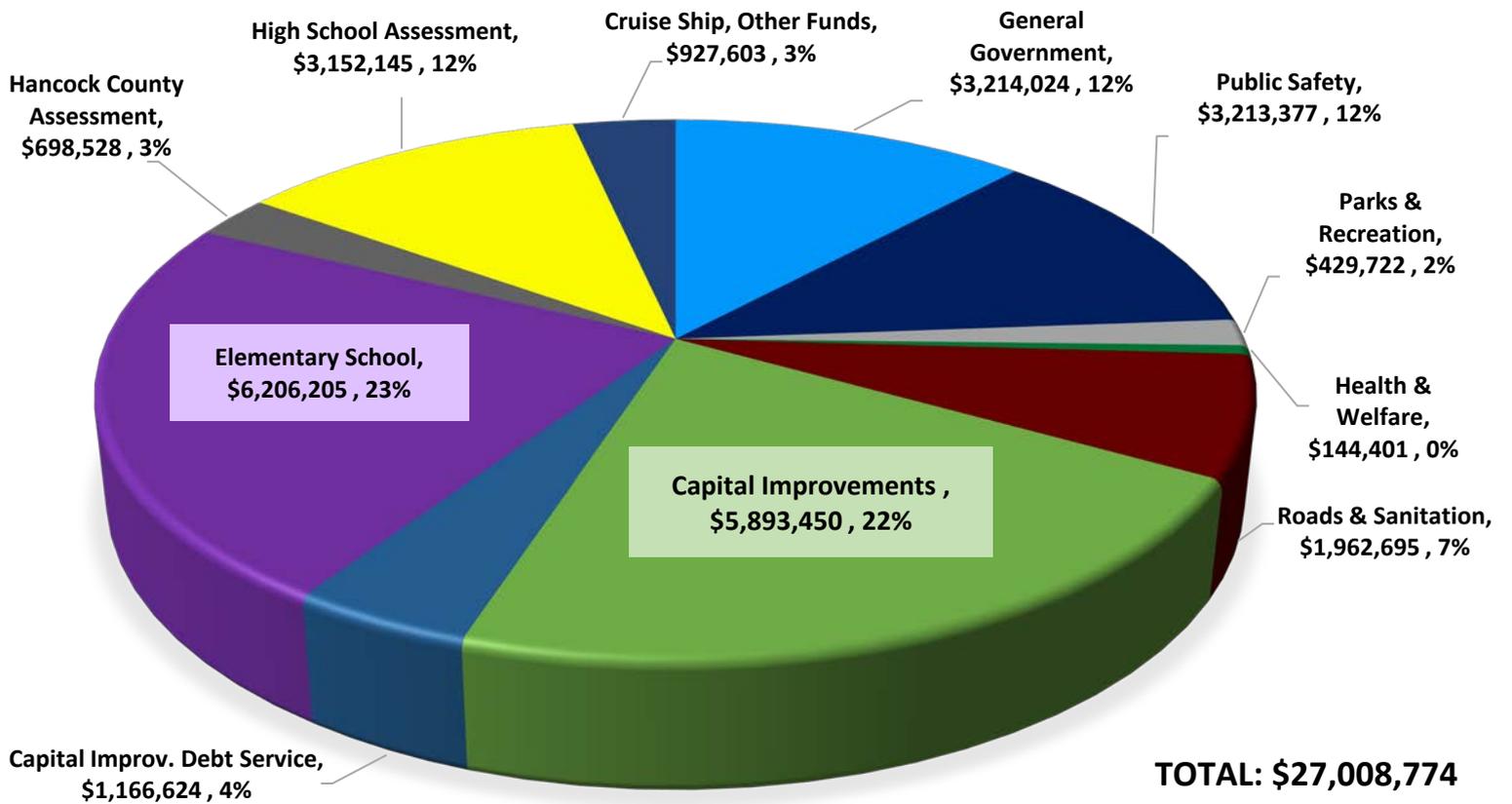
(excludes School, CrShip Funds)

**ALL REVENUES BY SOURCE**



TOTAL: \$27,008,774

**ALL APPROPRIATIONS BY DEPARTMENT**



TOTAL: \$27,008,774

**TOWN OF BAR HARBOR**  
**NEXT YEAR BUDGET DETAIL REPORT**  
**2019 FISCAL YEAR 2019 BUDGET**

	QUANTITY	PER UNIT COST	UNIT COST	DETAIL	FY 19 CNCIL WRT
<b>1010 TOWN COUNCIL</b>					
1010 5808 - PROFESSIONAL DUES & LICENSES				\$ 10,705	
MMA	1		\$ 9,300		
ME Service Center Coalition	1		\$ 650		
League Of Towns	1		\$ 755		
<b>TOTAL TOWN COUNCIL</b>					<b>\$39,537</b>
<b>1012 TOWN MANAGER</b>					
1012 5808 - PROFESSIONAL DUES & LICENSES				\$ 1,120	
ICMA	1		\$ 950		
MTCMA	1		\$ 170		
<b>TOTAL TOWN MANAGER</b>					<b>\$129,852</b>
<b>1014 TOWN CLERK</b>					
1014 5105 - WAGES-HOURLY				\$ 108,805	
Town Clerk	1	\$ 32.94	\$ 68,515		
Deputy Town Clerk	1	\$ 19.37	\$ 40,290		
<b>TOTAL TOWN CLERK</b>					<b>\$125,904</b>
<b>1016 FINANCE</b>					
1016 5100 - WAGES-SALARIES				\$ 161,017	
Treasurer/Finance Dir	1		\$ 98,030		
Tax Coll/PR Sprvsr.	1		\$ 62,987		
1016 5105 - WAGES-HOURLY				\$ 136,760	
Amb Agent/DMV Agent	1	\$ 23.03	\$ 47,902		
Accountant/Cashier	1	\$ 21.77	\$ 45,282		
Accounts Payable	1	\$ 20.95	\$ 43,576		
1016 5115 - WAGES-PART TIME				\$ 7,600	
Backup - Scanning - Filing	400	\$ 19.00	\$ 7,600		
1016 5368 - CONT SRV-COMPUTER LIC & SPPT				\$ 33,880	
GUI MUNIS users	1		\$ 980		
12 MUNIS software modules	1		\$ 26,300		
MUNIS oper system OSDBA	1		\$ 6,600		
1016 5808 - PROFESSIONAL DUES & LICENSES				\$ 905	
GFOA Membership	1		\$ 175		
Wall St. Journal sub.	1		\$ 460		
Various staff memberships	1		\$ 270		
<b>TOTAL FINANCE</b>					<b>\$350,562</b>
<b>TOTAL LEGAL COUNSEL</b>					<b>\$36,950</b>
<b>TOTAL ELECTIONS</b>					<b>\$15,523</b>
<b>1022 TECHNOLOGY DIVISION</b>					
1022 5334 - CONT SRV-GEN'L & PROF FEES				\$ 4,000	
General support labor	1		\$ 500		
Sql support labor	1		\$ 500		
10:10 AM BMC Phone labor	1		\$ 1,500		
VMWare-IGI services	1		\$ 1,500		

	QUANTITY	PER UNIT COST	UNIT COST	DETAIL	FY 19 CNCIL WRT
<i>1022 TECHNOLOGY DIVISION CONTINUED</i>					
1022 5368 - CONT SRV-TECH. LIC & SPPT				\$ 12,785	
CISCO IOS -Smartnet	1		\$ 1,000		
dotgov.gov domain	1		\$ 400		
DNS hosting-JParamo	1		\$ 60		
Laserfiche maint.-GenCode	1		\$ 3,700		
SSL cert for mail server	1		\$ 50		
Mail Server Maint.	1		\$ 250		
VMWare maint/support	1		\$ 2,900		
Mitel phone maint	1		\$ 400		
Symantec-CDW anti virus	50	\$ 27	\$ 1,350		
WLAN Smartnt wireless lic	1		\$ 400		
Firewall - CDW	1		\$ 875		
Email spam filter -CDW	1		\$ 1,150		
NENA 911 fee-ph# locations	1		\$ 250		
1022 5390 - CONT SRV-WEB SITE SERVICES				\$ 14,539	
People's GIS Maps on Line	1		\$ 3,000		
People's Forms/Document Mgr	1		\$ 4,000		
CivicPlus hosting & sup	1		\$ 4,539		
Web broadcast streaming	1		\$ 3,000		
1022 5512 - UTIL-INTERNET/WEB ACCESS				\$ 3,240	
AOS91 internet access	1		\$ 1,500		
UNIV OF ME-IP lease	12	\$ 100	\$ 1,200		
Spectrm-backup & free WIFI	12	\$ 45	\$ 540		
1022 5700 - EQP PURCH-COMPUTER/PRNTRS				\$ 29,225	
Replace/add 10 PC's; avg cost	10	\$ 880	\$ 8,800		
ColorPrint-Fr;2 Laser DMV-Fin	3	\$ 525	\$ 1,575		
PD Data Stor. for Arb/RSM video	1		\$ 5,000		
PD-virtual dsktp softw-1st step	1		\$ 5,000		
CF-20 Toughbk tablet-Amb-RSQ2	1		\$ 3,400		
CR-31 Toughbook -PD#504	1		\$ 4,950		
Cisco Ac/Pt for PD Arbitrator	1		\$ 500		
<b>TOTAL TECHNOLOGY DIVISION</b>					<b>\$158,396</b>
<b>1024 MUNICIPAL BUILDING</b>					
1024 5115 - WAGES-PART TIME				\$ 8,592	
	468	\$ 18.36	\$ 8,592		
1024 5300 - CONT SRV-FIRE ALARM				\$ 1,520	
Eagle F-ann'l elevtr tests	1		\$ 275		
Eagle-ann'l fire monitoring	1		\$ 375		
Eagle-Full fire inspection	1		\$ 870		
1024 5310 - CONT SRV-CLEANING SERVICES				\$ 15,080	
Bi-Weekly contract	26	\$ 580	\$ 15,080		
1024 5324 - CONT SRV-ELEVATORS				\$ 3,685	
Contract-Qtrly inspections	1		\$ 3,360		
Otis-Ann'l State test	1		\$ 200		
Ann'l St inspect-Nat. Elev.	1		\$ 125		
1024 5370 - CONT SRV-SPRINKLERS				\$ 2,108	
Ann'l 6" Water div fee-	1		\$ 1,020		
SimplexGrin-ann'l inspection	1		\$ 638		
Interstate Fire-server room	1		\$ 450		
<b>TOTAL MUNICIPAL BUILDING</b>					<b>\$80,196</b>

	QUANTITY	PER UNIT COST	UNIT COST	DETAIL	FY 19 CNCIL WRT
<b>TOTAL TOWN OFFICES</b>					<b>\$40,851</b>
<b>TOTAL EMPLOYEE BENEFITS</b>					<b>\$1,562,759</b>
<b>1030 CODE ENFORCEMENT</b>					
1030 5105 - WAGES-HOURLY-CEO	1	\$ 30.31	\$ 63,045	\$ 63,045	
<b>TOTAL CODE ENFORCEMENT DIV</b>					<b>\$72,687</b>
<b>1032 ASSESSING</b>					
1032 5105 - WAGES-HOURLY	1	\$ 20.87	\$ 43,410	\$ 43,410	
1032 5368 - CONT SRV-COMPUTER LIC & SPPT				\$ 10,324	
ESRI - Arcview Pad - Prim & Runtim	1		\$ 2,024		
VISION-5 users & GIS Maint	1		\$ 6,300		
WebAssessor - People Forms	1		\$ 2,000		
<b>TOTAL ASSESSING</b>					<b>\$141,626</b>
<b>1034 PLANNING</b>					
1034 5105 - WAGES-HOURLY- OFFICE MGR	2080	\$ 19.32	\$ 40,186	\$ 40,186	
<b>TOTAL PLANNING</b>					<b>\$131,839</b>
<b>1036 MISCELLANEOUS</b>					
1036 5334 - CONT SRV-POLCO/BH ENTERPRS				\$ 8,700	
Polco Annual Fee	1	\$ 1,500	\$ 1,500		
Nina St. Germain/BH Enterp.	12	\$ 600	\$ 7,200		
<b>TOTAL MISCELLANEOUS</b>					<b>\$242,323</b>
<b>1042 FIRE</b>					
1042 5105 - WAGES-HOURLY (10) + 1				\$ 556,567	
Assistant Chief with stipends	1		\$ 56,300		
Captain with stipends	1		\$ 53,902		
Captain with stipends	1		\$ 54,487		
Param. w/ longevity and educatn	1		\$ 52,470		
Paramedic with longevity	1		\$ 51,991		
Paramedic	1		\$ 51,512		
EMT- Advanced	2	\$ 50,409	\$ 100,818		
EMT-Basic	2	\$ 48,756	\$ 97,512		
New employee w/ EMT-B .75FTE	1		\$ 37,575		
1042 5110 - WAGES-OVERTIME				\$ 61,120	
Scheduled OT	1		\$ 56,856		
.75 FTE new employee	1		\$ 4,264		
1042 5150 - WAGES-HOLIDAY LEAVE				\$ 24,388	
Assistant Chief	1		\$ 2,517		
Captain	1		\$ 2,410		
Captain	1		\$ 2,436		
Paramedic	1		\$ 2,346		
Paramedic	1		\$ 2,324		
Paramedic	1		\$ 2,303		
2 EMT-Advanced	2	\$ 2,303	\$ 4,606		
10:10 AM 1 EMT-Basic	2	\$ 2,180	\$ 4,360		
Add'L new employee .75FTE	1		\$ 1,086		

	QUANTITY	PER UNIT COST	UNIT COST	DETAIL	FY 19 CNCIL WRT
<i>1042 FIRE CONTINUED</i>					
1042 5368 - CONT SRV-COMPUTER LIC & SPPT				\$	7,798
I am responding-Emerg Serv	1		\$ 810		
Image trend Amb run reprtg (2)	1		\$ 175		
Bridge prgrm for Tritech Amb	1		\$ 500		
Tritech Amb support-ImgTrnd	1		\$ 2,732		
Medicare Internet bill-Ability	1		\$ 2,253		
Cradlepnt-Veh CAD-Rsq1/Lad	2	\$ 114	\$ 228		
NEMSIS Import-Amb-Tritech	1		\$ 500		
Cellular connect-Netmotion	6	\$ 100	\$ 600		
1042 5378 - CONT SRV-TESTNG-EQUIPMENT				\$	7,236
Flow testing of SCBA regulators	21	\$ 40	\$ 840		
Air compressor; air quality	1		\$ 750		
Ground & aerial ladders	1		\$ 1,131		
5 yr hydro test of SCBA bottles	45	\$ 25	\$ 1,125		
Apparatus pump test	1		\$ 650		
Zoll monitor/defib calibration	2	\$ 1,370	\$ 2,740		
1042 5410 - SUPPLIES-UNIFORMS & CLOTHING				\$	8,800
Fire uniforms	11	\$ 650	\$ 7,150		
Additional new hire	1		\$ 650		
Uniforms - call firefighters	1		\$ 1,000		
1042 5458 - SUPPLIES-VEHICLE SUPPLIES				\$	7,600
Tires for engine	2	\$ 600	\$ 1,200		
Other recurring Fire Trks	1		\$ 3,400		
Amb vehicles	1		\$ 3,000		
1042 5704 - EQP PURCH-OPERATING				\$	5,848
Other ambulance equipment	1		\$ 1,000		
Rescue rope and carabiners	1		\$ 600		
1 3/4 saber jet nozzles	2	\$ 1,250	\$ 2,500		
Fire training mannequin	1		\$ 500		
Fire department equipment	1		\$ 1,000		
Cold water rescue helmets	2	\$ 60	\$ 120		
Rescue helmet lights	4	\$ 32	\$ 128		
1042 5808 - PROFESSIONAL DUES & LICENSES				\$	3,921
Maine Ambulance Association	1		\$ 450		
Intern'l Assoc. of Fire Chiefs	1		\$ 239		
National Fire Prot. Assoc. online	1		\$ 1,395		
National Fire Prot Association	1		\$ 165		
ME State Fed. of Firefighters	1		\$ 300		
Hancock Cty Ffighters Assoc	1		\$ 100		
Atlantic Partners(EMS)	1		\$ 900		
Maine Fire Chiefs Association	1		\$ 92		
EMS Service Fees	1		\$ 280		
1042 5844 - TRAINING/WORKSHOPS/ETC				\$	5,630
2 call ff's to the academy	2	\$ 450	\$ 900		
Capt. to Fire Officer I & II	1		\$ 1,200		
Misc FF training & classes	1		\$ 600		
Vol. Combination F Chief Symp.	1		\$ 380		
EMS certs training	1		\$ 2,425		
Child safety conference	1		\$ 125		
<b>TOTAL FIRE</b>					<b>\$887,630</b>

	QUANTITY	PER UNIT COST	UNIT COST	DETAIL	FY 19 CNCIL WRT
<b>TOTAL PUBLIC FIRE PROTECTION</b>					<b>\$585,602</b>
<b>1045 POLICE</b>					
1045 5105 - WAGES-HOURLY (12)				\$ 670,526	
Lieutenant w/.50 longevity	1	\$ 31.99	\$ 66,539		
Lieutenant w/.40 longevity	1	\$ 31.89	\$ 66,331		
Sergeant	1	\$ 27.99	\$ 58,219		
On Duty Supervisor Compensation	365	\$ 15.00	\$ 5,475		
Patrol Officer w/.25 longevity	1	\$ 25.35	\$ 52,728		
Patrol Officer w/.40 longevity	1	\$ 25.50	\$ 53,040		
7 Patrol Officers	7	\$ 25.10	\$ 365,456		
Admin Lt. On Call - \$7.50 daily	365	\$ 7.50	\$ 2,738		
1045 5108 - WAGES-PD ADMIN ASST				\$ 46,883	
	1	\$ 22.54	\$ 46,883		
1045 5122 - WAGES - MDEA				\$ 68,422	
Base Wage	1	\$ 31.56	\$ 65,645		
Holiday Pay	88	\$ 31.56	\$ 2,777		
1045 5310 - CONT SRV-CLEANING SERVICES				\$ 12,458	
2 Wks = 26 times = \$383	26	\$ 383	\$ 9,958		
4 Floor Refinish	4	\$ 250	\$ 1,000		
Trash Collect. \$7.00 x 4 pr wk	1	\$ 1,500	\$ 1,500		
1045 5368 - CONT SRV-COMPUTER LIC & SPPT				\$ 11,672	
Openfox for Mess. Lic	2	\$ 172	\$ 344		
Annl Arbitrator Support (In-Car Video Syst.)	5	\$ 662	\$ 3,310		
Spillman Annual maintenance	1		\$ 5,738		
Cradlepoint Annual Support	4	\$ 120	\$ 480		
Speed trailer / board	1		\$ 1,300		
Cellular connect.-Netmotion	5	\$ 100	\$ 500		
1045 5516 - UTIL-MOTOR FUEL-UNLEAD GAS				\$ 22,500	
	9000	\$ 2.50	\$ 22,500		
1045 5704 - EQP PURCH-OPERATING				\$ 12,000	
Normal replacement eqpmnt	1	\$ 5,000	\$ 5,000		
New equipment-3 Part Time off's	1	\$ 7,000	\$ 7,000		
<b>TOTAL POLICE</b>					<b>\$1,273,053</b>
<b>1047 DISPATCH</b>					
1047 5105 - WAGES-HOURLY				\$ 179,462	
	4	\$ 21.57	\$ 179,462.00		
1047 5150 - WAGES-HOLIDAY LEAVE				\$ 7,593	
4 Staff 11 Holidays	352	\$ 21.57	\$ 7,593		
1047 5368 - CONT SRV-COMPUTER LIC & SPPT				\$ 1,472	
911 Call recorder-Acorn	1	\$ 1,300	\$ 1,300		
DMV Network Access-Openfox	1	\$ 172	\$ 172		
<b>TOTAL DISPATCH</b>					<b>\$227,568</b>

	QUANTITY	PER UNIT COST	UNIT COST	DETAIL	FY 19 CNCIL WRT
<b>1049 PUBLIC SAFETY BUILDING</b>					
1049 5832 - PERMITS & FEES				\$ 844	
Boiler System	1		\$ 244		
Modern pest control	1		\$ 600		
<b>TOTAL PUBLIC SAFETY BLDG</b>					<b>\$43,548</b>
<b>TOTAL STREET LIGHTS</b>					<b>\$71,575</b>
<b>1053 HARBOR DEPARTMENT</b>					
1053 5105 - WAGES-HOURLY-HARBORMASTER				\$ 56,701	
	1	\$ 27.26	\$ 56,701		
<b>TOTAL HARBOR</b>					<b>\$124,401</b>
<b>TOTAL PARKS &amp; RECREATION</b>					<b>\$429,722</b>
<b>TOTAL GENERAL ASSISTANCE</b>					<b>\$1,187</b>
<b>TOTAL COOPERATING AGENCIES</b>					<b>\$45,092</b>
<b>TOTAL COMFORT STATIONS</b>					<b>\$98,122</b>
<b>1075 PUBLIC WORKS</b>					
1075 5105 - WAGES-HOURLY				\$ 46,093	
	1	\$ 22.16	\$ 46,093		
1075 5368 - CONT SRV-COMPUTER LIC & SPPT				\$ 760	
Secondary Lic-ESRI Arcview	1		\$ 300		
AutoCAD & Arcview Engine	1		\$ 460		
<b>TOTAL PUBLIC WORKS</b>					<b>\$149,726</b>
<b>1077 HIGHWAY DIVISION</b>					
1077 5105 - WAGES-HOURLY (10)				\$ 437,070	
Foreman	1	\$ 23.21	\$ 48,277		
Mechanic	2	\$ 22.39	\$ 93,142		
Eq Oprtr	2	\$ 20.87	\$ 86,819		
Driver A	4	\$ 19.92	\$ 165,734		
Driver B	1	\$ 19.72	\$ 41,018		
Longevity	1		\$ 2,080		
1077 5368 - CONT SRV-COMPUTER LIC & SPPT				\$ 2,890	
On line HD Truck data access	1		\$ 195		
MV Reporter Data-All Data LLC	1		\$ 1,500		
Vehicle Scan Tool	1		\$ 697		
Fuel System Software Updates	1		\$ 498		
1077 5370 - CONT SRV-SPRINKLERS				\$ 885	
Town Flat Sprinkler fee-3"	1		\$ 510		
Annual Sprinkler test	1		\$ 375		
1077 5704 - EQP PURCH-OPERATING				\$ 2,800	
Mechanic's Tool Replacement	1		\$ 1,500		
Air Compressor for Bus Garage	1		\$ 800		
Hand Tool Replacement	1		\$ 500		
<b>TOTAL HIGHWAY DIVISION</b>					<b>\$1,081,514</b>

	QUANTITY	PER UNIT COST	UNIT COST	DETAIL	FY 19 CNCIL WRT
<b>1079 SOLID WASTE</b>					
1079 5105 - WAGES-HOURLY				\$ 127,816	
Superintendent	1	\$ 21.61	\$ 44,949		
Trx Stat/Recyl atndants	2	\$ 19.72	\$ 82,035		
Longevity	1		\$ 832		
<b>TOTAL SOLID WASTE</b>					<b>\$731,455</b>
<b>TOTAL ASSESSMENTS</b>					<b>\$3,935,692</b>
<b>TOTAL OPER TRANSFERS IN/OUT</b>					<b>\$7,726,051</b>
<b>GRAND TOTAL</b>					<b>\$20,540,943</b>

## Debt Service

### A Responsibility of the Finance Department

#### Debt Ratios

State Law restricts the amount of debt that a municipality may incur by limiting it to a percentage of the total assessed value of the Town. This is similar in some sense to the way banks limit the amount an individual may borrow to a debt ratio relating their total indebtedness to their net worth. The following is the quotation from State Law, 30a MRSA 5702.

No municipality may incur debt which would {1} cause its total debt outstanding at any time, exclusive of debt incurred for school purposes, for storm or sanitary sewer purposes, for energy facility purposes or for municipal airport purposes to exceed 7 1/2% of its last full state valuation, ... {2} A municipality may incur debt for school purposes to an amount outstanding at any time not exceeding 10% of its last full state valuation, ... {3} for storm or sanitary sewer purposes to an amount outstanding at any time not exceeding 7 1/2% of its last full state valuation, ... {4} and for municipal airport and special district purposes to an amount outstanding at any time not exceeding 3% of its last full state valuation, ...; {5} provided, however, that in no event may any municipality incur debt which would cause its total debt outstanding at any time to exceed 15% of its last full state valuation, {6} or any lower percentage or amount that a municipality may set.

For the purposes of this section, full state valuation shall mean the state valuation most recently certified by the State Tax Assessor pursuant to Title 36, Section 381, adjusted to 100%.

The statutory debt limits are considered by most investment counselors to be too high. The Maine Municipal Bond Bank does not like to see ratios in excess of 5% of the Full State Valuation. Moody's Investor Service views debt burdens of 3 to 4% as average.

**Bar Harbor's debt to value ratio is well within recommended limits at: 1.2%**  
**For details, please see the analysis on page two.**

#### Notes:

- {1} Referred to below as General Purpose Debt
- {2} Referred to below as School Purpose Debt
- {3} Referred to below as Sewer Purpose Debt
- {4} Referred to below as Airport and Special District Purpose Debt
- {5} Referred to below as Total Debt

#### Bond Issues

B	2002	Underground Water Tank Purchase
C	2004	Emerson/Connors Heating System - Conventional
D	2005	Agamont Park and Seawall Project
E	2005	USDA Rural Development Refunding Issue - Hulls Cove Sewer
F	2010	Public Works Projects - FY10
G	2012	Sewer System Improvements: 2011
H	2012	Water System Improvements: 2011
I	2012	Water System Improvements: 2012 - SRF
J	2013	Public Works Complex: 2013 - Garage, Fueling Station, Salt/Sand Shed, Pole Barn and Offices
K	2014	Municipal Building Renovations & Downtown Signage: FY15 -
L	2015	Rte #3 Water Mains & Public Safety Bldg Envelope-FY16
M	FY18	Transfer Station Renovations
M	FY18	Public Safety Building Slab
M	FY18	Fire Dept - New Ladder Truck

## Debt Service

### A Responsibility of the Finance Department

#### Schedule of Debt Outstanding

Bond Issue	Purpose	Last Payment	Outstanding Principal RNY 6/30/18	Type Of Obligation	Creditor
<b>General Purpose Debt {1}</b>					
B	Underground Water Tank Purchase	FY22	181,480	G.O. Bond	Maine Bond Bank/SRF
n/a	Hancock County Overlapping Debt	n/a	66,660	Our 11.11% share of \$600,000	
E	Agamont Park & Seawall '05	FY25	280,000	G.O. Bond	0
F	Public Works Projects - FY10 (& Water)	FY30	2,580,000	G.O. Bond	Hutchinson, Shockey, Et
H	Water System Improvements: 2011	FY32	1,913,239	G.O. Bond	Morgan Stanley & Co
I	Water System Improvements: 2012 SRF	FY33	2,046,046	G.O. Bond	Maine Muncipal Bond B
J	Public Works Complex: 2013	FY34	2,830,000	G.O. Bond	Robert W. Baird, Co. Inc
K	Muni Bldg Renov & Signage	FY35	2,070,000	G.O. Bond	Morgan Stanley & Co
L	Public Safety Bldg & Rte #3 Water Mains	FY36	1,890,000	G.O. Bond	Roosevelt & Cross, Inc.
M	Transfer Stat, PubSaf Bldg, Ladder Truck	FY38	3,070,000	G.O. Bond	
Total General Purpose Debt			16,927,425		
<b>School Purpose Debt {2}</b>					
n/a	MDI High School Overlapping Debt	n/a	866,230	Our 37.38% share of \$2,308,100 (3 b	
C	Emerson/Conners Heating System '04	FY25	371,252	G.O. Bond	Maine Muncipal Bond B
Total School Purpose Debt			1,237,482		
<b>Sewer Purpose Debt {3}</b>					
D	USDA Refunding Issue - Hulls Cove	FY28	440,000	G.O. Bond	Roosevelt & Cross, Inc.
G	Sewer System Improvements: 2011	FY32	976,761	G.O. Bond	Morgan Stanley & Co
Total Sewer Purpose Debt			1,416,761		
<b>Airport and Special District Purpose Debt {4}</b>					
n/a	None		0		
Total Airport & Special Dist. Debt			0		
<b>TOTAL DEBT {5}</b>			19,581,668		

#### Notes:

- A. 2018 Full State Valuation - \$1,577,200,000  
2017 - \$1,493,600,000

DEBT RATIOS *	Total	Statutory Limit	Statutory Limit Exceeded?	ME Bond Bank Recommended Maximum	Town Policy Recommended Maximum
{1} General Debt	1.1%	7.5%	No		
{2} School Debt	0.1%	10.0%	No		
{3} Sewer Debt	0.1%	7.5%	No		
{4} Airport & Spec.Dist.De	0.0%	3.0%	No		
{5} Total Debt *	1.2%	15.0%	No	5.0%	5.0%

\* As a percent of Estimated Full State Valuation Next Year

Town of Bar Harbor

1/25/2018

Past & Proposed Bonding Activity

Projects	Date	Amount	Years	Outstanding Balance @ 6/30/18	Who Pays?	FY Annual Debt Service \$ Impact
<b>Bonds already issued:</b>						
Concrete water Storage Tank	2/1/2002	\$ 750,000	20	\$ 181,480	Water users	\$ 49,000
Emerson Connors Heating System	5/1/20004	\$ 805,000	20	\$ 371,252	Taxpayers	\$ 60,000
Agamont Park & Seawall	2/1/2005	\$ 800,000	20	\$ 280,000	Taxpayers	\$ 49,000
Hulls Cove Sewer Plant upgrade	2/1/2005	\$ 800,000	20	\$ 440,000	Sewer Users	\$ 51,000
Pub.Wrks-Roads & Sidewalks, etc.	5/1/2010	\$ 3,700,000	20	\$ 2,220,000	Taxpayers	\$ 230,000
(water portion-mains)		\$ 600,000	20	\$ 360,000	Water Users	\$ 43,000
( Newprt Comf Station)		\$ 335,000	20	\$ 200,000	Cr.Ship Fees	\$ 34,000
Sewer Mains	9/15/2011	\$ 1,316,000	20	\$ 976,761	Sewer users	\$ 87,000
Ref. Water Co. Purchase & Mains	9/15/2011	\$ 2,515,000	10	\$ 1,913,239	Water users	\$ 335,000
Duckbrook Pumphouse/UV Treatment	10/1/2012	\$ 2,662,957	20	\$ 2,046,046	Water users	\$ 154,000
Public Works Complex	8/15/2013	\$ 3,350,000	20	\$ 2,830,000	Taxpayers 2/3	\$ 156,000
(water portion-lease)					Water users 1/3	\$ 79,000
Municipal Building Renovations	8/15/2014	\$ 2,200,000	20	\$ 1,870,000	Taxpayers	\$ 172,000
Wayfinding Signage	8/15/2014	\$ 242,000	15	\$ 200,000	Cr.Ship Fees	\$ 22,000
Public Safety Building	8/25/2015	\$ 400,000	20	\$ 360,000	Taxpayers	\$ 32,000
Rte #3 Water main replacement	8/25/2015	\$ 1,700,000	20	\$ 1,530,000	Water users	\$ 136,000
SolW Station & Fire Station & Ladder	10/31/2017	\$ 3,070,000	15-20	\$ 3,070,000	Taxpayers	\$ 332,000
<b>Totals - Bonds Issued &amp; Outstanding</b>		<b>\$ 25,245,957</b>		<b>\$ 18,848,778</b>		<b>\$ 2,021,000</b>
<i>By Fund: General Fund (\$22 million annual Approp.)</i>				\$ 11,401,252	Taxpayers	\$ 1,031,000 51%
<i>Cruise Ship Fund (\$.8 million annual Approp.)</i>				\$ -	Cruise Ship Fees	\$ 56,000 3%
<i>Sewer Fund (\$2.1 million annual Approp.)</i>				\$ 1,416,761	Sewer users	\$ 138,000 7%
<i>Water Fund (\$2.0 million annual Approp.)</i>				\$ 6,030,765	Water Users	\$ 796,000 39%
<b>Town Meeting</b>						
<b>Proposed Bonds-FY2019:</b>	<b>Vote</b>					
Ferry Terminal Purchase	June 2018	\$ 3,500,000	20		Taxpayers	\$ 246,000 3.75% int est
School Renovations	June 2018	\$ 5,128,500	20		Taxpayers	\$ 369,000 3.75% int est
Parking Meters	June 2018	\$ 600,000	2		Parking Fees	\$ 313,000 3% int est

Note - actual borrowing does not occur until funds are needed and construction has started

## Bond Issue Breakdown

Ferry Terminal Land Purchase (20 yrs)	\$3,500,000
Parking Meter System* (2 yrs)	\$ 600,000
Connors-Emerson Renovations (20 yrs)	\$5,128,500
	<hr/>
Total	\$9,228,500

\*bond repayment from parking revenues not property tax.

***Draft ~ Order***  
**Of the Bar Harbor Town Council**  
**For the June 12, 2018 Town Meeting**

It is hereby ordered that the following article be placed on the annual town meeting warrant with voting therein to be held by Australian ballot.

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**Warrant Article**

**Article \_\_\_ FERRY TERMINAL LAND PURCHASE** – Shall the Town of Bar Harbor:

1. **Authorize** the Town Council to provide for purchase of the former Ferry Terminal property, said project, known as the **Ferry Terminal Purchase** to include the following:
  - Purchase of land, including any facilities previously built and located in the tidal zone
  - Identified by Town Tax Map 231, Lot 004 at 121 Eden Street
  - Other activities or expenses that are reasonably related to the project
2. **Appropriate** the sum of Three Million Five Hundred Thousand dollars (\$3,500,000) to provide for the costs of said project, including closing costs and all transaction costs;
3. **Authorize** the Treasurer and Chair of the Town Council, acting pursuant to the provisions of 30-A M.R.S.A. Section 5772, to issue general obligation securities of the Town of Bar Harbor (with or without call provisions and with or without premium, and including temporary notes in anticipation of the sale thereof) in an aggregate principal amount not to exceed Three Million Five Hundred Thousand Dollars (\$3,500,000); and
4. **Delegate** the discretion to fix the date(s), maturity(ies), interest rate(s), denominations(s), place(s) of payment, form and other details of said securities, including execution and delivery of said securities on behalf of the Town of Bar Harbor, and to provide for the sale thereof, to the Treasurer and Chair of the Town Council.

**FINANCIAL STATEMENT**

As of June 5, 2018

<b>1.</b>	<b>Total Town Indebtedness- Principal</b>	
	A. Bonds outstanding and unpaid	\$18,648,778
	B. Bonds authorized and unissued (June 2018)	- 0
	C. Bonds to be issued if this article is approved:	\$ 3,500,000

**2. Costs**

At an estimated interest rate of 3.50% for a twenty (20) year maturity, the estimated costs for this bond issue will be:

Principal:	\$3,500,000
Interest:	<u>\$1,425,275</u>
<u>Total Debt Service:</u>	<u>\$4,925,275</u>

**3. Validity**

The validity of the bond and of the voters’ ratification of the bond may not be affected by any error in the above statements. If the actual amount of the total debt service for the bond issues varies from the estimate, the ratification by the voters is nevertheless conclusive and the validity of the bond issue is not affected by reason of the variance.

/s/ \_\_\_\_\_  
Stanley W. Harmon  
Treasurer  
Town of Bar Harbor

***Explanation:***

*The Town Council exercised the option to purchase the Ferry Terminal lot from the Maine Department of Transportation which requires a Town Meeting vote by June 2018. Although there was a lower price option available with a requirement of maritime transportation use within five years, the Town Council decided to purchase the lot for \$3.5 million with “no strings attached” from MDOT after the purchase. A General Obligation bond is being considered which places the taxpayers responsible for the debt services over the 20 year payback period. A business plan is being developed based upon the Ferry Terminal Property Advisory Committee’s recommendations.*

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Given under our hands this 16th day of January 2018.

**Municipal Officers of the Town of Bar Harbor**

_____	_____
Paul A. Paradis, Chair	Gary Friedmann, Vice Chair
_____	_____
Peter St. Germain	Stephen Coston
_____	_____
Judie Noonan	Matthew A. Hochman

\_\_\_\_\_

Erin E. Cough

***Draft ~ Order***  
 Of the Bar Harbor Town Council  
 For the June 12, 2018 Town Meeting

It is hereby ordered that the following article be placed on the town meeting warrant with voting to be held by Australian ballot.



**Warrant Article**

**Article \_\_\_ PARKING METER SYSTEM** – Shall the Town of Bar Harbor:

1. **Authorize** the Town Council to provide for purchase and installation of downtown parking meter system, said project, known as the **Parking Meter System** to include the following:
  - Purchase of 400+ electronic parking meters, including, but not limited to, parking meters, kiosks, accompanying software, handheld citation meters and all other equipment costs
  - Other activities or expenses that are reasonably related to the project
2. **Appropriate** the sum of Six Hundred Thousand dollars (\$600,000) to provide for the costs of said project, including design work and transaction costs;
3. **Authorize** the Treasurer and Chair of the Town Council, acting pursuant to the provisions of 30-A M.R.S.A. Section 5772, to issue general obligation securities of the Town of Bar Harbor (with or without call provisions and with or without premium, and including temporary notes in anticipation of the sale thereof) in an aggregate principal amount not to exceed Six Hundred Thousand Dollars (\$600,000); and
4. **Delegate** the discretion to fix the date(s), maturity(ies), interest rate(s), denominations(s), place(s) of payment, form and other details of said securities, including execution and delivery of said securities on behalf of the Town of Bar Harbor, and to provide for the sale thereof, to the Treasurer and Chair of the Town Council.

**FINANCIAL STATEMENT**

As of June 12, 2018

<b>1.</b>	<b>Total Town Indebtedness- Principal</b>	
	A. Bonds outstanding and unpaid	\$18,648,778
	B. Bonds authorized and unissued (June 2018)	- 0
	C. Bonds to be issued if this article is approved:	\$600,000
<b>2.</b>	<b>Costs</b>	
	At an estimated interest rate of 3.25% for a Two (2) year maturity, the estimated costs for this bond issue will be:	

Principal:	\$600,000
Interest:	\$ 29,406
<u>Total Debt Service:</u>	<u>\$629,406</u>

**3. Validity**

The validity of the bond and of the voters' ratification of the bond may not be affected by any error in the above statements. If the actual amount of the total debt service for the bond issues varies from the estimate, the ratification by the voters is nevertheless conclusive and the validity of the bond issue is not affected by reason of the variance.

/s/ \_\_\_\_\_  
Stanley W. Harmon  
Treasurer  
Town of Bar Harbor

***Explanation:***

*The Town Council and the Parking Solutions Task Force have formed a plan to implement seasonal (May to October) paid day-time parking in the downtown area, potentially generating over \$500,000 per year in new revenue for the Town. Revenues will be deposited into a new special parking fund used to reduce demand for parking and congestion in the commercial downtown district, making all areas of town more walkable and bikeable, and funding pedestrian improvements. Examples of items funded can be; Town infrastructure, such as sidewalks, LED streetlights, satellite parking and shuttle service, upgrading existing streetscapes, pedestrian and bike friendly projects. Projects funded in this way will not increase the property tax burden. The Parking Kiosk/Meter System will include handheld electronic devices for enforcement/ticketing. Most fees will not be paid in coins, but via debit or credit cards. Experience elsewhere demonstrates that paid parking, electronic monitoring and ticketing increases turnover and more effectively allocates demand. Projected revenues from the program would repay the bond in the first two years, while other projects, as outlined above, are planned and readied for implementation.*

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Given under our hands this 20th day of February 2018.

**Municipal Officers of the Town of Bar Harbor**

_____	_____
Paul A. Paradis, Chair	Gary Friedmann, Vice Chair
_____	_____
Peter St. Germain	Stephen Coston
_____	_____
Judie Noonan	Matthew A. Hochman

\_\_\_\_\_  
Erin E. Cough

To: Members of Bar Harbor Town Council  
From: Parking Solutions Task Force  
Date: December 27, 2017  
RE: Report and Recommendations for Seasonal Parking Program

Please find our attached Report and Recommendations, based on your August request for continued work by the Task Force to reduce summer and shoulder-season parking problems and related traffic congestion in Bar Harbor.

Our recommendations are based on concerns and questions raised at 2017 Town Meeting, from public comment in the intervening months and on further study of solutions implemented from towns who face similar seasonal parking problems.

Our recommendations are also based on a belief that Town will not be served by simply creating more parking in our downtown area. Instead, we seek to reduce demand for the most desirable parking space through parking fees at smart meters and kiosks during the summer and shoulder seasons.

Income from parking fees, primarily paid by visitors, would then allow the town to invest in further ways to reduce parking demand:

- expansion of Island Explorer service along Route 3, which has demonstrated that visitors will leave their cars in hotel and campground spaces if they have frequent and reliable bus service
- creation of satellite parking at the ferry terminal and new shuttle service to downtown
- improvements that make our town more walkable and “bike-able” so that more residents, employees and visitors will choose not to drive downtown as often

At the same time, we recommend designating all residential streets “resident and employee only” parking. Residents and students would receive free parking stickers. Employees (or their employers) would pay a nominal fee for a permit that would allow them to avoid having to move their cars every two hours, as many do now. We have suggested a number of ways to ease the burden on residents who are used to using public parking without direct cost.

Since the Task Force originally looked at “smart” kiosks and meters in 2016, there has been an expansion in the options that make such equipment more convenient for users and helpful for municipalities looking to gather data that enables improved parking systems. We recommend that the Town Manager establish an upper limit for bonding for equipment, with decision on purchase based on a request for proposals, to allow comparison of services and costs.

Implementation of any program with many parts and many variables requires ongoing evaluation and feedback from residents and other stakeholders. We note that there is almost a year to fine tune details for implementation, between a vote at Town Meeting in 2018 (preferably by written ballot) and implementation of the program in the summer of 2019. The

Task Force also recommends annual review and adjustment for continuous improvement of this seasonal parking program.

Finally, the Task Force stands ready to assist you in further outreach to citizens and stakeholders to share the rationale and details of how the program would work, as well as to hear about ways to improve it. We are also very willing to invite members of the Warrant Committee to an upcoming Task Force meeting, enabling them to learn more about our recommendations and how the program would work to reduce demand for parking.

***Parking Solutions Task Force Report and Recommendations  
for a Seasonal Parking Program for Bar Harbor  
December 27, 2017***

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<b><i>Introduction and Rationale</i></b>	<b><i>2</i></b> (chart 19)
<b><i>Five Key Task Force Recommendations</i></b>	<b><i>3</i></b> (chart 20)
<b><i>Other Recommendations for Implementation</i></b>	<b><i>4</i></b> (chart 21)
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<b><i>Appendix A—Frequently Asked Questions/answers</i></b>	<b><i>8</i></b> (chart 25)
<b><i>Appendix B. Background on Parking Solutions Task Force</i></b>	<b><i>12</i></b> (chart 29)
<b><i>Appendix C. Background to the 2016 Consultant’s Report</i></b>	<b><i>14</i></b> (chart 31)

Members of Parking Solutions Task Force, appointed by the Town Council, are Mary Booher, Dick Cough, Erin Early-Ward, Matt Hochman, Liz Kase, Sherry Rasmussen, Eben Salvatore, Martha Searchfield, Ron Greenberg, Jane Holland and Heather Sorokin.

*The work of the task force is facilitated by Ron Beard, with staff support from Cornell Knight*

***Report—December 27, 2017***

Parking Solutions Task Force Draft Report and Recommendations for Seasonal Parking Program

## ***Introduction***

*This is an updated report, based on the work of the Task Force since a vote on a bond to purchase parking kiosks and meters failed by four votes on the floor of June 2017 town meeting. In light of the close vote, the Town Council directed the Task Force to continue its work and bring back a revised proposal for consideration. Based on public comments at the Town Meeting and since, the Task Force has determined that the most effective strategy for solving parking congestion is to reduce demand for parking in the commercial district through measures detailed below. The Task Force also determined that such improvements not increase the burden on property tax payers. Should a positive vote for bonding purchase of parking equipment pass in June 2018, there would be an additional year to work on guidance for implementation to begin the parking program in the Spring of 2019.*

## ***Overall rationale for a parking program***

A good deal of the congestion problem throughout summer in downtown Bar Harbor stems from too many people looking for our available parking spaces. Residents, employees and visitors all compete for spaces, and naturally want to park as close to their destination as possible. Residents and employees know how to “game” the system: most downtown parking is limited to two hours... we move our cars to avoid being ticketed, or we gamble that if we are ticketed, it’s worth the hassle and cost. Meanwhile, when they are unable to find parking near the center of town, visitors drive further and further into residential areas.

The Parking Solutions Task Force, established by the town council, has been exploring options for what is intended to be a more rational system, drawing on best practices from other towns with similar circumstances. We haven’t been asked to create plans for new parking downtown, but to make best use of current public parking and to reduce demand through increased shuttle bus service, satellite parking lots and making it safer for people to walk or bicycle into town.

We believe the key elements of a seasonal parking program (May to October, 9 am to 8 pm) all work together to shift the current patterns so that there are more spaces available in the commercial center for visitors, while residents and employees know that, with permits on their cars, they are able park along adjacent side streets all day without fear of ticketing.

Employing the right mix of kiosks and smart meters for the spaces most in demand (within the main commercial district and in town-owned parking lots) will encourage turnover, increase the effectiveness of our enforcement efforts, and after paying for costs of equipment and staffing, create a reserve fund on which the town can draw for improvements to streetscapes, increased bus service (proven to reduce demand for parking) and amenities that encourage pedestrians and cyclists to leave their cars at home, purchase of workable satellite parking—all without increasing property taxes.

### ***Report—December 27, 2017***

Parking Solutions Task Force Draft Report and Recommendations for Seasonal Parking Program

## ***Five Key Task Force Recommendations***

1. **Install kiosks to facilitate paid parking in approximately 380 spaces in the following public lots:** Town Pier (100 minus fisherman), Harborview Park (6), Newport Drive (43), Casino Lot (17), Kid's Corner (30 +/-), RV Parking on lower Main Street (?), Grant Park (44), Back Yard (41) and Central Parking Lots (115).
2. **Install smart meters for approx. 400 on-street parking spaces located on:**
  - Cottage Street, both sides (143 spaces),
  - West Street to Holland Ave, both sides; employee permit parking on south side of West Street from Holland to Eden Street (approx. 80 metered spaces)
  - Main Street to Park Street, both sides, including RV Parking along the ball field, (137 spaces)
  - Mt. Desert Street, both sides, and on the right side of the street leaving town, from Kennebec Place to High Street, totaling 35 spaces
  - Firefly Lane (5 spaces)
3. **Seasonal permit parking from 9AM-8PM for Residents and Employees** on all other streets in the Downtown that are not recommended for meters. An inventory of these streets should be included in the amendments to Chapter 194 of the Town Code as the Seasonal Parking Solutions program is implemented.
4. **Special Provisions for Bar Harbor Residents, including**
  - **Provide Free, 15-minute parking spots** at Post Office, Town Office, the Library and at other key municipal locations, based on public input prior to implementation.
  - **Resident "Smart Pass"** –providing pre-paid, ½ price parking at meters and kiosks
  - **Designated "residents only" spaces-** Some on-street spaces and some spaces in the paid public lots should be reserved for residents who wish to park in Town for a short period of time for free Number and location of these spaces, based on public input, reviewed and adjusted annually.
5. **Establishment of a Parking fund-** The proposed seasonal parking program includes a provision for new revenues generated by parking fees from smart meters and kiosks, and from sale of reasonable-cost employee parking permits. The town currently receives revenues from payment of parking fines. The task force recommends that these combined revenues be placed in a town-managed reserve fund, and at the direction of the town council, annual transfers from this "parking fund" would be made, first,
  - to reimburse all costs associated with the operation of the seasonal parking program, including monitoring and enforcement, signage, software, payments on principle and interest on bond to purchase equipment, removal, storage and resetting of smart meters and kiosks in fall and spring, and other associated costs; and, thereafter,
  - to make improvements that reduce congestion in the busy summer season, and make being in downtown Bar Harbor a more pleasant experience for residents and visitors, including investment in satellite parking at the Ferry Terminal lot and associated shuttle service, improvements to "street-scapes" (such as the proposed Cottage Street and lower Main Street plans), and other amenities for pedestrians and bicyclists, and,
  - to supplement the use of property taxes paid by residents and businesses in the town of Bar Harbor for improvements to the physical and visual qualities of the Downtown Area

## Other Recommendations for implementing the proposed Parking Program:

### a. Enforcement, Fines and Collection

The Seasonal Parking Program would be regulated by the Police Department. With adequate staffing, funded by the parking program, the proposal should work effectively, freeing up on-street metered parking in the downtown commercial districts and public parking lots for visitors and customers, while providing access to permit parking on adjacent streets and in the residential areas.

DESMAN Associates advises that fines be three times greater than the associated parking fee. If 8 hours of paid parking in premium areas is \$16, fines would be approximately \$50. There will be a substantial learning curve once this program is implemented. We recommend a fine structure of \$20 for the first violation, \$35 for the second and \$50 after that. Any unpaid fines older than 30 days would increase to \$75, the minimum amount that a collection agency would accept. The process of issuing tickets and collecting the fines will involve several departments of the Town. We recommend this fine structure be further discussed and finalized between the Town Council and appropriate town departments. There should also be input from the public.

### b. Times of Enforcement for metered and kiosk parking

The task force recommends the hours of enforcement for metered and kiosk parking be from 9 am until 8 pm, mid-May to mid-October.

### c. Employee and Resident Parking Stickers

Parking stickers for residents and employees would be administered by town office staff (not the police department). Stickers would be permanently affixed to vehicles, numbered, and cross-referenced to the license plate number of the vehicle, name and address.

#### **Free residential parking stickers**

We recommend that all residents of Bar Harbor be issued one (per registered vehicle) free residential parking sticker at a time, and in a manner, that is convenient for Town staff and the residents. We expect the Council will need public and staff input to determine the most user-friendly method.

#### **Employee parking stickers**

We recommend that any employees wishing to park on the designated streets need to be issued an employee parking permit. The fee for this seasonal permit should be \$30, which could be paid by the employer or directly by the employee. Employment verification, such as a pay stub or written request by the employer should be required. We think the data collected from this part of the program should be reviewed in detail at the end of each season.

**d. Contractor and service vehicles**

As per current ordinance, contractors would be able to park in areas otherwise requiring a permit. We recommend section 194-28-B remain in the Town Code to accommodate service and delivery vehicles. *“Service and delivery vehicles excepted. Non-permitted vehicles stopped, standing or parked within 200 feet of a building for the purpose of making deliveries or providing services to a building located on a street or portion of a street described or specified in this section shall not be required to display the permit otherwise required herein”.*

**e. Time-limits for meters and kiosks**

In order to promote turn-over in the core commercial area of Bar Harbor, the task force recommends that metered parking within the following area be limited to two-hour parking: Cottage Street, West Street to Bridge Street, Main Street to Atlantic Avenue, and Mt. Desert Street to High Street.

Parking at meters outside of that defined area and in public parking lots (kiosk) would have no time limit, while continuing the current stipulation that cars must be moved after 72 hours in public parking lots. We recommend this be reviewed annually and adjusted as needed.

**f. Special daily parking permits for guests of residents**

The task force recommends on-line issuance of one-day special parking permits, available in person at the town office or printable online, for guests of residents with no alternative to on-street parking on all unmetered streets. We recommend that a running list of permits issued be reviewed by a parking enforcement officer in order to prevent abuse of this program.

**g. Details regarding a form of special parking permit for grandfathered B&Bs and home businesses, including registered “weekly rentals”.**

The task force recommends that the very few owners of B&Bs who were “grandfathered” (do not provide parking equivalent to the requirements of current ordinances) as well as owners of home businesses, including registered “weekly rentals,” may be issued special parking permits (hang-tags) based on application to the town Parking and Traffic Committee, and presentation of evidence of need (e.g. owner has no off-street parking, or inadequate off street parking to accommodate guests).

The task force recommends the fee for these permits be \$750 per season, with replacements for lost hang-tags available for \$100 per issuance. Each hang-tag would have a number and be referenced to the physical address of the applicant. Once approved the “special need” permits could be renewed annually

## ***Further steps for consideration***

### ***Education-***

A comprehensive education program, with public sessions backed up by good information on the town website will start the education process. The Chamber of Commerce, the Hub of Bar Harbor, the Rotary Club, and the business community could assist. We recommend an educational exhibit be developed that could be distributed by lodging establishments, campgrounds, Chamber, etc. that would inform visitors about this program. This could be in the form of a PDF or an app could be developed.

### ***Signage-***

Appropriate signage will help orient visitors, employees and residents to the new parking program.

### ***The Parking Solutions Task Force should remain in place to recommend adjustments as we go-***

In consultation with relevant town personnel, the PSTF should review Program experience annually and recommend adjustments, especially within the first five years. Review would include the budget, operations, meter use and public feedback.

### ***Satellite parking-***

The concept of satellite parking has been a consistent proposal. “Free” satellite lots versus paid parking would be an incentive to employees, especially when there is access to the Island Explorer. Currently, 20% of Island Explorer riders are estimated to be “local,” with an estimated half that number being employees. There are currently **limited, publicly-owned possibilities for “satellite lots”** to be designated for employees. Some possibilities, with varying degrees of capital investment, include:

- The **“Ferry Terminal”**, consistent with recent acceptance of recommendations for the purchase and use of a portion of the ferry terminal property, the parking fund could provide the means to support improvements and new, dedicated shuttle service from this location.
- The **Acadia Gateway Center in Trenton**, if completed, would provide an additional 350 free “park and ride” spaces for visitors or employees. There are currently some 100 spaces available at the site of the **Island Explorer bus maintenance facility** on the Trenton site. Island Explorer Express bus commuter runs serving satellite lots would enhance their appeal by shortening commute time. Additional funds and drivers would be necessary.
- **Conners- Emerson-** We plan to implement an experimental employee permit system for the use of school parking lots in the summer of 2018.
- **MDI High School-** School officials are willing to explore further use of high school lots, linked by Island Explorer service in months when school is not in session

***Increasing the frequency of existing Island Explorer bus service along Route 3-***

Increased bus service for hotels and campgrounds could slow the demand for in-town parking. If there are currently about 250 cars parked at hotels or campgrounds, and doubling the frequency of service results in a 30% increase in ridership, such an increase in service might forestall the need for 75 parking spaces in town.

The current budget of \$2 million for the Island Explorer comes primarily from federal sources through Acadia National Park, but also from the Town of Bar Harbor and from hotels with “front door” service. Downeast Transportation will increase the number of busses in service from 28 to 33 in the next several years. Increased revenue could mean increased frequency along Route 3.

Money isn't the only barrier to expanded service. Current demand for qualified bus drivers exceeds the supply. Island Explorer service was curtailed earlier than planned in the fall of 2016 due to the lack of drivers.

The Town and local businesses could explore other opportunities for “satellite parking” and cost of acquisition and improvement, leaving open the question of whether those expenditures come from property taxes, partnership with business or the parking fund.

***Concurrent development of streetscapes-***

This will allow the town to assure that parking spaces, along with meters and kiosks, are laid out to provide maximum efficiency, convenience, safety and aesthetics. Current efforts to look at improving Cottage Street, and the work of the Task Force on Aging, should result in priorities for the town's capital improvement program. In select instances, a case might be made for eliminating certain on-street parking spaces to enhance other public benefits (handicapped access, aesthetics, etc.) The town should work with the Bar Harbor Chamber of Commerce, the Hub of Bar Harbor and other groups to encourage alternatives to the use of private automobiles including walking and biking, supported by installation of bike-racks and shelters, benches, landscape plantings, lighting and other amenities.

***Cooperation with Downtown Business Owners***

Beyond establishment of an employee permit system in the commercial district, **development of additional parking for employees** could be undertaken in partnership with local businesses who most stand to benefit from providing such parking. One way for businesses to support the program is for them to purchase permits for those employees who are not residents of Bar Harbor (those who are entitled to free resident permits). Further efforts could be explored when we have better data about the number of employees who require parking spaces.

## Appendix A. 25 Frequently Asked Questions

### 1. **Can we create new parking spaces to solve the problem?**

In August 2017, The Town Council asked the Parking Solutions Task Force to revise their Spring 2017 plan to solve the long-standing parking problem. The task force has been working to make EXISTING parking more efficient. Consistent with the Council Goals for a sustainable future, our overall approach is to encourage visitors and residents alike to WALK, BIKE AND BUS, with the aim of reducing demand on finite downtown parking instead of creating new parking spaces.

### 2. **Will we have an opportunity to vote on the revised plan?**

Yes. When voters considered a bond for purchase of kiosks and meters in June, many people left town meeting before the final vote tally, when the vote was \_\_\_ in favor and \_\_\_ opposed. The Town Council asked us to keep working so we have come back to the community with a revised plan to help solve the long-standing parking problem. Assuming that the Council seeks to pay “up front” costs to purchase kiosks, meters and software through a bond, which will be up for a vote at June 2018 town meeting.

### 3. **Can we create a better balance of residential and employee parking in our neighborhoods?**

Employees are already parking in many neighborhoods. In addition, they park in the commercial districts and move their cars every two hours to avoid a ticket, or they take a chance on a ticket. Our permitting program will give Bar Harbor residents a free parking sticker for residential areas. Those employees who are not residents will receive a parking sticker at a nominal fee, allowing parking in designated areas including some residential streets. Instead of parking on residential streets as they do now, tourists will be directed to paid parking on streets and public parking lots.

### 4. **What options will residents have for parking?**

If you are a resident, you will receive a permit allowing you to park on any of the residential streets. We will create a number of “fifteen-minute free” spaces (post office, town office, library, etc). And you can purchase a discounted “smart pass”, allowing you to use all of the public spaces and lots... it will work like a debit card, which you can “top up” as needed. With further public input, we may be able to create additional “resident only” spaces.

### 5. **What if residents just want to run some short errands downtown?**

First, residents and others will be able to park in all areas before 9 AM. There is free customer parking all day for customers of our local banks, pharmacies, health services and grocery stores. We will designate free 15 minute spaces for the post office, town hall and library.

### 6. **Can the spaces at Conners-Emerson school be used to augment employee parking?**

Parking Solutions Task Force met with representatives of the elementary school and high school. We are working together to make some employee parking available during the latter part of June, July and until mid-August, when the school is not in session.

### 7. **Can the ferry terminal lot be used for satellite parking?**

The Ferry Terminal Advisory Committee has recommended to Town Council that we include satellite parking with a shuttle into downtown at the ferry terminal. The Parking Solution Task Force endorses this recommendation and urges the Council to use revenues from paid parking to contribute to payment for improvements and related shuttle services.

**8. How much parking do we need to accommodate residents, employees and visitors?**

The Desman parking studies over two summers (2014-15) concluded that that most tourists, residents and employees are accommodated most of the time with our existing number of parking spots. At peak times, however, as many as 100 cars circulate through the commercial district and into residential areas looking for parking. This plan attempts to change behavior... with residents and employees guaranteed parking spaces through the permit program, and with tourists using paid parking on streets and in public parking lots in the commercial district.

The need for employee parking vary greatly from year to year and even from shift to shift. Some employees live in the downtown and walk to work, some live off island and drive to work and every scenario in between. When surveying the needs, we found that employers/employees were grateful for our attempts to find employee parking so that employees don't have to move cars every two hours. Solving the employee parking may need adjustment from year to year.

**9. Besides additional revenues to the Parking Fund, what are the other benefits to the town?**

The seasonal parking plan will generate at least \$500,000 per year. The first priority will be to pay off the cost of parking equipment, enforcement and related costs. After which, we recommend revenues be designated to assist with development of satellite parking at ferry terminal and associated shuttle service and improvements to our streets, sidewalks, making Bar Harbor more walkable, "bike-able" and pleasant for all. The additional revenues will have the effect of offsetting expenses born by tax payers.

**10. Why can't we try the parking lots first and then do on street parking?**

If we charge for parking in public lots only, folks will flock to the free on-street parking thus increasing traffic congestion. Permit parking will free up parking along residential streets now taken by visitors. Parking consultants, local and from away, have advised us to do paid parking on-street and in lots simultaneously with a permit program for residents and employees.

**11. Will paid parking be 24 hours a day?**

NO. Everyone will have 13 HOURS A DAY OF FREE parking. Paid parking will be 9 am to 8 pm. Delivery of inventory, removal of trash and recyclables, etc. can be done before parking charges start at 9 am. Also, we will have continued free parking for seven months, from mid-October to mid-May.

**12. Will COA students be able to get a residential parking sticker?**

Students can present a valid college ID and a car registration from any state to the Town of Bar Harbor for a free residential parking sticker.

**13. How will parking enforcement be enhanced and improved within the Parking Program?**

Smart parking meters/kiosks will make enforcement and revenue collection more efficient. The Police Chief has met with the committee and the Police Department will develop strategies that make enforcement more effective. The cost of parking enforcement can be reimbursed from the funds taken in through kiosks and meters.

**14. Have other communities with a similar set of parking problems implemented programs similar to what we are proposing?**

While every community is different, we found several communities that use a combination of paid parking via Smart Meters and Kiosks, along with permit parking for residents and employees. Among them are Newburyport, MA. and Hot Springs, Arkansas.

**15. When will parking regulations be enforced?**

Mid May –Mid October 7 days/week, 9:00 AM to 8:00 PM. The rest of the year the parking meters will be removed from the streets.

**16. What are the time limits for meters and lots?**

Most spaces downtown will be limited to two hours. Other spaces and lots will allow all-day parking

**17. What are the overnight restrictions at meters and in paid lots?**

Same as the current ordinance: Vehicles may not be left anywhere for more than 72 hours.

**18. Why not use kiosks for on-street parking instead of meters?**

Meters have less visual impact and less impact on pedestrian flow. Kiosks are only effective when visible (“findable”) from a large number of condensed spaces (parking lots or street parking without cross-street interruptions).

**19. Is a parking garage part of this plan?**

The concept of a parking garage is not part of this plan. Recent zoning changes do not allow parking garages in the downtown area.

**20. Who gets a “resident” sticker and where can it be used?**

Any resident of BH gets a free sticker for each vehicle registered in BH, including residents from outlying BH villages. “Resident” stickers can be used in the many streets designated as “resident and employee only” and in any “Resident Only” spaces designated within the metered spaces and the public lots.

**21. Who gets an “employee” sticker and where can it be used?**

Any employee may show proof of employment and receive a permit for \$30 for the entire season. Any employer may also purchase permits for their employees. Employees may park on any of the streets designated “resident and employee only”

**22. What if I have friends coming to visit from another town during enforcement times?**

BH residents can get a free, visitor parking pass. Remember your “resident” sticker will allow you to park on street, and your visitors can park in your driveway.

**23. Will the sticker program increase parking in residential areas?**

By eliminating visitor parking in residential areas, no overall increase in parking in residential areas is anticipated.

**24. How much will a parking violation cost?**

The recommendation in the Task Force report suggests \$20 for the first offense, \$35 for the second and \$50 for each subsequent violation.

**25. Will parking fees discourage tourists?**

Most tourists are accustomed to paying for parking and will appreciate the improved experience.

## Appendix B. Background on the work of the Parking Solutions Task Force

Concerns about seasonal parking in the commercial downtown of Bar Harbor have been the subject of several advisory processes, including recommendations in 2002 by the town's parking committee, the recommendations of a 2004 Transportation Task Force, and a 2012 Economic Development Task Force report.

In 2016 the Bar Harbor Town Council appointed a Parking Solutions Task Force to implement recommendations outlined in a report by consultants Bermello Ajamil and Partners (see Appendix C). PSTF appointees included members of the former Back Yard Parking Advisory Committee plus new appointees. The PSTF began meeting in August of 2016 and has met twice a month through the autumn and winter. It eliminated consideration of a parking garage and its recommendations do not call for further exploration of this option at this time.

Members of the Task Force observe that current parking regulations are loosely enforced at best. Many locals and employees have figured out ways around the time limits and will routinely occupy the most convenient spaces in Town for hours at a time. This forces others to circle Town repeatedly while waiting for a space to open, park in the residential areas, or worst of all leave Town frustrated, vowing never to return.

Parking on public streets and in town-owned parking lots is a key asset to the quality of life and convenience of residents and visitors and commercial enterprise, assuring that customers find it convenient to shop or to visit firms providing services, and that employees are accommodated during working hours in appropriate locations.

At one time, the zoning ordinances of the Town of Bar Harbor required that each application for new commercial construction or change of a property to a commercial use would require provision of off-street parking appropriate to the activity. As commercial business grew, commercially provided off-street parking would also grow. In reality, the only growth that provided parking was large hotel development. Most small businesses in Town did not have any option as there was no available land. These businesses were prevented from renovating, expanding, or otherwise improving their properties because of the parking requirements.

Arguing that existing ordinances were stifling economic growth. Business interests requested and the Planning Board proposed eliminating the requirement for off-street parking for all businesses except lodging establishments. That change was approved by the voters as part of zoning ordinance amendments in 2010.

Over the intervening years, the number of visitors to the town of Bar Harbor and Acadia National Park has grown. Some of those additional visitors come by cruise ships and do not need parking. Some visitors pay for parking in privately owned lots. Other visitors stay in hotels or campgrounds, where off-street parking is provided.

In 1999, spurred by island-wide and Acadia National Park interest and funded from the sale of park visitor passes and town, state, federal and private sources, the *Island Explorer* bus system was initiated to serve visitors and employees. Operated by Downeast Transportation, this "free to the rider" bus service connects from lodging and campgrounds to the commercial center of Bar Harbor and destinations

in the national park. It is estimated that use of the *Island Explorer* reduces parking demand in Bar Harbor by 250 spaces, as visitors leave their vehicles parked at hotels and campgrounds.

Free, on-street parking in the downtown sections of town routinely fills up during the tourist season. Based on projections of the parking studies in 2013 and 2014, as many as 100 cars were circling the town unable to find parking, and venturing further into residential sections of town to park. Employees are also taking full advantage of free, on-street parking, moving their cars every two hours to avoid tickets or using streets where there is no time limit. Both visitors and employees routinely exceed allowed times, as a \$20 fine is seen as an acceptable cost for parking. Many fines are routinely not paid.

The proposed Seasonal Parking Solutions program (mid-May to mid-October) will be a change for Bar Harbor. However, most towns and cities with traffic and parking congestion problems include paid parking as a way to relieve local property tax payers of some of the burden of providing services to growing numbers of visitors. We reviewed the policies of several other towns that have similar programs to the one we are recommending.

A paid parking system, along with a corresponding permit system for employees and residents, is an attempt to properly allocate a scarce public resource among many users. Paid parking on street or in public parking lots would generally go to shorter term users, while employees and residents would use free or lower cost permits in areas outside the commercial district for longer periods of time. Both employers and employees have welcomed this suggestion.

This Committee recommends the implementation of the Seasonal Parking Program outlined below, followed by several years of observation, data collection, and any necessary adjustments, before further steps are considered. It is anticipated that there will be a period of re-education with regards to current habits, operations, and policy adjustments after implementation. Once the parking behavioral patterns are established additional parking solutions could be considered. Should the town decide to take that step in the future, the proposed parking program would provide the financial resources for doing so without cost to the property tax payers.

For the record, the Task Force does not recommend that the Town of Bar Harbor consider a parking garage. In fact, voters at Town Meeting in June 2017, rejected a zoning amendment to allow parking garages in the commercial center of town.

## Appendix C. Background to the 2016 Consultant's Report

In 2012, the Bar Harbor Town Council created the Back-Yard Parking Advisory Committee to look at congestion and parking problems in Bar Harbor, and to explore the possibility of a public-private partnership to construct a parking garage in the vicinity of the town-owned Back Yard Parking Lot, behind the Criterion Theater, between Main Street and Rodick Street.

The committee held a public meeting in May, 2012 that led to the development of ten criteria that should be met if such a project were to be successful. Committee members did not have the expertise to quantify parking needs, or to determine the size and financial feasibility of a parking garage. There was feedback from the public that the entire parking issue should be part of a study beyond just a garage concept.

The committee drafted a "request for proposals" that was issued by the Town and led, in June 2013, to a contract with Bermello Ajamil and Partners, including DESMAN Associates, for a four-phase study to look at the proposed site for a parking garage, determine current and projected parking demand, determine the financial feasibility of constructing and operating a parking garage, and what other solutions could help improve the parking situation in Bar Harbor

Bermello Ajamil and Partners submitted a report in November of 2014 covering the first three phases of work. Financial modeling began in early 2015, and the consultants presented preliminary findings in a public "open house" in November of that year. After incorporating public comments, Bermello Ajamil and Partners submitted their final report to the town early in 2016.

### Consultant's Report

<http://www.barharmoraine.gov/402/Parking-Garage-Presentations>

Consultant's FAQ's, and final recommendations:

<http://www.barharmoraine.gov/DocumentCenter/View/1767>

## Administrative Services

1016-xxxx

Administrative Services is the cost to the General Fund of providing accounting and management services to the Sewer and Water Funds. We charge a flat amount each quarter, to cover all administrative services to the Sewer and Water Funds and the revenues are reflected in the Finance department.

### Finance Department Expenses

Finance Dept. General Fund Budget for FY2018				335,594
Finance Dept. "Rent" of Muni.Bldg.	1040 Sq.Ft.	X	\$13.42 /Sq.Ft.	13,957
Finance Dept. Employee Benefits	Wages = \$299,495		Benefits Rate= 37.0%	110,813
Computer Time: Hardware and Software Capital Cost (From C.I.P. Fund)				4,500
<b>Total Finance Department Cost To Town</b>				<b>464,864</b>

Other Funds' Shares of Finance Department Services		Budget This Year	Allocation of Finance Dept. Cost	
Municipal Budget Revenues	FY2018 Bud	19,458,654	79.3%	
Sewer Fund Revenues	FY2018 Bud	2,105,600	8.6%	39,899
Water Fund Revenues	FY2018 Bud	2,083,302	8.5%	39,476
Cruise Ship Fund Revenues	FY2018 Bud	884,858	3.6%	16,767
<b>Total Town Revenues</b>		<b>24,532,414</b>	<b>100.0%</b>	

### 4310 Administrative Services to the Sewer Fund

Requested  
Next Year

**Sewer Fund's Share of Normal Finance Department Expenses** (see above) 39,899

Sewer Fund's Share of Management Expenses -	Current Hourly Rate	Projected Salary/Day	Days/Yr.	Total	
					Rate
Public Works Director (260 days)		\$343.74	45	15,468	
Public Works Office Manager	\$0.00	\$0.00	0	0	
Technical Systems Administrator		\$304.36	25	7,609	
Water Div. Office Mgr		\$170.40	10	1,704	
Finance Director		\$366.06	8	2,928	
Town Manager		\$420.10	7	2,941	
Total Wages and Salaries				30,650	
Benefits	Rate		37.0%	11,341	
<b>Sewer Fund's Share of Management Expenses</b>					<b>41,991</b>

**Total Sewer Fund Administrative Services Charge** \$81,890

### 4312 Administrative Services to the Water Fund

Requested  
Next Year

**Water Fund's Share of Normal Finance Department Expenses** (see above) 39,476

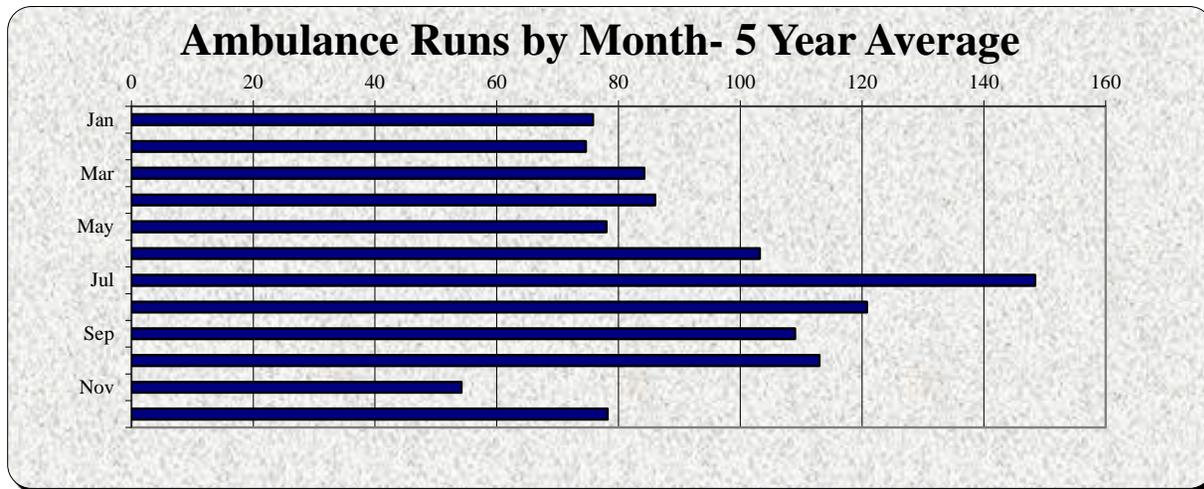
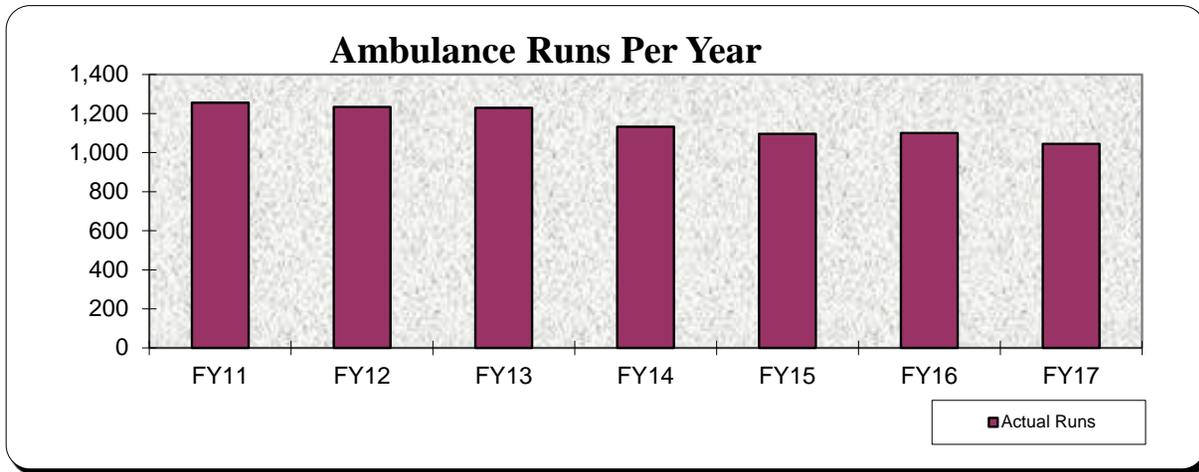
Water Fund's Share of Management Expenses	Salary/Day	Days/Yr.	Total
Public Works Director	\$343.74	58	19,937
Water Div. Office Mgr	\$170.40	-10	-1,704
Finance Director (Budget/Rates/PUC)	\$366.06	16	5,857
Technical Systems Administrator	0 0 \$304.36	15	4,565
Town Manager	0 0 \$420.10	5	2,101
Total Wages and Salaries			30,756
Benefits	Rate	37.0%	11,380
<b>Water Fund's Share of Management Expenses</b>			<b>42,135</b>

**Total Water Fund Administrative Services Charge** \$81,612

## Administrative Services

				<b>1016-xxxx</b>
				<i>Requested</i>
				<i>Next Year</i>
<b>4816 Administrative Services to the Cruise Ship Fund</b>				
<b>Cruise Fund's Share of Normal Finance Department Expenses</b> (see above)				16,767
TSA-Free Wi-Fi in the Parks (Lic & Costs)				421
Planning Paper & Supplies				100
<b>Cruise Fund's Share of Management Expenses</b>				
	<i>Salary/Day</i>	<i>Days/Yr.</i>	<i>Total</i>	
Technical Systems Administrator (WiFi In Parks)	\$304.36	2	609	
Finance Director -added budgeting	\$366.06	5	1,830	
Planner (budgets, meetings, minutes)	\$257.20	6	1,543	
Town Manager (Budget, Meetings, Etc.)	\$420.10	7	2,941	
Total Wages and Salaries			6,923	
Benefits	Rate	37.0%	2,561	
Cruise Ship Fund's Share of Management Expenses				9,484
Free Wi-Fi in the Parks Lic & costs				
Total Cruise Ship Fund Administrative Services Charge				<u>\$26,773</u>
(This charge is included in the CS Fund as an allocated expense and is reflected in the General Fund revenues as part of its CS transfers in - #1088-4806)				

~ ~ End of Administrative Services ~ ~



**Ambulance Run History \***

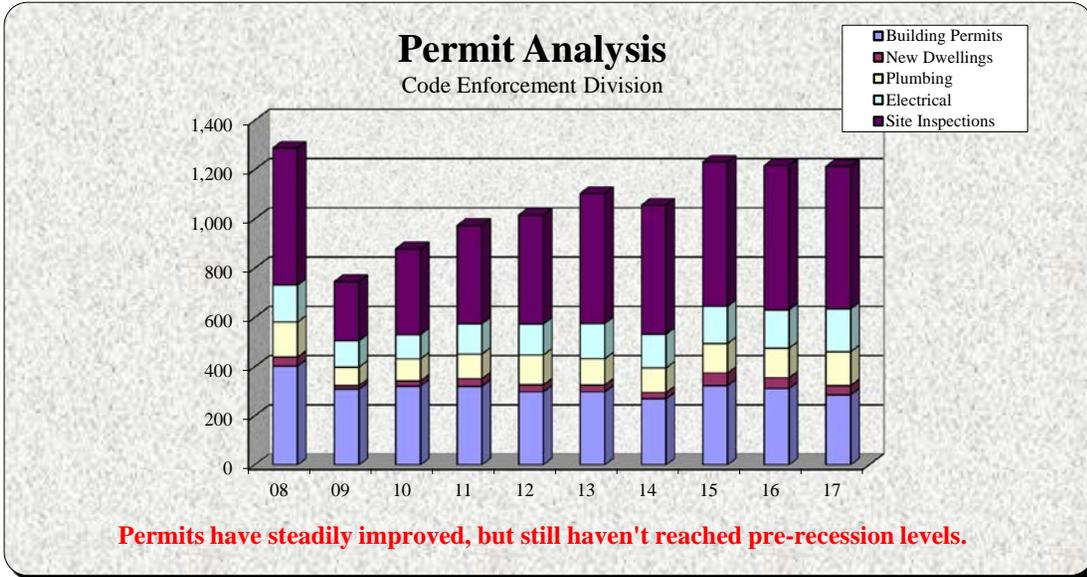
	Calendar Year								5 Yr Avg by month
	2010	2011	2012	2013	2014	2015	2016	2017	
Jan	97	88	103	91	83	59	63	83	76
Feb	84	84	67	80	76	86	72	59	75
Mar	93	86	89	93	77	82	82	87	84
Apr	93	74	64	98	65	93	94	80	86
May	103	73	80	108	66	76	67	73	78
Jun	86	111	112	108	103	90	98	117	103
Jul	138	152	135	157	119	161	123	182	148
Aug	122	143	114	122	106	134	122	120	121
Sep	145	127	125	117	95	104	97	132	109
Oct	127	113	113	120	137	119	76	113	113
Nov	127	72	79	61	67	46	47	50	54
Dec	81	112	85	86	86	61	81	77	78
Annual Totals									
Calendar Year	1,296	1,235	1,166	1,241	1,080	1,111	1,022	1,173	
Fiscal Year		1,256	1,234	1,229	1,133	1,096	1,101	1,045	
		FY11	FY12	FY13	FY14	FY15	FY16	FY17	
Runs Billed *		1,073	1,006	1,028	1,030	885	818	762	
As a % of Total Runs		85%	82%	84%	91%	81%	74%	73%	

\* Not all of our runs are billable. For example, sometimes we are dispatched to the scene of a motor vehicle accident, only to find that there are no injuries.

# Code Enforcement Division

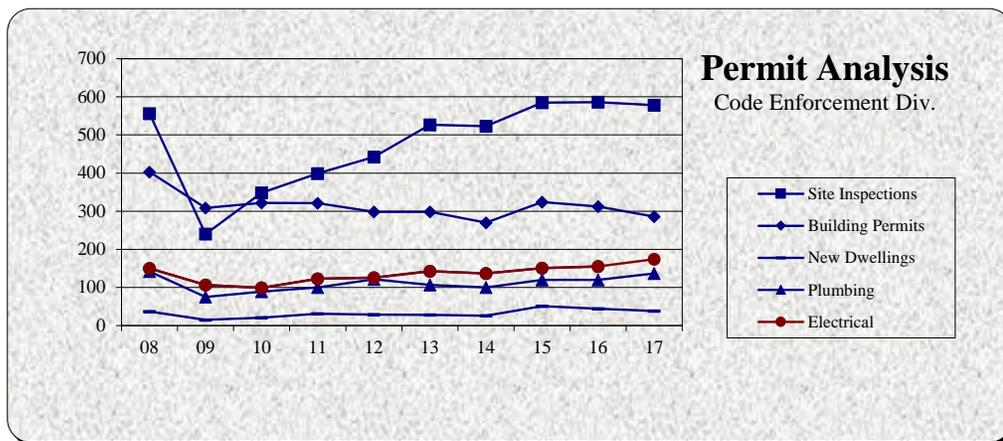
A Division of the Planning Department

1030-xxxx



**PERMITS ISSUED 2008 - 2017**

Calendar Year	Calendar Yr.										One Year Change
	08	09	10	11	12	13	14	15	16	17	
Building Permits	403	309	322	321	298	298	270	324	312	286	-8%
New Dwellings	37	15	21	31	29	28	26	51	44	38	-14%
Plumbing	142	75	89	100	121	107	100	120	120	137	14%
Electrical	150	107	99	123	126	143	137	151	155	174	12%
Site Inspections	556	240	348	399	442	527	523	585	586	578	-1%
Totals	1,288	746	879	974	1,016	1,103	1,056	1,231	1,217	1,213	0%
Total Permits	695	491	510	544	545	548	507	595	587	597	2%



**5924 Island Explorer - Expenses**

Island Explorer is a partnership operated by Downeast Transportation, Inc. with municipalities contributing roughly 5% of the funding, rider and local donations 2%, LL Bean 17% and our federal and state partners 17%. The lion's share of Island Explorer funding comes from Acadia National Park which provides about 60% through park entry fees.

**Account History**

FY14 On April 3, 2012 Town Council approved a new ten year lease with Downeast Transportation, Inc. (DTI) for their dispatch center at the Village Green. Under the terms of the new lease, DTI gets a little more of a donation from the Town, but their cost to rent their building goes up slightly more, with a \$500 net gain to the Town's benefit each year.

	<i>Fiscal Year</i>	<i>Previous Grant</i>	<i>Additional Grant</i>	<i>New Total</i>	<i>Estimated This Year</i>	<i>Requested Next Year</i>
#1036-5924 exp	FY18	25,000	14,823	39,823	39,823	
	FY19	25,000	15,157	40,157		40,157
	FY20	25,000	15,517	40,517		
	FY21	25,000	15,902	40,902		
	FY22	25,000	16,315	41,315		
lease expires	FY23	0	0	0		

**Total Funding for Downeast Transportation, Inc.**

Since DTI receives funding from a number of Town sources, we have provided a summary below.

	<i>1068-5950</i>		<i>6510-5924</i>	
	<i>General Fund</i>		<i>Cruise</i>	
	<i>Misc. Account</i>	<i>CoOp. Agency</i>	<i>Ship Fund</i>	<i>Total Allocated</i>
FY18		1,911	19,864	21,775
FY19		1,911	19,864	21,775
			<i>Change &gt;&gt;</i>	0.0%

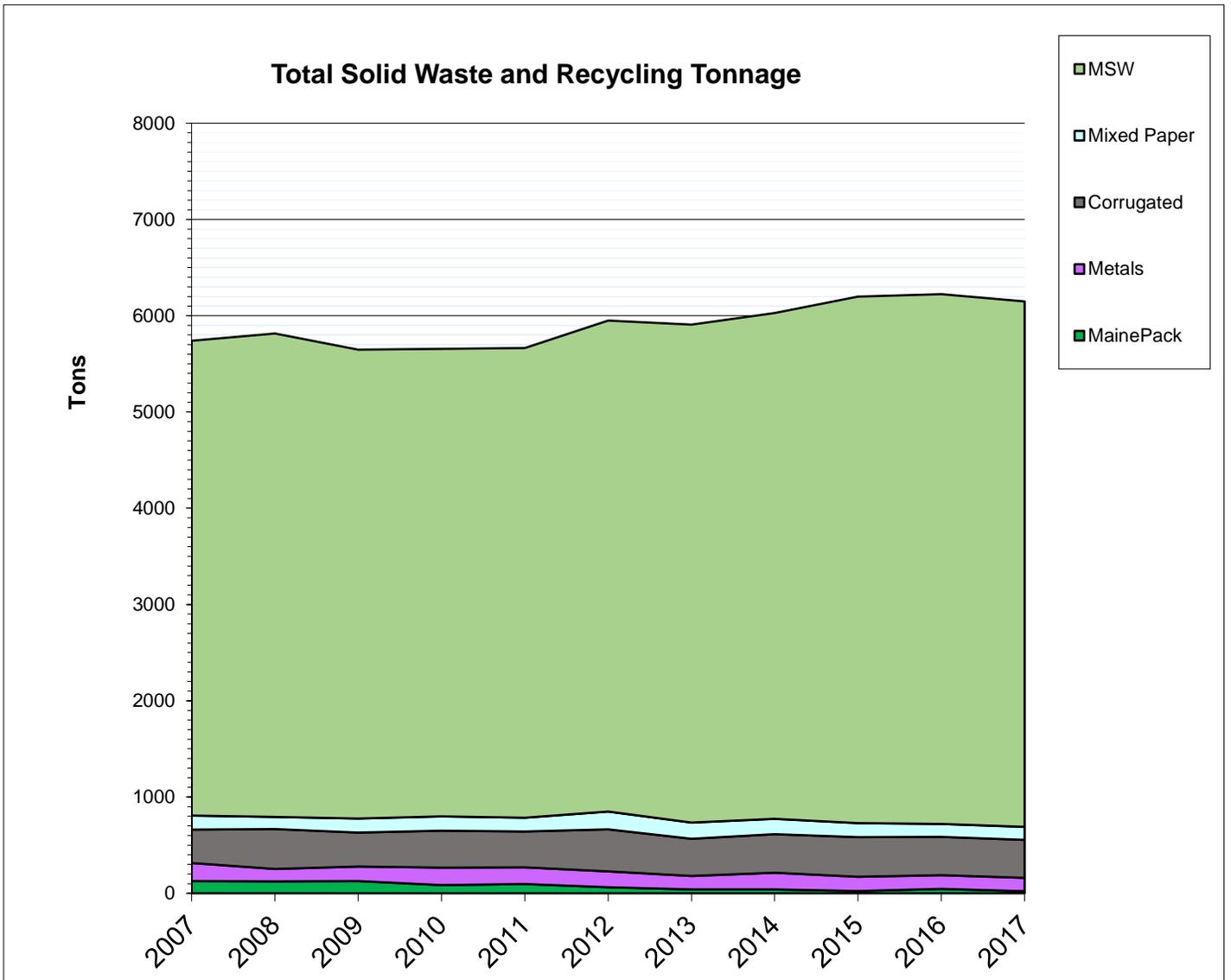
**4521 Island Explorer Lease - Revenues**

Under the terms of the new lease, DTI gets a little more of a donation from the Town, but their cost to rent their building goes up slightly more, with a \$500 net gain to the Town's benefit each year. If the Town does not live up to the agreed increase in our grant, then DTI's rent reverts to the lower level stated in the lease.

	<i>Year</i>	<i>Grant to DTI</i>	<i>Rent Paid to Town</i>	<i>Profit to Town</i>
#1082-4521 rev	FY18	14,823	20,823	6,000
	FY19	15,157	21,657	6,500
	FY20	15,517	22,517	7,000
	FY21	15,902	23,402	7,500
	FY22	16,315	24,315	8,000
lease expires	FY23	0	0	0

**Total Solid Waste and Recycling Tonnage**

Calendar Year	Metals	Maine Pack	Corru-gated	Mixed Paper	Total Recycled	MSW (trash)	Recycle & MSW Total	Recycle Rate	MSW Rate
2007	187	128	345	146	806	4,934	5,740	14%	86%
2008	129	125	414	125	793	5,021	5,814	14%	86%
2009	151	128	351	145	775	4,871	5,646	14%	86%
2010	182	84	383	150	799	4,858	5,657	14%	86%
2011	174	96	371	143	784	4,881	5,665	14%	86%
2012	165	62	437	185	849	5,101	5,950	14%	86%
2013	138	41	388	168	735	5,173	5,908	12%	88%
2014	173	40	400	160	773	5,255	6,028	13%	87%
2015	150	22	411	145	729	5,470	6,199	12%	88%
2016	142	45	398	136	721	5,503	6,224	12%	88%
2017	139	21	395	135	690	5,457	6,147	11%	89%



## Tax Cap Compliance - FY2019

### Impact of LD#1\* on the Bar Harbor Municipal Budget

#### Property Tax Limit This Year

FY18 Tax Cap as approved at last year's Town Meeting (See Note A)	<b>\$7,389,121</b>
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#### Adjustment for Growth Limitation Factor

State Average Real Personal Income Growth (Note B)	2.61%
Town Property Growth Factor (See Note C)	1.67%

<b>Total Growth Limitation Factor</b>	4.28%	<b>\$316,254</b>
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#### Adjustment for Change in Municipal Revenue Sharing

##### Year Before Last - Calendar Year 2016

January through June	60,411
July through December	67,035

Total Revenue Sharing - Year Before Last	127,446
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Allowed Increase in Revenue Sharing	4.28%	5,455
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##### Last Year - Calendar Year 2017

January through June	61,185
July through December	69,599

Total Revenue Sharing - Last Year	130,784
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Increase or (Decrease) of Revenue Sharing	3,338
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<b>Net Growth or (Loss) of Revenue Sharing</b>	<b>(2,117)</b>
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<b>Adjustment for Change in Municipal Revenue Sharing</b>	<b>\$2,117</b>
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#### Adjustment for Any Excess Taxes Collected This Year

Property Tax Cap - FY18 (See Note A)	7,389,121
Property Taxes Committed - FY18	7,201,186

<b>Adjustment for Any Excess Taxes Collected This Year</b>	<b>\$0</b>
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<b><u>Maximum</u> Municipal Property Tax Levy Next Year</b>	<b>Tax Cap</b>	<b><u>\$7,707,492</u></b>
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<b><u>Proposed</u> Municipal Property Tax Levy Next Year</b>	<b><u>\$8,052,378</u></b>
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<b>Amount Under or (Over) Tax Cap</b>	<b><u>(\$344,886)</u></b>
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#### Notes:

- A. This is the Municipal (not school) Tax Cap approved last year by Town Meeting.
- B. Average Real Growth in Total Personal Income for the State as a whole, as determined by the Director of the State Planning Office. The TPI may not exceed 2.75%.
- C. Tax Base Growth. For the FY19 Budget: growth for tax year April 1, 2016 - March 31, 2017.

\* LD #1 has been codified as 30-A MRSA 5721-A

## **Bar Harbor Town Council**

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### **Vision**

The Bar Harbor Town Council is resolute in its commitment to promoting a sustainable and resilient community. Efficient use of public funds, good governance in accordance with the Town Charter and citizen involvement will ensure ample access to goods, services, housing and education and afford our diverse residents and visitors an outstanding quality of life.

### **2018 Five Year Goals and Strategies**

**~ FY18 through FY23 ~**

#### **Goal A: Keep the rate of Property Tax Increases low and Enhance User-based Revenues**

**Strategy A1:** Work with the manager to draft a Municipal Budget that will keep property tax increases to a minimum, while still considering services that are necessary and appropriate.

**Strategy A2:** Work to identify opportunities to match potential revenues to incurred expenses to minimize impact on property tax and rate-payers, including revenues from proposed parking program, cruise ship fees, fees for commercial trash haulers, licensing fees for sale of marijuana, and fees related to enforcement of various town ordinances (e.g. registration and inspection of weekly rentals).

**Strategy A3:** Continue to encourage payments in lieu of property taxes while recognizing the varied public benefits provided by non-profit organizations.

#### **Goal B: Protect the local environment on which much of our economy is based**

**Strategy B1** Explore opportunities to significantly reduce reliance on fossil fuels by the town, local businesses and residents, including the use of additional publically-owned lots for development of solar energy.

**Strategy B2** Assess Municipal Street Lighting for possible improvements in efficiency, reduction in annual cost and compliance with the town's night sky ordinance, and determine priorities for replacement of existing street lights with LED or other lighting.

**Goal C: Create effective plans for a Sustainable Future**

**Strategy C1** Update the town comprehensive plan to identify a vision and goals for the future of the town, as well as the basis for a more workable Land Use Ordinance

**Strategy C2** Work with The League of Towns, the Island Housing Trust and other partners and stakeholders to determine what steps the town can take to encourage additional Affordable/Workforce Housing, including review of land use ordinance changes that could promote such housing.

**Strategy C3** Create an overall street/sidewalk plan that lays out priorities and timing for municipal investment through the Capital Improvement Program, incorporating recommendations for streetscape and sidewalk design to improve safety and access for pedestrians, cyclists and those with handicaps (Parking Solutions Task Force, Aging in Place Task Force, Cottage Street Streetscape Project)

**Strategy C4** Work with the Cruise Ship Committee and other stakeholders to create a plan to reduce congestion in the vicinity of the town pier and waterfront by tour busses and various services provided to seasonal visitors, including passengers from cruise ships.

**Goal D: Improve the Effectiveness and Delivery of Municipal Services**

**Strategy D1:** Building on lessons learned from our collaboration with the Town of Mount Desert for shared police services, explore additional possibilities in public safety and other town services/functions (e.g. human resources and finances), where collaboration among towns could lead to greater effectiveness and efficiency.

**Strategy D2** Study future space and facilities needs for public safety functions within Bar Harbor, as our collaboration with the Town of Mount Desert continues.

**Goal E: Improve and Maintain Local Infrastructure**

**Strategy E1:** Continue to actively engage MDOT and our State and Federal delegations to ensure Route 3 reconstruction is completed successfully, while continuing to support efforts by the Village Improvement Society to improve sidewalk lighting from Duck Brook Bridge to West Street.

**Strategy E2:** Work with partners and stakeholders to ensure that land at the former ferry terminal remains zoned and developed for marine uses, assuring that Bar Harbor retains its status as a Class A port of entry.

**Strategy E3:** Manage cruise ship visitation, within limits set by the Town Council on a yearly basis, to ensure that the income stream from cruise visitation continues to make public acquisition and development of the ferry terminal viable.

**Strategy E4:** Seek solutions to on-going parking problems in the summer season.

**Strategy E5:** Evaluate opportunities for improved broadband service within downtown and areas of the town not currently served.

**Strategy E6:** Explore potential for and promote construction of additional bike lanes and other amenities for cyclists in the downtown area, and along roadways/routes leading into town, especially when roads are reconstructed, and when collaboration is possible with Acadia National Park and Maine Department of Transportation.

**Strategy E7:** Inventory and prioritize improvements to town parks for inclusion in the Capital Improvement Program and further collaboration with Village Improvement Society and other partners and volunteers.

**Goal F: Improve the Effectiveness and Efficiency of our Town Governance and Encourage citizen involvement**

**Strategy F1:** Improve communications with tax-payers and residents, so that council members better understand the needs and hopes of residents, and residents better understand the roles and responsibilities of the council.

**Strategy F2:** Determine ways in which Council meetings can be structured to improve civility and increase satisfaction among both Council members and citizens in our ability to work together on opportunities and solve problems. Use techniques employed by other towns, including:

- Reviewing and revising council rules of order, including use of Council Workshops in order to frame future discussions and possible action.
- Determining and distributing “best practice” suggestions for the conduct of meetings of town boards, committees and task forces.
- Using a neutral facilitator to assist boards, committees and task forces, as well as the town as a whole, when topics are complex and such facilitation would help determine community views and alternative courses of action.
- Assessing and improving the effectiveness of POLCO as a way to gather public opinion on various community concerns and policy alternatives.

**Strategy F3:** Convene a Charter Commission to make recommendations on electronic voting at town meeting, streamlining the budget formulation process, and the purpose, function and structure of the warrant committee

**Strategy F4:** Determine “best practices” for use of social media and add appropriate language to ethics / conflict of interest standards which apply to all town staff, elected officials and volunteers, including committee members

**Strategy F5:** Review and clarify where necessary, the purpose and roles of all boards, committees and task forces to streamline, consolidate and improve their effectiveness. Update the draft “handbook for boards and committees” to better orient new board and committee members and to allow for periodic review. (Appoint a small ad hoc committee of staff and council members and an editorial consultant, with input from boards and committees, to review and update the draft handbook.)