

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL FOURNIER (A/L)
ROBERTO RODRÍGUEZ (A/L)



ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

CITY COUNCIL MEETING - MARCH 18, 2024 AT 5:00 PM

The Portland City Council will hold a City Council Meeting in Council Chambers. The Honorable Mark Dion, Mayor, will preside.

To submit written public comment on an agenda item, email publiccomment@portlandmaine.gov. Submissions must be received by 12:00 pm the day before the Council meeting to guarantee their inclusion in the agenda packet. All submissions must include the commenter's name and legal address. To help ensure your comment is submitted for the correct item, please include the order number (see below).

The City Council will conduct this meeting from Council Chambers, located on the second floor of City Hall.

To watch the meeting remotely, please visit <https://portlandme.portal.civicclerk.com/event/6498/media>

PLEDGE OF ALLEGIANCE:

ROLL CALL:

5:00 P.M. PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS:

RECOGNITIONS:

Recognizing Maine Flag Company for 10 Years in Business - Regina Phillips, City Councilor

The City Council would like to recognize Maine Flag Company for 10 years in business. As a recognition this item requires no public comment or formal Council action.

APPROVAL OF MINUTES OF PREVIOUS MEETING:

City Council Meeting-March 4, 2024

LICENSES:

Order 146-23/24 Granting Municipal Officers' Approval of Rocket Skates LLC, dba The End. Application for Class A Lounge at 229B Congress Street - Sponsored by Danielle P. West, City Manager

Application was filed on 2/26/24. Location was previously Dirty Dove. New City and State applications.

Five affirmative votes are required for passage after public comment.

Order 147-23/24 Granting Municipal Officers' Approval of Another Round LLC, dba Another Round. Application for Auditorium at 549 Congress Street - Sponsored by Danielle P. West, City Manager

Application was filed on 2/13/24. Location was previously Portland Downtown office. New City and State applications.

Five affirmative votes are required for passage after public comment.

Order 148-23/24 Granting Municipal Officers' Approval of 15 Exchange LLC, dba Off Track Pizza. Application for Class A Restaurant/Lounge at 15 Exchange Street - Sponsored by Danielle P. West, City Manager

Application was filed on 2/13/24. Location was previously Lupita's. New City and State applications.

Five affirmative votes are required for passage after public comment.

RESOLUTIONS:

Resolve 8-23/24 Adopting the Fiscal Year 2024-2025 Annual Action Plan Including Appropriations for Community Development Block Grant Program, HOME Program, and Emergency Solutions Grant Program and Certifications Pertaining Thereto - Sponsored by Danielle P. West, City Manager

The 2024-2025 Housing and Community Development Program Annual Action Plan reports to the U.S. Department of Housing and Urban Development (HUD) a total estimated budget of \$6,957,515 (Community Development Block Grant ("CDBG") Entitlement Funds and Program Income \$1,898,188, \$120,000 Downtown TIF funding, \$20,000 Cotton St proceeds, HOME Program Grant \$1,037,237, Program Income and Recapture \$92,956; Lead Safe Housing Program Income \$18,825; local Housing Trust Fund \$2,065,297; \$162,241 Emergency Solutions Grant ("ESG") funds).

The CDBG Annual Allocation Committee, appointed by the City Council, reviewed each application and made funding recommendations that will be presented to the Council. The City Manager reviewed the Committee's recommendations and submitted her funding recommendations to the Council. The Housing and Economic Development Committee reviewed the Affordable Housing budgets. The Emergency Shelter Assessment Committee reviewed the ESG budget. Please see attachments for additional details about individual program funding.

The City's public participation process requires two public hearings to consider the City's Housing and Community Development Program proposal. The hearings allow the public to comment on the City's Consolidated Annual Action Plan. Public hearings for FY25 are set for March 18 and April 8. People who wish to speak may do so one time; they may not speak at both public hearings.

This item must be read on two separate days. This is its first reading.

UNFINISHED BUSINESS:

Order 143-23/24 Approving and Appropriating Federal Aviation Administration Grants, State of Maine Matching Grants, and Portland International Jetport Unrestricted Matching Funds - Sponsored by Danielle P. West, City Manager

The Federal Aviation Administration (FAA) issues grants to fund eligible safety, capacity, and terminal improvements to airports through several nationwide grant programs authorized under federal law. This item accepts and appropriates approximately \$24.55 million in FAA federal grant funding to be awarded to the Jetport, \$1.29 million in state of Maine matching funds, and \$4.33 million in Jetport unrestricted

funds to cover matching and ineligible project costs. The allocation from each grant program and funding source is listed below.

• FAA Airport Improvement Program (AIP)	\$ 9.92 million
• FAA Airport Infrastructure Grant (AIG)	\$ 4.22 million
• FAA Competitive Airport Terminal Program (ATP)	\$ 10.41 million
• State of Maine matching funds	\$ 1.29 million
• Jetport unrestricted fund balance matching and ineligible	\$ 4.33 million

The Jetport will use this appropriation, totaling \$30.17 million, to complete the following projects:

- Taxiway A reconstruction;
- Installation of passenger boarding bridges at gates 11, 12, and 13;
- New gate concourse restrooms, pet relief area, and expanded seating areas;
- Purchase of airfield snow removal equipment;
- Security gate exit only portal; and
- Perimeter fence and gate upgrades.

This item must be read on two separate days. It received its first reading on March 4. Five affirmative votes are required for passage after public comment.

Order 144-23/24 Authorizing General Obligation Bonds to Finance a Portion of the City's Fiscal Year 2025 Capital Improvement Program in an Amount not to Exceed \$19,040,000 - Sponsored by the Finance Committee, Anna Trevorow, Chair

The Finance Committee met on March 14, 2024 and voted (3-0) to recommend the funding appropriation and bond authorization to the full City Council.

The Fiscal Year 2025 Capital Improvement Plan (FY25 CIP) has been in development since early 2023. The FY25 CIP will not increase net debt service related to CIP projects in future City budgets as it was sized to simply offset other CIP debt being retired. The list of 2025 CIP calls for \$28,510,000 of new projects but only \$12,100,000 of this total will have a net impact to debt service in the general fund operating budget. A variety of other funding sources including the enterprise funds (for sewer and stormwater projects) are being used to finance the remainder. The \$12M was a borrowing target set by Finance staff in order to simply offset general fund CIP being retired. An additional \$6,940,000 of new general obligation bonds will be repaid via sewer user fees and stormwater service charges and the remaining nearly \$9.5M will be funded via a variety of other funding sources including reallocation of one FY24 CIP project which is no longer moving forward, impact fees, and assigned surplus fund balance. Two orders are required related to the CIP: one authorizing the FY25 CIP bonds; and a second appropriating the proceeds and other funding sources providing City staff with spending authority for the upcoming projects. Complete details are included in the additional attachments to this agenda item.

This item must be read on two separate days. It received its first reading on March 4. Seven affirmative votes are required for passage after public comment.

Order 145-23/24 Appropriating Bond Proceeds and other Funds in an Amount not to Exceed \$28,510,000 for the City's Fiscal Year 2025 Capital Improvement Program - Sponsored by the Finance Committee, Anna Trevorow, Chair

This is a companion order to the bond authorization order above.

This item must be read on two separate days. It received its first reading on March 4. Five affirmative votes are required for passage after public comment.

ORDERS:

Order 149-23/24 Accepting and Adopting the 2024 Jill C. Duson Housing Trust Fund Annual Plan - Sponsored by the Housing and Economic Development Committee, Councilor Pious Ali, Chair

The Housing and Economic Development Committee met on February 27, 2024, and voted 4-0 to recommend to the City Council approval of the 2024 Jill C. Duson Housing Trust Fund Annual Plan.

The Jill C. Duson Housing Trust Fund Annual Plan is amended annually by the City Council's Housing and Economic Development Committee, after public comment, with a referral to the council for adoption (per Section 18.3 of the Land Code). The plan establishes the priorities in which the current balance of the Housing Trust Fund would be allocated. The Plan will make available \$1,565,297 for the development of affordable housing (\$2,065,297 less \$500,000 minimum balance).

Priority for the use of the funds will be to support public/private partnerships that create workforce housing units that are affordable to households earning at or below 100% (\$119,500 for a 4-person household) of the area median income, with a preference for households earning at or below 80% (\$94,600 for a 4-person household) of the area median income; mixed income projects with a mix of bedroom size, including family size units of 3+ bedrooms; shovel ready projects that have received funding approvals from federal, state, local or private sources and demonstrates the ability to move to a construction loan closing by January 2025.

Five affirmative votes are required for passage after public comment.

Order 150-23/24 Approving the 2024 Affordable Housing Development and Tax Increment Financing Application - Sponsored by the Housing and Economic Development Committee, Councilor Pious Ali, Chair

The Housing and Economic Development Committee met on February 27, 2024, and voted 4-0 to forward this item to the City Council with a recommendation for passage.

The City of Portland has made the development of affordable housing a priority, as identified in the City of Portland's 2022-2026 HUD 5-Year Consolidated Plan, City Council Common Goals, and the Comprehensive Plan. To accomplish this priority, the City issues the Affordable Housing Development and Tax Increment Financing Application for the allocation of city resources budgeted for the development of affordable housing. The application establishes the goals for distribution of funds and/or the designation of an affordable housing tax increment financing district.

The Affordable Housing Development and Tax Increment Financing Application is

amended on an annual basis to reflect the City Council's housing policy goals. Since 2002, the City of Portland has utilized an annual application and/or RFP process for the allocation of city resources budgeted for the development of affordable housing. In 2013, with the approval of the City Council's Housing Committee, the current application format was implemented. The application establishes the goals for distribution of funds and/or the designation of an affordable housing TIF.

Utilizing the 2024 Affordable Housing Development and Tax Increment Financing Application, the City will make available an estimated \$1,961,008 (estimated HOME funding of \$395,711 + \$1,565,297 from the Jill C. Duson Housing Trust Fund) along with access to the City's Affordable Housing Tax Increment Financing Program. City staff will determine which funding source(s) is best for each project and then make funding recommendations to the Housing and Economic Development Committee and ultimately the City Council for final approval.

Five affirmative votes are required for passage after public comment.

Order 151-23/24 Accepting and Appropriating a \$64,000 Grant from the Maine Department of Transportation for the Bicycle/Pedestrian Program on Forest Avenue - Sponsored by Danielle P. West, City Manager

Endorsing this award will enter the City of Portland into a LAP agreement with MaineDOT for the design and right-of-way process associated with enhanced pedestrian crossings on Forest Avenue. The requested Council action is to accept this municipal award and agree to this effort being a Locally Administered Project (LAP). The estimated Planning Level Project Cost totals \$80,000, of which \$64,000 (80%) would be Federally Funded and \$16,000 (20%) would be required as a Local Match.

This item must be read on two separate days. This is its first reading.

Order 152-23/24 Approving Agreements Between the Maine Department of Transportation, Portland Area Comprehensive Transportation System, and Portland re: Improvements to Riverside Street, Ocean Avenue, and Washington Avenue - Sponsored by Danielle P. West, City Manager

These agreements, between MaineDOT and the City of Portland, as well as between MaineDOT, the City of Portland, and PACTS, obligates MaineDOT to mill and fill Riverside Street, Ocean Avenue, and Washington Avenue Ext., adjust the City's sanitary sewer manhole frames and covers within the project limits, as necessary, update and/or install new pedestrian curb ramps to meet ADA requirements, and all appurtenances to complete paving on these roads. The agreements obligate the City to pay MaineDOT for 25% of the work as its municipal share, and 100% for manhole adjustments from a water resources fund. The estimated amount of municipal share for each project are as follows:

- Riverside Street - \$177,750 as the 25% municipal share and \$39,600 for manhole adjustments
- Ocean Avenue - \$133,000 as the 25% municipal share and \$43,200 for manhole adjustments
- Washington Avenue Ext. - \$81,000 as the 25% municipal share and \$23,400 for manhole adjustments. The estimated City share for all three streets is \$391,750

requested as CIP accounts for these streets and \$106,200 from a water resources account.

This item must be read on two separate days. This is its first reading.

Order 153-23/24 Approving the Service Contract between the Maine Historic Preservation Commission and the City of Portland and Accepting and Appropriating a Pass-through Grant in the Amount of \$9,153 to the Lions Club of Peaks Island - Sponsored by Danielle P. West, City Manager

On November 8, 2023 the City of Portland was awarded a Certified Local Government (CLG) grant by the Maine Historic Preservation Commission (MHPC). This order authorizes the City Manager to enter into a Service Contract with the MHPC, which will allow the City to administer the grant as a pass through grant in the amount of \$9,153 for the Lions Club of Peaks Island to complete a condition assessment of the Greenwood Gardens Playhouse. The Lions will provide \$6,102 in matching funds.

This item must be read on two separate days. This is its first reading.

Order 154-23/24 Approving the Service Contract Between the Maine Historic Preservation Commission and the City of Portland and Accepting and Appropriating a Pass-Through Grant in the Amount of \$15,000 to the First Parish Church - Sponsored by Danielle P. West, City Manager

On November 8, 2023 the City of Portland was awarded a Certified Local Government (CLG) grant by the Maine Historic Preservation Commission (MHPC). This order authorizes the City Manager to enter into a Service Contract with the MHPC, which will allow the City to administer the grant as a pass through grant in the amount of \$15,000 for First Parish Church to complete a condition assessment of the church front steps and retaining wall. First Parish Church will provide \$11,000 in matching funds.

This item must be read on two separate days. This is its first reading.

AMENDMENTS:

Order 155-23/24 Traffic Schedule Amendment Re: Removing Limited Parking on Kenwood Street - Sponsored by Sustainability & Transportation Committee, Councilor Regina Phillips, Chair

This order removes the current time limited parking on Kenwood Street. The Sustainability and Transportation Committee reviewed this item on February 14, 2024 and voted 3-0 to recommend it to the City Council.

This item must be read on two separate days. This is its first reading.

Order 156-23/24 Amendment to the Portland City Code Chapter 6 Re: Repeal Rental Housing Advisory Committee - Sponsored by the Housing and Economic Development Committee, Councilor Pious Ali, Chair

The Housing and Economic Development Committee (HEDC) met on February 27, 2024, and voted 4-0 to forward this item to the City Council for consideration. The proposed amendment would repeal Chapter 6, Section 225 regarding the Rental Housing Advisory Committee.

Members of the Rental Housing Advisory Committee (RHAC) met on February 15, 2024, and voted 5-1-1 to forward a memo to the Housing and Economic Development Committee with a recommendation to dissolve the Rental Housing Advisory Committee. A copy of the RHAC memo is included in the meeting backup.

The Rental Housing Advisory Committee was formed prior to the Rent Board, which was created through a citizens' referendum. Both the Rental Housing Advisory Committee and the Rent Board are tasked with recommending changes regarding landlord/tenant policies and issues in the City of Portland. However, the Rent Board's jurisdiction and authority are more robust when compared to the duties of the Rental Housing Advisory Committee. There is a potential for redundancy in the work of both groups that could lead to a duplication of efforts or policy recommendations that conflict.

This item must be read on two separate days. This is its first reading.

EXECUTIVE SESSION:

ADJOURNMENT:

ZOOM INFORMATION:

The City Council will conduct this meeting from Council Chambers, located on the second floor of City Hall.

To watch the meeting remotely, please visit <https://portlandme.portal.civicclerk.com/event/6486/media>

PLEDGE OF ALLEGIANCE:

Mayor Dion led all those present in the Pledge of Allegiance.

ROLL CALL:

Mayor Dion called the meeting to order at 5:00pm.

City Councilors Present: Councilor Fournier, Councilor Rodriguez, Councilor Sykes, Councilor Ali, Councilor Bullett, Councilor Pelletier, Councilor Phillips, Mayor Dion

Councilors Absent: Councilor Trevorow

5:00 P.M. PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS:

Mayor Dion opened the floor for public comment. The following individuals spoke:

George Rheault (West Bayside), Laura Rosen (District 3)

ANNOUNCEMENTS:

Mayor Dion opened the floor for announcements. No announcements were made.

APPROVAL OF MINUTES OF PREVIOUS MEETING:

City Council Meeting Minutes-February 26, 2024

Motion was made by Councilor Ali and seconded by Councilor Fournier for passage.

Passage 8-0 (Councilor Trevorow absent)

Mayor Dion opened the floor for public comment. No one spoke.

APPOINTMENTS:

**Order 138-23/24 Appointing Constables for the Public Works Department for 2024
- Sponsored by Danielle P. West, City Manager**

Motion was made by Councilor Ali and seconded by Councilor Sykes for passage.

Passage 8-0 (Councilor Trevorow absent)

Mayor Dion opened the floor for public comment. No one spoke.

**Order 139-23/24 Appointing Regina Phillips as Member of the Creative Portland
Corporation Board - Sponsored by Mark Dion, Mayor**

Motion was made by Councilor Phillips and seconded by Councilor Ali for passage.

Passage 8-0 (Councilor Trevorow absent)

Mayor Dion opened the floor for public comment. No one spoke.

LICENSES:

**Order 140-23/24 Granting Municipal Officers' Approval of Forest City Billiards
LLC, dba Forest City Billiards. Application for Class A Restaurant/Lounge at 272
Saint John Street - Sponsored by Danielle P. West, City Manager**

Motion was made by Councilor Ali and seconded by Councilor Rodriguez for passage.

Passage 8-0 (Councilor Trevorow absent)

Mayor Dion opened the floor for public comment. No one spoke.

Order 141-23/24 Granting Municipal Officers' Approval of Longfellow Properties LLC, dba Five of Clubs/Twinflower. Application for Class 1A (41+ rooms Innholder) at 754 Congress Street - Sponsored by Danielle P. West, City Manager

Motion was made by Councilor Ali and seconded by Councilor Fournier for passage.

Passage 8-0 (Councilor Trevorro absent)

Mayor Dion opened the floor for public comment. No one spoke.

UNFINISHED BUSINESS:

Order 135-23/24 Accepting and Appropriating a \$50,000 Bequest from the Franklin Lawrence II Estate for Evergreen Cemetery Maintenance - Sponsored by Danielle P. West, City Manager

Motion was made by Councilor Ali and seconded by Councilor Rodriguez for passage.

Passage 8-0 (Councilor Trevorro absent)

Mayor Dion opened the floor for public comment. The following individuals spoke: George Rhealt (West Bayside), Danielle West (City Manager), Councilor Fournier

Order 136-23/24 Accepting and Appropriating a \$25,000 Grant from the Maine Community Foundation for Western Cemetery Improvements - Sponsored by Danielle P. West, City Manager

Motion was made by Councilor Ali and seconded by Councilor Sykes for passage.

Passage 8-0 (Councilor Trevorro absent)

Mayor Dion opened the floor for public comment. The following individuals spoke: Councilor Fournier

Order 137-23/24 Amendment to Portland City Code Chapter 9 Re: Peaks Island Council Nomination Petition Deadlines - Sponsored by Ashley Rand, City Clerk

Motion was made by Councilor Ali and seconded by Councilor Sykes for passage.

Passage 8-0 (Councilor Trevorro absent)

Mayor Dion opened the floor for public comment. No one spoke.

ORDERS:

Order 142-23/24 Setting Public Hearings on Fiscal Year 2024-2025 Annual Action Plan and Appropriations for Community Development Block Grant Program, HOME Program, and Emergency Solutions Grant Program - Sponsored by Danielle P. West, City Manager

Motion was made by Councilor Ali and seconded by Councilor Sykes for passage.

Passage 6-2-0(Councilor Skyes & Pelletier-NO, Councilor Trevorro absent)

Mayor Dion opened the floor for public comment. The following individuals spoke: Councilor Bullett, Councilor Ali, Councilor Rodriguez, Councilor Fournier, Councilor Pelletier, Mary Davis (Housing & Community Development Division Director), Danielle West (City Manager), Mayor Dion, Michael Goldman (Corporation Counsel)

Order 143-23/24 Approving and Appropriating Federal Aviation Administration Grants, State of Maine Matching Grants, and Portland International Jetport Unrestricted Matching Funds - Sponsored by Danielle P. West, City Manager

This is first reading.

Order 144-23/24 Authorizing General Obligation Bonds to Finance a Portion of the City's Fiscal Year 2025 Capital Improvement Program in an Amount not to Exceed \$19,040,000 - Sponsored by the Finance Committee, Anna Trevorow, Chair

This is first reading.

Order 145-23/24 Appropriating Bond Proceeds and other Funds in an Amount not to Exceed \$28,510,000 for the City's Fiscal Year 2025 Capital Improvement Program - Sponsored by the Finance Committee, Anna Trevorow, Chair

This is first reading.

EXECUTIVE SESSION:

ADJOURNMENT:

Motion was made by Councilor Ali and seconded by Councilor Rodriguez to adjourn. Passage 8-0 at 5:37pm.

A TRUE RECORD

Ashley Rand, City Clerk

MEMORANDUM
City Council Agenda Item

FROM:

DATE: March 7, 2024

SUBJECT: Order 146-23/24 Granting Municipal Officers' Approval of Rocket Skates LLC, dba The End. Application for Class A Lounge at 229B Congress Street - Sponsored by Danielle P. West, City Manager

SPONSOR: The Mayor, City Manager, City Clerk, Corporation Counsel, the Planning Board, or up to three (3) members of the Council shall sponsor any orders or other items. If sponsored by a Council Committee, please include the date the committee met and the results of the vote.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading

**Final
Action**

Can action be taken at a later date: No If action cannot be taken at a later date, please explain why. Do NOT write yes or no; that will be automatically generated by the checkbox.

Does this item involve a new contract with the City: N/A

PRESENTATION: Please list the presenter(s), type, and length of presentation

I. SUMMARY

II. AGENDA DESCRIPTION

Application was filed on 2/26/24. Location was previously Dirty Dove. New City and State applications.

Five affirmative votes are required for passage after public comment.

III. BACKGROUND

Background information that will not appear in the Agenda Description

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

V. FINANCIAL IMPACT

Please indicate whether or not there is a financial impact. Please note that per Council Rule 12, this form must have "a separate fiscal impact statement memo attached if the impact of the item is \$50,000 or more in a given fiscal year. This memo shall include details and information describing the fiscal impact including, but not limited to, projected costs, revenues or savings over a three (3) year period and/or any potential impacts on the City tax levy."

VI. STAFF ANALYSIS AND BACKGROUND

Staff Analysis that will not appear in the Agenda Description.

VII. RECOMMENDATION

VIII. LIST ATTACHMENTS

1. 2024.03.18_The End_Council Order
2. The End_Council Packet

Prepared by:

Date: 03/07/2024

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA Y. BULLETT (4)
KATHRYN SYKES (5)

ORDER

GRANTING MUNICIPAL OFFICERS’

APPROVAL OF:

Rocket Skates LLC, dba The End. Application for Class A Lounge at 229B Congress Street

Benjamin Sawyer, Rocket Skates LLC

299 Brackett St, #1

Portland, ME 04102

Rocketskatesllc@gmail.com

February 26, 2024

Mayor Mark Dion & Members of City Council

389 Congress St, Portland, ME 04101

Dear Mayor Mark Dion and Members of City Council:

My name is Benjamin Sawyer and I am the current bar manager and new owner of Portland bar "The End" located at 229b Congress St. I, Benjamin Sawyer (Rocket Skates LLC), have purchased "The End" from the current owner Yam Tamblin LLC as of April 1st 2024.

Since April of 2023 we have created a safe space for friends to gather and enjoy food, beverage, music and great conversation without television screens. With your consideration, we'd like to continue our operations with a seamless change over in ownership.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Ben Sawyer', with a long horizontal flourish extending to the right.

Benjamin Sawyer

Rocket Skates LLC



CITY OF PORTLAND

Permitting and Inspections Department

Application for Food Service Establishment with Alcoholic Beverages License

Business Information	
Establishment Name (d/b/a):	The End
Location Address:	229B Congress St
If new, what was formerly at this location:	Dirty Dove "Yam Tamblin"
Mailing Address:	299 Brackett St Apt #1
Contact Person:	Ben Sawyer
Contact Person Email:	RocketSkatesLLC@gmail.com
Manager of Establishment:	Ben Sawyer
Owner of Premises (Landlord):	Palo Pierce
Address of Premises Owner (Landlord):	82 Elm St, Portland, ME

Sole Proprietor/Partnership Information (If Corporation, leave blank)

Name of Owner(s)	Date of Birth	Residence Address

Corporate/LLC/Non-Profit Organization Applicants (If Sole Proprietor or Partnership, leave blank)

Corporate Name		Corporate Mailing Address	
Rocket Skates LLC		299 Brackett St #1	
Contact Person:	Ben Sawyer	Phone:	310.909.6867
Principal Officers		Title	Date of Birth
Benjamin C Sawyer		Owner	08/26/1981
Class of Liquor License:		X - Class A Lounge - malt liquor, wine, spirits	



CITY OF PORTLAND
Permitting and Inspections Department

Type of food served:	Frozen Food	
Please circle all that will be served:	☒ Beer ☒ Wine ☒ Liquor	
Projected percentage of sales:	Generated from Food: 20%	Generated from Alcohol: 80%
Hours & days of operation:	4PM to 1am Monday thru Sunday	
QUESTIONS		Y/N
Will full-course meals, only capable of consumption with the use of tableware, be served the entire time the establishment is open?		☒ Y ☐ N
If No, please explain:		
Is the establishment less than 300 feet from a school, dormitory, church or parish house, or similar establishment?		☒ Y ☐ N
If yes, give the distance:		
Will you have entertainment on the premises? (If yes, a Supplemental Application for Entertainment is required.)		☒ Y ☐ N
Will you permit dancing after 1:00 a.m.?		☒ Y ☐ N
Will you have outside dining? (If yes, an Outdoor Dining Application is required)		☒ Y ☐ N
If yes, will the outside dining be on PUBLIC or PRIVATE property (circle one).		
Will you have any amusement devices (pinball, video games, juke box)?		☒ Y ☐ N
If yes, please list: # of amusements: _____ # of pool tables: _____		
What is your targeted opening date?		4/1/24
Does the Issuance of this license directly or indirectly benefit any City employee(s)?		☒ Y ☐ N
If Yes, list name(s) of employee(s) and department(s):		
Have any of the applicants, including the corporation (if applicable), ever held a business license with the City of Portland?		☒ Y ☐ N
If Yes, please list business name(s) and location(s):		
Is any principal officer under the age of 21?		☒ Y ☐ N
Have applicant, partners, associates, or corporate officers ever been arrested, indicted, or convicted for any violation of law?		☒ Y ☐ N
If Yes, please explain:		

I, Ben C. Sawyer do hereby swear and affirm that every employee in my establishment that serves alcohol to the public has attended server training, or will attend server training within 90 days of their hire. I also understand that at any time the City license administrator can, upon request, require me to produce Server Training certificates for each employee that serves alcohol to the public in my establishment. Failure to meet the training requirement imposed by section 15-41 may result in the denial of a liquor license pursuant to 28-A M.R.S.A. § 653 (2) (G).

Applicant, by signature below, agrees to abide by all laws, orders, ordinances, rules and regulations governing the above licensee and further agrees that any misstatement of material fact may result in refusal of license or revocation if one has been granted. Applicant agrees that all taxes and accounts pertaining to the premises will be paid prior to issuance of the license.

It is understood that this and any application(s) shall become public record and the applicant(s) hereby waive(s) any rights to privacy with respect thereto. I/We, hereby authorize the release of any criminal history record information to the City Clerk's Office or licensing authority. I/We, hereby waive any rights to privacy with respect thereto.

Signature [Signature] Title owner Date 2/17/24



Senders

Tommy's Margarita	10
Blanco Tequila, fresh squeezed lime, agave	
make it spicy	+2
make it Cadillac	+2
make it strawberry	+2
Oaxaca Old Fashioned	10
Blanco Tequila, mezcal, agave, orange, cherry, bitters	
The Goddamn Whiskey Sour!	12
Bourbon, lemon, lime, orange, simple syrup	
Autopilot Manhattan	10
Overholt Rye, sweet vermouth, cherry, bitters	
Dead Friends Old Fashioned	10
Bourbon, demerara syrup, cherry, orange, bitters	
The Bitter End Negroni	12
Gin, Campari, sweet vermouth, orange	
Eastern Spell	12
Cynar, rye, sweet vermouth, tonic, lemon	
L'anamour Appletini	13
Vodka, French Terroir Liqueur, dry curaçao	
Blood & Thunder	12
Scotch, cherry liquor, sweet vermouth, fresh squeezed orange juice	
Death's Daiquiri	13
Jamaican rum, Manzanilla, lime juice, simple	
The Jesus Ferrigno!	13
Mezcal, Midori, pineapple juice, bitters	
Falkor's Dream	12
Resposado tequila, blue curaçao, toasted coconut rum, lime juice, pineapple juice	
Cure for Pain(killer)	12
Light rum, orange juice, pineapple juice, coconut cream	
A Cure for Two	22
The Dude Abides	10
Vodka, Half & Half, Coffee brandy	
Angel Spritz	12



Draught

Allagash, Cure8	12/16oz	7/9
Blend of Pilsner & Bourbon Barrel-aged Tripel		
Ooxbow Brewing Co, Nightfall	12/16oz	6/8
Dark lager		
Prosecco, Zardetto	6oz	8

Cans & Bottles

Miller HighLife	12oz	3.75
Modelo	12oz	4
Carlsberg	16oz	5
Schlitz	16oz	4
Miller Lite	16oz	4
Maine Beer Co Lunch American IPA	16.9oz	9.5
Guinness Dry Irish Stout	16.9oz	6
Coors Banquet	12oz	3.75
Allagash White	16oz	7.5
Freedom's Edge Semi-Dry Cider	12oz	7.5
Highneon Grapefruit	12oz	7.5
Twisted Tea Half & Half	12oz	5
Anchor & Hope Pinot Noir	250ml	10
Sierra Nevada Hop Splash NA	12oz	4
PBR NA Lager	12oz	3.5

Extra Curriculars

The Regular John	8
High Life & Old Grand Dad Bourbon	
Pistols at Dawn	8
Modelo & El Jimador blanco tequila	
Doctor Pepper	8
Shot of Disaronno in a HighLife	
Spagett	8
Shot of Aperol in a Highlife	

Shots

Sky Daddy	6
Toasted coconut rum, tequila cream, blue curacao	
Stigmata	6
Tequila & Chambord	
SWAYZE!	6
Cynar, Smith & Cross	

Wine

Grüner Veltliner	8
California Red	10
Prosecco	8

Chef's Kiss

Mini Tacos	8
Veggie Egg Rolls	8
Chips & Salsa	4



The End - 229B Congress St - Class A Lounge

Eric Nevins <erich@portlandmaine.gov>

Sat, Mar 2, 2024 at 9:43 PM

To: Zachary Lenhart <zlenhart@portlandmaine.gov>

Cc: Ron Kelton <rkelton@portlandmaine.gov>, Fire Prevention <fireprevention@portlandmaine.gov>, Laurie Carlson <lac@portlandmaine.gov>, Katlyn Sawyer <ksawyer@portlandmaine.gov>, Zoning <zoning@portlandmaine.gov>, Eric Cobb <ecobb@portlandmaine.gov>, Benjamin Pearson <bnp@portlandmaine.gov>, Tom Williams <tw@portlandmaine.gov>, Jason Grant <jgrant@portlandmaine.gov>, Treasury Division <treasury@portlandmaine.gov>, Christina Stacey <cstacey@portlandmaine.gov>, Business Licensing <bl@portlandmaine.gov>

approved

On Wed, Feb 28, 2024 at 3:18 PM Zachary Lenhart <zlenhart@portlandmaine.gov> wrote:

[Quoted text hidden]

--

Eric Nevins
Lieutenant
Portland Police Department
(207) 874-8513

Legal Advertisement

Notice of Public Hearing City of Portland

A Public Hearing will be held on March 18, 2024 at 5:00 P.M., in City Council Chambers, 389 Congress St. Rocket Skates LLC, dba The End. Application for Class A Lounge at 229B Congress Street - Sponsored by Danielle P. West, City Manager

City of Portland | Permitting and Inspections
Zachary Lenhert, Licensing and Housing Safety Manager



March 12, 2024

Rocket Skates LLC
299 Brackett Street Apt 1
Portland, ME 04102

Re: Rocket Skates LLC, dba The End. Application for Class A Lounge at 229B Congress Street

Dear Rocket Skates LLC:

This letter shall serve as a reminder of the public hearing before the Portland City Council on Monday March 18, 2024 at 5:00 p.m., for the review of application for Class A Lounge at 229B Congress Street. The meeting will take place in person at Portland City Hall, in City Council Chambers on the 2nd Floor of 389 Congress Street.

You or a representative of the business must be present at this meeting in the event that the city council has questions regarding the license application. If there is no representation and questions arise, the item may be postponed.

Please contact our office directly with questions at (207) 874-8557 or at bl@portlandmaine.gov.

Sincerely,

Zachary J. Lenhert
Licensing and Housing Safety Manager



STATE OF MAINE
DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
BUREAU OF ALCOHOLIC BEVERAGES AND LOTTERY OPERATIONS
DIVISION OF LIQUOR LICENSING AND ENFORCEMENT

Application for an On-Premises License

All Questions Must Be Answered Completely. Please print legibly.

Division Use Only	
License No:	
Class:	By:
Deposit Date:	
Amt. Deposited:	
Payment Type:	
OK with SOS: Yes ☐ No ☐	

Section I: Licensee/Applicant(s) Information;
Type of License and Status

Legal Business Entity Applicant Name (corporation, LLC): Rockets Skates LLC	Business Name (D/B/A): The End
Individual or Sole Proprietor Applicant Name(s):	Physical Location: 229B Congress St, Portland, ME 04101
Individual or Sole Proprietor Applicant Name(s):	Mailing address, if different:
Mailing address, if different from DBA address: 299 Brackett St, #1 Portland, ME 04102	Email Address: RocketsSkatesLLC@gmail.com
Telephone # Fax #: 310.909.6867	Business Telephone # Fax #: 310.909.6867 na
Federal Tax Identification Number: 99-1215545	Maine Seller Certificate # or Sales Tax #:
Retail Beverage Alcohol Dealers Permit:	Website address: na

1. New license or renewal of existing license? ☒ New Expected Start date: 4/1/24
☐ Renewal Expiration Date: _____

2. The dollar amount of gross income for the licensure period that will end on the expiration date above:
Food: _____ Beer, Wine or Spirits: _____ Guest Rooms: _____

3. Please indicate the type of alcoholic beverage to be sold: (check all that apply)

☒ Malt Liquor (beer) ☒ Wine ☒ Spirits

4. Indicate the type of license applying for: (choose only one)

- | | | |
|--|--|---|
| ☐ Restaurant
(Class I, II, III, IV) | ☐ Class A Restaurant/Lounge
(Class XI) | ☒ Class A Lounge
(Class X) |
| ☐ Hotel
(Class I, II, III, IV) | ☐ Hotel – Food Optional
(Class I-A) | ☐ Bed & Breakfast
(Class V) |
| ☐ Golf Course (included optional licenses, please check if apply)
(Class I, II, III, IV) | ☐ Auxiliary | ☐ Mobile Cart |
| ☐ Tavern
(Class IV) | ☐ Other: _____ | |
| ☐ Qualified Caterer | ☐ Self-Sponsored Events (Qualified Caterers Only) | |

Refer to Section V for the License Fee Schedule on page 9

5. Business records are located at the following address:

229B Congress St, Portland, ME 04102

6. Is the licensee/applicant(s) citizens of the United States? ☒ Yes ☐ No

7. Is the licensee/applicant(s) a resident of the State of Maine? ☒ Yes ☐ No

NOTE: Applicants that are not citizens of the United States are required to file for the license as a business entity.

8. Is licensee/applicant(s) a business entity like a corporation or limited liability company?

☒ Yes ☐ No If Yes, complete Section VII at the end of this application

9. For a licensee/applicant who is a business entity as noted in Section I, does any officer, director, member, manager, shareholder or partner have in any way an interest, directly or indirectly, in their capacity in any other business entity which is a holder of a wholesaler license granted by the State of Maine?

☐ Yes ☒ No

☐ Not applicable – licensee/applicant(s) is a sole proprietor

10. Is the licensee or applicant for a license receiving, directly or indirectly, any money, credit, thing of value, endorsement of commercial paper, guarantee of credit or financial assistance of any sort from any person or entity within or without the State, if the person or entity is engaged, directly or indirectly, in the manufacture, distribution, wholesale sale, storage or transportation of liquor.

☐ Yes ☒ No

If yes, please provide details: _____

11. Do you own or have any interest in any another Maine Liquor License? ☐ Yes ☒ No

If yes, please list license number, business name, and complete physical location address: (attach additional pages as needed using the same format)

Name of Business	License Number	Complete Physical Address

12. List name, date of birth, place of birth for all applicants including any manager(s) employed by the licensee/applicant. Provide maiden name, if married. (attach additional pages as needed using the same format)

Full Name	DOB	Place of Birth
Benjamin C. Sawyer	08/26/1981	Portland

Residence address on all the above for previous 5 years

Name	Address:
BENJAMIN C. SAWYER	299 Brackett St #1 Portland, ME 04102
Name	Address:
Name	Address:
Name	Address:

13. Will any law enforcement officer directly benefit financially from this license, if issued?

☐ Yes ☒ No

If Yes, provide name of law enforcement officer and department where employed:

14. Has the licensee/applicant(s) ever been convicted of any violation of the liquor laws in Maine or any State of the United States? ☐ Yes ☒ No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

15. Has the licensee/applicant(s) ever been convicted of any violation of any law, other than minor traffic violations, in Maine or any State of the United States? ☐ Yes ☒ No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

16. Has the licensee/applicant(s) formerly held a Maine liquor license? ☐ Yes ☒ No

17. Does the licensee/applicant(s) own the premises? ☐ Yes ☒ No

If No, please provide the name and address of the owner:

Palo Pierce, 135 Chadwick, Ste B, Portland, ME 04102

18. If you are applying for a liquor license for a Hotel or Bed & Breakfast, please provide the number of guest rooms available: _____

19. Please describe in detail the area(s) within the premises to be licensed. This description is in addition to the diagram in Section VI. (Use additional pages as needed)

Street Level Bar with 4 tables and 26 stools

Small bar Serving the neighborhood with 3 beers on tap, and a variety of wine & spirits. The room features a 9 seat bar & surrounding tables. We have 1 unisex bathroom & a small food prep area behind the bar. Dry storage is to the back of the room & in basement

20. What is the distance from the premises to the nearest school, school dormitory, church, chapel or parish house, measured from the main entrance of the premises to the main entrance of the school, school dormitory, church, chapel or parish house by the ordinary course of travel?

Name: St. Pauls Anglican Church

Distance: 600 Ft

Section II: Signature of Applicant(s)

By signing this application, the licensee/applicant understands that false statements made on this application are punishable by law. Knowingly supplying false information on this application is a Class D Offense under Maine's Criminal Code, punishable by confinement of up to one year, or by monetary fine of up to \$2,000 or by both.

Please sign and date in blue ink.

Dated: 2/23/24


Signature of Duly Authorized Person

Benjamin C. Sawyer
Printed Name Duly Authorized Person

Signature of Duly Authorized Person

Printed Name of Duly Authorized Person

Section III: For use by Municipal Officers and County Commissioners only

The undersigned hereby certifies that we have complied with the process outlined in 28-A M.R.S. §653 and approve this on-premises liquor license application.

Dated: _____

Who is approving this application? ☐ Municipal Officers of _____

☐ County Commissioners of _____ County

- ☐ **Please Note:** The Municipal Officers or County Commissioners must confirm that the records of Local Option Votes have been verified that allows this type of establishment to be licensed by the Bureau for the type of alcohol to be sold for the appropriate days of the week. Please check this box to indicate this verification was completed.

Signature of Officials	Printed Name and Title

**This Application will Expire 60 Days from the date of
Municipal or County Approval unless submitted to the Bureau**

Included below is the section of Maine's liquor laws regarding the approval process by the municipalities or the county commissioners. This is provided as a courtesy only and may not reflect the law in effect at the time of application. Please see <http://www.mainelegislature.org/legis/statutes/28-A/title28-Asec653.html>

§653. Hearings; bureau review; appeal

1. Hearings. The municipal officers or, in the case of unincorporated places, the county commissioners of the county in which the unincorporated place is located, may hold a public hearing for the consideration of applications for new on-premises licenses and applications for transfer of location of existing on-premises licenses. The municipal officers or county commissioners may hold a public hearing for the consideration of requests for renewal of licenses, except that when an applicant has held a license for the prior 5 years and a complaint has not been filed against the applicant within that time, the applicant may request a waiver of the hearing.

A. The bureau shall prepare and supply application forms.

B. The municipal officers or the county commissioners, as the case may be, shall provide public notice of any hearing held under this section by causing a notice, at the applicant's prepaid expense, stating the name and place of hearing, to appear on at least 3 consecutive days before the date of hearing in a daily newspaper having general circulation in the municipality where the premises are located or one week before the date of the hearing in a weekly newspaper having general circulation in the municipality where the premises are located.

C. If the municipal officers or the county commissioners, as the case may be, fail to take final action on an application for a new on-premises license or transfer of the location of an existing on-premises license within 60 days of the filing of an application, the application is deemed approved and ready for action by the bureau. For purposes of this paragraph, the date of filing of the application is the date the application is received by the municipal officers or county commissioners. This paragraph applies to all applications pending before municipal officers or county commissioners as of the effective date of this paragraph as well as all applications filed on or after the effective date of this paragraph. This paragraph applies to an existing on-premises license that has been extended pending renewal. The municipal officers or the county commissioners shall take final action on an on-premises license that has been extended pending renewal within 120 days of the filing of the application.

D. If an application is approved by the municipal officers or the county commissioners but the bureau finds, after inspection of the premises and the records of the applicant, that the applicant does not qualify for the class of license applied for, the bureau shall notify the applicant of that fact in writing. The bureau shall give the applicant 30 days to file an amended application for the appropriate class of license, accompanied by any additional license fee, with the municipal officers or county commissioners, as the case may be. If the applicant fails to file an amended application within 30 days, the original application must be denied by the bureau. The bureau shall notify the applicant in writing of its decision to deny the application including the reasons for the denial and the rights of appeal of the applicant.

2. Findings. In granting or denying an application, the municipal officers or the county commissioners shall indicate the reasons for their decision and provide a copy to the applicant. A license may be denied on one or more of the following grounds:

A. Conviction of the applicant of any Class A, Class B or Class C crime;

B. Noncompliance of the licensed premises or its use with any local zoning ordinance or other land use ordinance not directly related to liquor control;

C. Conditions of record such as waste disposal violations, health or safety violations or repeated parking or traffic violations on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises or other such conditions caused by persons patronizing or employed by the licensed premises that unreasonably disturb, interfere with or affect the ability of persons or businesses residing or located in the vicinity of the licensed premises to use their property in a reasonable manner;

D. Repeated incidents of record of breaches of the peace, disorderly conduct, vandalism or other violations of law on or in the vicinity of the licensed premises and caused by persons patronizing or employed by the licensed premises;

D-1. Failure to obtain, or comply with the provisions of, a permit for music, dancing or entertainment required by a municipality or, in the case of an unincorporated place, the county commissioners;

E. A violation of any provision of this Title;

F. A determination by the municipal officers or county commissioners that the purpose of the application is to circumvent the provisions of section 601; and

G. After September 1, 2010, server training, in a program certified by the bureau and required by local ordinance, has not been completed by individuals who serve alcoholic beverages.

3. Appeal to bureau. Any applicant aggrieved by the decision of the municipal officers or county commissioners under this section may appeal to the bureau within 15 days of the receipt of the written decision of the municipal officers or county commissioners. The bureau shall hold a public hearing in the city, town or unincorporated place where the premises are situated. In acting on such an appeal, the bureau may consider all licensure requirements and findings referred to in subsection 2.

A. Repealed

B. If the decision appealed from is an application denial, the bureau may issue the license only if it finds by clear and convincing evidence that the decision was without justifiable cause.

4. Repealed

5. Appeal to District Court. Any person or governmental entity aggrieved by a bureau decision under this section may appeal the decision to the District Court within 30 days of receipt of the written decision of the bureau.

An applicant who files an appeal or who has an appeal pending shall pay the annual license fee the applicant would otherwise pay. Upon resolution of the appeal, if an applicant's license renewal is denied, the bureau shall refund the applicant the prorated amount of the unused license fee.

Section IV: Terms and Conditions of Licensure as an Establishment that sells liquor for on-premises consumption in Maine

- The licensee/applicant(s) agrees to be bound by and comply with the laws, rules and instructions promulgated by the Bureau.
- The licensee/applicant(s) agrees to maintain accurate records related to an on-premise license as required by the law, rules and instructions promulgated or issued by the Bureau if a license is issued as a result of this application.
 - The licensee/applicant(s) authorizes the Bureau to obtain and examine all books, records and tax returns pertaining to the business, for which this liquor license is requested, and also any books, records and returns during the year in which any liquor license is in effect.
- Any change in the licensee's/applicant's licensed premises as defined in this application must be approved by the Bureau in advance.
- All new applicants must apply to the Alcohol and Tobacco Tax and Trade Bureau (TTB) for its Retail Beverage Alcohol Dealers permit. See the TTB's website at <https://www.ttb.gov/nrc/retail-beverage-alcohol-dealers> for more information.

Section V: Fee Schedule

Filing fee required. In addition to the license fees listed below, a filing fee of \$10.00 must be included with all applications.

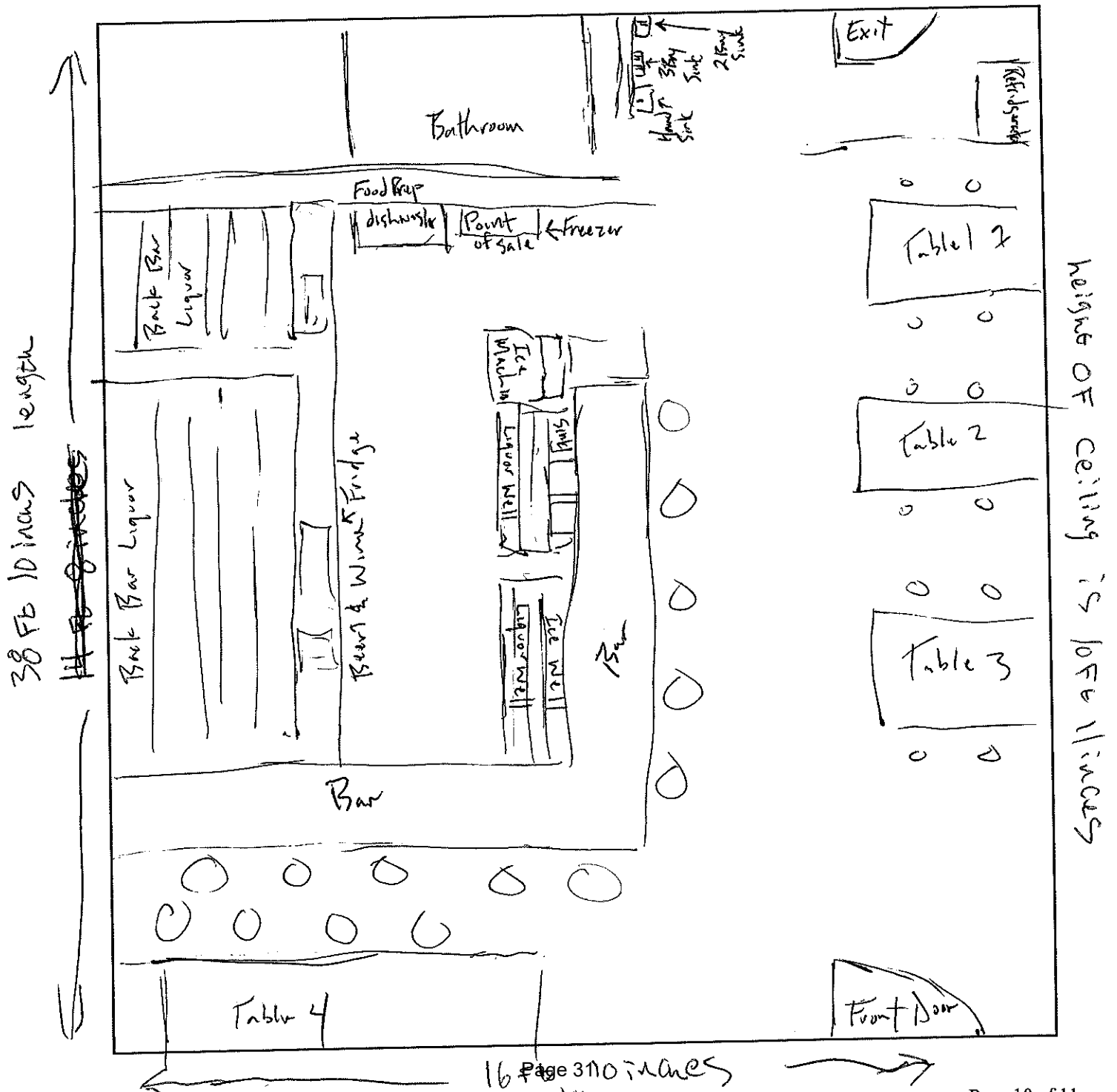
Please note: For Licensees/Applicants in unorganized territories in Maine, the \$10.00 filing fee must be paid directly to County Treasurer. All applications received by the Bureau from licensees/applicants in unorganized territories must submit proof of payment was made to the County Treasurer together with the application.

Class of License	Type of liquor/Establishments included	Fee
Class I	For the sale of liquor (malt liquor, wine and spirits) This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Vessels; Qualified Caterers	\$ 900.00
Class I-A	For the sale of liquor (malt liquor, wine and spirits) This class includes only hotels that do not serve three meals a day.	\$1,100.00
Class II	For the Sale of Spirits Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; and Vessels.	\$ 550.00
Class III	For the Sale of Wine Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Vessels; Pool Halls; and Bed and Breakfasts.	\$ 220.00
Class IV	For the Sale of Malt Liquor Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Taverns; Pool Halls; and Bed and Breakfasts.	\$ 220.00
Class III and IV	For the Sale of Malt Liquor and Wine Only This class includes: Airlines; Civic Auditoriums; Class A Restaurants; Clubs with catering privileges; Dining Cars; Golf Courses; Hotels; Indoor Ice-Skating Clubs; Indoor Tennis Clubs; Restaurants; Vessels; Pool Halls; and Bed and Breakfasts.	\$ 440.00
Class V	For the sale of liquor (malt liquor, wine and spirits) This class includes only a Club without catering privileges.	\$ 495.00
Class X	For the sale of liquor (malt liquor, wine and spirits) This class includes only a Class A Lounge	\$2,200.00
Class XI	For the sale of liquor (malt liquor, wine and spirits) This class includes only a Restaurant Lounge	\$1,500.00

Section VI Premises Floor Plan

In an effort to clearly define your license premise and the areas that consumption and storage of liquor authorized by your license type is allowed, the Bureau requires all applications to include a diagram of the premise to be licensed.

Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the following areas: entrances, office area, coolers, storage areas, display cases, shelves, restroom, point of sale area, area for on-premise consumption, dining rooms, event/function rooms, lounges, outside area/decks or any other areas on the premise that you are requesting approval. Attached an additional page as needed to fully describe the premise.



Section VII: Required Additional Information for a Licensee/Applicant for an On-Premises Liquor License Who are Legal Business Entities

Questions 1 to 4 of this part of the application must match information in Section I of the application above and match the information on file with the Maine Secretary of State's office. If you have questions regarding your legal entity name or DBA, please call the Secretary of State's office at (207) 624-7752.

All Questions Must Be Answered Completely. Please print legibly.

1. Exact legal name: Rocket Skates LLC
2. Doing Business As, if any: The End
3. Date of filing with Secretary of State: 10/26/23 State in which you are formed: Maine
4. If not a Maine business entity, date on which you were authorized to transact business in the State of Maine:

5. List the name and addresses for previous 5 years, birth dates, titles of officers, directors, managers, members or partners and the percentage ownership any person listed: (attached additional pages as needed)

Name	Address (5 Years)	Date of Birth	Title	Percentage of Ownership
Benjamin C. Sawyer	299 Brackett St, 04102	08/26/81	owner	100%

(Ownership in non-publicly traded companies must add up to 100%.)

MEMORANDUM
City Council Agenda Item

FROM:

DATE: March 7, 2024

SUBJECT: Order 147-23/24 Granting Municipal Officers' Approval of Another Round LLC, dba Another Round. Application for Auditorium at 549 Congress Street - Sponsored by Danielle P. West, City Manager

SPONSOR: The Mayor, City Manager, City Clerk, Corporation Counsel, the Planning Board, or up to three (3) members of the Council shall sponsor any orders or other items. If sponsored by a Council Committee, please include the date the committee met and the results of the vote.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading

**Final
Action**

Can action be taken at a later date: No If action cannot be taken at a later date, please explain why. Do NOT write yes or no; that will be automatically generated by the checkbox.

Does this item involve a new contract with the City: N/A

PRESENTATION: Please list the presenter(s), type, and length of presentation

I. SUMMARY

II. AGENDA DESCRIPTION

Application was filed on 2/13/24. Location was previously Portland Downtown office. New City and State applications.

Five affirmative votes are required for passage after public comment.

III. BACKGROUND

Background information that will not appear in the Agenda Description

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

V. FINANCIAL IMPACT

Please indicate whether or not there is a financial impact. Please note that per Council Rule 12, this form must have "a separate fiscal impact statement memo attached if the impact of the item is \$50,000 or more in a given fiscal year. This memo shall include details and information describing the fiscal impact including, but not limited to, projected costs, revenues or savings over a three (3) year period and/or any potential impacts on the City tax levy."

VI. STAFF ANALYSIS AND BACKGROUND

Staff Analysis that will not appear in the Agenda Description.

VII. RECOMMENDATION

VIII. LIST ATTACHMENTS

1. 2024.03.18_Another Round_Council Order
2. Another Round_Council Packet

Prepared by:

Date: 03/07/2024

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA Y. BULLETT (4)
KATHRYN SYKES (5)

ORDER

GRANTING MUNICIPAL OFFICERS’

APPROVAL OF:

Another Round LLC, dba Another Round. Application for Auditorium at 549 Congress Street

VIA HAND-DELIVERY

February 13, 2024

Mayor Mark Dion and City Council
389 Congress Street
Portland, ME 04101
Attn: Permitting and Inspections Department

Re: Letter of Intent – Another Round LLC – Application for City Liquor License

Dear Mayor Dion and City Council Members:

I am writing to notify you that Another Round LLC, a Maine limited liability company (the “Company”), hereby applies for a City Liquor License with respect to the Company’s place of business at 547 Congress Street. The Company plans to own and operate a board game bar and café that is family friendly.

Accordingly, please find enclosed for your review, consideration, and requested approval the following documents in connection with the foregoing application:

1. **Application for City Liquor License**
 - (a) Diagram of Licensed Premises (8.5” x 11”)
 - (b) Menu
 - (c) Lease Agreement
 - (d) Check to City for Licensing Fees (\$900.00)), inclusive of the New Application Fee, Health Inspection Fee, Legal Advertisement Deposit, Criminal History Background Check, and City Liquor License Fee.
2. **Application for State Liquor License**
 - (a) Diagram of Licensed Premises (8.5” x 11”)
 - (b) Corporate Information Required for Business Entities who are Licensees
 - (c) Check to State for Licensing Fees (\$910.00), inclusive of Filing Fee and State Liquor License Fee.

Please note that, as of the date hereof, I am in the process of purchasing the leased premises at 547 Congress Street where the Company plans to conduct its business operations. The leased premises will be purchased through a separate legal entity, Dice and Drafts LLC, of which I am the sole owner and sole manager. Therefore, although R & J 545 Partners, LLC is the owner of the leased premises as of the date hereof, Dice and Drafts LLC will likely be the owner of the leased premises as of the date on which you review this application.

Thank you very much for your time, consideration, and requested approval.

Sincerely,

Name: Harry Sultan, Manager of Another Round LLC



CITY OF PORTLAND

Permitting and Inspections Department

Application for Food Service Establishment with Alcoholic Beverages License

Business Information	
Establishment Name (d/b/a):	Another Round, LLC 212-203-9806 Phone: 8:00 A.M. - 10:00 P.M.
Location Address:	547 Congress Street, Portland, ME 04101 Zip: 549
If new, what was formerly at this location:	Portland Downtown
Mailing Address:	3 Hurley Lane, Falmouth, ME 04105 Zip:
Contact Person:	Harry Sultan 212-203-9806 Phone:
Contact Person Email:	harry@anotherroundmaine.com
Manager of Establishment:	Date of Birth: Harry Sultan 10/24/1994 212-203-9806 Phone:
Owner of Premises (Landlord):	R & J 545 Partners, LLC
Address of Premises Owner (Landlord):	6 South Street, Portland, ME 04101 Zip:

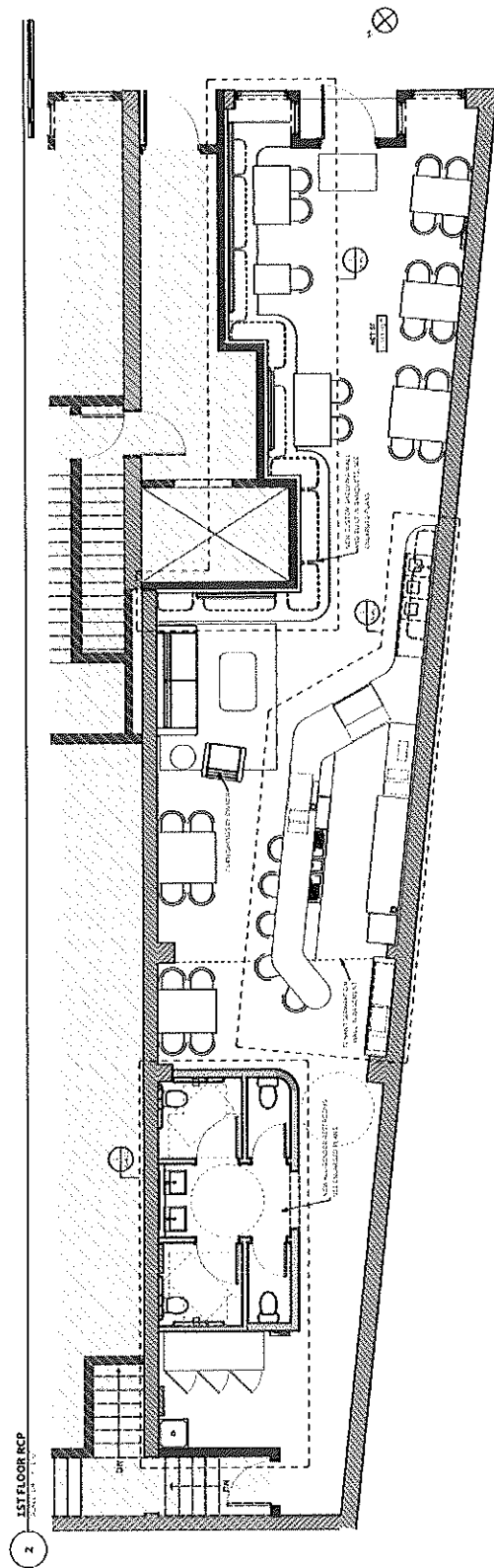
Sole Proprietor/Partnership Information (If Corporation, leave blank)

Name of Owner(s)	Date of Birth	Residence Address

Corporate Name	Corporate Mailing Address
Another Round LLC	3 Hurley Ln Falmouth ME Zip: 04105

Corporate/LLC/Non-Profit Organization Applicants (If Sole Proprietor or Partnership, leave blank)

Contact Person:	Harry Sultan	Phone:	212-203-9806
Principal Officers	Title	Date of Birth	Residence Address
Harry Sultan	LLC Manager /	10/24/1994	3 Hurley Ln, Falmouth ME
	LLC Member		04105
Class of Liquor License: Auditorium			



ANOTHER ROUND

COFFEE

Drip Coffee	3.50
PourOver	4.00
Espresso	3.00
Latte	4.50
Cold Brew	4.00
Tea	4.00

DRAFT BEER 8.00

Maine Beer Co - Post Ride Snack
 Definitive Brewing - Lightning Water
 Bissel Brothers - Reciprocal
 Austin Street Brewing - Patina
 Rising Tide - Zephyr
 Foul Mouthed - Mr. Giggles
 Allagash - White

BOTTLED BEER 6.00

SIGNATURE COCKTAIL 12.00

NON-ALCOHOLIC

Kombucha	8.00
Soda	2.50
Pepsi, Diet Pepsi, Ginger Ale	

SNACKS

Pretzels w/ Mustard	7.00
Grilled Cheese	10.00
Charcuterie	13.00



Zachary Lenhart <zlenhart@portlandmaine.gov>

Another Round_547 Congress_Auditorium

Eric Nevins <erich@portlandmaine.gov>

Sat, Mar 9, 2024 at 4:39 PM

To: Zachary Lenhart <zlenhart@portlandmaine.gov>

Cc: Ron Kelton <rkelton@portlandmaine.gov>, Fire Prevention <fireprevention@portlandmaine.gov>, Laurie Carlson <lac@portlandmaine.gov>, Katlyn Sawyer <ksawyer@portlandmaine.gov>, Zoning <zoning@portlandmaine.gov>, Eric Cobb <ecobb@portlandmaine.gov>, Benjamin Pearson <bnp@portlandmaine.gov>, Tom Williams <tw@portlandmaine.gov>, Jason Grant <jgrant@portlandmaine.gov>, Treasury Division <treasury@portlandmaine.gov>, Christina Stacey <cstacey@portlandmaine.gov>, Business Licensing <bl@portlandmaine.gov>

Approved

On Wed, Feb 28, 2024 at 3:13 PM Zachary Lenhart <zlenhart@portlandmaine.gov> wrote:

[Quoted text hidden]

--

Eric Nevins
Lieutenant
Portland Police Department
(207) 874-8513



Zachary Lenhart <zlenhart@portlandmaine.gov>

Another Round_547 Congress_Auditorium

Zoning <zoning@portlandmaine.gov>

Tue, Mar 12, 2024 at 1:48 PM

To: Zoning <zoning@portlandmaine.gov>

Cc: Katlyn Sawyer <ksawyer@portlandmaine.gov>, Zoning <zoning@portlandmaine.gov>, Business Licensing <bl@portlandmaine.gov>, Zachary Lenhart <zlenhart@portlandmaine.gov>

547 Congress St is in the B3 zone. The legal use of "bar" is allowed in the B3 zone.

Zoning will follow up with official approval.

Will

[Quoted text hidden]

City of Portland | Permitting and Inspections
Zachary Lenhert, Licensing and Housing Safety Manager



March 12, 2024

Another Round LLC
3 Hurley Lane
Falmouth, ME 04105

Re: Another Round LLC, dba Another Round. Application for Auditorium at 549 Congress Street

Dear Another Round LLC:

This letter shall serve as a reminder of the public hearing before the Portland City Council on Monday March 18, 2024 at 5:00 p.m., for the review of application for Auditorium at 549 Congress Street. The meeting will take place in person at Portland City Hall, in City Council Chambers on the 2nd Floor of 389 Congress Street.

You or a representative of the business must be present at this meeting in the event that the city council has questions regarding the license application. If there is no representation and questions arise, the item may be postponed.

Please contact our office directly with questions at (207) 874-8557 or at bl@portlandmaine.gov.

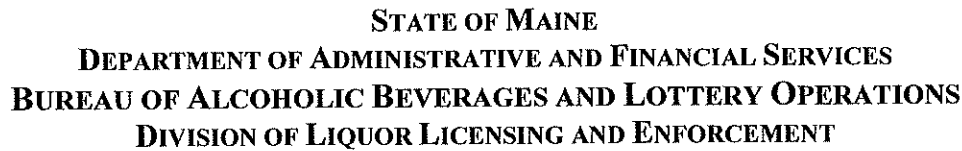
Sincerely,

Zachary J. Lenhert
Licensing and Housing Safety Manager

Legal Advertisement

Notice of Public Hearing City of Portland

A Public Hearing will be held on March 18, 2024 at 5:00 P.M., in City Council Chambers, 389 Congress St. Another Round LLC, dba Another Round. Application for Auditorium at 549 Congress Street - Sponsored by Danielle P. West, City Manager



All Questions Must Be Answered Completely. Please print legibly.

Division Use Only	
License No:	
Class:	By:
Deposit Date:	
Amt. Deposited:	
Payment Type:	
OK with SOS: Yes ☐ No ☐	

**Section I: Licensee/Applicant(s) Information;
Type of License and Status**

Legal Business Entity Applicant Name (corporation, LLC): Another Round, LLC	Business Name (D/B/A):
Individual or Sole Proprietor Applicant Name(s):	Physical Location: 547 Congress Street, Portland, ME 04101
Individual or Sole Proprietor Applicant Name(s):	Mailing address, if different: 3 Hurley Lane, Falmouth, ME 04105
Mailing address, if different from DBA address:	Email Address: harry@anotherroundmaine.com
Telephone # Fax #:	Business Telephone # Fax #: 212-203-9806 N/A
Federal Tax Identification Number: 93-2939607	Maine Seller Certificate # or Sales Tax #: 1164-4896
Retail Beverage Alcohol Dealers Permit: N/A	Website address: www.anotherroundmaine.com

1. New license or renewal of existing license? ☒ New Expected Start date: 6/1/2024
☐ Renewal Expiration Date: _____
2. The dollar amount of gross income for the licensure period that will end on the expiration date above:
Food: \$ 75,000.00 Beer, Wine or Spirits: \$ 240,000.00 Guest Rooms: _____
3. Please indicate the type of alcoholic beverage to be sold: (check all that apply)
☒ Malt Liquor (beer) ☒ Wine ☐ Spirits

4. Indicate the type of license applying for: (choose only one)

- | | | |
|--|--|---|
| ☐ Restaurant
(Class I, II, III, IV) | ☐ Class A Restaurant/Lounge
(Class XI) | ☐ Class A Lounge
(Class X) |
| ☐ Hotel
(Class I, II, III, IV) | ☐ Hotel – Food Optional
(Class I-A) | ☐ Bed & Breakfast
(Class V) |
| ☐ Golf Course (included optional licenses, please check if apply)
(Class I, II, III, IV) | ☐ Auxiliary | ☐ Mobile Cart |
| ☐ Tavern
(Class IV) | ☒ Other: <u>Auditorium</u> | |
| ☐ Qualified Caterer | ☐ Self-Sponsored Events (Qualified Caterers Only) | |

Refer to Section V for the License Fee Schedule on page 9

5. Business records are located at the following address:

549 Congress Street, Portland, ME 04101

6. Is the licensee/applicant(s) citizens of the United States? ☒ Yes ☐ No

7. Is the licensee/applicant(s) a resident of the State of Maine? ☒ Yes ☐ No

NOTE: Applicants that are not citizens of the United States are required to file for the license as a business entity.

8. Is licensee/applicant(s) a business entity like a corporation or limited liability company?

☒ Yes ☐ No If Yes, complete Section VII at the end of this application

9. For a licensee/applicant who is a business entity as noted in Section I, does any officer, director, member, manager, shareholder or partner have in any way an interest, directly or indirectly, in their capacity in any other business entity which is a holder of a wholesaler license granted by the State of Maine?

☐ Yes ☒ No

☐ Not applicable – licensee/applicant(s) is a sole proprietor

10. Is the licensee or applicant for a license receiving, directly or indirectly, any money, credit, thing of value, endorsement of commercial paper, guarantee of credit or financial assistance of any sort from any person or entity within or without the State, if the person or entity is engaged, directly or indirectly, in the manufacture, distribution, wholesale sale, storage or transportation of liquor.

☐ Yes ☒ No

If yes, please provide details: _____

11. Do you own or have any interest in any another Maine Liquor License? ☐ Yes ☒ No

If yes, please list license number, business name, and complete physical location address: (attach additional pages as needed using the same format)

Name of Business	License Number	Complete Physical Address

12. List name, date of birth, place of birth for all applicants including any manager(s) employed by the licensee/applicant. Provide maiden name, if married. (attach additional pages as needed using the same format)

Full Name	DOB	Place of Birth
Harry Sultan	10/24/1994	New York City, NY

Residence address on all the above for previous 5 years

Name	Address:
Harry Sultan	21 Valley Street, Apt. 9, South Portland, ME 04106
Name	Address:
Harry Sultan	38 Wilmot, Apt. E-2, Portland, ME 04101
Name	Address:
Harry Sultan	256 N 6th Street, Apt. 1B, Brooklyn, NY 11211
Name	Address:
Harry Sultan	310 East 53rd Street, Apt. 22B, New York City, NY 10022

13. Will any law enforcement officer directly benefit financially from this license, if issued?

☐ Yes ☒ No

If Yes, provide name of law enforcement officer and department where employed:

14. Has the licensee/applicant(s) ever been convicted of any violation of the liquor laws in Maine or any State of the United States? ☐ Yes ☒ No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

15. Has the licensee/applicant(s) ever been convicted of any violation of any law, other than minor traffic violations, in Maine or any State of the United States? ☐ Yes ☒ No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

16. Has the licensee/applicant(s) formerly held a Maine liquor license? ☐ Yes ☒ No

17. Does the licensee/applicant(s) own the premises? ☐ Yes ☒ No

If No, please provide the name and address of the owner:

R & J 545 Partners, LLC

18. If you are applying for a liquor license for a Hotel or Bed & Breakfast, please provide the number of guest rooms available: _____

19. Please describe in detail the area(s) within the premises to be licensed. This description is in addition to the diagram in Section VI. (Use additional pages as needed)

The area within the premises to be licensed will consist of a board game bar and cafe.

20. What is the distance from the premises to the **nearest** school, school dormitory, church, chapel or parish house, measured from the main entrance of the premises to the main entrance of the school, school dormitory, church, chapel or parish house by the ordinary course of travel?

Name: Reiche Community School

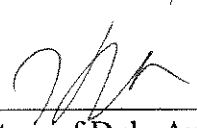
Distance: 0.50

Section II: Signature of Applicant(s)

By signing this application, the licensee/applicant understands that false statements made on this application are punishable by law. Knowingly supplying false information on this application is a Class D Offense under Maine's Criminal Code, punishable by confinement of up to one year, or by monetary fine of up to \$2,000 or by both.

Please sign and date in blue ink.

Dated: 2/13/24



Signature of Duly Authorized Person

Harry Sultan

Printed Name Duly Authorized Person

Signature of Duly Authorized Person

Printed Name of Duly Authorized Person

Section III: For use by Municipal Officers and County Commissioners only

The undersigned hereby certifies that we have complied with the process outlined in 28-A M.R.S. §653 and approve this on-premises liquor license application.

Dated: _____

Who is approving this application? ☐ Municipal Officers of _____

☐ County Commissioners of _____ County

- ☐ **Please Note:** The Municipal Officers or County Commissioners must confirm that the records of Local Option Votes have been verified that allows this type of establishment to be licensed by the Bureau for the type of alcohol to be sold for the appropriate days of the week. Please check this box to indicate this verification was completed.

Signature of Officials	Printed Name and Title

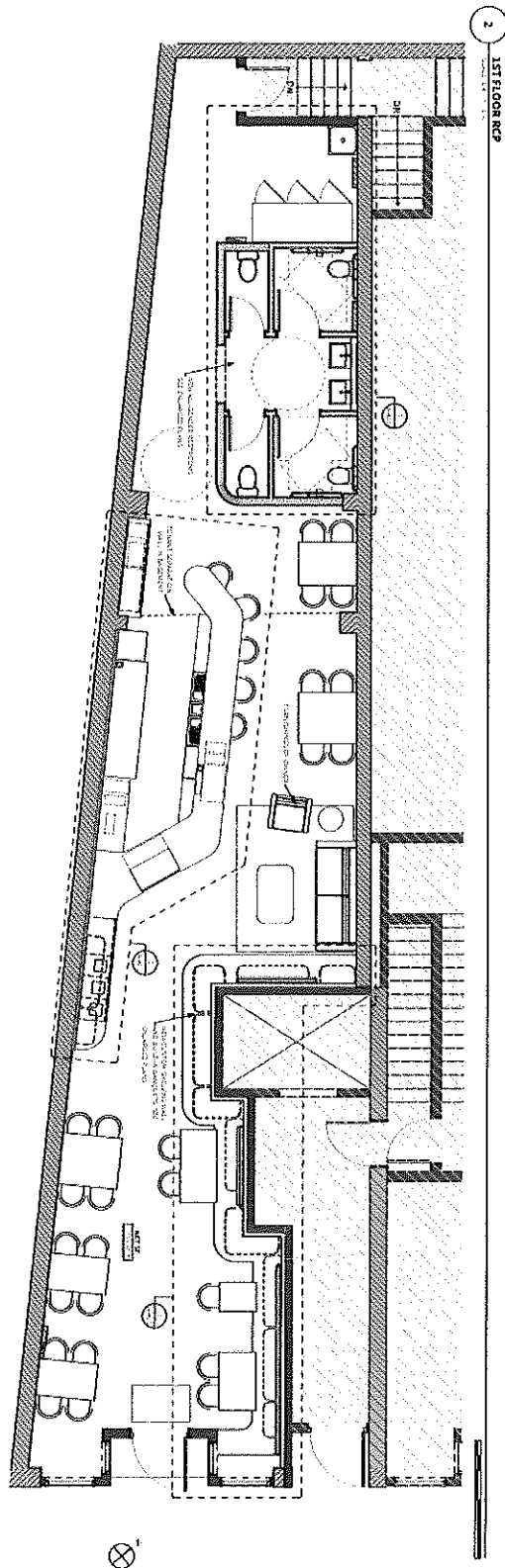
**This Application will Expire 60 Days from the date of
Municipal or County Approval unless submitted to the Bureau**

Included below is the section of Maine's liquor laws regarding the approval process by the municipalities or the county commissioners. This is provided as a courtesy only and may not reflect the law in effect at the time of application. Please see <http://www.mainelegislature.org/legis/statutes/28-A/title28-Asec653.html>

§653. Hearings; bureau review; appeal

1. Hearings. The municipal officers or, in the case of unincorporated places, the county commissioners of the county in which the unincorporated place is located, may hold a public hearing for the consideration of applications for new on-premises licenses and applications for transfer of location of existing on-premises licenses. The municipal officers or county commissioners may hold a public hearing for the consideration of requests for renewal of licenses, except that when an applicant has held a license for the prior 5 years and a complaint has not been filed against the applicant within that time, the applicant may request a waiver of the hearing.

A. The bureau shall prepare and supply application forms.



Section VII: Required Additional Information for a Licensee/Applicant for an On-Premises Liquor License Who are Legal Business Entities

Questions 1 to 4 of this part of the application must match information in Section I of the application above and match the information on file with the Maine Secretary of State's office. If you have questions regarding your legal entity name or DBA, please call the Secretary of State's office at (207) 624-7752.

All Questions Must Be Answered Completely. Please print legibly.

1. Exact legal name: Another Round LLC
2. Doing Business As, if any: _____
3. Date of filing with Secretary of State: 07/14/2023 State in which you are formed: ME
4. If not a Maine business entity, date on which you were authorized to transact business in the State of Maine:

5. List the name and addresses for previous 5 years, birth dates, titles of officers, directors, managers, members or partners and the percentage ownership any person listed: (attached additional pages as needed)

Name	Address (5 Years)	Date of Birth	Title	Percentage of Ownership
Harry Sultan	21 Valley Street, Apt. 9 South Portland, ME 04106	10/24/1994	LLC Member	100.0000
	48 Wilmot, Apt. E-2 Portland, ME 04101			
	256 N 6th Street, Apt. 1 Brooklyn, NY 11211			
	310 East 53rd Street, Apt. 22B New York, NY 10022			

(Ownership in non-publicly traded companies must add up to 100%.)

ANOTHER ROUND

COFFEE

Drip Coffee	3.50
PourOver	4.00
Espresso	3.00
Latte	4.50
Cold Brew	4.00
Tea	4.00

DRAFT BEER 8.00

Maine Beer Co - Post Ride Snack
 Definitive Brewing - Lightning Water
 Bissel Brothers - Reciprocal
 Austin Street Brewing - Patina
 Rising Tide - Zephyr
 Foul Mouthed - Mr. Giggles
 Allagash - White

BOTTLED BEER 6.00

SIGNATURE COCKTAIL 12.00

NON-ALCOHOLIC

Kombucha	8.00
Soda	2.50
Pepsi, Diet Pepsi, Ginger Ale	

SNACKS

Pretzels w/ Mustard	7.00
Grilled Cheese	10.00
Charcuterie	13.00

MEMORANDUM
City Council Agenda Item

FROM:

DATE: March 7, 2024

SUBJECT: Order 148-23/24 Granting Municipal Officers' Approval of 15 Exchange LLC, dba Off Track Pizza. Application for Class A Restaurant/Lounge at 15 Exchange Street - Sponsored by Danielle P. West, City Manager

SPONSOR: The Mayor, City Manager, City Clerk, Corporation Counsel, the Planning Board, or up to three (3) members of the Council shall sponsor any orders or other items. If sponsored by a Council Committee, please include the date the committee met and the results of the vote.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading

**Final
Action**

Can action be taken at a later date: No If action cannot be taken at a later date, please explain why. Do NOT write yes or no; that will be automatically generated by the checkbox.

Does this item involve a new contract with the City: N/A

PRESENTATION: Please list the presenter(s), type, and length of presentation

I. SUMMARY

II. AGENDA DESCRIPTION

Application was filed on 2/13/24. Location was previously Lupita's. New City and State applications.

Five affirmative votes are required for passage after public comment.

III. BACKGROUND

Background information that will not appear in the Agenda Description

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

V. FINANCIAL IMPACT

Please indicate whether or not there is a financial impact. Please note that per Council Rule 12, this form must have "a separate fiscal impact statement memo attached if the impact of the item is \$50,000 or more in a given fiscal year. This memo shall include details and information describing the fiscal impact including, but not limited to, projected costs, revenues or savings over a three (3) year period and/or any potential impacts on the City tax levy."

VI. STAFF ANALYSIS AND BACKGROUND

Staff Analysis that will not appear in the Agenda Description.

VII. RECOMMENDATION

VIII. LIST ATTACHMENTS

1. 2024.03.18_Off Track Pizza_Council Order
2. Off Track Pizza_Council Packet

Prepared by:

Date: 03/07/2024

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA Y. BULLETT (4)
KATHRYN SYKES (5)

ORDER

GRANTING MUNICIPAL OFFICERS’

APPROVAL OF:

**15 Exchange LLC, dba Off Track Pizza. Application for Class A Restaurant/Lounge at 15
Exchange Street**

Date: February 12, 2024

TO:

Mark Dion, Mayor
Pious Ali
April Fournier
Roberto Rodriguez
Anna Trevorrow
Victoria Pelletier
Regina Phillips
Anna Bullett
Kate Sykes

Subject: Letter of Intent – Liquor License Application

Dear Sir/Madame.

We hereby submit a letter of intent for a Liquor License Application for Off Track Pizza located at 15 Exchange Street Portland, Maine 04101.

Thank you,

Joshua Miranda



CITY OF PORTLAND
Permitting and Inspections Department

Application for Food Service Establishment with Alcoholic Beverages License

Business Information			
Legal Business Entity Applicant Name (corporation, LLC): IS Exchange, LLC		Business Name (D/B/A): Off Track Pizza	
Individual or Sole Proprietor Applicant Name(s): Joshua Miranda		Physical Location: 15 Exchange St, Portland, ME 04101	
If applicable, what was formerly at this location: Lupitas		Business Email Address:	
Mailing Address: PO Box 4835, Portland, ME 04112		Contact Person: Joshua Miranda	
Contact Person Phone: (207) 318-7815		Contact Person Email: Jmiranda@blythandburrows.com	
Manager of Establishment: Joshua Miranda	Date of Birth: 8/20/72	Manager Phone: (207) 318-7815	
Owner of Premises (Landlord): Joseph Soley 11 Exchange, LLC		Address of Premises Owner (Landlord): PO Box 4894, Portland, ME 04112	

Sole Proprietor/Partnership Information (If Corporation, leave blank)		
Name of Owner(s):	Date of Birth:	Residence Address:
Name of Owner(s):	Date of Birth:	Residence Address:

Corporate/ <u>LLC</u> /Non-Profit Organization Applicants (If Sole Proprietor or Partnership, leave blank)			
Corporate Name:		Corporate Mailing Address:	
Contact Person:		Contact Phone:	
Principal Officers	Title	Date of Birth	Residence Address
Joshua Miranda	owner	8/20/72	5 vagabond way windham, ME 04062



CITY OF PORTLAND

Permitting and Inspections Department

Class of Liquor License (see fee schedule): (Class XI) Class A Restaurant/Large		
Type of food served:	Pizza	
Please select all that will be served:	☒ Beer ☒ Wine ☒ Liquor	
Projected percentage of sales:	Generated from Food: 93% Generated from Alcohol: 7%	
Hours & days of operation:	11am-9pm Sun-Thurs 11am-1am Fri/Sat	
QUESTIONS	YES	NO
Will full-course meals, only capable of consumption with the use of tableware, be served the entire time the establishment is open?	☐	☒
If No, please explain:	PIZZA BY THE SLICE	
Is the establishment less than 300 feet from a school, dormitory, church or parish house, or similar establishment?	☐	☒
If yes, give the distance:		
Will you have entertainment on the premises? (If yes, a Supplemental Application for Entertainment is required.)	☐	☒
Will you permit dancing after 1:00 a.m.?	☐	☒
Will you have outside dining? (If yes, an Outdoor Dining Application is required)	☐	☒
If yes, will the outside dining be on:	☐ PUBLIC property or ☐ PRIVATE property	
Will you have any amusement devices (pinball, video games, juke box)?	☒	☐
If yes, please list: 4 # of amusements: and # of pool tables:		
What is your targeted opening date? :	4/15/24	
Does the Issuance of this license directly or indirectly benefit any City employee(s)?	☐	☒
If Yes, list name(s) of employee(s) and department(s):		
Have any of the applicants, including the corporation (if applicable), ever held a business license with the City of Portland?	☒	☐
If Yes, please list business name(s) and location(s):	Blym and Burrows, Via Vecchia, Papi Portland, Henry's Public House	
Is any principal officer under the age of 21?	☐	☒
Have applicant, partners, associates, or corporate officers ever been arrested, indicted, or convicted for any violation of law?	☒	☐
If Yes, please explain:	Joshua Miranda, TRAFFICKING in controlled substance 2000	

I, Joshua Miranda do hereby swear and affirm that every employee in my establishment that serves alcohol to the public has attended server training, or will attend server training within 90 days of their hire. I also understand that at any time the City license administrator can, upon request, require me to produce Server Training certificates for each employee that serves alcohol to the public in my establishment. Failure to meet the training requirement imposed by section 15-41 may result in the denial of a liquor license pursuant to 28-A M.R.S.A. § 653 (2) (G).

Applicant, by signature below, agrees to abide by all laws, orders, ordinances, rules and regulations governing the above licensee and further agrees that any misstatement of material fact may result in refusal of license or revocation if one has been granted. Applicant agrees that all taxes and accounts pertaining to the premises will be paid prior to issuance of the license.

It is understood that this and any application(s) shall become public record and the applicant(s) hereby waive(s) any rights to privacy with respect thereto. I/We, hereby authorize the release of any criminal history record information to the City Clerk's Office or licensing authority. I/We, hereby waive any rights to privacy with respect thereto.

Signature [Signature] Title owner Date _____

OFF TRACK PIZZA

Salads

Ceasar salad	\$8
Chicken salad w/ gem lettuce	\$10
Prosciutto, arugula, burrata	\$12
Farro grain bowl	\$14

Dippy sauce \$2/per

House ranch
Creamy pepperoncini
Hot honey
Dirty ranch (pepperoni)

Focaccia sandwiches, 6 varieties

Caprese – fresh basil, marinated fresh mozzarella, tomatoes, balsamic reduction

Oscar – mortadella, pistachio cream, burrata cheese, toasted pistachios

- Roasted local Mushrooms, organic basil pesto, fontina val d’aosta cheese
- Alto adige speck, procini stracciatella, baby arugula, onion jam
- Prosciutto di parma, olive tapenade, roasted red pepper, fresh mozzarella
- Nduja cream, bresaola, confit fennel, radicchio

Pizza 18” pizza, 8 varieties, whole or by the slice \$4-6 slices \$28-34 whole pies

Cheese – red sauce, prov & mozz

Pepperoni – grease cups

Margs – Basil, torn buratta, house pizza sauce

Via Vecchia – Italian sausage, lion ricotta, cherry bomb peppers, parsley, garlic cream

Garlic breath – Italian salami, garlic, house pizza sauce, cheese

Tartufo – white pie, roasted mushrooms, black truffle

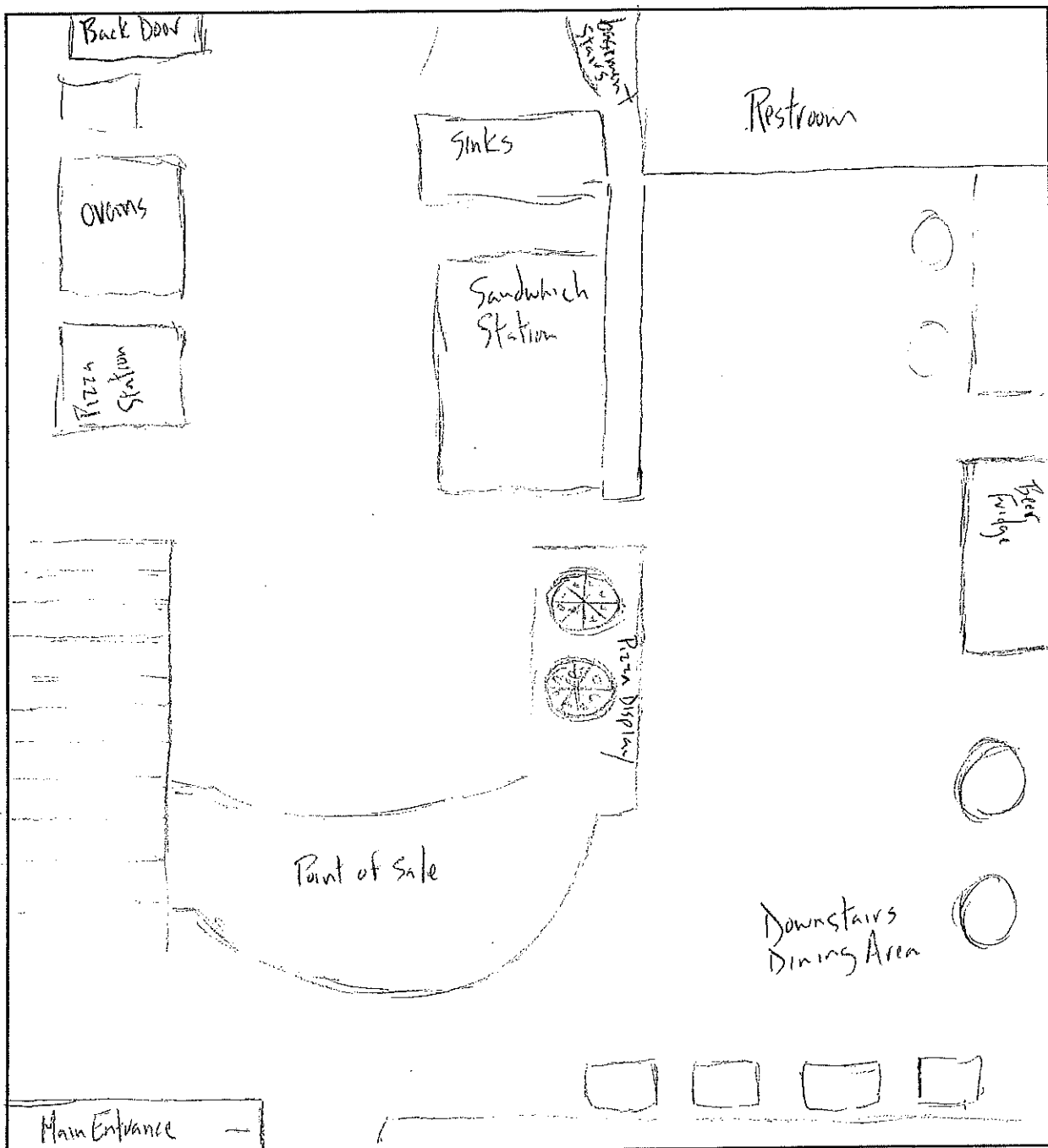
Mootz – white pizza, fresh mozzarella, garlic, basil or chives

Hawt honey pie

Section VI Premises Floor Plan

In an effort to clearly define your license premise and the areas that consumption and storage of liquor authorized by your license type is allowed, the Bureau requires all applications to include a diagram of the premise to be licensed.

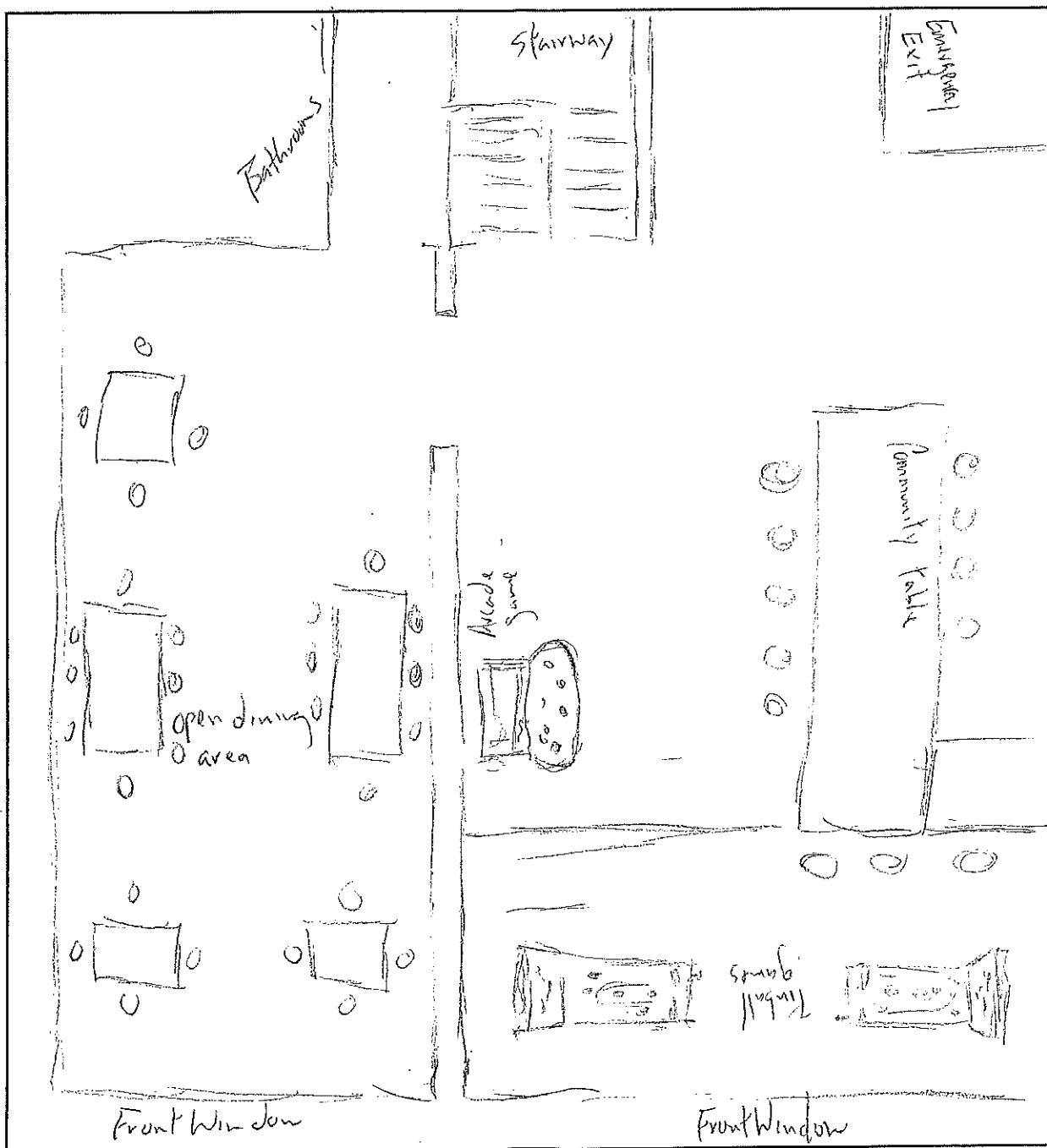
Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the following areas: entrances, office area, coolers, storage areas, display cases, shelves, restroom, point of sale area, area for on-premise consumption, dining rooms, event/function rooms, lounges, outside area/decks or any other areas on the premise that you are requesting approval. Attached an additional page as needed to fully describe the premise.



Section VI Premises Floor Plan

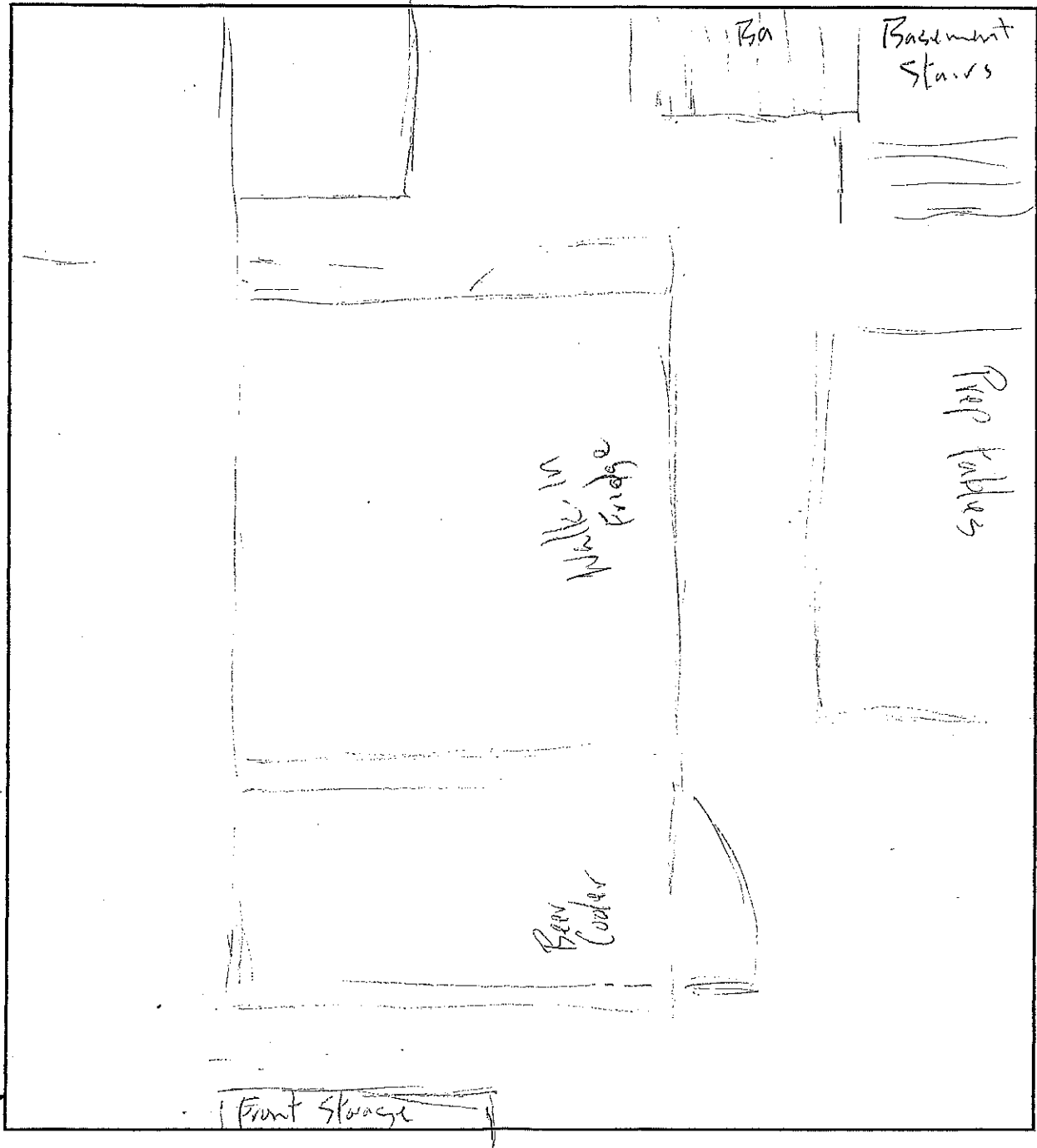
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Zachary Lenhart <zlenhart@portlandmaine.gov>

Off Track Pizza_15 Exchange St_Class A Rest-Lounge

Eric Nevins <erich@portlandmaine.gov>

Sat, Mar 2, 2024 at 9:10 PM

To: Zachary Lenhart <zlenhart@portlandmaine.gov>

Cc: Ron Kelton <rkelton@portlandmaine.gov>, Fire Prevention <fireprevention@portlandmaine.gov>, Laurie Carlson <lac@portlandmaine.gov>, Katlyn Sawyer <ksawyer@portlandmaine.gov>, Zoning <zoning@portlandmaine.gov>, Eric Cobb <ecobb@portlandmaine.gov>, Benjamin Pearson <bnp@portlandmaine.gov>, Tom Williams <tw@portlandmaine.gov>, Jason Grant <jgrant@portlandmaine.gov>, Treasury Division <treasury@portlandmaine.gov>, Christina Stacey <cstacey@portlandmaine.gov>, Business Licensing <bl@portlandmaine.gov>

Approved

On Wed, Feb 28, 2024 at 3:10 PM Zachary Lenhart <zlenhart@portlandmaine.gov> wrote:

[Quoted text hidden]

--

Eric Nevins
Lieutenant
Portland Police Department
(207) 874-8513



Zachary Lenhart <zlenhart@portlandmaine.gov>

Off Track Pizza_15 Exchange St_Class A Rest-Lounge

Zoning <zoning@portlandmaine.gov>

Tue, Mar 12, 2024 at 1:40 PM

To: Zoning <zoning@portlandmaine.gov>

Cc: Zoning <zoning@portlandmaine.gov>, Business Licensing <bl@portlandmaine.gov>, Zachary Lenhart <zlenhart@portlandmaine.gov>, Katlyn Sawyer <ksawyer@portlandmaine.gov>

Zoning approves. "Restaurant" is the current legal use of 15 Exchange St, no change of use required.

Will

[Quoted text hidden]

Legal Advertisement

Notice of Public Hearing City of Portland

A Public Hearing will be held on March 18, 2024 at 5:00 P.M., in City Council Chambers, 389 Congress St. 15 Exchange LLC, dba Off Track Pizza. Application for Class A Restaurant/Lounge at 15 Exchange Street - Sponsored by Danielle P. West, City Manager

City of Portland | Permitting and Inspections
Zachary Lenhert, Licensing and Housing Safety Manager



March 12, 2024

15 Exchange LLC
P.O. Box 4835
Portland, ME 04101

Re: 15 Exchange LLC, dba Off Track Pizza. Application for Class A Restaurant/Lounge at 15 Exchange Street

Dear 15 Exchange LLC:

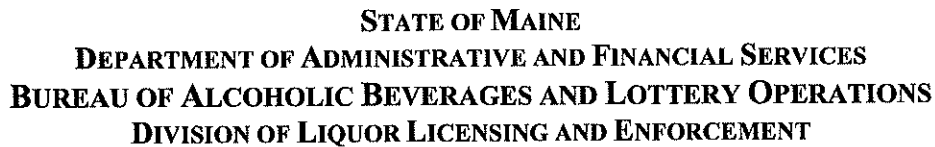
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Sincerely,

Zachary J. Lenhert
Licensing and Housing Safety Manager



All Questions Must Be Answered Completely. Please print legibly.

Division Use Only	
License No:	
Class:	By:
Deposit Date:	
Amt. Deposited:	
Payment Type:	
OK with SOS: Yes ☐ No ☐	

1. New license or renewal of existing license? ☒ New Expected Start date: 4/15/24
☐ Renewal Expiration Date: _____

Food: \$1.5 million Beer, Wine or Spirits: \$100K Guest Rooms: _____

☒ Malt Liquor (beer) ☒ Wine ☒ Spirits

4. Indicate the type of license applying for: (choose only one)

- | | | |
|--|---|---|
| ☐ Restaurant
(Class I, II, III, IV) | ☒ Class A Restaurant/Lounge
(Class XI) | ☐ Class A Lounge
(Class X) |
| ☐ Hotel
(Class I, II, III, IV) | ☐ Hotel – Food Optional
(Class I-A) | ☐ Bed & Breakfast
(Class V) |
| ☐ Golf Course (included optional licenses, please check if apply)
(Class I, II, III, IV) | ☐ Auxiliary | ☐ Mobile Cart |
| ☐ Tavern
(Class IV) | ☐ Other: _____ | |
| ☐ Qualified Caterer | ☐ Self-Sponsored Events (Qualified Caterers Only) | |

Refer to Section V for the License Fee Schedule on page 9

5. Business records are located at the following address:

26 Exchange St. Portland, ME 04101

6. Is the licensee/applicant(s) citizens of the United States? ☒ Yes ☐ No

7. Is the licensee/applicant(s) a resident of the State of Maine? ☒ Yes ☐ No

NOTE: Applicants that are not citizens of the United States are required to file for the license as a business entity.

8. Is licensee/applicant(s) a business entity like a corporation or limited liability company?

☒ Yes ☐ No If Yes, complete Section VII at the end of this application

9. For a licensee/applicant who is a business entity as noted in Section I, does any officer, director, member, manager, shareholder or partner have in any way an interest, directly or indirectly, in their capacity in any other business entity which is a holder of a wholesaler license granted by the State of Maine?

☐ Yes ☒ No

☐ Not applicable – licensee/applicant(s) is a sole proprietor

10. Is the licensee or applicant for a license receiving, directly or indirectly, any money, credit, thing of value, endorsement of commercial paper, guarantee of credit or financial assistance of any sort from any person or entity within or without the State, if the person or entity is engaged, directly or indirectly, in the manufacture, distribution, wholesale sale, storage or transportation of liquor.

☐ Yes ☒ No

If yes, please provide details: _____

11. Do you own or have any interest in any another Maine Liquor License? ☒ Yes ☐ No

If yes, please list license number, business name, and complete physical location address: (attach additional pages as needed using the same format)

Name of Business	License Number	Complete Physical Address
PLEASE		
SEE ATTACHED		

12. List name, date of birth, place of birth for all applicants including any manager(s) employed by the licensee/applicant. Provide maiden name, if married. (attach additional pages as needed using the same format)

Full Name	DOB	Place of Birth
JOSH MIRANDA	8/20/72	Portland, Maine
Steve Greenlaw	9/6/1968	Waterville, Maine
MARK HIBBARD	9/29/1983	Corning, New York
Mitchell Ryan	10/09/1989	Mountain View Ct
Residence address on all the above for previous 5 years		
Name JOSH MIRANDA	Address: 5 Vagabond Way, Windham ME 04095	
Name Steve Greenlaw	Address: 222 East Witherspoon St. Louisville, KY 40202	
Name Mark Hibbard	Address: 43 Clark St. Portland, ME 04102	
Name Mitchell Ryan	Address: 15 Liberty Lane, Windham, ME 04095	

13. Will any law enforcement officer directly benefit financially from this license, if issued?

☐ Yes ☒ No

If Yes, provide name of law enforcement officer and department where employed:

14. Has the licensee/applicant(s) ever been convicted of any violation of the liquor laws in Maine or any State of the United States? ☒ Yes ☒ No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: _____ Date of Conviction: _____

Offense: _____ Location: _____

Disposition: _____

15. Has the licensee/applicant(s) ever been convicted of any violation of any law, other than minor traffic violations, in Maine or any State of the United States? ☒ Yes ☐ No

If Yes, please provide the following information and attach additional pages as needed using the same format.

Name: JOSHUA MIRANDA Date of Conviction: 2000

Offense: Trafficking schedule drugs Location: YORK County.

Disposition: Suspended sentence / Probation

16. Has the licensee/applicant(s) formerly held a Maine liquor license? ☒ Yes ☐ No

17. Does the licensee/applicant(s) own the premises? ☐ Yes ☒ No

If No, please provide the name and address of the owner:

11 Exchange Street LLC

18. If you are applying for a liquor license for a Hotel or Bed & Breakfast, please provide the number of guest rooms available: _____

19. Please describe in detail the area(s) within the premises to be licensed. This description is in addition to the diagram in Section VI. (Use additional pages as needed)

PIZZA PARLOR WITH COUNTER SERVICE
AND TABLES ON SECOND FLOOR FOR
IN DINING

20. What is the distance from the premises to the nearest school, school dormitory, church, chapel or parish house, measured from the main entrance of the premises to the main entrance of the school, school dormitory, church, chapel or parish house by the ordinary course of travel?

Name: First PARISH / Portland High School.

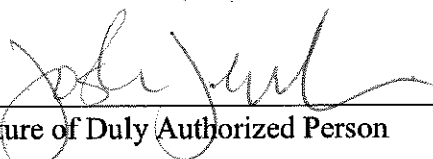
Distance: 1 mile

Section II: Signature of Applicant(s)

By signing this application, the licensee/applicant understands that false statements made on this application are punishable by law. Knowingly supplying false information on this application is a Class D Offense under Maine's Criminal Code, punishable by confinement of up to one year, or by monetary fine of up to \$2,000 or by both.

Please sign and date in blue ink.

Dated: 2/8/24


Signature of Duly Authorized Person

JOSEPH J. MIRANDA
Printed Name Duly Authorized Person

Signature of Duly Authorized Person

Printed Name of Duly Authorized Person

Section III: For use by Municipal Officers and County Commissioners only

The undersigned hereby certifies that we have complied with the process outlined in 28-A M.R.S. §653 and approve this on-premises liquor license application.

Dated: _____

Who is approving this application? ☐ Municipal Officers of _____

☐ County Commissioners of _____ County

- ☐ **Please Note:** The Municipal Officers or County Commissioners must confirm that the records of Local Option Votes have been verified that allows this type of establishment to be licensed by the Bureau for the type of alcohol to be sold for the appropriate days of the week. Please check this box to indicate this verification was completed.

Signature of Officials	Printed Name and Title

**This Application will Expire 60 Days from the date of
Municipal or County Approval unless submitted to the Bureau**

Included below is the section of Maine's liquor laws regarding the approval process by the municipalities or the county commissioners. This is provided as a courtesy only and may not reflect the law in effect at the time of application. Please see <http://www.mainelegislature.org/legis/statutes/28-A/title28-Asec653.html>

§653. Hearings; bureau review; appeal

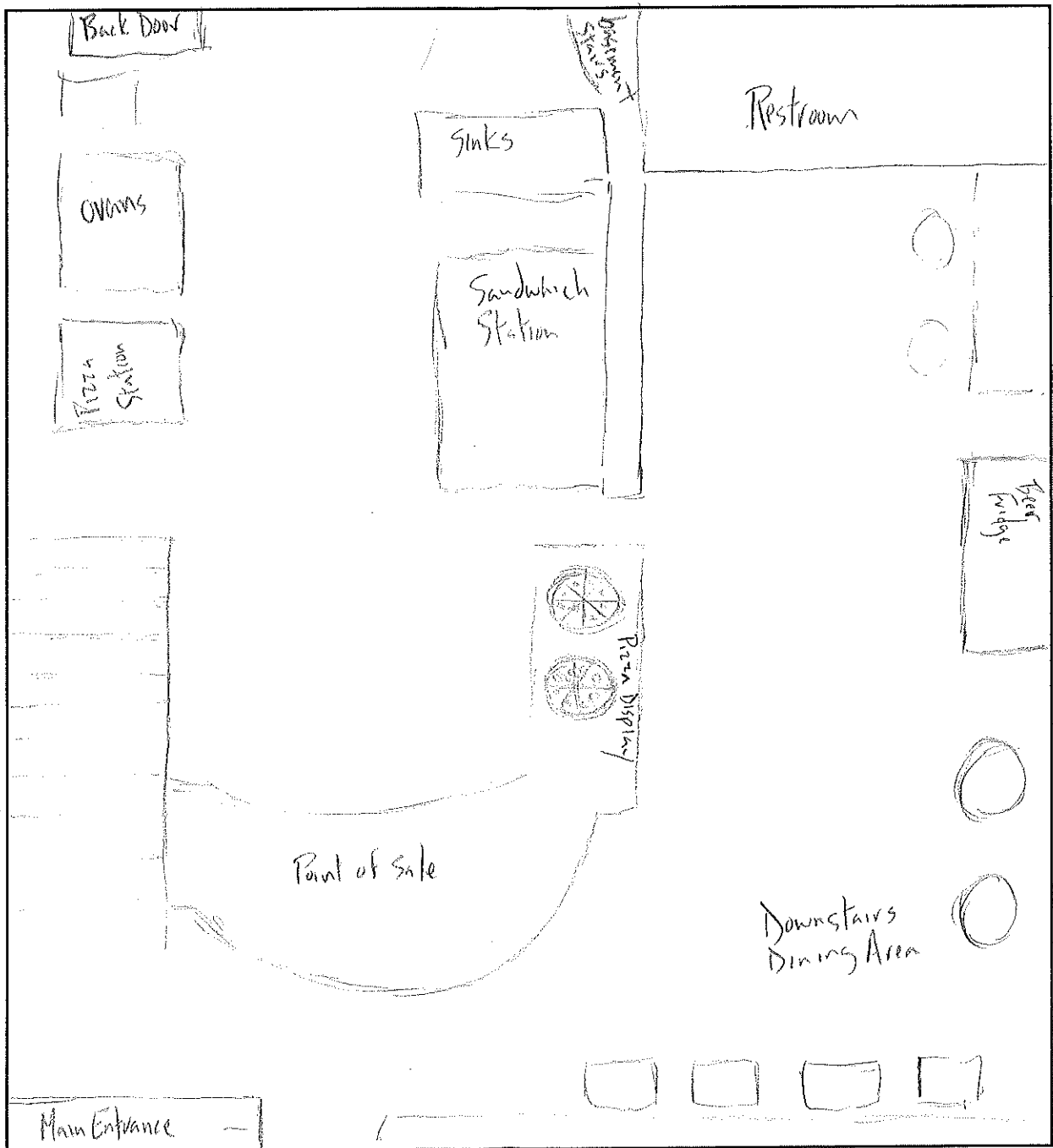
1. Hearings. The municipal officers or, in the case of unincorporated places, the county commissioners of the county in which the unincorporated place is located, may hold a public hearing for the consideration of applications for new on-premises licenses and applications for transfer of location of existing on-premises licenses. The municipal officers or county commissioners may hold a public hearing for the consideration of requests for renewal of licenses, except that when an applicant has held a license for the prior 5 years and a complaint has not been filed against the applicant within that time, the applicant may request a waiver of the hearing.

A. The bureau shall prepare and supply application forms.

Section VI Premises Floor Plan

In an effort to clearly define your license premise and the areas that consumption and storage of liquor authorized by your license type is allowed, the Bureau requires all applications to include a diagram of the premise to be licensed.

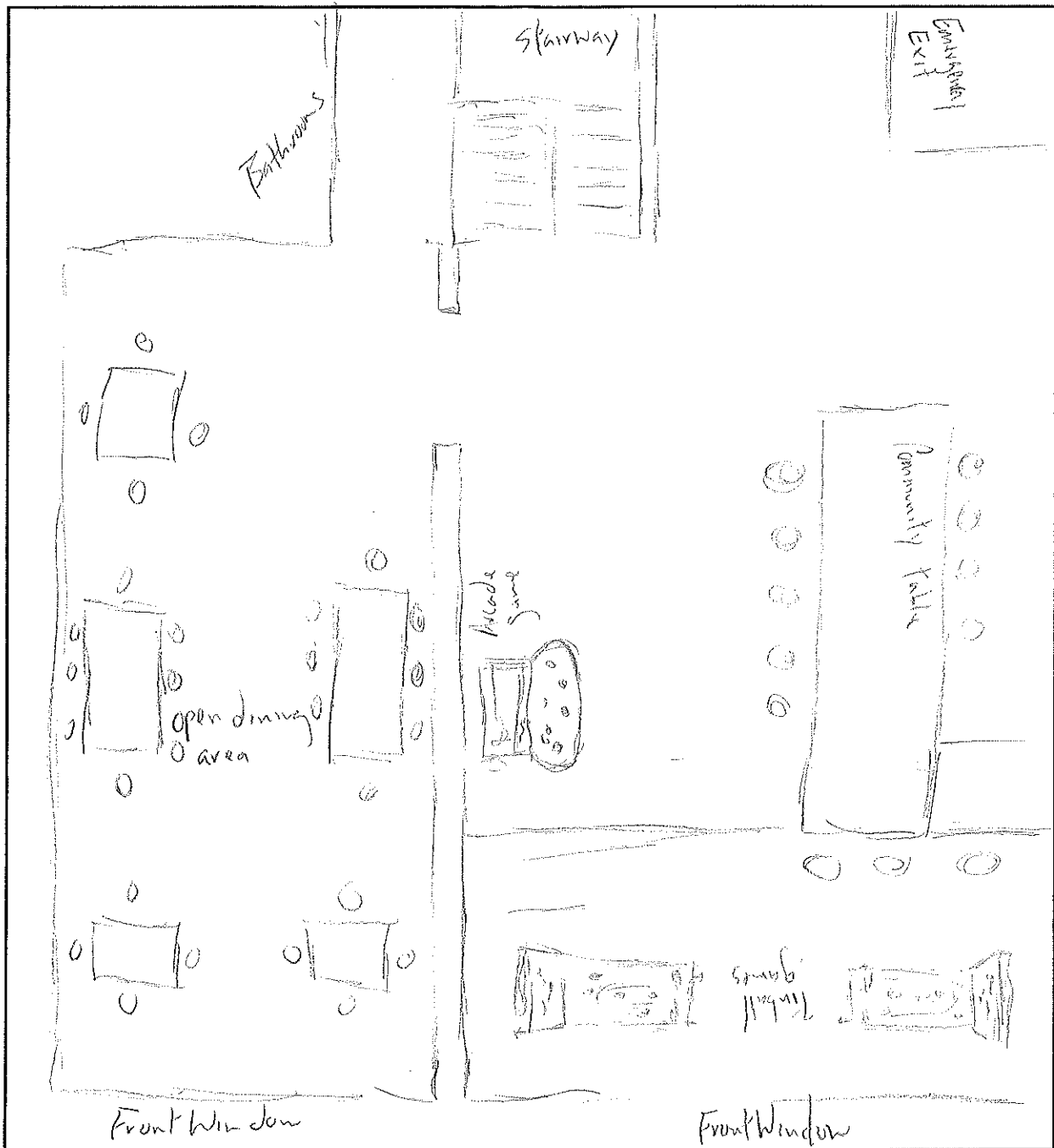
Diagrams should be submitted on this form and should be as accurate as possible. Be sure to label the following areas: entrances, office area, coolers, storage areas, display cases, shelves, restroom, point of sale area, area for on-premise consumption, dining rooms, event/function rooms, lounges, outside area/decks or any other areas on the premise that you are requesting approval. Attached an additional page as needed to fully describe the premise.



Section VI Premises Floor Plan

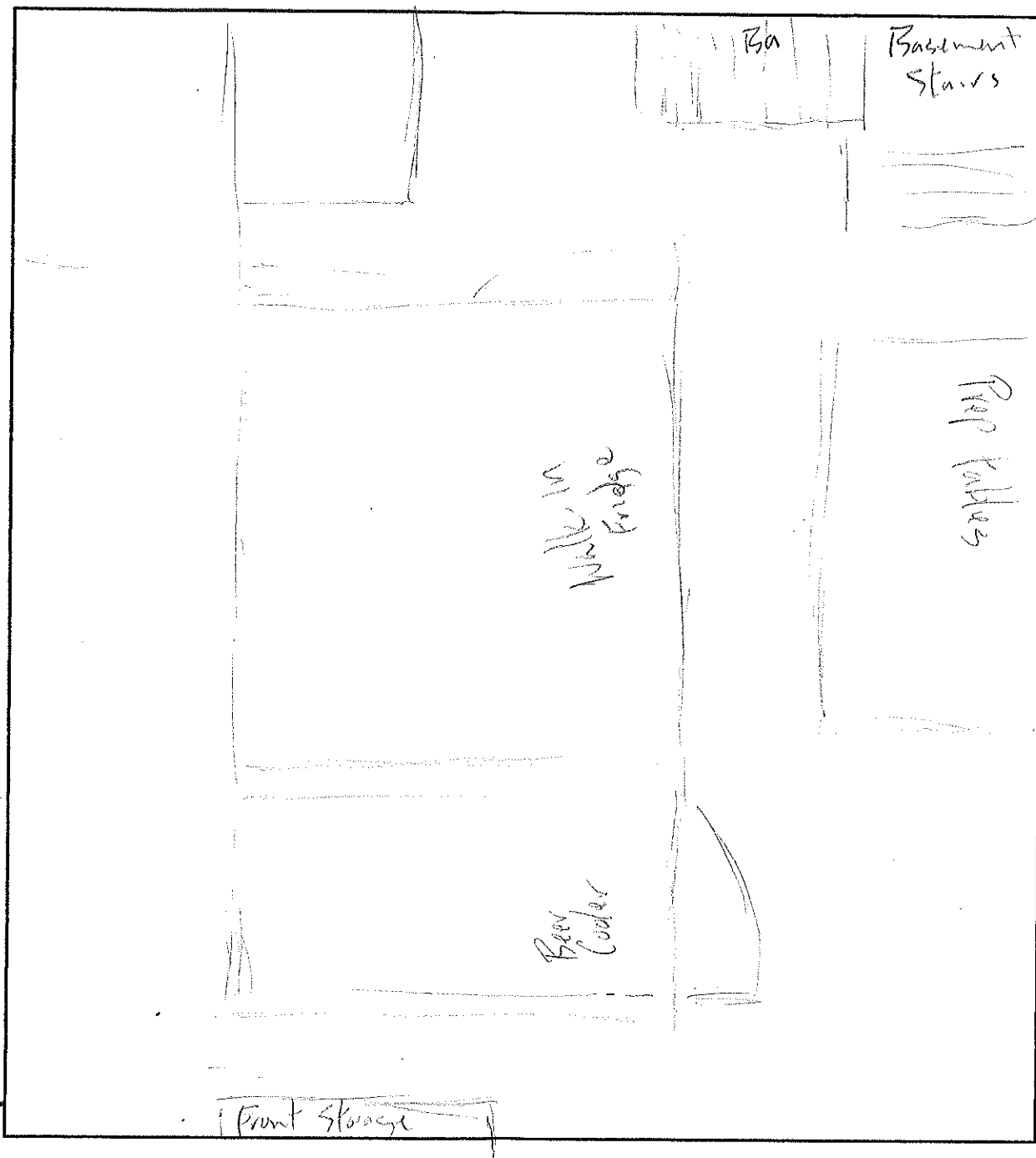
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Section VII: Required Additional Information for a Licensee/Applicant for an On-Premises Liquor License Who are Legal Business Entities

Questions 1 to 4 of this part of the application must match information in Section I of the application above and match the information on file with the Maine Secretary of State's office. If you have questions regarding your legal entity name or DBA, please call the Secretary of State's office at (207) 624-7752.

All Questions Must Be Answered Completely. Please print legibly.

1. Exact legal name: 15 Exchange LLC
2. Doing Business As, if any: OFF TRACK PIZZA
3. Date of filing with Secretary of State: 2023 State in which you are formed: ME
4. If not a Maine business entity, date on which you were authorized to transact business in the State of Maine:

5. List the name and addresses for previous 5 years, birth dates, titles of officers, directors, managers, members or partners and the percentage ownership any person listed: (attached additional pages as needed)

Name	Address (5 Years)	Date of Birth	Title	Percentage of Ownership
JOSH MIRANDA	5 Virginia Way, Windham, ME	8/20/70	owner	80%
Steve Greenlaw	Louisville, KY	9/6/68	investor	15%
Mark Hibbard	Portland, ME	9/29/83	owner	2%
Mitchell Ryan	So. Portland/Windham ME	10/9/89	owner	2%

(Ownership in non-publicly traded companies must add up to 100%.)

Joshua Miranda has 4 State of Maine Liquor Licenses currently:

Blyth & Burrows (CARL 2016 1214) 26 Exchange Street, Portland, ME 04101

Via Vecchia (CARL 2019 12353) 10 Exchange Street, Portland, ME 04101

Papi (CAR 2022 14730) 18 Exchange Street, Portland, ME 04101

The Henry Public House (CARL 2023 15351) 375 Fore Street, Portland, ME 04101

MEMORANDUM
City Council Agenda Item

FROM: Mary Davis, Division Director

DATE: January 18, 2024

SUBJECT: Resolve 8-23/24 Adopting the Fiscal Year 2024-2025 Annual Action Plan Including Appropriations for Community Development Block Grant Program, HOME Program, and Emergency Solutions Grant Program and Certifications Pertaining Thereto - Sponsored by Danielle P. West, City Manager

SPONSOR: Danielle P. West, City Manager
(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading 3/18/2024

**Final
Action 4/8/2024**

Can action be taken at a later date: No A public notice of these meetings and public hearings has been published in the Press Herald as required.

Does this item involve a new contract with the City: This item does not involve a new contract. This item involves a grant agreement which will be sent to the City upon approval of the Annual Action Plan.

PRESENTATION:

The Chair of the CDBG Annual Allocation Committee will present the Allocation Committee's recommendations. The City Manager will present her recommendations. HCD Staff members are available for questions.

I. SUMMARY

The resolution adopts the 2024-2025 Annual Action Plan including appropriations for Community Development Block Grant, HOME, and Emergency Solutions Grant Programs.

II. AGENDA DESCRIPTION

The 2024-2025 Housing and Community Development Program Annual Action Plan reports to the U.S. Department of Housing and Urban Development (HUD) a total estimated budget of \$6,957,515 (Community Development Block Grant ("CDBG") Entitlement Funds and Program Income \$1,898,188, \$120,000 Downtown TIF funding, \$20,000 Cotton St proceeds, HOME Program Grant \$1,037,237, Program Income and Recapture \$92,956; Lead Safe Housing Program Income \$18,825; local Housing Trust Fund \$2,065,297; \$162,241 Emergency Solutions Grant ("ESG") funds).

The CDBG Annual Allocation Committee, appointed by the City Council, reviewed each application and made funding recommendations that will be presented to the Council. The City Manager reviewed the Committee's recommendations and submitted her funding recommendations to the Council. The Housing and Economic Development Committee reviewed the Affordable Housing budgets. The Emergency Shelter Assessment Committee reviewed the ESG budget. Please see attachments for additional details about individual program funding.

The City's public participation process requires two public hearings to consider the City's Housing and Community Development Program proposal. The hearings allow the public to comment on the City's Consolidated Annual Action Plan. Public hearings for FY25 are set for March 18 and April 8. People who wish

to speak may do so one time; they may not speak at both public hearings.

This item must be read on two separate days. This is its first reading.

III. BACKGROUND

The CDBG Annual Allocation Committee reviewed all CDBG applications and made funding recommendations to the City Manager; both sets of recommendations are included in the attached backup materials. The Housing and Economic Development Committee reviewed the Affordable Housing budgets. The Emergency Shelter Assessment Committee reviewed the ESG budget. Please see attachments for additional details about individual program funding

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

The activities supported by these grants address housing and homelessness, as well as infrastructure improvements that may impact climate change and sustainability.

V. FINANCIAL IMPACT

Please see attached budgets for each program. Funding for these activities will be provided through grants from the US Department of Housing and Urban Development.

VI. STAFF ANALYSIS AND BACKGROUND

For additional details, reference is made to the attachments included in the backup materials.

VII. RECOMMENDATION

Staff recommends that the City Council vote to approve the 2024-2025 Annual Action Plan.

VIII. LIST ATTACHMENTS

1. Adopting the Fiscal Year 2024-2025 Housing and Community Development Annual Action Plan 031524
2. 1 Memo to Council budget 24-25
3. 2 Memo budget and cap calculations background 2024-2025
4. 3 2024-25 Letter to the City Manager_Final
5. 4 2024-25 City Manager CDBG Recommendations
6. 5 Housing Program Budget Memo 2024-2025
7. 6 ESG Budget 2024-2025 DRAFT 12.21.23
8. 7. 2024-2025 DRAFT AAP 3-7-24
9. Public Comment - Resolve 8-2324 V3

Prepared by:

Mary Davis, Division Director

Date: 01/18/2024

MARK DION (MAYOR)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**RESOLUTION ADOPTING THE FISCAL YEAR 2024-2025 ANNUAL
ACTION PLAN INCLUDING APPROPRIATIONS FOR COMMUNITY
DEVELOPMENT BLOCK GRANT PROGRAM, HOME PROGRAM, AND
EMERGENCY SOLUTIONS GRANT PROGRAM AND CERTIFICATIONS
PERTAINING THERETO**

WHEREAS, the City of Portland, Maine has determined that there are pressing community and neighborhood needs for further federal assistance for housing and community development activities; and

WHEREAS, activities for the Fiscal Year 2024-2025 Annual Action Plan have been recommended; and

WHEREAS, the City of Portland will receive an estimated annual allocation from the United States Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Entitlement Funds in the amount of \$1,843,198 for the program year 2024-2025; and

WHEREAS, the City has received Community Development funds in CDBG Housing Development Fund Program income in the amount of \$54,990 and HUD program income funds from the sale of City-owned property on Cotton Street in the amount of \$20,000, all of which is subject to the same regulations as the CDBG Entitlement Funds; and

WHEREAS, the City has received a HUD HOME Program Grant allocation in the amount of \$1,037,237; HUD HOME Program Income and Recaptured Funds in the amount of \$92,956; HUD Lead Safe Housing Program Income in the amount of \$18,825; and HUD Emergency Solutions Grant funds (ESG) in the amount of \$162,241; and

WHEREAS, the City also has local funds available from the Downtown TIF District in the amount of \$120,000 and funds from the Jill C. Duson Housing Trust Fund \$2,065,297; and

WHEREAS, the City Council of the City of Portland, Maine, desires to utilize these funds to support housing and community development activities;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Portland, Maine, hereby adopts the FY 2024-2025 Annual Action Plan in substantially the form attached; and

BE IT FURTHER RESOLVED, that the estimated annual sums of \$1,843,198 of CDBG Entitlement Funds, for the program year 2024-2025; \$54,990 of Community Development funds; \$20,000 in Cotton Street proceeds; the \$1,037,237 HUD HOME Program Grant allocation; \$92,956 in HUD HOME Program Income and Recaptured Funds; \$18,825 in HUD Lead Safe Housing Program Income; \$162,241 of HUD Emergency Solutions Grant funds; \$120,000 in Downtown TIF District funds; and \$2,065,297 from the Jill C. Duson Housing Trust Fund (collectively, the “Annual Action Plan Funds”) are hereby appropriated for the purposes approved in the attached Plan and budgets set forth in the Attached Exhibits; and

BE IT FURTHER RESOLVED, that the City of Portland, Maine, possesses legal authority to apply for the above referenced Community Development Block Grant Program Funds, HOME Program funds and Emergency Shelter Grant Program funds for the Program Year 2024-2025; and

BE IT FURTHER RESOLVED, that the City Manager or designee be authorized to:

- 1) Apply for, accept, and expend the Annual Action Plan Funds; and
- 2) Officially represent the City of Portland, Maine, in connection with the applications, including the execution of contracts on behalf of the City; and
- 3) Act as the certifying officer for HUD environmental documents related to these grants and to execute said documents and any other related documents necessary or convenient to carry out the intent of said grants; and
- 4) Make adjustments to all proposed activities’ budgets as noted below:
 - (a). If estimated allocations decrease, activities under the CDBG, HOME and ESG Programs be proportionately decreased from the estimated funding levels to match the actual allocation amounts;
 - (b). If estimated allocations increase, activities under the HOME and ESG Programs be proportionately increased to match the actual allocation amounts; and
 - (c). If the estimated CDBG allocation increases, any partially funded projects will be proportionately increased until fully funded. Once all recommended projects are fully funded, any remaining balance will be

allocated to fully funding unfunded projects from greatest score to least, unless another funding source can be identified for the next eligible project; and

BE IT FURTHER RESOLVED, that the City of Portland, Maine certifies that it will comply with all of the attached assurances and provide such additional information as may be required by the U.S. Department of Housing and Urban Development; and

BE IT FURTHER RESOLVED, that the foregoing FY 2024-2025 Annual Action Plan funds are hereby appropriated pursuant to the Budget attached hereto.

Memorandum

To: Mayor Dion and the Portland City Council
Cc: Danielle West, Interim City Manager
From: Mary Davis, Division Director Housing and Community Development Division
Date: March 2, 2024
Re: HUD's Annual Action Plan 2024-2025

The Annual Action Plan includes budgets for the Community Development Block Grant, HOME Program, and the Emergency Solutions Grant, as well as local funding sources such as program income, TIF, and Jill C Duson Housing Trust Fund. The final allocations have not been provided by the U.S. Department of Housing and Urban Development. The amounts reflected below are estimates based on the previous year's allocations.

CDBG	
Attachments: CDBG Recommendation Letter from City Manager, CDBG Recommendation Letter from CDBG Allocation Committee, Spreadsheet summarizing recommendations of Allocation Committee and City Manager, Budget and Cap Calculation Background Memo	
\$1,843,198.00	Estimated HUD Allocation 24-25
\$54,990.00	Program Income (HDF)
\$30,000.00	TIF Funds for Administration*
\$90,000.00	TIF Funds for Construction*
\$20,000.00	Cotton Street Proceeds for Social Services*
\$2,038,188.00	Total Estimated CDBG and local funds to allocate for 2024-2025
CDBG Funds by Category for HUD Budget *Does not include TIF or Cotton St proceeds.	
\$379,637.60	Administration and Planning
\$616,503.84	Social Services
\$902,046.56	Development Activities
\$1,898,188.00	Total CDBG Funds by category
Housing Funding	
Attachments: Housing Budget Memo	
HOME	
\$1,037,237	Estimated HUD Allocation 24-25
\$32,956	HOME Program Income 2023
\$60,000	HOME Recaptured Funds 2023
\$1,130,193	Total Estimated HOME funds to allocate for 2024-2025
Local Housing Funding	
\$18,825	Lead-Safe Housing Program Income Funds
\$2,065,297	Local Jill C Duson Housing Trust Funds
\$2,084,122	Total Estimated Local Housing Funding for 2024-2025
ESG	
Attachments: ESG Budget	
\$162,241	Total Estimated ESG funds to allocate for 2024-2025
Total Funding	
\$5,414,744	

Memorandum

To: Mayor Dion and City Council
Cc: Danielle West, City Manager
From: Mary Davis, Division Director Housing and Community Development Division
Date: March 3, 2024
Subject: **2024-2045 CDBG Budget and Cap Calculations**

In past years, the CDBG budget submitted as part of the HCD Annual Action Plan matched the local CDBG budget presented on the allocation summary sheet. Starting in 2018, the budget differs due to the replacement of program income with TIF funds and Cotton Street proceeds. Staff would like to take the opportunity to address how these changes impact the overall CDBG budget and cap calculations.

CDBG budget and cap calculations: Each year staff calculate the HUD mandated funding caps for the following CDBG funding categories; Planning and Admin, Development Activities, and Social Services. The budget for our local CDBG program is created once the HUD mandated funding caps have been determined. The CDBG budget combines the CDBG entitlement funds with program income, reprogramed funds, and available local funds. These local resources are not included in the cap calculations nor are they required to be included in the HUD CDBG budget.

In past years, the CDBG program received program income from a parcel of land known as the Cotton Street garage. Following the HUD cap calculations, 20% of the program income went to Planning and Admin, 33% went to Social Services, and 47% went to Development Activities. In 2017, the City sold the Cotton Street parcel. In order to make up the loss of program income funds for each category, the City Council allocated \$120,000 of TIF revenue to be used for Planning and Administration (\$30,000) and for TIF-eligible public infrastructure projects (\$90,000). In addition, the City Council allocated \$20,000 from the Cotton Street proceeds to be used for social service activities.

The budget submitted to HUD in the HCD Annual Action Plan excludes local funding for the purposes of HUD mandated cap calculations, but they are included in the Annual Action Plan as other funding sources.

February 15, 2024

Danielle West
City Manager
Portland City Hall
389 Congress Street
Portland, Maine 04101

Dear Danielle:

We are pleased to submit the Community Development Block Grant (CDBG) Allocation Committee's recommended budget for the 2024-2025 program year.

This letter includes a description of this year's process, how the applications were reviewed and scored, along with our recommendations for funding.

The U.S. Department of Housing and Development (HUD) has not released the 2024-2025 allocations, but this information should be available in the coming weeks and we are hopeful that the funding will remain at least level with the previous year's funding.

The need for CDBG funds, in general, exceeds the available resources.

The Administration Planning submission was joined by 9 Development Activities projects (the same number as last year) and 16 Social Service projects (two more than last year). The Committee's allocation recommendation, the funding requested, and the resulting difference are represented in the following table.

CDBG Year	ALLOCATION	REQUEST	DEFICIT
Planning and Administration	\$379,638	\$379,638	0
Social Service Activities	\$616,504	\$1,242,649	\$626,146
Development Activities	\$902,046	\$ 1,640,692	\$ 738,646
TOTAL	\$1,898,188	3,286,330	\$1,388,142

Application Review Process

The mandatory applicant meeting was held on October 19, 2023. CDBG Applications were made available on October 23, 2023, and submissions were due Monday, November 20, 2023, by 5:00pm.

The Committee met 8 times between December 14, 2023, and February 15, 2024, to discuss Administration and Planning, Development Activities, and Social Service applications. The Committee members read each application individually prior to the meeting and discussed each as a group. When questions about the applications arose, staff documented the questions and forwarded them to the applicant to respond, and the applicant's responses were then shared with the Committee and reviewed. Allocation Committee members then scored each application individually, using the scoring matrix structured in accordance with the priorities established by the City Council.

After all the scores were received from Allocation Committee members, staff organized the applications by score from the highest to the lowest within each application category. The City Council has directed the Committee to recommend full funding based on the request of each applicant; therefore, each applicant was awarded full funding in descending order, by total score, until the anticipated funding was exhausted.

Funding Caps and Set Asides

The funding caps for individual projects are set at \$150,000 for Social Service applicants and \$250,000 for Development activities. Administration and Planning funding is limited to 20% of the entire CDBG budget. City applicants are eligible for up to 85% of available funds for Development Activities, with a minimum 15% reserved for outside organizations. In addition to the 85% cap, a public infrastructure set aside of up to 60% of the City's maximum 85% request remains in effect. City applicants are eligible for up to 45% of the available funds for Social Service. A minimum of 55% must go to outside requests.

This year's allocations again features a structure where 20% of available funds for Social Services is set aside for projects submitted by applicants that have not previously received CDBG funding. These projects must receive a minimum average score of 75 points but then are ranked among the subset of new applicants for the 20% funding set aside. This year 1 applicant met these criteria.

RECOMMENDATIONS

Administration and Planning Funding

The Committee reviews information regarding Administration and Planning but does not score the application competitively. Administration funding is essential for operating the CDBG program and reporting to HUD. The Housing and Economic Development Department submitted a budget of \$379,638 with the understanding that Administration and Planning funding is limited to 20% of the entire CDBG budget. This year, the 20% cap is estimated to be \$379,638.

Development Activities Funding

The Committee received 9 Development Activity applications requesting \$1,640,692 which includes both construction activities and economic development initiatives. For 2024-2025, \$902,046 is available for Development Activity funding. The following table lists in descending scoring point order the applicant organization, program, funding request, and committee recommendation. There is a deficit of \$738,646 needed to fund all Development Activities.

If there are contingency funds available the committee recommends allocating funds to the next highest score in Development Activities.

Organization	Program	Request	Points	Committee Recommendation
City of Portland Department of Public Works	Portland DPW Nason's Corner ADA	\$ 199,000.00	89.750	\$ 199,000.00
City of Portland Department of Public Works	Portland DPW Oakdale Neighborhood ADA	\$ 199,000.00	88.250	\$ 199,000.00
City of Portland Department of Parks, Recreation and Facilities	Portland Parks Department Reiche Playground	\$ 193,400.00	85.250	\$ 193,400.00
City of Portland Department of Parks, Recreation, and Facilities	Portland Parks Department Deering Oaks Park ADA	\$ 192,792.00	84.875	\$ 175,064.55

Organization	Program	Request	Points	Committee Recommendation
Greater Portland Immigrant Welcome Center	Greater Portland Immigrant Welcome Center	\$ 150,000.00	84.625	\$ 135,258.45
City of Portland Department of Public Works	Portland DPW Congress Street ADA	\$ 199,000.00	84.000	
City of Portland Department of Parks, Recreation and Facilities	Portland Parks Department Age-in-Place Court/Tyng-Tate Playground	\$ 152,500.00	82.875	
City of Portland's Housing and Economic Development Department	Business Assistance Program	\$ 105,000.00	81.000	
MicroRail, Inc.dba Hope Harbor	Hope Harbor	\$ 250,000.00	51.750	

Social Service Funding

The Committee received sixteen Social Service applications. A total of \$1,242,650 in Social Service requests were received with an estimated \$616,504 in available funding. The following table lists in descending scoring point order the applicant organization, program, funding request, and committee recommendation.

Organization	Program	Request	Points	Committee Recommendation
Wayside Food Programs	Direct Services Program	\$32,250.00	93.71	\$32,250.00

Organization	Program	Request	Points	Committee Recommendation
Quality Housing Coalition	Project HOME	\$149,600.00	92.14	\$149,600.00
Milestone Recovery	Homeless Outreach and Mobile Engagement (HOME) Team	\$120,000.00	92.13	\$120,000.00
Greater Portland Family Promise	Homelessness Prevention and Housing Stabilization	\$93,600.00	92.13	\$93,600.00
Preble Street	Preble Street Emergency Food Programs	\$50,000.00	91.57	\$50,000.00
Preble Street	Joe Kreisler Teen Shelter	\$30,000.00	91.50	\$30,000.00
Hope Acts	Asylum Seeker Assistance Program	\$125,000.00	91.13	\$87,978.84
Catholic Charities Maine	Immigration Legal Services (ILS) Program	\$126,238.00	91.00	
Commonspace (formerly Amistad)	HSC Housing Navigation Program	\$100,000.00	90.88	

Organization	Program	Request	Points	Committee Recommendation
Community Housing of Maine, Inc.	Ashlea's Place	\$44,521.00	90.75	
Preble Street	Preble Street Adult Wellness Shelters	\$75,000.00	90.75	
Through These Doors	Community Based Domestic Violence Services	\$97,070.80	90.13	
Catherine Morrill Day Nursery	Portland CDBG Childcare Voucher Collaborative	\$81,295.00	88.38	
Furniture Friends	Basic Needs Expansion	\$50,000.00	85.00	
Our Place Portland Inc.*	Youth Mentorship Groups and Community Summer Camps	\$53,075.00	80.25	\$53,075.00
Maine Academy of Modern Music *	Amplify Music Education	\$15,000.00	72.75	

*Indicates new applicants

Additional Considerations

There are three points related to Social Service projects that deserve additional consideration beyond the scoring rubric we have applied in the above allocations.

First, the set aside funds for 'New Programs' is producing positive if somewhat mixed results after 3 funding cycles since being implemented. Having any new applicants is evidence of a healthy program and our expectation is that this set aside will increase interest going forward. This year, one new applicant scored well enough to meet the 75-point minimum threshold needed to qualify for funding and a second new applicant did not score high enough to qualify for funding.

Specifically, the score of 80.25 for the Our Place Portland, Youth Mentorship Groups and Community Summer Camps project meets the minimum threshold for the new program, but it is markedly lower than seven other Social Service applicants. As the 'New Program' set aside is seeking a balance between established applicants and new applicants, it is expected that organizations new to CDBG may not score as high. The committee also notes that Quality Housing Coalition was a first-time applicant during the 2022-23 cycle and this year submitted the second highest ranked proposal which we take as evidence that the new applicant process yielded positive results this year.

Secondly, the Committee is aware that the City Council can authorize an allocation of \$20,000 from the Cotton Street parking lot sales proceeds towards CDBG Social Service Activities. In its advisory capacity, the CDBG Allocation Committee recommends applying these funds toward Hope Acts Asylum Seeker Assistance Program to bring that application—which is currently recommended for partial funding—closer to the full amount requested.

Finally, while the CDBG Allocation Committee is not suggesting immediate changes to the scoring process, the Committee is looking ahead to the next iteration of the CDBG Priority Task Force and opportunities to revisit the process for scoring applications and allocating CDBG funds. There is a strong consensus within the Committee that the limits of the scoring system and funding availability mean that we are leaving competitive applications and critical services unfunded. There are two types of potential remedies to this that we'd like to suggest for consideration:

- There have been motions in recent years to adjust funding caps or reduce existing set-asides (or both). The committee believes that these should be reconsidered in light of a post-COVID environment where community need continues to increase and shift.
- The other potential remedy for discussion is an allocation that is either more widely distributed or gives some proportion of funding to the entire group of highest scoring applicants. In practice, this would mean partial funding above a threshold score, perhaps 90 points; alternatively, all projects scoring above 90 would be selected for funding based on a lottery.

We respect that you may have different priorities from those reflected in the Committee's allocation recommendations, and that you have the flexibility that is not afforded by the structure of the Committee's scoring system. We look forward to learning of your and the City Council's conclusions regarding CDBG allocations.

Summary

Portland is fortunate to have a diverse and talented community of organizations seeking the development of the City and the redress of the needs of its residents. All projects that applied to the program would benefit our City, but scarce funding prevents us from funding all of them. This is a competitive process; each applicant competes against all other applicants in their respective Development and Social Services categories.

We thank you for your commitment to this program and hope you are satisfied with the results. We take the opportunity to serve on this committee with the utmost seriousness and diligence and feel the outcomes above reflect our best adherence to the rules and guidance provided.

We offer our recommendations for your consideration. We look forward to seeing you on March 18th and hearing your response.

Sincerely,

The CDBG Annual Allocation Committee for Program Year 2024-2025

Elinor Higgins, Chair

Janice Hastings, Vice Chair

Lawson Condrey

Mounir Majid

Barbara Ginley

Claire Swingle

Todd Morse

Robby Perkins-High

Attachments: CDBG Allocation Committee Funding Recommendations 2023-2024 (spreadsheet)

CDBG Allocation 2024-2025

Administration and Planning

Case Id	App Type	Priority/Goal	Organization	Program Name	Funding Requested	Priority Impact	Guiding Principles	Capacity to Deliver	Collaboration/Partnership	Average Score	Committee Recommendation	City Manager Recommendation	City Council Recommendation
N/A	Admin	N/A	Housing and Economic Development Department	CDBG Admin and Planning	\$379,638						\$379,638		

Development Activities

Case Id	App Type	Priority	Organization	Project Name	Funding Requested	Priority Impact	Guiding Principles	Capacity to Deliver	Collaboration/Partnership	Avg Score	Committee Recommendation	City Manager Recommendation	City Council Recommendation
30476	Cons.	NI	City of Portland Department of Public Works	Nason's Corner ADA	\$199,000.00	28.125	26.500	22.125	13.000	89.750	\$199,000.00		
30453	Cons.	NI	City of Portland Department of Public Works	Oakdale Neighborhood ADA	\$199,000.00	28.375	23.875	21.750	14.250	88.250	\$199,000.00		
30462	Cons.	NI	City of Portland Department of Parks, Recreation, and Facilities	Reiche Playground	\$193,400.00	25.125	23.500	22.000	14.625	85.250	\$193,400.00		
30458	Cons.	NI	City of Portland Department of Parks, Recreation, and Facilities	Deering Oaks Park ADA	\$192,792.00	27.000	23.250	22.125	12.500	84.875	\$175,339.10		
30449	ED	EO	Greater Portland Immigrant Welcome Center	Greater Portland Immigrant Welcome Center	\$150,000.00	27.250	25.750	21.625	10.000	84.625	\$135,306.90		
30475	Cons.	NI	City of Portland Department of Public Works	Congress Street ADA	\$199,000.00	27.125	23.875	21.500	11.500	84.000	\$0.00		
30468	Cons.	NI	City of Portland Department of Parks, Recreation and Facilities	Age-in-Place Court/Tyng-Tate Playground	\$152,500.00	25.375	21.500	21.875	14.125	82.875	\$0.00		
30450	ED	EO	City of Portland's Housing and Economic Development Department (HEDD) and Portland Development Corporation (PDC)	Business Assistance Program	\$105,000.00	27.625	23.250	22.000	8.125	81.000	\$0.00		
30480	Cons.	Housing	MicroRail, Inc.dba Hope Harbor	Hope Harbor	\$250,000.00	27.375	16.750	7.625	0.000	51.750	\$0.00		
				Total Cost of Project Requests	\$1,640,692.00					Total:	\$902,046.00		
				Total Estimated HUD Funds Available	\$902,046.00								
				City Project Cap (85%)	\$766,739.10								*Indicates allocation of TIF Funding (\$90,000)

CDBG Allocation 2024-2025

Social Service

Case Id	App Type	Priority /Goal	Organization	Program Name	Funding Requested	Priority Impact	Guiding Principles	Capacity to Deliver	Collaboration/ Partnership	Average Score	Committee Recommendation	City Manager Recommendation	City Council Recommendation
30455	SS	NI	Our Place Portland Inc.	Youth Mentorship Groups and Community Summer Camps	\$53,075.00	22.875	27.125	21.000	9.250	80.250	\$53,075.00		
30454	SS	NI	Maine Academy of Modern Music	Amplify Music Education	\$15,000.00	17.875	21.000	22.125	11.750	72.750	\$0.00		
30457	SS	ANGHP	Wayside Food Programs	Direct Services Program	\$32,250.00	29.000	27.143	22.571	15.000	93.714	\$32,250.00		
30461	SS	ANGHP	Quality Housing Coalition	Project HOME	\$149,600.00	28.571	28.571	22.000	13.000	92.143	\$149,600.00		
30459	SS	ANGHP	Milestone Recovery	Homeless Outreach and Mobile Engagement (HOME) Team	\$120,000.00	29.625	27.500	22.875	12.125	92.125	\$120,000.00		
30483	SS	ANGHP	Greater Portland Family Promise	Homelessness Prevention and Housing Stabilization	\$93,600.00	29.375	26.875	22.125	13.750	92.125	\$93,600.00		
30472	SS	ANGHP	Preble Street	Preble Street Emergency Food Programs	\$50,000.00	29.571	27.714	22.429	11.857	91.571	\$50,000.00		
30469	SS	ANGHP	Preble Street	Joe Kreisler Teen Shelter	\$30,000.00	29.375	28.875	22.125	11.125	91.500	\$30,000.00		
30473	SS	ANGHP	Hope Acts	Asylum Seeker Assistance Program	\$125,000.00	27.250	26.750	22.750	14.375	91.125	\$87,978.84		
30448	SS	EO	Catholic Charities Maine	Immigration Legal Services (ILS) Program	\$126,238.00	27.625	28.000	22.750	12.625	91.000	\$0.00		
30470	SS	ANGHP	Commonspace (formerly Amistad)	HSC Housing Navigation Program	\$100,000.00	29.375	27.000	21.875	12.625	90.875	\$0.00		
30460	SS	ANGHP	Community Housing of Maine, Inc.	Ashlea's Place	\$44,521.00	29.625	28.250	21.000	11.875	90.750	\$0.00		
30466	SS	ANGHP	Preble Street	Preble Street Adult Wellness Shelters	\$75,000.00	29.375	27.875	22.375	11.125	90.750	\$0.00		
30467	SS	ANGHP	Through These Doors	Community Based Domestic Violence Services	\$97,070.80	28.875	26.125	22.625	12.500	90.125	\$0.00		
30477	SS	EO	Catherine Morrill Day Nursery	Portland CDBG Childcare Voucher Collaborative	\$81,295.00	28.500	26.500	22.875	10.500	88.375	\$0.00		
30471	SS	ANGHP	Furniture Friends	Basic Needs Expansion	\$50,000.00	24.250	24.000	22.000	14.750	85.000	\$0.00		
				Total Cost of Project Requests	\$1,242,649.80					Total:	\$616,503.84		
				Total Estimated HUD funds Available	\$616,503.84								
			New Applicants Highlighted in Green	New Project Set Aside (New applicants must score above 75 points to be eligible for funds)	\$123,701.00								*Indicates allocation of Cotton St Funding (\$20,000)

Executive Department

Danielle P. West

City Manager

March 7, 2024



Mayor Dion and Members of the Portland City Council:

I am pleased to submit to you my recommendations for the Community Development Block Grant (CDBG) Program for the fiscal year beginning July 1, 2024 to June 30, 2025. I would like to note that the U.S. Department of Housing and Urban Development (HUD) has not released the final allocations for the 2024-2025 Community Development Block Grant (CDBG), HOME, and Emergency Solutions Grant Programs (ESG); and therefore, the final award amounts may be proportionally amended at that time.

To begin, I would like to thank the CDBG Allocation Committee for their dedication and work over the last few months. They began their work at the end of December 2023 and have met almost weekly since then to discuss each application. I reviewed their recommendations and acknowledged the difficult task they had. After reviewing the CDBG applications, I met with Housing and Community Development staff and carefully considered the Allocation Committee's recommendations before forming my attached recommendations. *[City Manager's Recommendations A1.]* My recommendations align with the Allocation Committee's recommendations as shown in the following sections.

1) **Social Services.** As in past years, the City received a wide variety of competitive social service applications, requesting \$1,242,650. With an estimated \$616,504 in available funding, there is a gap of \$626,146. Unfortunately, additional Coronavirus Aid and other funds that have been allocated in past years have been used. The only additional source of funds is \$20,000 from the Cotton Street fund, which I am recommending be put towards Community Housing of Maine's Ashlea's Place Program. My recommendation follows that of the Allocation Committee in all other regards.

Housing and Community Development staff, along with staff from the Cumberland County Community Development Office, have been working on an amendment to the HOME-ARP Allocation Plan. The Cumberland County HOME Consortium received this grant from the U.S. Department of Housing and Urban Development. The grant is specifically designed to address the need for homelessness assistance and supportive services to benefit qualifying populations, namely (1) homeless, (2) at risk of homelessness, (3) fleeing, or attempting to flee domestic violence, (4) part of other populations where providing supportive services or assistance would prevent a family's homelessness or would serve those with the greatest risk of housing instability, and (5) veterans and families that include a veteran family member that

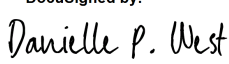
meet the criteria in one of the previously stated categories. In April, the council will be asked to approve an amendment to the allocation plan and staff is hoping to have HUD approval in time to issue an RFP by the end of May. CDBG applicants who were not recommended for funding, may be eligible to apply for funding under the HOME-ARP Supportive Services category.

2) ***Development Activities.*** Funds in this category are used to improve and invest in the physical infrastructure and the economic development of our city. This year, we received nine applications in this category requesting \$1,640,692 in funding. A total of \$902,046 is available in this category, a gap of \$738,646. This represents the amount available from the HUD allocation, but there is one project which fits the eligibility criteria for the annual \$90,000 in Downtown TIF funding (Congress St ADA Improvements). Currently, three projects are fully funded, with three partially funded. My recommendations match those from the Allocation Committee.

3) ***Administration and Planning.*** The Housing and Economic Development Department is required to submit a non-competitive application to the Allocation Committee. The Housing and Economic Development Department submitted an initial request of \$379,638. These funds are used to administer the program. I recommend full funding of this application to administer the program.

The above funding recommendations comply with the regulatory requirements set forth by HUD, while also helping to address the critical needs and gaps in services in our community. I thank you for the opportunity to share my recommendations, and I hope you join me in commending all of the good work being done in our city.

Sincerely,

DocuSigned by:

A4546612E752416...
Danielle P. West
City Manager

CDBG Allocation 2024-25

Administration and Planning

Case Id	App Type	Priority	Organization	Project Name	Funding Requested	Priority Impact	Guiding Principles	Capacity to Deliver	Collaboration/ Partnership	Avg Score	Committee Recommendation	City Manager Recommendation	*	City Council Recommendation
N/A	Admin	N/A	Housing and Economic Development Department	CDBG Admin and Planning	\$379,638.00						\$379,638.00	\$379,638.00		

Development Activities Applications

Case Id	App Type	Priority	Organization	Project Name	Funding Requested	Priority Impact	Guiding Principles	Capacity to Deliver	Collaboration/ Partnership	Avg Score	Committee Recommendation	City Manager Recommendation	*	City Council Recommendation
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30453	Cons.	NI	City of Portland Department of Public Works	Oakdale Neighborhood ADA	\$199,000.00	28.375	23.875	21.750	14.250	88.250	\$199,000.00	\$199,000.00		
30462	Cons.	NI	City of Portland Department of Parks, Recreation, and Facilities	Reiche Playground	\$193,400.00	25.125	23.500	22.000	14.625	85.250	\$193,400.00	\$193,400.00		
30458	Cons.	NI	City of Portland Department of Parks, Recreation, and Facilities	Deering Oaks Park ADA	\$192,792.00	27.000	23.250	22.125	12.500	84.875	\$175,339.10	\$175,339.10		
30449	ED	EO	Greater Portland Immigrant Welcome Center	Greater Portland Immigrant Welcome Center	\$150,000.00	27.250	25.750	21.625	10.000	84.625	\$135,306.90	\$135,306.90		
30475	Cons.	NI	City of Portland Department of Public Works	Congress Street ADA	\$199,000.00	27.125	23.875	21.500	11.500	84.000	\$0.00	\$90,000.00	*	
30468	Cons.	NI	City of Portland Department of Parks, Recreation and Facilities	Age-in-Place Court/Tyng-Tate Playground	\$152,500.00	25.375	21.500	21.875	14.125	82.875	\$0.00	\$0.00		
30450	ED	EO	City of Portland's Housing and Economic Development Department (HEDD) and Portland Development Corporation (PDC)	Business Assistance Program	\$105,000.00	27.625	23.250	22.000	8.125	81.000	\$0.00	\$0.00		
30480	Cons.	Housing	MicroRail, Inc. dba Hope Harbor	Hope Harbor	\$250,000.00	27.375	16.750	7.625	0.000	51.750	\$0.00	\$0.00		
				Total Cost of Project Requests	\$1,640,692.00					Total:	\$902,046.00	\$992,046.00		
				Total Estimated HUD Funds Available	\$902,046.00									
				City Project Cap (85%)	\$766,739.10									*Indicates allocation of TIF Funding (\$90,000)

Social Service Applications

Case Id	App Type	Priority /Goal	Organization	Program Name	Funding Requested	Priority Impact	Guiding Principles	Capacity to Deliver	Collaboration/ Partnership	Average Score	Committee Recommendation	City Manager Recommendation	*	City Council Recommendation
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30454	SS	NI	Maine Academy of Modern Music	Amplify Music Education	\$15,000.00	17.875	21.000	22.125	11.750	72.750	\$0.00	\$0.00		
30457	SS	ANGHP	Wayside Food Programs	Direct Services Program	\$32,250.00	29.000	27.143	22.571	15.000	93.714	\$32,250.00	\$32,250.00		
30461	SS	ANGHP	Quality Housing Coalition	Project HOME	\$149,600.00	28.571	28.571	22.000	13.000	92.143	\$149,600.00	\$149,600.00		
30459	SS	ANGHP	Milestone Recovery	Homeless Outreach and Mobile Engagement (HOME) Team	\$120,000.00	29.625	27.500	22.875	12.125	92.125	\$120,000.00	\$120,000.00		
30483	SS	ANGHP	Greater Portland Family Promise	Homelessness Prevention and Housing Stabilization	\$93,600.00	29.375	26.875	22.125	13.750	92.125	\$93,600.00	\$93,600.00		
30472	SS	ANGHP	Preble Street	Preble Street Emergency Food Programs	\$50,000.00	29.571	27.714	22.429	11.857	91.571	\$50,000.00	\$50,000.00		
30469	SS	ANGHP	Preble Street	Joe Kreisler Teen Shelter	\$30,000.00	29.375	28.875	22.125	11.125	91.500	\$30,000.00	\$30,000.00		
30473	SS	ANGHP	Hope Acts	Asylum Seeker Assistance Program	\$125,000.00	27.250	26.750	22.750	14.375	91.125	\$87,978.84	\$87,978.84		
30448	SS	EO	Catholic Charities Maine	Immigration Legal Services (ILS) Program	\$126,238.00	27.625	28.000	22.750	12.625	91.000	\$0.00	\$0.00		
30470	SS	ANGHP	Commonspace (formerly Amistad)	HSC Housing Navigation Program	\$100,000.00	29.375	27.000	21.875	12.625	90.875	\$0.00	\$0.00		
30460	SS	ANGHP	Community Housing of Maine, Inc.	Ashlea's Place	\$44,521.00	29.625	28.250	21.000	11.875	90.750	\$0.00	\$20,000.00	*	
30466	SS	ANGHP	Preble Street	Preble Street Adult Wellness Shelters	\$75,000.00	29.375	27.875	22.375	11.125	90.750	\$0.00	\$0.00		
30467	SS	ANGHP	Through These Doors	Community Based Domestic Violence Services	\$97,070.80	28.875	26.125	22.625	12.500	90.125	\$0.00	\$0.00		
30477	SS	EO	Catherine Morrill Day Nursery	Portland CDBG Childcare Voucher Collaborative	\$81,295.00	28.500	26.500	22.875	10.500	88.375	\$0.00	\$0.00		
30471	SS	ANGHP	Furniture Friends	Basic Needs Expansion	\$50,000.00	24.250	24.000	22.000	14.750	85.000	\$0.00	\$0.00		
				Total Cost of Project Requests	\$1,242,649.80					Total:	\$616,503.84	\$636,503.84		
				Total Estimated HUD funds Available	\$616,503.84									
			New Applicants Highlighted in Green	<i>New Project Set Aside (New applicants must score above 75 points to be eligible for funds)</i>	\$123,300.77									*Indicates allocation of Cotton St Funding (\$20,000)

MEMORANDUM

TO: Mayor Mark Dion
Members of the City Council
FROM: Mary Davis, Director
Housing and Community Development Division
DATE: March 3, 2024
SUBJECT: **2024-2025 Housing Program Budget**

SUMMARY OF ISSUE

Review and recommendation to the City Council of the 2024-2025 Housing Program Budget.

REASON FOR SUBMISSION

On February 27, 2024, the Housing and Economic Development Committee voted 4-0 to recommend approval of this budget by the City Council.

The Housing and Economic Development Committee recommends the Housing Program Budget to the City Council for final approval.

HOME Program: The Home Investments Partnerships Program (HOME) was established by Congress in 1992. Since 1992, the City of Portland and the Cumberland County HOME Consortium have received over \$25 million dollars in HOME funding. In 2009 the City became the lead entity in the Cumberland County HOME Consortium (CCHC). The Consortium is a partnership of the communities in Cumberland County that administers HOME Program funds in Cumberland County. The creation of the consortium expanded the financial resources for affordable housing activities in the region. The City retains independent operation of its HOME program. Because the City serves as the “Lead Entity” and City staff administers the County portion of the funding, all administrative funds are retained by the City. The County’s Municipal Oversight Committee controls the allocation of the County’s portion of the HOME funds.

When the Consortium was formed in 2009, it included a “hold harmless” clause to ensure that the City, as an existing HOME grantee, would continue to receive funding equal to its allocation prior to the formation of the consortium. The “hold harmless” formula was based on a comparison ratio to the HOME funding for the Lewiston/Auburn (L/A) Consortium. The formula identified Portland’s “hold harmless” amount at 118% of the HOME allocation for the L/A Consortium. The Cumberland County HOME Agreement did allow for adjustments to be made if the current level of funding to the L/A HOME Consortium varied from historic levels. Over the years the L/A allocation has decreased which has resulted in the Portland “hold harmless” amount to decrease. As a result, by

agreement with the other members of the CCHC, the annual allocation is divided with 57% of the allocation, after the administrative set-aside, to the City and 43% of the allocation to the County.

As a point of reference, if the City were a stand-alone grantee, the estimated HOME allocation for Portland (using a HUD HOME Allocation estimated calculation) would be approximately \$528,440. Of that amount 10% would be set aside for administrative costs (\$52,844) leaving \$475,596 for program funding. Under the current consortium agreement, the city receives the administrative set-aside (\$107,068) along with approximately \$532,103 in program funds. Participation in the HOME consortium benefits Portland as well as the county as a whole.

The estimated HUD HOME allocation is \$1,037,237, which was the FY 2023-2024 allocation. \$401,411 is reserved for County projects. The budget proposal was developed after a historical review of HOME funding allocations, previous year's budget allocations, program expenditures and program income (loan repayments) received. Currently, the City's HOME Program is divided into three funding categories:

1. Administration
2. Tenant Based Rental Assistance (TBRA)
3. Affordable Housing Development [including the required Community Housing Development Organization (CHDO) set-aside mandated by HUD]

HOME Program Budget	FY 2023-2024 Budgeted (entitlement + program income)	FY 2024-2025 Budget proposal (entitlement + program income)
Administration	\$112,665	\$107,019
Tenant Based Rental Assistance	\$136,392	\$136,392
Affordable Housing Development includes CHDO requirement	\$395,711	\$395,711

LEAD SAFE HOUSING (Program Income): Lead Safe Housing Program Income is generated through repayment of loans given under prior Lead Safe Housing Grants. These funds can only be used for lead safe housing eligible activities. The City also has a Lead Hazard Reduction Grant of \$2,038,041 (over 42 months 1/2/2020-6/30/2023*) in funding for lead paint remediation and \$503,655 in funding to assist with code and life safety improvements

Lead Safe Housing Program Income	FY 2023-2024 Budgeted	FY 2024-2025 Budget Proposal
	\$13,827	\$18,825

*Due to delays caused by the Covid-19 pandemic, contractor capacity, and a staff vacancy, the City was granted a one-year extension to complete the unit goals associated with this grant.

HOUSING TRUST FUND: Revenue for the Housing Trust Fund is generated from fees triggered by the City’s Housing Preservation and Replacement Ordinance, fee-in-lieu contributions from the Inclusionary Zoning Ordinance and Hotel Inclusionary Zoning fee. Including the current balance of the Housing Trust Fund in the Housing Program Budget gives budget authority for the use of the funds. The amount budgeted is the maximum that might be expended in FY24. However, staff continues to recommend a minimum balance in the Trust, so the *effective budget would be \$1,565,297* (\$2,065,297 less \$500,000.) If additional funds are allocated to the Trust based on current discussions, this number might be adjusted based on the outcome.

Housing Trust Fund (HTF) Budget	FY 2023-2024 Budgeted	FY 2024-2025 Budget Proposal
	\$3,704,156	\$2,065,297

STAFF ANALYSIS AND RECOMMENDATION – The proposed Housing Program Budget will be proportionally adjusted when the final allocations are released by HUD to reflect the fiscal year allocation for the Cumberland County HOME Consortium. The budget will be reviewed by the City Council at two Public Hearings (March 18 and April 8), as part of the overall HCD budget. The approved budget and Annual Action Plan are submitted to HUD 45 days in advance of the start of the fiscal year (May 15 for the fiscal year beginning July 1, 2024).

At this time staff is requesting Council approval of the FY 24/25 Housing Program Budget as outlined above and summarized in the attached spreadsheet.

FY 24/25 Housing Program Budget - Attached

Draft 2024-2025 Budget for ESG

Emergency Solutions Grant 2022-2026

rev. 12.21.2023

Program	ESG Budgeted Funding Amount by Fiscal Year				
	FY 22-23 (Y1)	FY 23-24 (Y2)	FY 24-25 (Y3)	FY25-26 (Y4)	FY26-27 (Y5)
Operations: Homeless Health	\$0	\$0	\$0		
Essential Services: Family Shelter	\$82,216	\$81,427	\$81,427		
Homeless Prevention: Family Shelter	\$0	\$0	\$0		
Homeless Prevention: Homeless Service Center	\$16,102	\$15,948	\$15,948		
Rapid Rehousing: Homeless Service Center	\$54,803	\$54,277	\$54,277		
Administration and HMIS	\$10,692	\$10,589	\$10,589		
<i>Total (Actual)</i>	\$163,813	\$162,241	\$162,241		
<i>Admin/HMIS cap</i>	\$12,286	\$12,168	\$12,168		

Explanation (City FY25/FFY24)

Operations: Homeless Health	This program is no longer administered by the City of Portland
Essential Services: Family Shelter	Funds pay for staff who provides housing assistance by seeking affordable units, applying for eligible subsidies and accessing transitional housing opportunities and follow-up case management services by assisting with life skills training, budgets, tenant/ landlord negotiations, and connecting to area resources. There is a need in Portland to expand the essential services with the high number of families arriving. The budget is adjusted to cover 1 .25 FTE, this will allow the case manager to work with 5-10 families (17-34 individuals).
Homeless Prevention: Homeless Service Center	Homeless Service Center: Funds pay for staff who assist in preventing individuals from becoming homeless and providing necessary case management and referrals.
Rapid Rehousing: Homeless Service Center	Funds pay for staff who assist persons who have become homeless by quickly moving them into permanent housing and providing the necessary case management and referrals to address individual needs.
Administration and HMIS	Funding goes to pay administration
Budget Notes	12.21.2023 HUD has not yet released ESG allocations for federal fiscal year 2024. Once the final allocation is announced, any necessary adjustments will be proportionately to increase or decrease the budget to match the final allocation amount.

NOTE:

City Council will take public comment on this budget

**Portland Maine
Cumberland County
Home Consortium**

**Annual Action Plan
2024-2025**



City of Portland
Housing and Economic Development
Housing and Community Development Division
Community Development Program
389 Congress Street Portland, ME 04101
www.portlandmaine.gov

Executive Summary

AP-05 Executive Summary - 91.200(c), 91.220(b)

1. Introduction

The U.S. Department of Housing and Urban Development (HUD) requires jurisdictions to combine the planning and applications for the Community Development Block Grant (CDBG), the HOME Investment Partnership Program and the Emergency Solutions Grant (ESG) into a single submission known as the Consolidated Plan. This Consolidated Plan provides a basis and strategy for the use of federal funds granted to the City of Portland's CDBG and ESG programs as well as the Cumberland County HOME Consortium's programs. The City of Portland's Department of Housing and Economic Development, Housing and Community Development (HCD) Division, is the lead entity for managing and distributing the HOME Consortium funding. The Consolidated Plan covers the period beginning July 1, 2022 through June 30, 2027, including five program years.

In addition to the Consolidated Plan, HUD requires jurisdictions to submit an Annual Action Plan which will describe how the funds for a program year will be distributed to address the needs, goals, and priorities identified in the Consolidated Plan. The programs and activities described in the Annual Action Plans are primarily intended to benefit low- and moderate-income residents of the City of Portland and, through the HOME Consortium, Cumberland County. This Annual Action Plan describes the use of fund allocations for 2024-2025, Year 3 of the five-year plan.

2. Summarize the objectives and outcomes identified in the Plan

The objectives and outcomes identified in this Consolidated Plan are based on a combination of HUD-provided data, independent research, community outreach, consultation with various agencies and service providers, and the established goals and priorities of the City of Portland and the Cumberland County HOME Consortium. Based on the information collected, the following goals will be used to allocate funding for the next five years. All programs and activities funded through the CDBG, HOME, and ESG programs will help to fulfill one of these four goals:

1. Neighborhood Investment & Infrastructure- Create strong, safe, accessible, and vibrant neighborhoods.
2. Housing Availability- Increase housing availability and affordability.
3. Economic Opportunity – Create economic opportunities to transition people out of poverty.

4. Address the Needs of the Growing Homeless Population- Prevent and reduce homelessness.

3. Evaluation of past performance

Limited financial resources are the City's biggest constraint to meeting the needs and goals of our community. Year after year, the request for funding far exceeds the amount of funds available through the City's CDBG, HOME, and ESG programs. However, the use of the HUD funds allows for an increase in leveraged funds through many of the program's subrecipients. In order to maximize the effectiveness of the HUD funds distributed within our community, each subrecipient's application goes through an extensive evaluation process.

The needs, goals, and priorities identified in this Annual Action Plan represent a continuing evaluation and evolution of the City's CDBG, HOME, and ESG programs. As new information becomes available about the needs of our community, HCD staff works with City officials to make sure that program goals align with the direction and goals of the City. Through the continued evaluation process, HCD staff is able to make sure that evolving needs are addressed in every funding cycle.

4. Summary of Citizen Participation Process and consultation process

The City holds multiple public meetings each year, including a service providers meeting, to make sure the needs of the community are heard. Per HUD requirement, two public hearings are held each year to allow the public to give input directly to the City Council on how HUD-program funding should be allocated. In addition to the public hearings and meetings, HCD staff welcomes meetings with concerned citizens, neighborhood organizations and other community groups. HCD staff also serves on several committees and are active members of organizations related to improving the quality of life for low- and moderate-income Portland residents.

5. Summary of public comments

See appendix for summary of all public comments received.

6. Summary of comments or views not accepted and the reasons for not accepting them

All public comments were accepted.

7. Summary

PR-05 Lead & Responsible Agencies - 91.200(b)

1. Agency/entity responsible for preparing/administering the Consolidated Plan

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role		Name	Department/Agency
Lead Agency		PORTLAND	
CDBG Administrator	PORTLAND	Housing and Economic Dev Dept, HCD Division	
HOPWA Administrator	PORTLAND	Frannie Peabody Center, ME	
HOME Administrator	PORTLAND	Housing and Economic Dev Dept, HCD Division	
ESG Administrator	PORTLAND	Health and Human Services Department, SS Division	
HOPWA-C Administrator			

Table 1 – Responsible Agencies

Narrative

Consolidated Plan Public Contact Information

Mary Davis, Housing and Community Development Division Director

389 Congress St Portland ME 04101

mpd@portlandmaine.gov

(207) 874-8711

AP-10 Consultation - 91.100, 91.200(b), 91.215(l)

1. Introduction

The City of Portland Housing and Community Development Division works with multiple City divisions and departments, regional coalitions, state programs, and county partners to achieve its goals. The HUD Citizen Participation Plan (CPP) ensures that the City undertakes an effective public process that encourages input and participation from residents, non-profit organizations, and other stakeholders; guarantees access to meetings, information, and public hearings on CDBG-, HOME-, and ESG-funded activities, goals, and priorities; and provides procedures for reducing barriers to those who may need accommodations to participate. Technical assistance is provided upon request to organizations that would like to develop proposals for funding under the City's Housing and Community Development programs.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(l)).

The City of Portland utilizes 33% of CDBG funds for social service supports, including housing programs, homeless services, crisis management services, childcare, family support services, substance use disorder services, youth and adolescent support services, senior services, and neighborhood-based programs and projects. City staff meets with agencies throughout the year to provide technical assistance and ensure they are serving the needs of target populations while meeting HUD guidelines and regulations.

There are four public housing authorities within Cumberland County: Portland Housing Authority, Brunswick Housing Authority, South Portland Housing Authority, and Westbrook Housing Authority. The City of Portland collaborates extensively with these housing authorities in several areas including development of affordable housing, recreational activities for at-risk youth, self-sufficiency programs, and vouchers for families, unhoused individuals, and disabled persons. City of Portland staff participates in the Maine Affordable Housing Coalition which is a collaborative group of developers, Community Action agencies, public housing authorities, investors, housing and service providers, advocates, and others working to increase the supply of quality, affordable housing throughout Maine.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness.

The Maine Continuum of Care is a group of service providers who work together in a collaborative planning process to develop programs that address homelessness. Continuums can apply to the U.S. Department of Housing and Urban Development (HUD) for McKinney-Vento funding to support these

programs. Local agencies wishing to access these funds must do so through their Continuum's annual CoC NOFA application process. Cumberland County Community Development Division staff members regularly attend Maine Continuum of Care meetings and provide input on plans for regional service provision. City of Portland Staff from the Health and Human Services Department and Housing and Community Development Division coordinate with members of the Emergency Shelter Assessment Committee (ESAC) and the United Way of Greater Portland to support the Continuum of Care and monitor shelter bed usage for single adults, adolescents, and families. ESAC members include shelter providers for singles, adolescents, individuals with mental illness, women, families with children, victims of domestic violence, supportive housing providers, mental health services providers, and general services. ESAC also produces monthly and quarterly statistics on shelter usage and provides a forum to discuss new programs, resource availability, and emerging trends.

ESG funds are allocated through consultation with the Emergency Shelter Assessment Committee (ESAC), and performance standards and project outcomes are evaluated by City staff in collaboration with ESAC.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards for and evaluate outcomes of projects and activities assisted by ESG funds, and develop funding, policies and procedures for the operation and administration of HMIS

The Maine HMIS is a collaborative effort between MaineHousing, the dedicated lead agency, and the Maine Continuum of Care, of which the City of Portland and Cumberland County are members. The Maine Continuum of Care (MCOC) covers the entire State of Maine and supports projects throughout the region. The MCOC's mission is to plan and coordinate an inclusive system that helps Maine people avoid or exit quickly from homelessness, and to address the underlying causes of homelessness. Organizations that receive CoC or ESG (Emergency Solutions Grant) funding are expected to be members in good standing of their local Continuum of Care in order to continue to be eligible for funding.

2. Agencies, groups, organizations and others who participated in the process and consultations

Table 2 – Agencies, groups, organizations who participated

1	Agency/Group/Organization	CITY OF PORTLAND
	Agency/Group/Organization Type	Housing Services-Elderly Persons Services-homeless Services-Health Service-Fair Housing Health Agency Agency - Managing Flood Prone Areas Agency - Management of Public Land or Water Resources Other government - Local Planning organization Civic Leaders Grantee Department
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Homelessness Strategy Non-Homeless Special Needs Market Analysis Economic Development Anti-poverty Strategy Lead-based Paint Strategy Sustainability and Climate Change

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The City of Portland includes several departments integral to the formation and execution of this plan. The Planning and Urban Development Department is responsible for zoning and other ordinances which affect development of housing. The Health and Human Services Department is responsible for homeless needs for families with children, single adults, and chronically homeless individuals. The Public Works and Recreation Departments engage in infrastructure projects which improve the health and well-being of Portland residents. The Executive Department, including the City Manager, provides policy guidance and an interdepartmental vision and budget for the City. The Housing and Economic Development Department is responsible for housing and community development needs, lead-based paint remediation, and strategies to reduce both poverty and barriers to affordable housing. The Office of Sustainability works to manage and mitigate the results of climate change on the City's water resources, vulnerable low-income residents, and environmental assets. The City of Portland is age-friendly and has an AARP steering committee with members from various organizations that provide services to elderly individuals and families including Alpha One, Opportunity Alliance, ITN, and more.
2	Agency/Group/Organization	CUMBERLAND COUNTY
	Agency/Group/Organization Type	Other government - County
	What section of the Plan was addressed by Consultation?	Housing Need Assessment
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The City of Portland and Cumberland County are partners in the HOME consortium. The two entities work collaboratively to distribute resources and address affordable housing needs for residents of Portland and Cumberland County.
3	Agency/Group/Organization	Portland Housing Authority
	Agency/Group/Organization Type	PHA

	What section of the Plan was addressed by Consultation?	Public Housing Needs
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The Portland Housing Authority was consulted to provide information regarding housing and public housing needs.
4	Agency/Group/Organization	Brunswick Housing Authority
	Agency/Group/Organization Type	PHA
	What section of the Plan was addressed by Consultation?	Public Housing Needs
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Brunswick Housing Authority was consulted to provide information regarding housing and public housing needs.
5	Agency/Group/Organization	South Portland Housing Authority
	Agency/Group/Organization Type	PHA
	What section of the Plan was addressed by Consultation?	Public Housing Needs
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	South Portland Housing Authority was consulted to provide information regarding housing and public housing needs.
6	Agency/Group/Organization	Westbrook Housing Authority
	Agency/Group/Organization Type	PHA
	What section of the Plan was addressed by Consultation?	Public Housing Needs

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Westbrook Housing Authority was consulted to provide information regarding housing and public housing needs.
7	Agency/Group/Organization	Wayside Food Programs
	Agency/Group/Organization Type	Services-Children Services-Elderly Persons Services-Persons with Disabilities Services-homeless Services-Health
	What section of the Plan was addressed by Consultation?	Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Wayside's Direct Service Program increases the consumption of nutritious foods by sharing grocery items and prepared meals at sites across Greater Portland.
8	Agency/Group/Organization	Milestone Foundation
	Agency/Group/Organization Type	Services-homeless
	What section of the Plan was addressed by Consultation?	Homeless Needs - Chronically homeless
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Milestone provides health and basic needs outreach to the most vulnerable populations including people with substance use disorder, people experiencing mental illness, and people with developmental, physical, and intellectual disabilities. Milestone coordinates with HCD staff, the Portland Police Department, and other social service and health providers in the city.

9	Agency/Group/Organization	Quality Housing Coalition
	Agency/Group/Organization Type	Services - Housing Services-homeless Services-Education Services-Employment Service-Fair Housing
	What section of the Plan was addressed by Consultation?	Homeless Needs - Families with children Economic Development Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Quality Housing Coalition provides supportive housing for households at or below the poverty level.
10	Agency/Group/Organization	Greater Portland Family Promise
	Agency/Group/Organization Type	Services - Housing Services-homeless
	What section of the Plan was addressed by Consultation?	Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Greater Portland Family Promise works to prevent homelessness through a community-based response.
11	Agency/Group/Organization	Preble Street
	Agency/Group/Organization Type	Services-homeless

	What section of the Plan was addressed by Consultation?	Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Preble Street is an integral partner in addressing shelter and basic needs of the City's most vulnerable populations. They are consulted on a regular basis due to their teen shelter, women's shelter, and food program.
12	Agency/Group/Organization	Hope Acts
	Agency/Group/Organization Type	Services-homeless Services-Education
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Economic Development
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Hope Acts provides housing and supportive services to asylum seekers.
13	Agency/Group/Organization	Our Place Portland
	Agency/Group/Organization Type	Services-Children Services-Education Services-Employment
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Our Place Portland provides mentorship services to LMI families using a 2Gen approach.

14	Agency/Group/Organization	Greater Portland Immigrant Welcome Center
	Agency/Group/Organization Type	Services-Education Services-Employment
	What section of the Plan was addressed by Consultation?	Economic Development
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Greater Portland Immigrant Welcome Center serves as a hub of collaboration that strengthens the immigrant community through language acquisition, economic integration, and civic engagement.
15	Agency/Group/Organization	Community Housing of Maine
	Agency/Group/Organization Type	Housing Services - Housing Services-Elderly Persons Services-homeless
	What section of the Plan was addressed by Consultation?	Homeless Needs - Chronically homeless
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	CHOM develops, owns, and maintains high-quality affordable housing for working families and older Mainers.

Identify any Agency Types not consulted and provide rationale for not consulting

All agencies pertaining to public services and infrastructure available in the City of Portland and housing services available in Cumberland County and the City of Portland were consulted. See appendix for a complete list.

Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Maine Continuum of Care	The Maine Continuum of Care, which merged with the Portland COC in 2017, has a goal of ending homelessness.
Portland's Plan 2030	City of Portland	This is the comprehensive plan of the City of Portland which outlines goals and policies of the City for housing, sustainability, and the economy.
Analysis of Impediments to Fair Housing	City of Portland Housing and Community Development Division and Cumberland County Comm Dev	City of Portland Housing and Community Development Division and Cumberland County Community Development Division. This plan identifies barriers to Fair Housing within the jurisdiction through robust public outreach and will guide the strategy for mitigating those barriers.

Table 3 – Other local / regional / federal planning efforts

Narrative

AP-12 Participation - 91.401, 91.105, 91.200(c)

1. Summary of citizen participation process/Efforts made to broaden citizen participation Summarize citizen participation process and how it impacted goal-setting

The City of Portland CDBG Priority Task Force is a group of residents appointed by the City Council through an application process to review goals, needs, and priorities of the CDBG program for the five-year Consolidated Plan. Although the City had planned numerous in-person outreach events to gather data, these events were unable to proceed due to the Covid-19 pandemic through 2020. The Task Force met 12 times between March and September 2020 in public meetings held mostly virtually due to Covid-19. The task force used data from 477 respondents of targeted surveys for the general public, business owners, social service providers, and past applicants and subrecipients of CDBG funding to update priorities and goals which are used for each subsequent Annual Action Plan within the five-year plan.

Each year, the City of Portland hosts a meeting in each of Portland's five council districts. This year they were held from October 25 to November 19, 2023; three were held virtually, and two were held in person. HCD staff attends these meetings and presents about how funding has been used in each district. Staff also takes questions and provides information on how interested parties can stay informed about HCD activities, including CDBG-funded community development activities.

HCD staff makes every effort to encourage public comment and participation. For CDBG, a mandatory meeting about the application process and requirements was held via Zoom for all potential CDBG applicants and was attended by thirty-five (35) individuals representing twenty-nine (29) organizations. The CDBG Allocation Committee met eight times. Each meeting was advertised on the City calendar and website. The committee reviewed and discussed CDBG applications at these meetings. HOME funds were reviewed and discussed by the Housing and Economic Development Committee. Priorities and funding allocations were reviewed and approved at these meetings, which are open to the public and noticed on the City's website. Public comment, if any, was taken at the HEDC meeting. The Emergency Solutions Grant was presented and discussed at Emergency Shelter Assessment Committee meetings, which are open to the public and noticed on the City's website. The funding allocations and action plan were advertised in the paper. The Action Plan budgets for CDBG, HOME and ESG were presented to the City Council at the March 18 and April 8 Council Meetings.

Public hearings for the Annual Action Plan were held on 3/18/24 and 4/8/24. These hearings were noticed in the Portland Press Herald on March 1, 2024. This information was also posted to the City's website and social media accounts. The draft Annual Action Plan was published for review on 3/8/24 on the City of Portland's website. A notice of public comment was published in the Portland Press Herald on 3/1/24, outlining the 30-day public comment period from March 8, 2024 to April 8, 2024. The notice included information on access for individuals who require accommodation, including interpretation as necessary. The public comment period and public hearing dates were also posted on the City's social

media accounts. Portland City Council meetings are held in person and are live-streamed. The public can comment in-person at the meeting or provide written comment in advance of the meeting.

Technical assistance is provided to groups seeking funding assistance prior to application, after award, and as requested. This includes, but is not limited to, assistance with determining eligibility of activity, completing application questions, and submitting quarterly reports.

Citizen Participation Outreach

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
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Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Public Meeting	Minorities Non-English Speaking - Specify other language: French, Arabic, Spanish, Somali, Portuguese Persons with disabilities Non-targeted/broad community	Each year, the City of Portland holds five district meetings across the City to engage City residents. This year, three were held virtually, and two were held in-person. The Housing and Community Development Department presents information about department programs	HCD Staff was available at the meeting to answer any questions or comments and provided contact information so residents could reach out to City staff with	All comments and questions were accepted.	https://www.portlandmaine.gov/730/Annual-District-Meetings

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
2	Public Meeting	Minorities Non-English Speaking - Specify other language: French, Arabic, Spanish, Somali, Portuguese Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing	All CDBG Allocation Committee Meetings are public and posted on the City website and City calendar. Meetings are held virtually.	No comments were received.	No comments were received.	https://www.portlandmaine.gov/693/CDBG-Annual-Allocation-Committee

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
3	Newspaper Ad	Minorities Non-English Speaking - Specify other language: French, Arabic, Spanish, Somali, Portuguese Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing Portland	The ad informed the public about two public hearings held on March 18, 2024 and April 8, 2024 along with the public comment period held from March 8, 2024 to April 8, 2024.	Comments were taken at both hearings and during the comment period. A summary of all comments from the public hearings and comment period can be found in the appendix to this document.	All comments were accepted	https://newspaper.pressherald.com/html5/reader/production/default.aspx?pubname=&edid=ddc20a43-9c56-4f0d-a41d-23c4764490c2

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
4	Public Hearing	Minorities Non-English Speaking - Specify other language: French, Arabic, Spanish, Somali, Portuguese Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing	Two public hearings were held on March 18, 2024 and April 8, 2024 during City Council meetings.	Comments were taken at both hearings and during the comment period. A summary of all comments from the public hearings and comment period can be found in the appendix to this document.	All comments were accepted.	https://www.portlandmaine.gov/602/Agendas-Minutes

Table 4 – Citizen Participation Outreach

Expected Resources

AP-15 Expected Resources - 91.420(b), 91.220(c)(1,2)

Introduction

For the Year 3 Annual Action Plan, the anticipated resources include federal CDBG, HOME, and ESG. The amount of each of these resources is dependent on federal allocation, which can be unpredictable; any estimates below assume level funding for the next three years. The federal allocation may not be approved until this plan is approved, in which case the following actions may be taken:

- (a). If estimated allocations decrease, activities under the CDBG, HOME and ESG Programs will be proportionately decreased from the estimated funding levels to match the actual allocation amounts.
- (b). If estimated allocations increase, activities under the HOME and ESG Programs will be proportionately increased to match the actual allocation amounts.
- (c). If the estimated CDBG allocation increases, any partially funded projects will be proportionately increased until fully funded. Once all recommended projects are fully funded, any remaining balance will be allocated to fully funding unfunded projects from greatest score to least, unless another funding source can be identified for the next eligible project.

Lead Safe Housing funding is program income from past grants. Payments are typically made when owners who received past grants sell or refinance their homes. The local Jill C. Duson Housing Trust Fund is funded in part by the City's Inclusionary Zoning ordinance. In 2017, the City sold a parking garage at Cotton St that was originally purchased with UDAG funds; the proceeds were a one-time payment from which \$20,000 will be used for a CDBG eligible public service activity each year. Tax-Increment Finance revenue up to \$120,000 per year may be used for CDBG-eligible administration and public infrastructure activities. HOME-ARP funding is one-time funding made available through the American Rescue Plan Act of 2021.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	1,843,198	54,990	0	1,898,188	3,795,728	Up to 33% of funds will be used for public services, 20% for planning and administration, and the remainder for economic development, housing, and public improvement activities. Prior Year Resources are CDBG Contingency. The Expected Amount Available Remainder of Con Plan is the total of the annual allocation and program income (not prior year resources), multiplied by the number of years remaining in the Plan. The Expected Amount Available is the total of annual allocation, program income, and prior year resources.

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
HOME	public - federal	Acquisition Homebuyer assistance Homeowner rehab Multifamily rental new construction Multifamily rental rehab New construction for ownership TBRA	1,037,237	92,956	380,144	1,510,337	2,074,474	Program income is generated by repayment of HOME program loans. The Prior Year Resources are from recaptured or uncommitted funds. The Expected Amount Available Remainder of Con Plan is the total of the annual allocation and program income (not prior year resources), multiplied by the number of years remaining in the Plan. The Expected Amount Available is the total of annual allocation, program income, and prior year resources.

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
ESG	public - federal	Conversion and rehab for transitional housing Financial Assistance Overnight shelter Rapid re-housing (rental assistance) Rental Assistance Services Transitional housing	162,241	0	0	162,241	324,482	The Emergency Solutions Grant funds those in need of emergency shelter and assistance and activities to prevent homelessness and rapidly rehouse those who are homeless. The Expected Amount Available Remainder of Con Plan is the annual allocation multiplied by the number of years remaining in the Plan.

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
Housing Trust Fund	public - local	Housing Multifamily rental new construction Multifamily rental rehab New construction for ownership	2,065,297	0	0	2,065,297	6,387,004	The Jill C Duson Local Housing Trust Fund is allocated under an annual plan that is approved by the City Council. Amount available for remainder of plan is based on the average of the previous 3 years multiplied by the number of years remaining in the Plan.

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
Other	public - federal	Acquisition Admin and Planning Conversion and rehab for transitional housing Multifamily rental new construction Multifamily rental rehab Overnight shelter Services Transitional housing	0	0	0	0	0	HOME-ARP funds were received as part of the American Rescue Plan and will be used by Cumberland County and City of Portland for eligible activities as outlined in HOME-ARP Plan.
Other	public - federal	Multifamily rental rehab	18,825	0	0	18,825	0	Program Income from prior HUD Healthy Home/Lead Safe Housing Grants. Wherever possible, the City will utilize rehab program funds in combination with lead program income funds to complete additional lead-safe units.

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
Other	public - local	Admin and Planning Public Improvements	120,000	0	0	120,000	240,000	Funding from TIF to support CDBG-eligible activities
Other	public - local	Public Services	20,000	0	0	20,000	40,000	Funding from sale of Cotton St property to support CDBG eligible activities.

Table 2 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

In 2012, the City Council adopted a Housing Investment Policy which directed the Housing & Economic Development Committee (HEDC) to complete an annual review of program priorities that includes the type and location of housing and an analysis of tax acquired or City-owned property that may be included as a development resource. From 2019 to 2021, several city-owned and tax-acquired properties were identified as potential development sites. These will become income-generating properties for the City's tax rolls that will provide one single-family home with two accessory dwelling units, sixteen (16) condominiums, 101 apartments, and 130-140 units of cooperative housing, for a total of over 250 housing units for a diverse socio-economic population. The Housing and Economic Development Committee will continue to analyze whether there are any additional city-owned sites that may be suitable for housing development.

Discussion

The City of Portland secured HUD 108/BEDI funds in an amount of \$1.2 million in Brownfields Economic Development Initiative (BEDI) and \$10.8 million in Section 108 loan to support revitalization of the distressed area of Bayside by stimulating residential and commercial economic development activities and creating jobs. Unfortunately, the city is engaged in ongoing litigation with the Federated Companies, the Parking Garage Developer, due to a lack of contractual performance. A portion of the original site, specifically Lot 6, was taken by eminent domain and the City intends to redevelop the site in the near future. After evaluating all options to support continued revitalization of Bayside and in consultation with HUD staff, the City elected to repay the balance due on the 108 loan.

Annual Goals and Objectives

AP-20 Annual Goals and Objectives - 91.420, 91.220(c)(3)&(e)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Neighborhood Investment and Infrastructure	2022	2026	Non-Housing Community Development	PORTLAND, MAINE Eligible Census Tracts CDBG Target Neighborhoods	Neighborhood Investment and Infrastructure	CDBG: \$819,814 TIF: \$90,000	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 27365 Persons Assisted Public service activities other than Low/Moderate Income Housing Benefit: 55 Persons Assisted
2	Housing Availability	2022	2026	Affordable Housing Public Housing	PORTLAND, MAINE Eligible Census Tracts Cumberland County CDBG Target Neighborhoods	Housing Availability	HOME: \$1,130,193 Housing Trust Fund: \$2,065,297 Lead-Safe PI: \$18,825	Rental units constructed: 8 Household Housing Unit Rental units rehabilitated: 2 Household Housing Unit Tenant-based rental assistance / Rapid Rehousing: 96 Households Assisted

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
3	Economic Opportunity	2022	2026	Non-Housing Community Development Economic Development	PORTLAND, MAINE Eligible Census Tracts CDBG Target Neighborhoods	Economic Opportunity	CDBG: \$136,608	Businesses assisted: 40 Businesses Assisted
4	Addressing Needs of Growing Homeless Population	2022	2026	Homeless	PORTLAND, MAINE Eligible Census Tracts CDBG Target Neighborhoods	Address Needs of the Growing Homeless Population	CDBG: \$563,429 ESG: \$151,652 Cotton St: \$20,000	Public service activities other than Low/Moderate Income Housing Benefit: 13491 Persons Assisted Homeless Person Overnight Shelter: 475 Persons Assisted Homelessness Prevention: 384 Persons Assisted

Table 3 – Goals Summary

Goal Descriptions

1	Goal Name	Neighborhood Investment and Infrastructure
	Goal Description	Invest in infrastructure to improve neighborhood assets and build strong, safe, accessible and vibrant neighborhoods. Improve accessibility and livability through age-friendly designs and ADA compliance. Build sidewalks and trails to improve connectivity, increase the use of bicycles as a mode of transportation, and redevelop streetscapes to create shared streets for cars, bikes, and pedestrians that integrate with the fabric of the neighborhood. Support programs that increase safety in neighborhoods for residents and visitors. Invest in programs and services that address the specific needs of members of the community. Encourage programs that build a sense of inclusiveness, safety, and security within individual neighborhoods.
2	Goal Name	Housing Availability
	Goal Description	Increase housing availability and affordability to all Portland residents regardless of income, race, ethnicity, and family size. Encourage housing development by removing barriers to traditional urban housing types while ensuring the inclusion of workforce and age-friendly housing in significant development projects.
3	Goal Name	Economic Opportunity
	Goal Description	Invest in Portland businesses to enable them to expand to create jobs. Invest in persons wanting to create microenterprises. Engage job seekers in a continuum of services to increase their professional capacity, financial stability, and ability to maintain employment. Focus on barriers to employment for vulnerable populations including homeless, new Americans, and single parent head of households. Combine resources and build partnerships between public and private entities to provide opportunities to transition Portland residents out of poverty to sustainable employment and financial stability.
4	Goal Name	Addressing Needs of Growing Homeless Population
	Goal Description	Prevent individuals and families from becoming homeless and entering into the shelter system. Rapidly rehouse those who enter the shelter system. Provide necessary resources to assist transition out of homelessness for vulnerable populations, including housing opportunities for chronically homeless or long-term stayers at homeless shelters.

AP-35 Projects - 91.420, 91.220(d)

Introduction

The City of Portland's Housing and Community Development Program budget currently has the following estimated funding allocations: \$1,898,098 in CDBG which includes \$1,843,198 in direct allocation and \$54,990 in Program Income; \$162,241 in Emergency Solutions Grant funding; and \$1,156,549 in HOME funding as part of the Cumberland County HOME Consortium which includes \$1,037,237 in direct allocation and \$92,956 in Program Income. An additional amount in the local Jill C Duson Housing Trust Fund income is available.

Of the CDBG allocation and program income, \$636,503 is available for public services (locally called social services). The City of Portland is allowed to use 33% of CDBG funding for public services.

Annual Allocation (\$1,843,198) X 33% = \$608,255

\$608,255 + 15% of previous year's PI (\$54,990 X 15% = \$8,248) + \$20,000 Cotton St funding = 636,503

THE HOME CHDO funding is included in projects City Affordable Housing Development and County HOME Affordable Housing Development. Fifteen percent (15%) of HOME funding is set-aside for CHDO.

City Affordable Housing Development includes \$88,684 in CHDO set-aside funds.

County HOME Affordable Housing Development includes \$66,902 in CHDO set-aside funds.

#	Project Name
1	HCD Grant Administration 24-25
2	Construction Activities NI 24-25
3	Development Activities EO 24-25
4	ANGHP Public Services 24-25
5	NI Public Services 24-25
6	HOME Administration 24-25
7	Tenant-Based Rental Assistance 24-25
8	City Affordable Housing Development 24-25
9	County Affordable Housing Development 24-25
10	ESG24 Portland (24-25)

Table 4 – Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

AP-38 Project Summary
Project Summary Information

1	Project Name	HCD Grant Administration 24-25
	Target Area	PORTLAND, MAINE Eligible Census Tracts Cumberland County CDBG Target Neighborhoods
	Goals Supported	Neighborhood Investment and Infrastructure Housing Availability Economic Opportunity Addressing Needs of Growing Homeless Population
	Needs Addressed	Neighborhood Investment and Infrastructure Housing Availability Economic Opportunity Address Needs of the Growing Homeless Population
	Funding	CDBG: \$379,637 TIF: \$30,000
	Description	Grant administration and management
	Target Date	6/30/2025
	Estimate the number and type of families that will benefit from the proposed activities	This funding will not directly benefit families but supports activities that will.
	Location Description	389 Congress St Portland ME
	Planned Activities	Grant administration including compliance, reporting, and subrecipient management
2	Project Name	Construction Activities NI 24-25
	Target Area	Eligible Census Tracts CDBG Target Neighborhoods
	Goals Supported	Neighborhood Investment and Infrastructure
	Needs Addressed	Neighborhood Investment and Infrastructure
	Funding	CDBG: \$766,739 TIF: \$90,000
	Description	This project contains activities involving neighborhood investments and infrastructure improvements.
	Target Date	6/30/2026

	Estimate the number and type of families that will benefit from the proposed activities	27,365 individuals and families, 19,275 LMI
	Location Description	Deering Oaks Park, Nason's Corner, Oakdale, Reiche Playground, Congress St
	Planned Activities	COP PRF Deering Oaks Park ADA (\$175,339.10) COP DPW Nason's Corner ADA (\$199,000) COP DPW Oakdale Neighborhood ADA (\$199,000) COP PRF Reiche Playground (\$193,400) COP DPW Congress St ADA (\$90,000 TIF only)
3	Project Name	Development Activities EO 24-25
	Target Area	PORTLAND, MAINE
	Goals Supported	Economic Opportunity
	Needs Addressed	Economic Opportunity
	Funding	CDBG: \$135,307
	Description	This project contains activities which promote economic opportunity for low- to moderate-income individuals.
	Target Date	6/30/2025
	Estimate the number and type of families that will benefit from the proposed activities	100 LMI individuals, 6 businesses
	Location Description	Greater Portland Immigrant Welcome Center
	Planned Activities	The overall objective of IWC's Immigrant-Owned Business Accelerator is to stimulate the growth and success of Portland businesses run by New Mainers.
4	Project Name	ANGHP Public Services 24-25
	Target Area	PORTLAND, MAINE
	Goals Supported	Addressing Needs of Growing Homeless Population
	Needs Addressed	Address Needs of the Growing Homeless Population
	Funding	CDBG: \$563,428 Cotton St: \$20,000

	Description	Activities will address the needs of the growing homeless population including food, shelter, and homeless prevention services.
	Target Date	6/30/2025
	Estimate the number and type of families that will benefit from the proposed activities	14,024 individuals and families, 12,235 LMI
	Location Description	Various locations throughout Portland
	Planned Activities	Wayside Direct Service Program, Quality Housing Coalition Project HOME, Milestone Recovery HOME Team, Greater Portland Family Promise Homelessness Prevention and Housing Stabilization, Preble Street Emergency Food Programs, Preble Street Joe Kreisler Teen Shelter, Hope Acts Asylum Seeker Assistance Program, and Community Housing of Maine Ashlea's Place.
5	Project Name	NI Public Services 24-25
	Target Area	PORTLAND, MAINE
	Goals Supported	Neighborhood Investment and Infrastructure
	Needs Addressed	Neighborhood Investment and Infrastructure
	Funding	CDBG: \$53,075
	Description	Activities supports the healthy development of youth and families with a focus on vulnerable middle school youth.
	Target Date	6/30/2025
	Estimate the number and type of families that will benefit from the proposed activities	55 LMI individuals and families
	Location Description	Kennedy Park and Front Street public housing neighborhoods
	Planned Activities	Youth mentorship groups and summer camps
6	Project Name	HOME Administration 24-25
	Target Area	PORTLAND, MAINE Cumberland County
	Goals Supported	Housing Availability
	Needs Addressed	Housing Availability
	Funding	HOME: \$107,019

	Description	These funds will be used to administer the HOME program.
	Target Date	6/30/2025
	Estimate the number and type of families that will benefit from the proposed activities	No families will directly benefit from administration funds, but families will benefit from the activities the administration funds support.
	Location Description	389 Congress St Portland
	Planned Activities	Activities related to administering HOME funds including applications, monitoring, and oversight.
7	Project Name	Tenant-Based Rental Assistance 24-25
	Target Area	PORTLAND, MAINE Cumberland County
	Goals Supported	Housing Availability
	Needs Addressed	Housing Availability
	Funding	HOME: \$136,392
	Description	These funds will support individuals and families in need of rental assistance.
	Target Date	6/30/2025
	Estimate the number and type of families that will benefit from the proposed activities	96 individuals and families will benefit from TBRA.
	Location Description	Various locations within the jurisdiction
8	Planned Activities	Rental assistance for individuals and families at risk of homelessness
	Project Name	City Affordable Housing Development 24-25
	Target Area	PORTLAND, MAINE
	Goals Supported	Housing Availability
	Needs Addressed	Housing Availability
	Funding	HOME: \$395,711 Housing Trust Fund: \$2,065,297 Lead-Safe PI: \$18,825
	Description	Activities which support the creation of safe, sanitary, affordable housing units.

	Target Date	6/30/2026
	Estimate the number and type of families that will benefit from the proposed activities	Over 100 safe and sanitary units will be created. Up to 7 families will have safe, sanitary, affordable housing through HOME-assisted units.
	Location Description	Various locations within Portland
	Planned Activities	New construction and rehabilitation of affordable housing units.
9	Project Name	County Affordable Housing Development 24-25
	Target Area	Cumberland County
	Goals Supported	Housing Availability
	Needs Addressed	Housing Availability
	Funding	HOME: \$491,071
	Description	Creation of affordable housing units in Cumberland County.
	Target Date	6/30/2025
	Estimate the number and type of families that will benefit from the proposed activities	Over 100 safe and sanitary units will be created. Up to 3 families will have safe, sanitary, affordable housing through HOME-assisted units.
	Location Description	Various locations throughout Cumberland County
	Planned Activities	New construction and rehabilitation of affordable housing units.
10	Project Name	ESG24 Portland (24-25)
	Target Area	PORTLAND, MAINE
	Goals Supported	Addressing Needs of Growing Homeless Population
	Needs Addressed	Address Needs of the Growing Homeless Population
	Funding	ESG: \$162,241
	Description	Funding will be used to address the needs of the homeless population in Portland. \$12,168, or 7.5% of the allocation, is available for administration and HMIS. The total amount for shelter activities is \$97,375, which is 60% of the allocation. There will be no street outreach funded in the 24-25 program year.
	Target Date	6/30/2025

	Estimate the number and type of families that will benefit from the proposed activities	325 individuals
	Location Description	Shelters in various Portland locations, and hotels
	Planned Activities	overnight shelter, rapid rehousing

AP-50 Geographic Distribution - 91.420, 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

The City of Portland's allocates resources on the areas of the jurisdiction that are in the most need. To determine this, the City considered which areas of the City have the highest combination of poverty, minorities, single parents, oldest housing stock, and housing problems. These are located in Census Tracts 5, 6 and 10, which represents East Bayside, Bayside, and Parkside neighborhoods respectively.

On a larger scale, the City will focus federal resources into areas of the City with the highest percentage of LMI residents, which are located primarily on the peninsula in districts 1, 2 and portions of district 3. Street, sidewalk, infrastructure, parks, playgrounds, and other area benefit projects will be located in the target neighborhoods and other eligible census tracts to benefit the low- and moderate-income individuals and families that live there. Due to the amenities and proximity to services, many HOME funded affordable housing projects are also located in the target neighborhoods.

New construction is supported through HOME funds and benefits individual persons or households who are low- to moderate-income throughout the City and County, which are the next geographic area priorities.

The percentages listed in the below table include program income but do not include program administration. The program administration funds are not tied to a target area of the City or County.

Geographic Distribution

Target Area	Percentage of Funds
PORTLAND, MAINE	55
Eligible Census Tracts	21
Cumberland County	17
CDBG Target Neighborhoods	7

Table 5 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

The City's goal is to allocate funds to individuals and families with the highest need. As shown in the above table, the majority of the funds allocated are in the City of Portland. Many of the CDBG social service activities and economic development activities serve residents of Portland but are not located in a specific neighborhood. HOME funding is spent throughout Cumberland County and Portland, while 100% of CDBG public infrastructure projects benefit Target neighborhoods and eligible census tracts within Portland.

Discussion

Despite significant gains throughout the previous and current plans, challenges remain including high concentrations of poverty, old housing stock, homelessness, and housing problems. Additional investment will build on the gains made and continue to improve the lives of residents.

Affordable Housing

AP-55 Affordable Housing - 91.420, 91.220(g)

Introduction

In the City of Portland, the tight housing market contributes to the need to build more affordable housing in the greater Portland area. The City of Portland and the Cumberland County HOME Consortium strive to increase the amount of decent, safe, and affordable housing available throughout Cumberland County. The City uses ESG and CDBG funds in addition to the HOME funds to fulfill this goal.

As part of the City's 10 year plan to end homelessness, the City has opted to use a portion of its HOME allocation to serve homeless families via the tenant-based rental assistance (TBRA) program. The City's affordable housing providers work with social service providers to move individuals out of homeless and into affordable housing. Providers report that even with vouchers and assistance, units are difficult to obtain; therefore, increasing the number of units is critical.

One Year Goals for the Number of Households to be Supported	
Homeless	96
Non-Homeless	10
Special-Needs	0
Total	106

Table 6 - One Year Goals for Affordable Housing by Support Requirement

One Year Goals for the Number of Households Supported Through	
Rental Assistance	96
The Production of New Units	10
Rehab of Existing Units	0
Acquisition of Existing Units	0
Total	106

Table 7 - One Year Goals for Affordable Housing by Support Type

Discussion

The goals above reflect only the households to be supported with HUD HOME funding. The City of Portland/Cumberland County HOME Consortium will continue to allocate a significant portion of future HOME entitlement towards the development and rehabilitation of affordable rental housing. The City has a number of additional resources and policies to support rental housing, and the number of units created will be significantly greater than those listed in the tables above.

In 2016, the City of Portland implemented a policy requiring any new rental housing development receiving assistance through Tax Increment Financing and/or HOME or CDBG subsidy from the City to

set aside 10% of the rental units in the development for individuals or families currently living in a City of Portland shelter. The City is responsible for providing referrals and providing or coordinating supportive services to eligible homeless populations who become tenants of the housing, including ensuring tenants qualify for the housing as well as providing or locating financial resources such as Section 8, General Assistance, or other resources to assist with monthly rent payments. Individual services reflect the situations of the individual tenants, address their needs and goals, and are subject to eligibility at the City. All tenants referred meet income guidelines, homelessness criteria, and other requirements so as to qualify for the housing. City staff works to provide a variety of support services to assist homeless individuals, enhance their self-esteem, secure housing, and work towards a self-sufficiency plan. Long term support services are provided through collaboration with other area service providers.

In 2017, the city adopted an inclusionary zoning policy that requires development projects of 10 or more units of housing to provide a certain percentage of affordable units or pay a fee-in-lieu into the City's Jill C. Dusen Housing Trust Fund. A 2020 citizen-initiated referendum, approved by the voters, revised the inclusionary percentage and lowered the income affordability threshold. The ordinance now requires developers of 10 or more units to provide 25% of those units as affordable to households earning 80% of the area median income.

AP-60 Public Housing - 91.420, 91.220(h)

Introduction

Through the HOME Consortium, the City of Portland and Cumberland County work with Portland Housing Authority, The Housing Authority of the City of Westbrook, South Portland Housing Authority, and Brunswick Housing Authority to assure quality, affordable housing opportunities to LMI residents in Cumberland County.

Actions planned during the next year to address the needs to public housing

Portland Housing Authority has received planning board approval, HUD Section 18 removal authorization and is awaiting a Limited Notice to Proceed to remove the Riverton property from public housing and add an additional 41-units of affordable housing to the neighborhood. PHA is also submitting a site plan to the planning board in early 2024 to remove the Boyd Street portion of the Bayside East public housing from public housing and the redevelopment of 55-units of income restricted housing with Project Based Voucher assistance. PHA has completed the fire door replacement, replaced the roof, and just awarded the contract to replace the trash chute at Franklin Towers. These three projects exceeded \$1.2 million in capital fund investment. We are also doing substantial basement structural work at Sagamore Village. PHA has completed its Front Street Phase 1 redevelopment (55-units), replacing 45-units of public housing. Phase 2 (45-units for older adults) will be complete by May 2024. The Harbor Terrace (120-units for older adults) redevelopment is 30% complete and on schedule for completion by mid-late 2025.

Brunswick Housing Authority provides critical housing to over 580 LMI households through its Housing Choice Voucher program and units owned and managed by BHA. We are continuing efforts to develop 40 units of workforce housing as well as monitoring existing affordable units with the desire to preserve future affordability. Brunswick is assisting Topsham Housing Authority in the development of 38 low income housing tax credit units in Topsham. BHA has converted all of its 191 units of Public Housing to Project based Vouchers which provides additional cash flow to meet the current and future capital improvement needs. Brunswick is presently working on the restoration of 5 former public housing units which were lost due to fire in June 05 2023. We are also planning a new office to expand staffing to allow for continued development and growth of additional affordable housing units.

South Portland Housing Authority will complete the process of converting the remaining 100 public housing units to allow for increased capital to address maintenance needs and add significant units. Existing eligible residents will be converted to a Section 8 voucher (tenant-based or project-based).

The Housing Authority of the City of Westbrook (WHA) provides quality, affordable housing opportunities to LMI households in Westbrook and the shared jurisdiction that extends 10 miles beyond Westbrook per Maine Title 30-A. WHA partners with the City of Westbrook, Preble Street Shelters Inc. and the Continuum of Care, clients, and community organizations to enhance the quality of life in the

community. WHA has converted its Public Housing through RAD to maintain affordable housing with Project Based Vouchers for households targeted at 30%, 50%, 60% AMI. In the past five years WHA has constructed 5 developments with 167 affordable housing units for very low to moderate income households. Currently, WHA has two developments with 115 units of LMI units of housing for the elderly approved and scheduled for construction completion and occupancy by October 2024. WHA has in predevelopment, subject to Planning Board approval with a potential 2025 construction start: 100 units of family housing; 107 units with 35 family units and 72 units for older adults pending referendum in the Town of Cumberland; and 72 units for older adults. Additionally, the agency continues to take steps to help address the housing needs identified in its 2020-2024 5-Year Plan and 2024 Annual Plan. WHA is renovating its older stock of housing and making capital improvements to current ADA and INSPRE standards which will be completed in 2024.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

PHA's voucher department has leased 17-units of its Foster Youth Initiative vouchers (FYI) and we have 42 homeownership vouchers. Participation in the homeownership vouchers has slowed due to increased acquisition costs of single family or condo units. Portland Housing still plans to add homeownership units to its Front Street neighborhood but may be delayed until 2025-2026 due to construction delays on the first 2 phases, scheduled to be completed by May 2024. Portland Housing has had successful engagement with residents during RAB meetings and neighborhood redevelopment meetings for the Boyd Street/Bayside East property.

Brunswick has developed 30 single family homes for first time homebuyers. While they have no current plans to develop additional homeownership units, they constantly monitor the market to seek opportunities to create more homeownership for first time home buyers.

The South Portland Housing Authority has a resident advisory board, which represents residents and meets regularly to discuss operations, management, and property improvements. Residents are also informed whenever changes in policies or procedures are proposed and are invited to comment prior to implementation. Residents have all been informed of the conversion of the remaining public housing units and participated in multiple resident meetings, including one with HUD representatives attending.

WHA does not have Public Housing but has an active Housing Choice Voucher Program that facilitates the use of the Housing Choice Voucher to be used for homeownership. WHA also has a Family Self Sufficiency program that also has homeownership as one of its outcomes.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

No PHA is designated as troubled.

Discussion

Portland and Cumberland County's vitality depends on the availability of a diverse array of housing options, particularly apartments, which are often the first and often the only choice for working professionals, immigrants, and families. All Cumberland County housing authorities work closely with their local governments and surrounding communities to address emerging needs affecting their residents and the availability of adequate housing.

AP-65 Homeless and Other Special Needs Activities - 91.420, 91.220(i)

Introduction

Portland and Cumberland County work closely with Maine Continuum of Care to identify reasons for homelessness within the jurisdiction and seek resources for mitigating this pervasive issue.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The Maine State Housing Authority coordinates the efforts of homeless shelters, outreach groups, and volunteers who participate in an annual Point in Time Survey of sheltered and unsheltered homeless populations in the State of Maine and City of Portland. The annual census is required of all states on one night in January by the U.S. Department of Housing and Urban Development, and the count provides a snapshot of the number of individuals and families in shelters and on the streets on a given night. For Maine, a count performed in January will represent chronic and truly desperate homelessness because of extreme weather conditions including typical temperatures well below freezing, regular snow accumulation, and minimal daylight hours.

The Emergency Shelter Assessment Committee meets monthly to review homeless data and identify trends, issues, and areas that need improvement.

The Emergency Shelter Client Support & Services Plan Policy guides needs assessments. The policy requires clients to work with their navigator on a plan to secure permanent housing and clients who chose not to participate may be asked to leave the shelter, unless circumstances warrant an exception. The Homeless Services Center housing placement team focuses on housing long-term stayers. The City has also added additional full-time housing navigators to work with newly arriving families experiencing homelessness, resulting in locating permanent housing placements with follow up case management and tenant education services. Preble Street Support Services receives funding from the Veterans Administration to prevent and end homelessness among veterans.

The Homeless Outreach and Mobile Engagement (HOME) Team is a collaboration between the City of Portland, the Portland Downtown District and Milestone to provide outreach and community supports to those with chronic health, mental health and substance abuse issues living on the streets of Portland. The HOME team has become part of the emergency service delivery system for businesses and community members.

Commonspace, a Portland-based nonprofit organization, and Portland Downtown (a 501c4) have created a Peer Outreach Worker program. This program will allow a peer outreach worker to connect

with clients that live with mental illness, often times co-occurring substance-use disorders, and often times experiencing homelessness. The outreach worker will then collaborate with the Milestone Foundation, the City's shelters, local hospitals, and Portland Downtown businesses to get the client the services they need.

Addressing the emergency shelter and transitional housing needs of homeless persons

Emergency Shelter: The City of Portland has a connected network of homeless shelters, yet the number of individuals seeking shelter vastly outnumber the available beds. Upon opening the Homeless Services Center, replacing the Oxford Street Shelter, and 166 Riverside Street, the City partnered with various organizations to ensure that all individuals had an opportunity for shelter.

Transitional Housing: While we are often trying to connect individuals with housing plans, we recognize that there is also a need for short-term transitional housing. We often make referrals to our rapid rehousing programs, Tenant Based Rental Assistance Program, and General Assistance.

Regional Approach: Maine Housing Authority continues to provide Housing Choice Vouchers and Stability Through Employment Program vouchers for those experiencing homelessness. The City has partnered with Cumberland County to provide funding for a Resettlement Coordinator position to assist with the influx of asylum-seeking families.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

The ESAC Long Term Stayers (LTS) Committee is focused on a by-name list effort to house and keep housed the longest stayers in homelessness in Portland. The LTS initiative started in April of 2015 when the City collaborated with local housing services providers to target their efforts with a by-name list of the most vulnerable and difficult to house individuals staying at the former Oxford Street Shelter. At the time, the shelter had 44% of the state's long term stayers, defined in Portland as people staying over 180 cumulative days in shelters or outdoors within a 365-day period. This definition was created because HUD's Chronic Homelessness definition did not capture single adults who tend to bounce from shelter to shelter whose lengths of stay in any one shelter do not meet the HUD definition of chronically homeless. From April 2015 through January 2024, this initiative targeted 828 people identified as long-term stayers. The group of 20 organizations has been at this for more than eight and a half years and has now 488 LTS. According to their HMIS data, this group collectively had more than 675 years of homelessness and more than 210,000 bed nights. Throughout the course of this initiative there has been an 88% - 96% success rate in scattered site apartments due to the combination of rental subsidies

and support services. Housing Follow up Services for the LTS program helps individuals who have been placed into housing from returning to homelessness.

Additionally, the goals of the City of Portland's Emergency Solutions Grant program are to provide rapid rehousing services to individuals staying at the shelter and prevention services to individuals facing homelessness in the community. The Homeless Services Center is projected to serve 40 people who are homeless and 5 people at risk of homelessness. The Family Shelter utilizes \$81,216 for Essential Services. Due to circumstances related to Covid-19 and the eviction moratorium, we continue to see a reduction in the number of folks who qualify for services under prevention and reallocated funding to Essential Services which will focus on Life Skills such as cooking, food storage, cleaning etc. with a goal to serve 75% of our shelter populations, 97% who are migrants. The City's Tenant Based Rental Assistance program (TBRA) was implemented on April 1, 2014 with HOME funds. There is a centralized intake located at the Homeless Services Center and Family Shelter and utilization of a rapid re-housing approach with a focus on reducing recidivism. Follow-up services have a strong emphasis on connecting clients to other mainstream resources to ensure long term housing success. The ESHAP Program, which is funded by Maine Housing for the Homeless Services Center and Family Shelter, is modeled after a rapid re-housing approach that provides housing stability services to persons who are experiencing homelessness and assists homeless clients seeking permanent housing with education, services, and support to meet their health, housing, and employment needs in order to overcome barriers to obtaining and maintaining permanent, stable housing. Participants are assigned a Navigator who has experience in working with people who are experiencing homelessness. Navigators conduct assessments to determine the best course of action and customize a plan that best suits each individual's housing needs. The combination of the City's LTS Initiative, the Emergency Solutions Grant, Tenant Based Rental Assistance, and ESHAP program help to prevent homelessness and rapidly rehouse individuals who become homeless in Portland.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs.

The City's After-Hours Program ensures access of emergency services to low-income 'at-risk' individuals and families, including help with placement in appropriate shelters/warming centers and basic needs such as medication, food, baby formula, diapers, and heating. The program offers a hotline service 365 days a year, 24 hours a day. The Greater Portland Addiction Collaborative has brought together local hospitals, City Programs, Police, community detox centers, SUDs treatment providers, crisis providers, housing and employment providers, recovery community, and the peer recovery center to provide high quality treatment and fill gaps to ensure that individuals receive the care they need upon discharge. City of Portland Shelter Staff has implemented a formalized shelter diversion program modeled after Pine

Street Inn Front Door Triage Program. Staff completes shelter intakes and connects with individuals before they enter emergency shelter and homelessness. Staff has the ability to seek alternate resources, connect with landlords to mediate evictions, and enroll individuals in prevention case management services.

Families with Children: There are two shelters that serve families with children. The City of Portland Family Shelter provides temporary housing to families with children in the form of apartments. While staying at the shelter families learn important life skills, participate in house meetings to discuss issues and assistance, and have access to various household items, laundry, and transportation services to appointments. Staff also assists with housing placement and follows up case management. Support services on site include assistance with housing placement; training sessions on tenant education (Rent Smart Curriculum); crisis intervention and management, including follow-up services after housing is located; and assistance with public transportation for appointments and self-sufficiency. Through These Doors operates an Emergency Shelter for women and children who are experiencing domestic violence. They provide 16 beds, and families can access basic necessities like food, clothing, and personal care items. Residents are offered in house education programs, individual advocacy, case management, and safety planning.

Unaccompanied Youth: The Preble Street Joe Kreisler Teen Shelter provides 16-24 beds for unaccompanied youth ages 12-20. The shelter provides safe, clean overnight accommodations in a secure building; showers, bathrooms, laundry facilities, towels, and personal hygiene products; community living areas; light breakfast and snacks. Additionally, staff responds to the crises that lead to homelessness, provides referrals, and links youth to necessary services including substance use treatment, counseling, and medical facilities.

Chronically homeless- Chronically homeless men and women stay at the Homeless Services Center, a low-barrier shelter which provides safe, temporary shelter for homeless adults. The Shelter offers a variety of support services including: shower facilities and training on hygiene skills; housing placement assistance; health assistance to Veterans; clinical and outreach services for individuals with mental health concerns; and interpreting services. Portland and Cumberland County are fortunate to have several community organizations which assist special needs populations. These include, but are not limited to, Frannie Peabody Center, Preble Street, Commonsplace, Immigrant Legal Advocacy Project, Maine Equal Justice Partners, Milestone, and The Opportunity Alliance. Together these organizations provide access to care through case management, behavioral health counseling, advocacy, utility assistance, and housing assistance programs.

Discussion

The Covid-19 pandemic and the national opioid crisis have impacted and increased greatly the need for homelessness and substance use services in Portland. The City's one- and five-year goals are to create a safety net of programs through a combination HOME, ESG, and other federal and local resources.

AP-75 Barriers to affordable housing -91.420, 91.220(j)

Introduction

The City's comprehensive plan places a priority on housing creation, diversity, and affordability within the community. The housing component of the Comprehensive Plan states "[w]hile Portland has welcomed much needed new housing construction in recent years, both the lack of sufficient housing supply and the affordability of that housing for a healthy socio-economic cross-section of the population remain urgent challenges." It goes on to assert that the city must "recognize that [its] vitality rests on the availability of diverse, secure housing options for existing residents, new arrivals, and all stages of life".

Funding available through the Affordable Housing Development Program will go to assist in the creation of affordable housing available to low and very low income persons. Affordable Housing Development funds are allocated through a competitive, rolling application process. To apply, developers must complete an application in Neighborly software. City staff reviews applications, and a consultant hired by the City completes a financial underwriting analysis. City staff presents funding recommendations to the City Council's Housing and Economic Development Committee (HEDC). The HEDC forwards funding recommendations to the City Council. Under City ordinance, the request for appropriation of funds must be read at two City Council meetings. The City Council takes action on the recommendations at the second public meeting.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

In response to LD 2003, new language in the Land Use Code now permits up to two units on lawfully conforming lots that do not contain an existing dwelling unit in the island zones, or outside of the designated growth area. The new language would also permit up to four units on lawfully conforming lots that do not contain an existing dwelling unit in mainland zones where residential is a permitted or conditional use, or inside the growth area. New language also adds residential use permission for lawfully conforming lots with one existing dwelling unit by allowing up to two additional units where residential is a permitted or conditional use.

In early 2023, 14 external stakeholders and numerous city officials convened for an intensive six-hour Housing Supply Bootcamp focused on identifying barriers and solutions to expand Portland's housing stock. Regulatory barriers identified include: expanded inclusionary zoning (IZ) requirements under recent referenda; height limits, density limits, step backs, and setbacks; insufficient land zoned for multi-family; limitations on the availability of density bonuses, and building code requirements and stringent application of the standards. Potential solutions identified include; increase the permissible height of

buildings and eliminate setback requirements on the Portland Peninsula and along major arterials; identify “offsets” that would make it easier for developers to meet the heightened IZ requirements; engage employers that own land as partners to make land available for development; prepare an inventory of parking lots owned by individual retailers and other businesses to identify whether some could be developed as housing; study the potential to repurpose some office space as housing; provide regulatory tools to discourage vacant land and vacant buildings, including the potential for financial penalties, thereby encouraging development and redevelopment; and evaluate the possibility of allowing residential uses in industrial areas.

Discussion

The City of Portland is committed to removing barriers to affordable housing.

AP-85 Other Actions - 91.420, 91.220(k)

Introduction

The City of Portland consistently strives to identify areas of opportunity for improving quality of life for all of its residents including increased stability, housing options, and economic opportunities for its most vulnerable populations.

Actions planned to address obstacles to meeting underserved needs

In the City of Portland, the vast majority of CDBG, HOME, and ESG allocations go to addressing underserved needs of the City. The proposed CDBG projects will be meeting underserved needs such as food assistance, shelter, safety, and support for those with mental and physical illnesses and substance use disorders, and homeless prevention and housing services. The HOME grant funds help persons gain or maintain housing through the Tenant Based Rental Assistance Program and build affordable housing for low-income families who cannot afford housing otherwise. Additionally, the Emergency Solutions Grant meets the needs of individuals and families by gaining or maintaining housing throughout their homeless prevention or rapid rehousing initiatives, along with maintaining shelter costs for the city's most vulnerable populations.

Actions planned to foster and maintain affordable housing

The affordable housing provisions of LD 2003 require municipalities to extend density bonuses to qualifying affordable housing projects when those projects are located in areas in which multi-family dwellings are allowed and within a designated growth area. The City of Portland already has a structure for density bonuses for affordable housing in many zones, and the code includes other provisions as contemplated by the state. However, some amendments to Articles 18 and 19 of the land use code were necessary to bring the city into full compliance with these components of the law.

The definition of "affordable housing" was changed to incorporate language that enumerates the definition of "other housing expenses" to include "utilities such as electric, heat, water, sewer, and/or trash that the household pays separately from rent". Density bonus language in the Land Use Code was amended such that 2.5x density bonus is triggered when over 50% of units within a project qualify as affordable. Density bonus have been extended to areas "where multi-family is allowed as a permitted or conditional use", and long-term affordability has been defined as deed-restricted to remain affordable for 30 years or the longest term permitted under federal, state, and local laws whichever is longer.

Multiplex, a multi-family-like use currently permitted in the R-4 and R-5 zones, has also been struck from the code. This use, which requires greater minimum lot sizes, densities, and lot widths than otherwise required for residential uses in these zones, and in some cases is subject to unit maximums which bear little relationship to lot size or density, has not been widely constructed in the city. In order to make

dimensional provisions consistent with state law and to simplify implementation, references to multiplex have been eliminated.

Other actions undertaken by the City of Portland include the assessment of fair housing processes in order to identify barriers to fair housing for inclusions in the 2022-2026 Consolidated Plan. The recommendation to address barriers to equalizing access to opportunity, include; advocate for improvements to the county's public transportation system to more effectively connect low income workers with jobs both within Portland and in the broader region; focus on accommodating the needs of persons with disabilities and pairing transportation investments with housing affordability opportunities; and advocate for additional funding in schools that have disproportionate shares of economically disadvantaged students. The recommendation to increase the supply of affordable housing include; invest public funds in affordable housing through gap financing; require affordability contributions of market rate developers through inclusionary zoning; incentivize development of mixed-income housing through density bonuses and fee waivers. And the recommendation to address gaps in homeownership attainment is; explore programs funded by foundations that offer greater down payment assistance to residents who historically faced discrimination and restricted access to homeownership.

Actions planned to reduce lead-based paint hazards

The City of Portland has been committed to eliminating lead poisoning in children since 1995 when it received its first HUD Lead Safe Housing Grant. The mitigation of lead-based paint hazards remains a critical focus of the City of Portland's Lead Safe Housing Program. Over the years, nearly 530 units have been made lead-safe in Cumberland County. Within the Lead Safe Housing Grant Program, Portland has successfully addressed lead hazards prevalent in the City's older housing stock.

The HUD Lead Safe Housing Program is designed to benefit low and moderate-income families. Owner-occupied applicants in the City of Portland must prove that their income is less than 80% of the median area income with a child under six years of age residing in the unit. In multi-unit, non-owner-occupied buildings, 50% of the units must qualify at 50% of the area median income. Projects outside the City of Portland need to meet HUD income eligibility limits established for Cumberland County. The program works directly with the Maine CDC and priority is given to households where there is an active abatement order or where young children reside with elevated blood levels.

In 2023 a one-year extension empowered the City's 2019 HUD funded Lead Safe Housing Grant, to further its goal of making an additional 50 units lead safe. This extension allows Portland to continue the critical work of protecting Cumberland County's most vulnerable from the dangers of lead dust responsible for poisoning children under the age of six. Another important component of the HUD Grant is the Healthy Homes assessment performed on all qualifying units. Healthy Homes is an additional funding source that identifies code violations and health and safety hazards that may be present in the building. Abatement Teams address violations identified and Project Management works directly with

Code Enforcement in the documentation of these repairs.

Actions planned to reduce the number of poverty-level families

The City of Portland allocates a significant percentage of its Community Development Block Grant to social service programs and housing activities designed not only to improve the lives of families and individuals in poverty, but also to facilitate their transition out of poverty. Below are just some of the most critical programs and services that the City plans to support with the CDBG, HOME and ESG funds:

Access to food

Homeless outreach and engagement program to assist individuals in crisis to access necessary services.

Case management and community integration services for recently homelessness individuals and those at risk of homelessness

Creation of stable affordable housing units

Tenant based rental assistance to help families to be rapidly rehoused or maintain their current housing, to help build stability.

Homeless prevention services to individuals facing homelessness.

Rapid rehousing

Helping families move out of poverty as opposed to simply serving those in poverty is an important part of the City's Housing and Community Development Program. Total funds available to the City are insufficient to meet the needs of its citizens in poverty; however, targeting funds to activities which support self-sufficiency can make a significant difference in the lives of many people. The City plans to continue to look at requests for funding and existing programs to see how CDBG, ESG and HOME funds can assist individuals and families in moving beyond poverty.

Actions planned to develop institutional structure

The City will continue to carry out its Housing and Community Development Plan in partnership with the other management and delivery entities for housing and community development activities. These organizations include various City Departments, the Portland Housing Authority, and an integrated network of non-profit housing and social service providers.

The City of Portland Housing and Community Development (HCD) Division is responsible for overseeing the budget and distribution of the City's CDBG, HOME and ESG entitlement funds and development of the Five-Year Consolidated Plan and Annual Action Plan and Consolidated Annual Performance

Evaluation Report. Additionally, the HCD Division administers the City's new construction programs and monitors all outstanding loans associated with the former HomePort program. Since the fall of 2019, the HCD Division has staffed a Compliance Officer position, ensuring that all programs comply with local and federal regulations.

City of Portland Social Services Division administers the General Assistance Program, ESG funds, the City's emergency shelters (for single adults and families), transitional housing facilities, housing location services, Family Services Program, job readiness training and employment services and several other support activities in coordination with non-profit housing and social service agencies. Additionally, the Social Services Division administers the HOME funded Tenant Based Rental Assistance Program.

Non-Profit Housing and Social Service Agencies play a large role in directly providing housing and economic development services to low income, homeless, and special needs populations throughout Portland.

Working collaboratively, these entities implement the City's Housing and Community Development Plan. The system's strengths include the collaborative manner in which these diverse groups work together to maximize available resources. Portland is a large enough city to have many institutional resources, yet small enough to be able to effectively communicate and collaborate. Currently there are no gaps in types of housing and services, but there is a lack of adequate amounts of both due to insufficient resources. The City and its partners will continue to seek additional resources to improve the system's ability to meet community needs.

Actions planned to enhance coordination between public and private housing and social service agencies

The City of Portland requires proof of organizational collaboration in the form of a memorandum of agreements, letter of support, or demonstrated outreach for all applications. In the CDBG scoring process, organizations and entities who demonstrate collaboration with other organizations and entities receive higher allotted points.

The City and the Portland Housing Authority have a long history of cooperation in several areas including community policing, development of affordable housing, recreational activities for at-risk youth, the Family Self-Sufficiency Program, Family Investment Center and applications to HUD for Section 8 certificates and vouchers for families, homeless and disabled persons. City staff and PHA staff communicate regularly and provide each other data for Annual Plans and reports.

City staff from the Health and Human Services Department and Housing and Community Development Division coordinates with other members of the Emergency Shelter Assessment Committee (ESAC) and the United Way of Greater Portland to monitor shelter bed usage for single adults, adolescents and families. ESAC members include shelter providers, supported housing providers, mental health service providers, substance abuse service providers, health service providers and general services including day

shelter providers for the homeless population. ESAC also produces monthly and quarterly statistics on shelter usage and provides a forum to discuss new programs, resource availability, emerging trends and to resolve problems within the continuum that may arise from time to time. The City's Community Development Program Manager attends ESAC. Additionally, HCD staff participates in the Maine Affordable Housing Coalition (MAHC). In the City of Portland, 33% of CDBG funds support social service agency programs. City staff meets with the agencies throughout the year to provide technical assistance and ensure they are meeting HUD guidelines and regulations. Staff also assists in monitoring their progress and makes recommendations for more efficient services.

Discussion

The City of Portland is committed to continuing its robust collaboration with nonprofit social service agencies, developers, and community organizations to improve the lives of residents of Portland, especially those who are low-income.

Program Specific Requirements

AP-90 Program Specific Requirements - 91.420, 91.220(I)(1,2,4)

Introduction

The City of Portland works to ensure that all federal grants meet the specific program requirements, including Community Development Block Grant, HOME, and Emergency Solutions Grant from the U.S. Department of Housing and Urban Development.

Community Development Block Grant Program (CDBG)

Reference 24 CFR 91.220(I)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	54,990
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan.	0
3. The amount of surplus funds from urban renewal settlements	0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan	0
5. The amount of income from float-funded activities	0
Total Program Income:	54,990

Other CDBG Requirements

1. The amount of urgent need activities	0
2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan.	96.00%

**HOME Investment Partnership Program (HOME)
Reference 24 CFR 91.220(l)(2)**

1. A description of other forms of investment being used beyond those identified in Section 92.205 is as follows:

Not applicable

2. A description of the guidelines that will be used for resale or recapture of HOME funds when used for homebuyer activities as required in 92.254, is as follows:

Homebuyer activities of down payment or closing cost assistance are not part of the 2024-2025 planned activities

3. A description of the guidelines for resale or recapture that ensures the affordability of units acquired with HOME funds? See 24 CFR 92.254(a)(4) are as follows:

Acquisition of units with HOME funds are not part of the 2024-2025 plan.

4. Plans for using HOME funds to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds along with a description of the refinancing guidelines required that will be used under 24 CFR 92.206(b), are as follows:

HOME funds will not be used to refinance existing debt.

5. If applicable to a planned HOME TBRA activity, a description of the preference for persons with special needs or disabilities. (See 24 CFR 92.209(c)(2)(i) and CFR 91.220(l)(2)(vii)).

Tenant-Based Rental Assistance is directed towards individuals who are homeless or at-risk of being homeless.

6. If applicable to a planned HOME TBRA activity, a description of how the preference for a specific category of individuals with disabilities (e.g. persons with HIV/AIDS or chronic mental illness) will narrow the gap in benefits and the preference is needed to narrow the gap in benefits and services received by such persons. (See 24 CFR 92.209(c)(2)(ii) and 91.220(l)(2)(vii)).

The City of Portland does not currently have preferences for specific categories of individuals with disabilities.

7. If applicable, a description of any preference or limitation for rental housing projects. (See 24 CFR

92.253(d)(3) and CFR 91.220(l)(2)(vii)). Note: Preferences cannot be administered in a manner that limits the opportunities of persons on any basis prohibited by the laws listed under 24 CFR 5.105(a).

The City of Portland does not have preferences for rental projects. The City does have a local requirement that 10% of total units in a development are set aside for individuals in Portland homeless shelters; however, this does not preclude others from accessing those units.

Emergency Solutions Grant (ESG)

1. Include written standards for providing ESG assistance (may include as attachment)

Please see attachment.

2. If the Continuum of Care has established centralized or coordinated assessment system that meets HUD requirements, describe that centralized or coordinated assessment system.

The state-wide Continuum of Care monitors the Homeless Management Information System, where individuals and families are entered at first contact. Additionally, the Maine COC has created a Coordinated Entry System (CES). CES facilitates access for all resources designated for homeless individuals and families, ensuring they are known by name, provided assistance based on their unique needs, and matched to the most appropriate service or strategy. Together, HMIS and CES ensure coordination while avoiding duplication of services and client data.

3. Identify the process for making sub-awards and describe how the ESG allocation available to private nonprofit organizations (including community and faith-based organizations).

The Emergency Shelter Assessment Committee (ESAC) is actively involved in the ESG program, including the development of performance standards and operating procedures as well as evaluation of funding expenditures. The City of Portland utilizes ESG funding for the Family Shelter and the Homeless Services Center and for homeless prevention and rapid rehousing programs. It is not currently the practice of the City of Portland to provide subawards from ESG funds; however, any ESG subawards would be made through the same awarding process as CDBG.

4. If the jurisdiction is unable to meet the homeless participation requirement in 24 CFR 576.405(a), the jurisdiction must specify its plan for reaching out to and consulting with homeless or formerly homeless individuals in considering policies and funding decisions regarding facilities and services funded under ESG.

Portland's ESAC Committee meets the requirements of homeless participation under 24 CFR 576.405(a). ESAC evaluates and creates policies, funding allocations, and other issues affecting the ESG grant. The ESAC Committee is led by co-chairs from the City of Portland Health and Human

Services (Social Services Division) and a representative from Homeless Voices for Justice (HVJ). HVJ is a statewide social change movement, organized and led by people who have lived experience with homelessness. It is a grassroots effort based on the belief that true change occurs only when those affected by an unjust system are directly involved in addressing the injustices and in which disenfranchised people become empowered and gain leadership skills to organize and advocate for institutional change. Working with chapters in Alfred, Augusta, Brunswick, and Portland, HVJ holds membership meetings at shelters and soup kitchens to strengthen communications between people experiencing homelessness. HVJ social change activities range from representation in planning bodies, to policy advocacy, to voter registration and community education, to direct action.

5. Describe performance standards for evaluating ESG.

The performance of the Prevention goal of the Rapid Re-Housing/Prevention Client Navigation Program will be evaluated based on the number of individuals assisted that would have entered the shelter system “but for” the assistance provided by the City of Portland staff. The performance standards for the Prevention goal of the program are ensuring that: 1) services are provided to 20 people per year; 2) 100% of clients are assessed for barriers that threaten housing stability and provided with an overview of mainstream resources; 3) 50% of clients assessed are referred to appropriate mainstream resources; 4) 100% of clients receiving financial assistance receive assistance with housing location and receive follow up services for 3 months.

The City of Portland will continue to ensure that all federal grants meet the specific program requirements, including Community Development Block Grant, HOME, and Emergency Solutions Grant from the U.S. Department of Housing and Urban Development.

Written Comment re: CDBG Allocations

Thu, Mar 14, 4:55 PM
(15 hours ago)

Theresa McAuliffe <theresa.mcauliffe@gmail.com>

to publiccomment, dlibner

Dear Portland City Council, Mayor Dion, & City Manager Danielle West,

I am writing this letter to advocate in support of the CDBG funding application, "Oakdale Neighborhood ADA Improvement."

This improvement project will address safety concerns and accessibility obstacles in my neighborhood that are in need of attention.

The project will create a safe and obstacle free path connecting the Portland Center for Assisted Living to the future Temple Beth El outdoor community space and then to Longfellow Park. The crossings at both Devonshire and Deering Avenue are safety concerns which will be addressed by this project. Families with small children, neighbors using walkers and wheelchairs, visually impaired residents, fitness enthusiasts, and the many dog walkers will all benefit from this project.

I urge you to fund the Oakdale Neighborhood ADA Improvement project.

Sincerely,

Theresa McAuliffe

38 Longfellow St, Portland, ME

Written Comment re: CDBG Allocations

Jean Sideris <jean@bikemaine.org>

Fri, Mar 8, 8:55 AM (7 days ago)

to publiccomment

Dear Portland City Council, Honorable Mayor Dion, and City Manager Danielle West:

The Bicycle Coalition of Maine is a statewide nonprofit dedicated to making Maine better and safer for people biking and walking. We support the CDBG project titled "Oakdale Neighborhood ADA Improvement," sponsored by Public Works. We urge you to consider fully funding their request for \$199,000.00 for road construction improvements.

Residents of Portland Center for Assisted Living and others living with mobility issues are at great risk of death and injury when crossing busy Devonshire, Deering Ave., and Longfellow Streets to visit public Longfellow Park and Temple Beth El Shalom Community Park, among others. This area has been identified by Portland Traffic engineers as a high-accident-prone area due to motorists driving too fast. It's unsafe for pedestrians, bicyclists, and motorists, particularly for individuals using wheelchairs and mobility devices. Improvements to Devonshire Street and Deering Ave. at this bustling intersection will enhance the quality of life for everyone, especially Portland's most underserved population.

We support and greatly appreciate the hard work of the University Neighborhood Organization, Temple Beth El, Portland Center for Assisted Living, and Portland Public Works for collaborating on this endeavor. They have identified hazardous road conditions and proposed solutions that will benefit the entire community.

While we understand there are numerous needs in the city, we believe this project deserves top priority. If you have any questions, please don't hesitate to contact us.

Thank you in advance for your consideration.

Sincerely,

Jean Sideris

Resolve 8-23/2

Winston Lumpkins <winston.lumpkins@gmail.com>

Thu, Mar 14, 5:53 PM (14
hours ago)

to publiccomment

Dear Honorable Mayor Dion, Members of the Portland City Council,

We've got a great lineup of Community Block Grant Applications this year. I think the CBG allocation committee and the City Manager have done a great job, and I look forward to seeing the projects come to fruition, and urge the council to support the recommendations.

I do want to call the council's attention to PBPA's November letter supporting the Nasons Corner ADA improvements; thankfully it looks to be in the selections made by the Allocation Committee.

Thanks as always for your service to the city,

Sincerely,

~Winston

Winston Lumpkins IV (he/him/his)

East end,

District 1

Portland Maine



November 14, 2023

Jennifer Ladd, Senior Transportation Engineer
Public Works Department
City of Portland, Maine
250 Canco Road
Portland, Maine 04103

Re: Rowe School Sidewalk Improvements on Warrick and Purchas Street

The Portland Bicycle and Pedestrian Committee (PBPA) would like to express our full support for the proposed CDBG-funded sidewalk connections and improvements along Warwick Street and along Purchas Street. These much-needed improvements will make it significantly safer for students to walk to school and in doing so, will result in fewer car trips to and from the school.

On March 3, 2022, PBPA held a neighborhood walk audit with the Nason's Corner Neighborhood Association to document the challenges faced navigating the neighborhood being discussed on foot or mobility device. The findings from this walk audit can be found [on the Documents tab of our website](#). While most findings focused on winter-specific conditions, a major sidewalk deficiency was found on Warwick Street near Rowe School. Current conditions create unsafe conditions for pedestrians looking to access the school from the north side of Warwick by requiring them to walk in the road in an area where fast-moving traffic is traveling around a near-blind curve. The audit showed the need for a sidewalk along this well-traveled stretch of Warwick, and we are excited to see this proposed project address this deficiency.

One of the committee's top priorities is improving safe pedestrian routes to school, and this project greatly advances this goal. Given the number of families with students who live close to Rowe School, these proposed sidewalk segments would greatly improve access to the school on foot. Therefore, PBPA highly supports funding of this much-needed project. Thank you for your consideration of this project.

Sincerely,

The Portland Bicycle & Pedestrian Advisory Committee

<https://www.portlandbikeped.org/>

Winston Lumpkins IV, Chair

winston.lumpkins@gmail.com

John Clark, Secretary

jmclark995@gmail.com

The Portland Bicycle and Pedestrian Advisory Committee is an ad hoc group of Portland-area residents working to make the city and region a better place to walk, bicycle and wheelchair. We advocate and educate on bicycle, transit and pedestrian issues, including handicap accessibility. We work in collaboration with other organizations including the Bicycle Coalition of Maine, Portland Trails, PACTS, the Portland Department of Public Works and the Portland Planning Department.

PBPAC on Resolve 8-23/2: approve Oakdale Neighborhood ADA Improvement.

Portland Bike Ped <pbpac.chair@gmail.com>

Thu, Mar 14, 5:46 PM (14
hours ago)

to publiccomment



March 14, 2024

Dear Portland City Council, Honorable Mayor Dion, and City Manager Danielle West,

The Portland Bicycle and Pedestrian Advisory Committee supports the CDBG project titled "Oakdale Neighborhood ADA Improvement," sponsored by Public Works. We urge you to fully fund their request for \$199,000.00. Because of the continued, so far unaddressed, need for traffic calming measures on Deering Ave this project is all the more necessary.

Though more work must be done, the *Oakdale Neighborhood ADA improvement project* will address some of the issues remarked upon in our report from January of last year on the Deering Ave corridor: Deering Ave Walk Audit Report.

We greatly appreciate the hard work of the University Neighborhood Organization, Temple Beth El, Portland Center for Assisted Living, and Portland Public Works.

Thank you in advance for your consideration, and support for the residents of Oakdale.

Sincerely,

The Portland Bicycle & Pedestrian Advisory Committee.
<https://www.portlandbikeped.org>

Winston Lumpkins, Chair
winston.lumpkins@gmail.com, 207-408-1508

Andrew Blunt, Vice Chair
andrew.blunt97@gmail.com

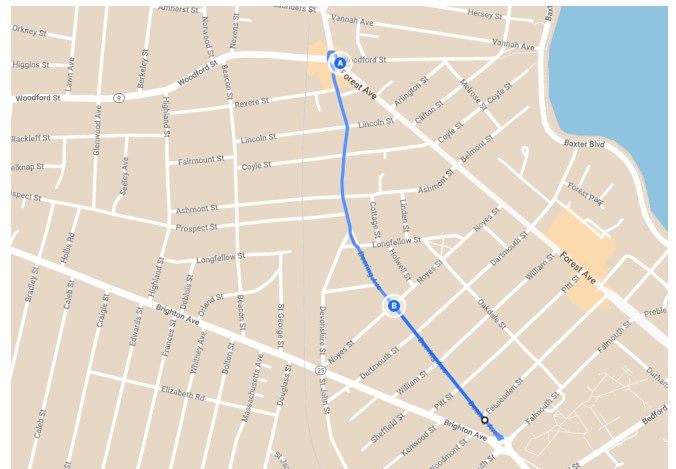
The Portland Bicycle and Pedestrian Advisory Committee (PBPAC) is an ad-hoc group of Portland area residents who work to make the city a better place to walk, bicycle, and wheelchair. We advocate and educate on bicycle, transit, and pedestrian issues, including handicap accessibility, in collaboration with city offices and outside organizations.



www.portlandbikeped.org

Deering Avenue Walk Audit

Wednesday, January 25th, 2023



On a snowy Wednesday evening, about 25 people joined together for the **Deering Avenue Walk Audit** to observe and discuss some of the challenges that the neighborhood has been facing from the perspective of pedestrians. Attendees included members of PBPAC, city employees, Friends of Woodfords Corner, the Woodfords-Oakdale Neighborhood Association, and neighbors. The group assembled at the corner of Forest Avenue and Woodford Street by the new artistic light sculpture. After an initial briefing, they proceeded across Forest Avenue and down Deering Avenue to the corner of Pitt Street and back to Jason Reynold's home at the corner of Dartmouth Street for a debriefing session.

The purpose of this report is to share what was observed and discussed, including recommendations for opportunities to improve this area.

Conclusion and Action Items can be found on Page 4.

An Appendix, with additional pictures & street by street observations begins page 5.

Traffic Speed

It was agreed by those present that **the speed limit on Deering Ave should be the same for the full length of the street, and that it should be 25 miles per hour.** Policy at the state level requires MaineDOT to approve speed limit changes. It is important however to note that a request from the city to change the speed limit may trigger a “speed study” which may inadvertently cause the speed limit to increase. Fortunately, there is policy advocacy occurring at the state level that may improve conditions on a street such as Deering Ave.

State Policy Opportunities: In the current legislature, [LD 527](#), “An Act to Allow Municipalities to Create Bicycle & Pedestrian Zones with Reduced Speed Limits,” hopes to address this. As currently written it won’t have much effect in Portland. [Link](#). Another bill, “An Act to Grant Municipalities the Authority to Set Lower Motor Vehicle Speed Limits” may have more of an effect, its legal language has yet to be released. We urge the city’s Legislative & Nominating Committee to support either bill, should they address this issue.

At this time, the City may be able to address the issue of speeding on Deering Ave by **changing the design of the street to slow automobile traffic** in a manner more effective than signage or enforcement ever could. A record of frequent crashes here in which cars have been propelled onto people’s lawns and sidewalks proves that some people are driving excessively fast for a street with so many intersections. *See Appendix for more information and photos of crashes.*

Safe Routes to School

Deering Ave is a crucial walking route for students getting to and from school. The Levey Day School was on the walk audit route and King Middle School is further down the road at the corner of Deering and Park Avenues. Students in the neighborhood who attend King Middle School are required to walk to school (as they live within the defined walking distance of the school and no buses are available). This neighborhood is an obvious high priority area for any safe routes to school effort. Additionally, the Oakdale neighborhood is home to many elementary school aged children, with three bus stops along this short corridor - enough to completely fill a school bus.

Funding Opportunity: There is up to four million dollars in federal funding for **Safe Routes to School** related projects available from the federal government, through the Transportation Alternatives Program. Dakota Hewlett, the Maine DOT’s Active Transportation Coordinator, is available to help municipalities apply. *He discusses it in this [webinar](#), starting at 43 minutes.*

Neighbors reported safety concerns they have observed, and some of these issues were observed on the walk audit. The severe issues include:

Traffic crashes at bus stops, including cars crashing onto lawns

We saw evidence of one of these in the form of still damaged hedges. There have been numerous crashes in this area, which is especially troubling given the high number of children and families who wait for the bus and/or walk to school in this area. *See the appendix (begins on page 5) for images from crashes.*

High speeds and inconsistent crosswalks

Some intersections do not have crosswalks in spite of having a school bus stop. Additionally, stop signs are placed at irregular intervals, creating confusion for drivers, which is ineffective at slowing traffic. In a dense residential neighborhood such as Deering Avenue, **we believe all intersections should have crosswalks on every side, and more stop signs should be placed along the corridor.**

Speeding motorists in school zone

The school zone signage around Levey Day School does not currently have great visibility and there are no flashing lights during school hours. Neighbors observe that most motorists are going faster than the posted 15 mph speed limit during school hours. **Improved signage and lights may reduce speed.**

Sidewalk Snow Conditions

Due to its significance, both sides of the entirety of Deering Avenue is a “route to school sidewalk” [route plowed by the city](#) as opposed to individual property owners. This led to generally good sidewalk conditions (except at the intersections) despite snowfall in the week prior to the walk audit. While we acknowledge the significant amount of snow mixed with freezing temperatures, as well as the municipal staffing shortage cause challenges for effective sidewalk snow clearance, the following observations regarding winter sidewalk conditions were made during the audit.

Generally well plowed on sidewalks although the roughly 1” of compacted snow can turn to ice over time, making the sidewalk very difficult to walk on and the ice very difficult to remove. **Adding brush attachments to the Parks Department’s arsenal of snow clearing equipment** could address this issue. In places without ADA compliant crossings, the plow equipment is forced to take an erratic path, making things worse. *See image to the right.*

The crosswalks were plowed/shoveled along Deering Avenue (i.e., at the cross streets) but not across Deering Avenue, leaving very high snow banks. The only plowed access was driveways. Thus, the driveways serve as de facto crosswalks. However, this means people then have to wander in the middle of the road looking for the entry point on the other side, which is dangerous, especially during evening commuting hours. This also makes it incredibly challenging for anyone with a wheelchair, walker, stroller, or other device that supports mobility. The snow banks give motorists a visual clue that crosswalks are not to be observed or taken seriously in general. *See image to the right.* **One participant who is in a wheelchair was unable to attend the walk portion because the conditions, while okay for walking, could not accommodate a wheelchair.**

As these issues are all interrelated, **one neighbor shared that their child’s school bus stop has been completely inaccessible to them at times in all months of the year as they are in a wheelchair.** Once the snow melts, there are deep puddles near the corner of Noyes and Deering. This was especially problematic when their son was in kindergarten and it is required that the bus driver see a parent/guardian at the bus stop, otherwise the student is not allowed to exit the bus and is transported back to the school for parent pickup.

On Revere Street it was noted by one attendee returning to Woodford’s Corner that this sidewalk was entirely blocked, necessitating dodging out into the street to avoid it, which felt very unsafe, especially in the dark (note that sunset on this day was at 4:42pm). *See image to the right.*



Conclusion

Deering Avenue serves a number of important purposes to Portland residents. It is home to many residents, including families with children; connects a number of city neighborhoods; hosts multiple schools and institutions; provides quick emergency vehicle access from neighboring communities to Maine Medical Center; and provides a safer alternative to Forest Avenue for bicyclists and pedestrians. Despite these uses, the corridor still suffers from dangerously high vehicle speeds and infrastructure deficiencies for year-round users outside of a car.

While the Better Bikeways Initiative infrastructure will improve vehicle safety during the summer months, **action needs to be taken to reduce traffic speeds year-round**, both on Deering and neighborhood side streets such as Noyes, Ashmont, Dartmouth, and Pitt Streets. [Mini-roundabouts](#), such as those utilized in Libbytown, might work and were advocated for by several neighbors present. While **raised crosswalks and speed bumps** were discussed, not all neighbors were in favor of those options. Another possibility suggested after the event was [raised intersections](#).

The group agreed that all intersections should have striped crosswalks on all four legs at a minimum. Also, placing [radar speed signs](#) along Deering Avenue (especially between Falmouth and Dartmouth streets) could reduce speeding year-round (as the City has deployed successfully on Veranda Street, Frost Street, and elsewhere).

Sidewalk snow clearance is an issue, and though the Parks Department had clearly kept its end of the deal, when we walked down Deering Ave, because of the limitations of uneven sidewalks and plow-only operations, there was enough snow left to present a serious issue for anyone but the able-bodied. We discussed how if the city considered adding a few brush attachments for their plow fleet, they could more effectively clear the sidewalks. It's also clear that something should be done to address snow clearing at bus stops and crosswalks, as the current winter maintenance situation creates serious limitations for residents with mobility challenges.

Action items for the Council, the City, PBPAAC, and neighborhood organizations:

- Work with Dakota Hewlett, the Maine DOT's active transportation coordinator to apply for federal grants to implement traffic calming measures on the portions of Deering Ave which are part of school routes. He is available to work with city staff, including walking the site, and helping with the application process.
- Support the Phase 1 streetlight installation for Woodfords Corner in the FY 2024 Capital Improvement Plan budget & include the remaining streetlights in FY 2025 CIP- [FWC Document Map of Street Light wiring](#)
- Monitor and potentially support upcoming legislation allowing municipalities more authority to lower speed limits, such as LD 527 and *An Act to Grant Municipalities the Authority to Set Lower Speeds* (it will need to be amended to apply to Portland).
- Advocate for increased funding for sidewalk snow clearing on city routes, possibly including several brush attachments in the Parks Department's fleet to address the snow that current equipment leaves behind.
- Address crosswalk clearance, either through the Parks Department or better enforcement of the ordinance on abutter-cleared sidewalks.
- Advocate for staff positions dedicated to the implementation and maintenance of bicycle and pedestrian infrastructure (such as a [Bicycle & Pedestrian Coordinator](#)).
- Promote and provide material support for the Safe Routes to School Program, both within the Deering Avenue corridor and throughout the entire City.
- Begin the process of developing a year-round traffic calming design of Deering Avenue. Additional neighborhood resident and stakeholder feedback should be gathered regarding traffic calming measures in order to meet the needs of all users.

Appendix

Pictures from recent car crashes in the neighborhood



December 20, 2018, at 12:24 PM, Deering + Noyes Intersection.

Vehicle crash on a school day where the van pictured plowed directly through the school bus stop where kids and parents had been gathered merely hours prior at the corner of Noyes and Deering.



April 26, 2022, Deering + Noyes Intersection.

Five car crash.



June 21, 2022, Deering + Noyes Intersection.

Two car crash.



September 6, 2022, Deering + Dartmouth Intersection.

Vehicle crash on the first day of school (morning rush) where the vehicle pictured crossed the sidewalk on Deering and damaged property. The other vehicle involved (not pictured) crossed the sidewalk across the street and crashed through a private fence.

Design Ideas and Observations from the Walk Audit

Better Bikeways Initiative

Bruce Hyman, the Portland Planning Department's Transportation Program Manager joined us to give a brief presentation and get feedback on the [Better Bikeways Initiative](#) pilot planned for Deering Avenue. He passed around a [draft](#) of the Deering plans for attendee review. The draft plans include two 10-foot wide travel lanes, a 1-foot wide buffer with 5-foot wide bike lanes from the roundabout to just before Revere Street. The lane will include flex posts in the lead up to each side street, which should both visually narrow the road and cause cars to slow down as they turn onto the side streets.

Bruce mentioned flex posts leading up to an intersection starting 25 feet prior to the intersections – they may experiment with 3 or 5 such flex posts. Attendees liked this idea as it will visually narrow the road, and slow turning traffic. In direct response to concerns noted during the walk audit, Bruce mentioned possibly adding similar treatments to the neighborhood streets leading to Deering Ave, such as Dartmouth Street. However, these flex posts would be seasonal and removed so as to not interfere with plowing operations. ***Neighbors in attendance expressed concerns regarding a lack of a year-round traffic calming solution, after all, winter is long.***

Forest Ave & Woodfords Corner

- It was reported with some agreement that the intersection of Forest Avenue & Belmont/Ashmont Street has poor signal timing - this should be an easy fix.
- Revere Street between Deering and Forest Avenues only has a sidewalk on one side, and as noted, it was completely impassable forcing pedestrians into the roadway. The parking lot on the corner of Revere Street, Deering and Forest Avenues has recently been sold -- when it's developed, a sidewalk should be put in on the that side of Revere Street.
- As darkness fell, the lack of good street lighting in Woodfords Corner became apparent, though, ironically, there is a sculpture of streetlights. The Friends of Woodfords Corner shared [this document](#) with us, detailing the issue. [This map](#) shows where the streetlights will go & existing electrical infrastructure which is below the existing sidewalk. "[these are] 'as-built' plans that show where electrical connections/junction boxes are located (the highlighted green areas) and conduit (red lines) were installed as part of the Woodfords Corner project a few years back. Also highlighted are 6 locations that were considered a few years ago as a possible Phase I if the lighting needed to be done in phases. The eastern side of Forest Avenue has utility poles with some cobra head lighting, so the west side of Forest, without those poles and lighting have a higher need for standalone lighting."

Ashmont to Devonshire

- Devonshire acts like a "slip lane," encouraging high-speed turn maneuvers which cause conflict with cyclists.
- Beyond Devonshire, cars often collide while one is crossing Deering. Once there were 2 crashes at the same time, one at Pitt and one at Noyes. Both ended with cars on people's lawns. Because this neighborhood has both a high concentration of children and an elder care facility, there is a lot of foot traffic, which makes this situation especially scary.
 - *Question: Why is this not a school zone?*

Noyes Street

- An extremely wide, "over-engineered" one-way street, which encourages speeding. Part of the street may have previously been used as a streetcar line.
 - There was some discussion with Bruce Hyman about their plans to possibly narrow sections of Deering including this one which seemed generally favorable to most in attendance. Their other stated solution was to add flex posts- similar to the ones installed a few years ago at Woodford corner on Deering near Bayou Kitchen but since removed.

Some concerns were raised about flex posts since they seem to be 1) a temporary measure and 2) a seasonal measure since they are removed in the winter for plowing and often never reinstalled. However, there was little discussion about adding raised crosswalks to sections such as this one - which many in the neighborhood are pushing for.

- A discussion took place about making Noyes a two-way street, which might help with traffic calming. Many drivers do drive the wrong way! Ideally, the neighbors would prefer it remain one-way, but be significantly narrower.
- A possible solution would be to give 13' of the roadway to a two-way bikeway, which would be separated & would significantly narrow the street, and give bicyclists a safe way to get from Brighton Avenue to Forest Ave.
- Community Squash, at 66 & 62 Noyes Street, is going before the planning board for applications to build a cafe and expansion, which might be an opportunity to ask for some changes in the streetscape.

Dartmouth to Pitt

- [Andrew Jones](#), Dartmouth resident says: There's currently no safe way for cyclists to access the Back Cove without being in the way of heavy traffic on Dartmouth Street, a major cut through – currently bike rider either on the sidewalk, which should be for pedestrians, there should be a bike lane and increased signage for crosswalks – it's dangerous not just because of traffic passing by, but because of people parking, opening car doors, etc.

Pitt to Falmouth (Roundabout)

- **It's really apparent to those who live right on Deering & Dartmouth that cars are building up a great deal of speed driving the length of Deering -- something really must be done to curb speed, the speed limit isn't cutting it**
- [Ben Lake](#), lives between Fessenden & Pitt, is the parent of a young child, and notes that many significant car crashes have occurred here at the intersection of Pitt and Deering in just the last few years. In each case it appears that drivers crossing Deering from Pitt have underestimated the travel speed of cars traveling down Deering, resulting in cars on Pitt being t-boned by cars traveling along Deering - often with enough force to drive both vehicles up entirely up onto the sidewalk. This is particularly concerning here because this intersection is a major school bus stop. This stretch of Deering running north from the roundabout to Dartmouth is too long and too straight, with limited signage and no street design cues to drivers that the speed limit is 25 MPH. As a result nearby residents commonly observe drivers speeding in each direction along this section of Deering.
- Myles Smith notes that these existing yellow and red flashing lights at the Deering and Pitt intersection don't do the job -- perhaps small roundabouts would force people to comply with the speed limit? We need to give up on alternating types of intersections. Roundabouts reduce crashes. (Is that a concern to emergency vehicles?) This is a bus stop, but there aren't crosswalks... Maybe a [Hawk signal](#) could be a solution?
- **The intersection of Dartmouth and Deering is an ADA nightmare with no smooth transitions from sidewalk to street and massive tree roots breaking through brick and pavement.** This is extremely unsafe in a wheelchair or while using any mobility aid.

Important Neighborhood Places and New Development to Consider

This neighborhood along Deering Ave has many important places to consider that are factors in demonstrating the necessity for traffic calming measures in the area.

The [Portland Center for Assisted Living](#) is located in this neighborhood at 68 Devonshire Street. This facility provides accommodations for 170 residents, including 28 secure living spaces for those who are memory impaired. These are members of our aging community and they deserve to have safe access to the outdoors. Many residents can be seen using various mobility devices along Deering Ave and also

along Longfellow to access Longfellow Park. Oftentimes they are in the street because the sidewalks are almost unusable. It is safer for them to risk being hit by a vehicle than navigate the sidewalks.

In addition to the Center for Assisted Living, the map below outlines other key areas and planned changes that also will benefit from any traffic calming changes.

APPENDIX 1: Neighborhood Map

Arrow: Intersection at Deering Ave and Noyes St

A: Elementary School Bus Stop (Deering Ave at 94 Noyes St)

B: Location of new residential development at 387 Deering Ave to have 8 units and 16 parking spaces (Project ID: PL-001495-2021)

C: Location of new 580 bed dorm being built at USM (5 blocks southeast on Deering Ave from intersection at Deering Ave and Noyes St.)

D: Location of preschool at Temple Beth El

E: Location of planned expansion of Portland Community Squash



A: Elementary school bus stop (location A on map below) -- Ocean Avenue Elementary School has located a school bus stop at this intersection. On most mornings during the school year, students are waiting for their 7:12 AM bus on the sidewalk on Deering Ave next to 94 Noyes St.

B: New residential development at 387 Deering Ave (location B) -- New development at 387 Deering Ave will add traffic to this section of Deering Ave. The approved residential development will include 8 units and 16

parking spots with an entry/exit drive off on Deering Ave ~150 feet from the intersection with Noyes. (Project ID: PL-001495-2021)

C: New dorm on USM campus (location C) -- University of Southern Maine is building a new 580-bed dorm that will add traffic to this section of Deering Ave. This is USM's first ever residential dorm on the Portland campus. The campus is 0.3 miles from the Deering/Noyes intersection. (Portland Commons Residence Hall)

D: New community park at Levey Day School / Temple Beth El (location E) -- Temple Beth El is constructing a new 25,000 square foot community park at its facility at 400 Deering Ave, ~500 feet from the Deering/Noyes intersection. This park will increase the number of pedestrian children near the intersection.

E: Expansion of Portland Community Squash (location D) -- Portland Community Squash is planning a major upgrade to its facilities at 66 Noyes St, ~250 feet from the Deering/Noyes intersection. New facilities and expanded afterschool and community programming will result in additional traffic on this section of Noyes St.

Written Public Comment re: CDBG Allocations - for March 18, 2024 City Council Packet

'Carol Schiller' via Public Comment

Fri, Mar 15, 10:09 AM (3 days ago)

to publiccomment, Dena, Regina, Sadie, Karen, Mike, Ben, Sam, Victoria, Lucas, Nilsa, Rowen, West

March 15, 2024

Dear Portland City Council, Honorable Mayor Dion, and City Manager Danielle West:

The Portland Center for Assisted Living (PCAL), Temple Beth El, and the University Neighborhood Organization stand united in support of the CDBG project named: Oakdale Neighborhood ADA Improvement, sponsored by Portland Public Works. We urgently implore you to allocate the requested \$199,000.00 for crucial public safety enhancements.

Every day, residents of the Portland Center for Assisted Living put their lives at risk navigating the bustling thoroughfares of Devonshire Street and Deering Avenue. With no crosswalks, safety signal devices, or connecting sidewalks between these heavily trafficked streets, individuals with mobility challenges face dire hazards. We invite you to witness the peril firsthand through videos on YouTube, such as "The Journey to Longfellow Park" and "Please Help Us," featuring PCAL residents.

The Oakdale Neighborhood ADA Improvements project is poised to provide essential accessibility enhancements to Temple Beth El Shalom Community Park and Longfellow Park, thereby significantly elevating the quality of life for all. PCAL residents currently endure feelings of isolation and fear as they navigate these areas with walkers and wheelchairs. These ADA improvements promise equitable access, ensuring connectivity and longevity for all residents.

We champion positive social change that will enrich the lives of all community members, especially those living with disabilities. Your support for this project is not merely an investment in infrastructure but a commitment to fostering inclusivity and enhancing the well-being of our city's diverse population.

We extend our sincerest gratitude for considering the allocation of \$199,000 for the Oakdale Neighborhood Improvement project.

Sincerely yours,

Karen Dodd, Director, Portland Assisted Living Center,
Sadie Stewart, Operation & Events Manager, Temple Beth El
Carol Schiller, President, University Neighborhood Organization

Youtube Video Links:

https://youtu.be/8-WQzDItrYg?si=AO_o0S1A-05u2XxK

<https://youtu.be/NoGQzcuGrc0?si=DnRCOIIGIFcO2zy>

Catholic Charities Maine Comments for 3/18/2024 City Council Meeting Regarding Resolve 8-23/24

Eliana Trenam <etrenam@ccmaine.org>

Fri, Mar 15, 11:49 AM (3 days ago)

to publiccomment@portlandmaine.gov, Triona, Carolyn

Dear City Council of Portland,

Please accept the attached public comments regarding Resolve 8-23/24 Adopting the Fiscal Year 2024-2025 Annual Action Plan Including Appropriations for Community Development Block Grant Program. We look forward to Monday's City Council meeting.

Sincerely,

Eliana Trenam

DOJ Accredited Representative

Catholic Charities Maine

Refugee and Immigration Services

80 Sherman St.

Portland, ME 04013

207-560-7689

CITY COUNCIL MEETING - MARCH 18, 2024 AT 5:00 PM
Resolve 8-23/24 Adopting the Fiscal Year 2024-2025 Annual Action Plan Including
Appropriations for Community Development Block Grant Program
Testimony Submitted by Catholic Charities Maine

Members of the CDBG Allocation Committee, Mayor Snyder, the Portland City Council, and City Manager West, thank you for your time and effort reviewing proposals and for the opportunity to address you. My name is Eliana Trenam, and I am a Department of Justice Accredited Representative for Immigration Legal Services at Catholic Charities Maine.

We were pleased to see our solid CDBG score but disappointed to not receive a recommendation for CDBG funding for our joint program with ILAP, which has been very successful this past year. CCM and ILAP provide free and low-cost qualified legal advice and representation to support family reunification, citizenship applications, green card applications, work authorization, consultations, and representation before USCIS and the Immigration Court in Boston.

Immigration Legal Services are becoming more and more crucial with expanding immigrant populations in Portland, including people from the African Great Lakes Region, Afghans, Ukrainians, Haitians, and asylum seekers from many other nations. At Catholic Charities Maine, we maintain a team of staff and dedicated volunteers including two accredited representatives and three former and current immigration attorneys. Our team provides direct multilingual legal services covering 11 different languages.

We collaborate with Maine Immigrant Assistance Providers (MIAP) to address emerging trends, gaps in service and access to intakes. In partnership with ILAP and UMaine Law, we provide monthly staff and volunteer support to the new Asylum Application and Legal Orientation Project (AALOP) which currently completes up to 30 pro se asylum applications per month. We also work closely with local congressional offices and with U.S. embassies and consulates abroad as part of our family reunification representation. We provide legal orientations to newly resettled refugees and asylees through Refugee and Immigration Services and legal education to service providers and employers within the Greater Portland community. Legal services support immigrants in employability and establishing roots in this community.

The Immigration Legal Services program rapidly responds to the immigrant needs of the moment. With the CDBG FY25 cycle focused on uplifting and vindicating the rights of community members who are renters, we note that most federal rental assistance, including Section 8, public housing, and other programs are available to certain immigrants, but others remain ineligible. ILS's work advances the quantifiable economic benefits of helping Maine immigrants gain or improve their legal status, especially in mixed-status households, achieve family stability through reunification, become wage earners and taxpayers in the local economy, and ultimately further their access to housing. By providing free and low-cost qualified legal services, we also save our clients thousands of dollars in legal fees.

At present, there are only three agencies in Maine, including CCM and ILAP, that are nationally recognized by U.S. Department of Justice to provide immigration legal services. DOJ-recognized organizations deliver accurate, trustworthy, and affordable immigration legal services. At a time when immigrants can be compelled to attempt these legal applications without proper legal support, which can jeopardize or at a minimum lengthen their application process, we provide crucial trauma-informed services in immigration law to the local

immigrant population. Mistakes made during immigration processes can be catastrophic for families, potentially leading to denials of lawful immigration status, work authorization, family reunification petitions, and at worst, resulting in deportation. Many clients come to us for assistance after their original applications were denied due to a lack of qualified legal advice.

A recent success story highlights the importance of this work for our community:

We recently worked with an elderly Portland resident who fled persecution in the DRC. He has received housing and employment services through Catholic Charities Maine, and our legal team has helped him apply for many immigration benefits, including family reunification. As an asylee, he was living alone for many years and undergoing cancer treatment while waiting for his family to come to the United States. Understanding our client's urgent need for familial support, we worked to expedite his family reunification processes. We communicated with the U.S. Embassies in each family member's country, both directly and in collaboration with Rep. Chellie Pingree's office. Within a few months of this advocacy work, four out of his five family members were reunited with our client in the U.S. He now has the support of his wife and several children, and the last beneficiary is expected to arrive soon.

In the face of growing need in the community, ILAP and Catholic Charities Maine wish to continue to provide a much-needed immigration legal service both remotely and in person. We are grateful for your time and consideration in reviewing our application for future funding.

Thank you,

Eliana Trenam
DOJ Accredited Immigration Legal Representative
Catholic Charities Maine
732 Ocean Avenue
Portland, ME 04103

CDBG Allocation Project Oakdale Neighborhood ADA Improvement

kinneyfam@maine.rr.com

Fri, Mar 15, 11:58 AM (3 days ago)

to publiccomment@portlandmaine.gov

Dear Portland City Council, Honorable Mayor Dion, and City Manager Danielle West,

Re: CDBG project named Oakdale Neighborhood ADA Improvement

Please consider allocating the requested \$199,000 for the public safety enhancements in the Oakdale neighborhood. Daily, pedestrians from the Oakdale neighborhood and PCAL maneuver crossing and walking the streets of Longfellow, Deering and Devonshire. There are no crosswalks, crossing lights and sidewalks are missing. Most of these pedestrians are residents of PCAL and other residents with disabilities that live in this neighborhood. The traffic in this area is heavy, especially on Deering Ave. Due to mobility issues, this makes it even more difficult to cross and maneuver the sidewalks in their current condition.

This improvement project will enhance the quality of the lives of those living with disabilities. It will also improve the area around Oakdale neighborhood.

I am grateful for the consideration that will be given to this project.

Sincerely yours,

Victoria Kinney, VP UNO

MEMORANDUM
City Council Agenda Item

FROM: Paul Bradbury, Jetport Director

DATE: March 5, 2024

SUBJECT: Order 143-23/24 Approving and Appropriating Federal Aviation Administration Grants, State of Maine Matching Grants, and Portland International Jetport Unrestricted Matching Funds - Sponsored by Danielle P. West, City Manager

SPONSOR: Danielle P. West, City Manager
(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:
1st Reading 3/4/2024

Final
Action 3/18/2024

Can action be taken at a later date: No The taxiway A project is scheduled to commence in April, so later City Council action may delay the project.

Does this item involve a new contract with the City: No

PRESENTATION: Paul Bradbury, Jetport Director, will introduce this item as needed, and answer any Council questions.

I. SUMMARY

The Portland International Jetport is requesting approval and appropriation of Federal Aviation Administration (FAA) administered fiscal year grants totaling \$24.55 million, state of Maine matching funds of \$1.29 million, and Jetport funds of \$4.33 million for a total appropriation of \$30.17 million.

II. AGENDA DESCRIPTION

The Federal Aviation Administration (FAA) issues grants to fund eligible safety, capacity, and terminal improvements to airports through several nationwide grant programs authorized under federal law. This item accepts and appropriates approximately \$24.55 million in FAA federal grant funding to be awarded to the Jetport, \$1.29 million in state of Maine matching funds, and \$4.33 million in Jetport unrestricted funds to cover matching and ineligible project costs. The allocation from each grant program and funding source is listed below.

• FAA Airport Improvement Program (AIP)	\$ 9.92 million
• FAA Airport Infrastructure Grant (AIG)	\$ 4.22 million
• FAA Competitive Airport Terminal Program (ATP)	\$ 10.41 million
• State of Maine matching funds	\$ 1.29 million
• Jetport unrestricted fund balance matching and ineligible	\$ 4.33 million

The Jetport will use this appropriation, totaling \$30.17 million, to complete the following projects:

- Taxiway A reconstruction;
- Installation of passenger boarding bridges at gates 11, 12, and 13;
- New gate concourse restrooms, pet relief area, and expanded seating areas;
- Purchase of airfield snow removal equipment;
- Security gate exit only portal; and

- Perimeter fence and gate upgrades.

This item must be read on two separate days. It received its first reading on March 4. Five affirmative votes are required for passage after public comment.

III. BACKGROUND

The FAA requires approval and acceptance of its airport grant programs by the airport sponsor's governing body, which for the Portland International Jetport is the Portland City Council. Additionally, it requires the governing body to name the official representative for those grants, which for the Portland International Jetport is the Airport Director. The projects being proposed are included and scheduled within the 20-year capital program developed as part of the Jetport's Sustainable Airport Master Plan that was accepted by the City Council in November 2016.

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

The approval and appropriation of the FAA grants, state of Maine grants, and Jetport funds will provide for needed equipment replacement and infrastructure improvements at the Portland International Jetport.

V. FINANCIAL IMPACT

If approved, the Portland International Jetport will be eligible to receive \$24.55 million in FAA grants and \$1.29 million in state of Maine grants. These federal and state grants will cover approximately 86% of project costs. The remaining 14% or \$4.33 million will come from the Jetport's unrestricted fund balance. City Council approval of these grants has no impact on the City of Portland's general fund or the tax rate.

VI. STAFF ANALYSIS AND BACKGROUND

Staff Analysis that will not appear in the Agenda Description.

VII. RECOMMENDATION

Portland International Jetport staff recommends the approval and appropriation of FAA grants, state of Maine grants, and local Jetport funds for a total appropriation of \$30.17 million to complete these needed improvement projects.

VIII. LIST ATTACHMENTS

1. assurances-airport-sponsors-2022-05
2. PWM FAA ACIP
3. Order Accepting various grants for the Jetport (1)

Prepared by:

Paul Bradbury, Jetport Director

Date: 03/05/2024



FAA Airports

ASSURANCES AIRPORT SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.**

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.**

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, and 37 in Section C apply to planning projects. The terms, conditions, and

assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant including but not limited to the following:

FEDERAL LEGISLATION

- a. 49 U.S.C. subtitle VII, as amended.
- b. Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.¹
- c. Federal Fair Labor Standards Act — 29 U.S.C. § 201, et seq.
- d. Hatch Act — 5 U.S.C. § 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. § 4601, et seq.^{1, 2}
- f. National Historic Preservation Act of 1966 — Section 106 — 54 U.S.C. § 306108.¹
- g. Archeological and Historic Preservation Act of 1974 — 54 U.S.C. § 312501, et seq.¹
- h. Native Americans Grave Repatriation Act — 25 U.S.C. § 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended — 42 U.S.C. § 7401, et seq.
- j. Coastal Zone Management Act, P.L. 92-583, as amended — 16 U.S.C. § 1451, et seq.
- k. Flood Disaster Protection Act of 1973 — Section 102(a) - 42 U.S.C. § 4012a.¹
- l. 49 U.S.C. § 303, (formerly known as Section 4(f)).
- m. Rehabilitation Act of 1973 — 29 U.S.C. § 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin).
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 — 42 U.S.C. § 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968, as amended — 42 U.S.C. § 4151, et seq.¹
- s. Powerplant and Industrial Fuel Use Act of 1978 — Section 403 — 42 U.S.C. § 8373.¹
- t. Contract Work Hours and Safety Standards Act — 40 U.S.C. § 3701, et seq.¹
- u. Copeland Anti-kickback Act — 18 U.S.C. § 874.¹

- v. National Environmental Policy Act of 1969 – 42 U.S.C. § 4321, et seq.¹
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271, et seq.
- x. Single Audit Act of 1984 – 31 U.S.C. § 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 – 41 U.S.C. §§ 8101 through 8105.
- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).
- aa. Civil Rights Restoration Act of 1987, P.L. 100-259.
- bb. Build America, Buy America Act, P.L. 117-58, Title IX.

EXECUTIVE ORDERS

- a. Executive Order 11246 – Equal Employment Opportunity¹
- b. Executive Order 11990 – Protection of Wetlands
- c. Executive Order 11998 – Flood Plain Management
- d. Executive Order 12372 – Intergovernmental Review of Federal Programs
- e. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction¹
- f. Executive Order 12898 – Environmental Justice
- g. Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency
- h. Executive Order 13985 – Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- i. Executive Order 13988 – Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation
- j. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America’s Workers
- k. Executive Order 14008 – Tackling the Climate Crisis at Home and Abroad

FEDERAL REGULATIONS

- a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. ^{4, 5}
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.
- d. 14 CFR Part 13 – Investigative and Enforcement Procedures.
- e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.
- f. 14 CFR Part 150 – Airport Noise Compatibility Planning.

- g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.
- h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.
- i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.¹
- j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.¹
- k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).¹
- l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).¹
- m. 49 CFR Part 20 – New Restrictions on Lobbying.
- n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.
- p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.^{1, 2}
- q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.
- r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.¹
- s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.
- t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.
- u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).
- v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.
- x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

¹ These laws do not apply to airport planning sponsors.

² These laws do not apply to private sponsors.

³ 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall

apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

- ⁴ Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
- ⁵ Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

- a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.
- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

- a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere

with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

- b. Subject to the FAA Act of 2018, Public Law 115-254, Section 163, it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. Consistency with Local Plans.

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Consultation with Users.

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. Public Hearings.

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. Metropolitan Planning Organization.

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. Pavement Preventive Maintenance-Management.

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 U.S.C. § 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The

accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 U.S.C. §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. § 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

- a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.
- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
- f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:
 1. Operating the airport's aeronautical facilities whenever required;
 2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or

facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:
 - 1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
 - 2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
- d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
- e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable

classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

- f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.
- g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.
- h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
- i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for

which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
 1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
 2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
 3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. § 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 U.S.C. § 47107.

26. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the

public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;
- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and
- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 - 1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 - 2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, it will keep up to date at all times an airport layout plan of the airport showing:
 1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;
 2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;
 3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and
 4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

- b. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, if a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:
 1. eliminate such adverse effect in a manner approved by the Secretary; or
 2. bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4); creed and sex (including sexual orientation and gender identity) per 49 U.S.C. § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

- a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.
- b. Applicability
 1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
 2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.
 3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

"The ([**Selection Criteria: Sponsor Name**]), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, [select businesses, or disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award."

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.

2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
 - a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
 1. Reinvestment in an approved noise compatibility project;
 2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);
 3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. §§ 47114, 47115, or 47117;
 4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
 5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development

project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
 - 1. Reinvestment in an approved noise compatibility project;
 - 2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);
 - 3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. §§ 47114, 47115, or 47117;
 - 4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
 - 5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.
- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
- d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U.S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by

the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (<https://www.faa.gov/airports/aip/media/aip-pfc-checklist.pdf>) for AIP projects as of [Selection Criteria: Project Application Date].

35. Relocation and Real Property Acquisition.

- a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.
- b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex, in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

- a. If the airport owner or operator of a medium or large hub airport (as defined in 49 U.S.C. § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:
 1. Describes the requests;
 2. Provides an explanation as to why the requests could not be accommodated; and
 3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.
- b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

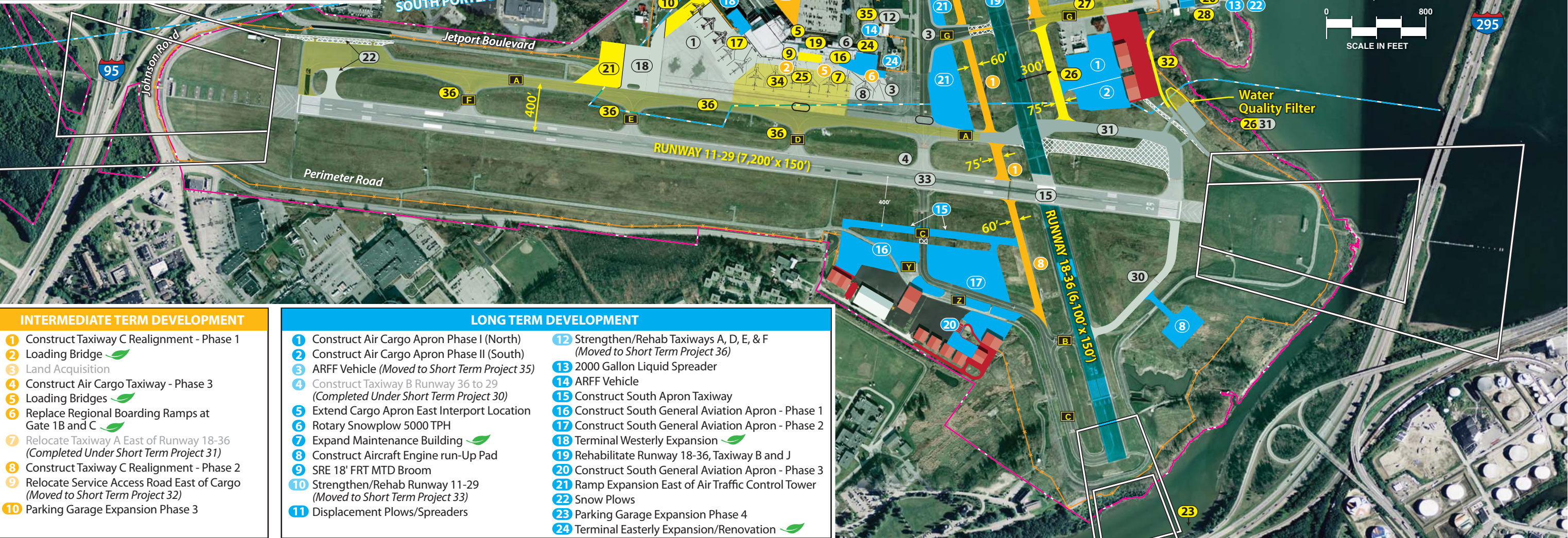
SHORT TERM DEVELOPMENT

- 1 Terminal Apron Expansion Northwest End - Phase 1
- 2 Environmental Assessment and Permitting for Airport Improvements - NS
- 3 Gate 1 Apron Reconstruction and Construct TW C Snow Shoulders North
- 4 Runway Incursion Warning System
- 5 3rd Floor Bypass Auto Exit Portals
- 6 Gate 1 - 6 Rehabilitation Vertical Circulation Improvement
- 7 Preconditioned Air/Lifts for Loading Bridges
- 8 Gates 1 Additional Loading Bridges
- 9 Central Air Handling Units
- 10 Terminal Apron Expansion Northwest End - Phase 2
- 11 Environmental Assessment Mitigation Measures - NS
- 12 ARFF Vehicle
- 13 Snow Removal Tractor for Airfield Lights/Signs
- 14 Maintenance Building Generator and Enclosure
- 15 Click to Activate Runway Lights
- 16 Admin Offices above Bag Claim - East End
- 17 Additional Loading Bridges for Gate 11
- 18 Long Term Hold/Deicing/RON Apron - Phase 1
- 19 FIS Facility
- 20 Snow Melt Equipment for Contaminated Snow - SRE/Maintenance
- 21 Long Term Hold/Deicing/RON Apron - Phase 2
- 22 Runway 11 Taxiway Bypass and Perimeter Service Road Realignment
- 23 Tree Removal for GQS on Runway 36 End (Started in 2021 with MDOT Tree Removals)
- 24 Expand Baggage Claim - Phase 2
- 25 Loading Bridge
- 26 Construct Air Cargo Taxiway & Taxiway A East - Phase 2
- 27 Rehabilitate Cargo Apron
- 28 Displacement Plows
- 29 Airport Security Fence and Gate Upgrades (North East Area)
- 30 Construct Taxiway B Runway 36 to 29 (Moved to Short Term Due to RSAT Priority)
- 31 Construct Air Cargo Taxiway & TW A East - Phase 1
- 32 Relocate Service Access Road East of Cargo
- 33 Strengthen/Rehab Runway 11-29
- 34 Terminal Apron Rehabilitation
- 35 ARFF Vehicle & ARFF Station Improvements
- 36 Strengthen/Rehab Taxiways A, D, E, & F (Moved to Short Term)

NS - Not Shown

LEGEND

- Airport Property Line
- City Limit Line
- Airport Fence Line
- Runway Protection Zone (RPZ)
- Short Term Development
- Intermediate Term Development
- Long Term Development
- Third Party Tenant Development
- Completed Projects
- Sustainable Projects



INTERMEDIATE TERM DEVELOPMENT

- 1 Construct Taxiway C Realignment - Phase 1
- 2 Loading Bridge
- 3 Land Acquisition
- 4 Construct Air Cargo Taxiway - Phase 3
- 5 Loading Bridges
- 6 Replace Regional Boarding Ramps at Gate 1B and C
- 7 Relocate Taxiway A East of Runway 18-36 (Completed Under Short Term Project 31)
- 8 Construct Taxiway C Realignment - Phase 2
- 9 Relocate Service Access Road East of Cargo (Moved to Short Term Project 32)
- 10 Parking Garage Expansion Phase 3

LONG TERM DEVELOPMENT

- 1 Construct Air Cargo Apron Phase I (North)
- 2 Construct Air Cargo Apron Phase II (South)
- 3 ARFF Vehicle (Moved to Short Term Project 35)
- 4 Construct Taxiway B Runway 36 to 29 (Completed Under Short Term Project 30)
- 5 Extend Cargo Apron East Interport Location
- 6 Rotary Snowplow 5000 TPH
- 7 Expand Maintenance Building
- 8 Construct Aircraft Engine run-Up Pad
- 9 SRE 18' FRT MTD Broom
- 10 Strengthen/Rehab Runway 11-29 (Moved to Short Term Project 33)
- 11 Displacement Plows/Spreaders
- 12 Strengthen/Rehab Taxiways A, D, E, & F (Moved to Short Term Project 36)
- 13 2000 Gallon Liquid Spreader
- 14 ARFF Vehicle
- 15 Construct South Apron Taxiway
- 16 Construct South General Aviation Apron - Phase 1
- 17 Construct South General Aviation Apron - Phase 2
- 18 Terminal Westerly Expansion
- 19 Rehabilitate Runway 18-36, Taxiway B and J
- 20 Construct South General Aviation Apron - Phase 3
- 21 Ramp Expansion East of Air Traffic Control Tower
- 22 Snow Plows
- 23 Parking Garage Expansion Phase 4
- 24 Terminal Easterly Expansion/Renovation

Exhibit 10

DEVELOPMENT STAGING

MARK DION (MAYOR)
APRIL D. FOURNIER (A/L)
PIOUS ALI (A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**ORDER APPROVING AND APPROPRIATING FEDERAL AVIATION
ADMINISTRATION GRANTS, STATE OF MAINE MATCHING GRANTS, AND
PORTLAND INTERNATIONAL JETPORT UNRESTRICTED MATCHING FUNDS**

ORDERED, that grant funding of \$24.55 million dollars from the Federal Aviation Administration (FAA), \$1.29 million in state of Maine matching funds and \$4.33 million in Jetport unrestricted funds is hereby approved for the Portland International Jetport (Jetport) for the following projects:

- Taxiway A reconstruction;
- Installation of passenger boarding bridges at gates 11, 12, and 13;
- New gate concourse restrooms, pet relief area, and expanded seating areas;
- Purchase of airfield snow removal equipment;
- Security gate exit only portal; and
- Perimeter fence and gate upgrades.

BE IT FURTHER ORDERED, that the funds for said project are hereby appropriated from federal and state grant funding, and the local share of the projects shall be appropriated from the Jetport's unrestricted fund balance and from state funding; and

BE IT FURTHER ORDERED, that the City Council hereby authorizes the Director of the Jetport to be the official representative for these grants, as required by the FAA, and to execute grant documents and any other related documents necessary or convenient to carry out the intent of said documents and this order.

MEMORANDUM
City Council Agenda Item

FROM:

DATE: March 5, 2024

SUBJECT: Order 144-23/24 Authorizing General Obligation Bonds to Finance a Portion of the City's Fiscal Year 2025 Capital Improvement Program in an Amount not to Exceed \$19,040,000 - Sponsored by the Finance Committee, Anna Trevorrow, Chair

SPONSOR: The Finance Committee met on March 14, 2024 and voted (3-0) to recommend the funding appropriation and bond authorization to the full City Council.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading 3/4/2024

Final

Action 3/18/2024

Can action be taken at a later date: No The City needs to move forward with bidding and awarding projects slated for 2024 and 2025 orders and construction.

Does this item involve a new contract with the City: no

PRESENTATION: Please list the presenter(s), type, and length of presentation

I. SUMMARY

This order authorizes, and the companion order appropriates, the issuance of general obligation bonds to fund the FY25 Capital Improvement Plan projects as recommended by the City Manager.

II. AGENDA DESCRIPTION

The Finance Committee met on March 14, 2024 and voted (3-0) to recommend the funding appropriation and bond authorization to the full City Council.

The Fiscal Year 2025 Capital Improvement Plan (FY25 CIP) has been in development since early 2023. The FY25 CIP will not increase net debt service related to CIP projects in future City budgets as it was sized to simply offset other CIP debt being retired. The list of 2025 CIP calls for \$28,510,000 of new projects but only \$12,100,000 of this total will have a net impact to debt service in the general fund operating budget. A variety of other funding sources including the enterprise funds (for sewer and stormwater projects) are being used to finance the remainder. The \$12M was a borrowing target set by Finance staff in order to simply offset general fund CIP being retired. An additional \$6,940,000 of new general obligation bonds will be repaid via sewer user fees and stormwater service charges and the remaining nearly \$9.5M will be funded via a variety of other funding sources including reallocation of one FY24 CIP project which is no longer moving forward, impact fees, and assigned surplus fund balance. Two orders are required related to the CIP: one authorizing the FY25 CIP bonds; and a second appropriating the proceeds and other funding sources providing City staff with spending authority for the upcoming projects. Complete details are included in the additional attachments to this agenda item.

This item must be read on two separate days. It received its first reading on March 4. Seven affirmative votes are required for passage after public comment.

III. BACKGROUND

Approval of these orders is a critical component of the City Manager's CIP process. All bond authorization and spending authority must be approved by City Council. City staff is working towards earlier approval of the CIP as this allows the City to get projects out to bid sooner before many of the best contractors have already filled calendars with spring, summer and fall work.

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

Intended Result: Approval of the FY25 CIP will allow staff to move forward immediately with the included projects, including many City, School and Sewer/Storm water projects which are slated to begin during 2024, including many which are mandated for completion by year end.

City Council Goal Addressed: See detailed list of projects to be funded.

V. FINANCIAL IMPACT

No net fiscal impact to property tax rates as the debt service was sized to offset debt service coming off the books in FY25. Debt service related to CIP will remain flat.

VI. STAFF ANALYSIS AND BACKGROUND

The Capital Improvement Plan is a comprehensive process which began back in early summer 2023. Each Department (including the School Department, who are having their requests 100% funded) performs a comprehensive analysis of their capital needs over the upcoming five or ten years. Each Department then ranks their needs based on priority and submits each project. The complete list of citywide needs is then reviewed as a whole, compared to available funding, and a one and five year CIP recommendation is produced. The current FY25 CIP represents the City Manager's recommended CIP after review and presentation of all Department submissions and consideration of input submitted by elected officials.

VII. RECOMMENDATION

We recommend approval of the FY25 CIP Bond Authorization order.

VIII. LIST ATTACHMENTS

1. Order Authorizing General Obligation Bonds to Finance a Portion of the City's FY25 Capital Improvement Program in an Amount not to Exceed \$19,040,000
2. FY25 Capital Improvement Plan Transmittal Letter
3. Assessor's Revaluation Funding Request Memo
4. FY25 - FY29 Project Request Details
5. Amendment from Councilor Bullett to FY25 CIP
6. 03.22.24 Public Comment - Order 144&145 Revised

Prepared by:

Date: 03/05/2024

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**ORDER AUTHORIZING GENERAL OBLIGATION BONDS
TO FINANCE A PORTION OF THE CITY'S FISCAL YEAR FY25 CAPITAL
IMPROVEMENT PROGRAM IN AN AMOUNT NOT TO EXCEED \$19,040,000**

FOLLOWING a public hearing of the City Council of the City of Portland, Maine, held upon due notice pursuant to Article VII, Section 9 of the City Charter, **IT IS HEREBY ORDERED THAT:**

There is hereby authorized and approved a borrowing by the City of Portland in the aggregate principal amount not to exceed Nineteen Million Forty Thousand Dollars (\$19,040,000), such borrowing to be evidenced by the City's general obligation bonds (the "Bonds") and temporary notes in anticipation thereof (the "Notes), to finance the items identified in the City's FY25 Capital Improvement Program attached hereto as Exhibit A and all other costs (as defined herein) related and ancillary thereto (the "Projects").

BE IT FURTHER ORDERED:

1. That the Bonds and Notes shall be executed in the name of and on behalf of the City by the Director of Finance and the Mayor, either or both of whose signatures may be by facsimile to the extent permitted by law, and shall bear the City seal thereon, attested by its Clerk.

2. That the Director of Finance is hereby authorized, in the name of and on behalf of the City of Portland, to prepare, issue, and sell such Bonds and Notes through a public offering (on a competitive or negotiated basis or a combination thereof) or a private placement, or a combination thereof, and such Bonds may be issued in serial form or as term bonds, or some combination thereof, may be issued as physical certificates or in book-entry form pursuant to the Depository Trust Company Book-Entry Only System, and may issued at one time or from time to time, as one or more separate bond issues, all as the Director of Finance shall determine to be appropriate in his sole discretion.

3. That the Director of Finance is hereby authorized, in the name of and on behalf of the City, to establish, determine and approve the form, dates, maturities (with the last maturity not to exceed the maximum term permitted by law), denominations, interest rates, places of payment, provisions for early redemption, with or without a premium, prior to the stated maturity date(s), and all other details, including the timing and manner of their sale and award, such establishment, determination and approval to be conclusively evidenced by the execution thereof.

4. That the Director of Finance is hereby authorized, in the name of and on behalf of the City, to do or cause to be done all such acts and things, including to select a financial advisor, underwriter, or paying agent /registrar for such Bonds and Notes, and to execute, deliver and approve all contracts, loan agreements, investment agreements, tax compliance agreements or arbitrage certificates, closing certificates, instruments, Preliminary Official Statement, Official Statement or other offering document, a Letter of Representation necessary to qualify the Bonds or Notes for the Depository Trust Company Book-Entry Only System, a continuing disclosure undertaking pursuant to Securities and

Exchange Commission Rule 15c2-12 and any other documents or agreements (the “Bond Documents”) as may be necessary or advisable, in connection with the financing of the Projects and the offering, sale, issuance, and delivery of the Bonds and Notes, and the investment of the proceeds thereof, which Bond Documents shall be in such form and contain such terms and provisions including, without limitation, the waiving of the District’s sovereign or governmental immunity with respect to the enforceability of any of the forgoing, which waiver of sovereign or governmental immunity is hereby authorized, confirmed and approved, and such other details as he shall establish, determine and approve, such establishment, determination and approval to be conclusively evidenced by the execution thereof.

5. That if the Bonds or Notes, or any part of them, are issued on a tax-exempt basis, the Director of Finance is hereby authorized, in the name of and on behalf of the City, to covenant and certify that:

- (A) No part of the Projects shall be used directly or indirectly, in a manner that would cause the Bonds or Notes to be “private activity bonds” within the meaning of Section 141 of the Internal Revenue Code of 1986, as amended (the “Code”), and that no part of the proceeds of the Bonds and Notes shall be used directly or indirectly to acquire any securities or obligations, the acquisition of which or the investment yield on which would cause such Bonds or Notes to be “arbitrage bonds” within the meaning of Section 148 of the Code; and
- (B) The City will file any required reports and take any other action that may be necessary to insure that interest on the Bonds and Notes will remain exempt from federal income taxation, and that the City will refrain from any action that would cause interest on the Bonds or Notes to be subject to federal income taxation.

6. That the term “cost” or “costs” as used herein and applied to the Projects, or any portion thereof, includes, but is not limited to (1) the cost to design, acquire, construct, renovate, improve, furnish and equip the Projects, or any portion thereof; (2) the cost of land, easements and other real property interests, landscaping and site preparation, including demolition and environmental remediation work on any existing building or structure and on the property where the Projects are located, utility extensions and site improvements, and all appurtenances and other fixtures, facilities, buildings and structures either on, above, or under the ground which are used or usable in connection with the Project; (3) the cost of feasibility studies, surveys, environmental studies and assessments, engineering, plans and specifications, legal and other professional services associated with the Project; (4) issuance costs, including premiums for insurance, capitalized interest and other fees and expenses relating to the issuance and delivery of the Bonds and Note.

7. That if the actual cost of any Project differs from the estimated cost on the attached Exhibit A, whether due to completion, delay or abandonment of such Project or for any other reason, the Director of Finance is hereby authorized, in the name of and on behalf of the City, in his discretion, to reallocate proceeds of the Bonds and Notes to any other Project listed on the attached Exhibit A, or to any other project or improvement that the City Council has approved or may in the future approve as part of the City’s annual capital improvement plan.

8. That if the Director of Finance, Mayor or Clerk are for any reason unavailable to approve and execute the Bonds or Notes or any other Bond Document necessary or convenient to the issuance, execution and delivery of the Bonds or Notes, the person or persons then acting in such capacity,

whether on an interim or acting basis, as an assistant, a deputy, or otherwise, is authorized, in the name of and on behalf of the City, to act for such official with the same force and effect as if such official had performed such act.

9. That if any of the officers or officials of the City who have signed or sealed the Bonds or Notes shall cease to be such officers or officials before the Bonds or Notes so signed and sealed shall have been actually authenticated or delivered by the City, such Bonds or Notes nevertheless may be authenticated, issued, and delivered with the same force and effect as though the person or persons who signed or sealed such Bonds or Notes had not ceased to be such officer or official; and also any such bonds or notes may be signed and sealed on behalf of the City by those persons who, at the actual date of the execution of such Bonds or Notes, shall be the proper officers and officials of the City, although at the nominal date of such Bonds or Notes any such person shall not have been such officer or official.

10. That to the extent not payable from other funds, an amount sufficient for the payment of the annual payments of principal and interest on the Bonds or any Notes issued hereunder shall be included in the tax levy of each year until the debt represented by said Bonds or Notes is extinguished.

11. That if any of the Bonds or Notes are issued through the State of Maine Clean Water Revolving Loan Fund (CWSRF), the following resolutions required by Section C(4)(e) of the CWSRF Rules, Chapter 595 (the “SRF Regulations”), administered by the Department of Environmental Protection and the Maine Municipal Bond Bank (the “Bond Bank”), be and hereby are adopted:

- a. That a Project Account shall be created for the Projects which shall be separate from all other accounts of the City. If operating revenues are to be used to retire the debt, a sub-account will be established;
- b. That the Project Account shall be maintained in accordance with standards set forth by the Bond Bank and in accordance with generally accepted government account standards;
- c. That a final accounting shall be made to the Bond Bank of the total cost of each Project upon completion of the Project performance certification as set out in Section G(3) of the SRF Regulations and the City acknowledges that the Bond Bank reserves the right at its sole discretion to be provided with a cost certification of the Project as built;
- d. That an annual audit of the City, prepared by a certified public accountant or licensed public accountant be provided to the Bond Bank for the term of the loan;
- e. That the City shall maintain insurance coverage on the Projects in an amount adequate to protect the Bond Bank’s interest for the term of the loan with the Bond Bank named as loss payee;
- f. That the City will comply with any special conditions specified by the Department of Environmental Protection’s environmental determination until all financial obligations to the State have been discharged;
- g. That the City certify to the Bond Bank that it has secured all permits, licenses and approvals necessary and that it has a dedicated source of revenue for repayment;

- h. That the City establish a rate, charge or assessment schedule in order to pay principal and interest. Such rate change or schedule shall provide total operations and debt service coverage at a level at which the coverage for the Bond Bank is sufficient;
- i. That the City must demonstrate the ability to pay reasonably anticipated costs of operating and maintaining the financed Project; and
- j. That the City abide by the SRF Regulations, as revised and amended and relevant State statutes of the State of Maine.

12. That during the term any of the Bonds (or bonds issued to refund such Bonds) are outstanding, the Director of Finance is hereby authorized, in the name of and on behalf of the City, to issue and deliver refunding bonds to refund some or all of the Bonds then outstanding, and to establish, determine and approve the time of the sale, award and settlement of such refunding bonds, the form, date, maturities (not to exceed the maximum term permitted by law), denominations, interest rates, payment dates, and all other details of such refunding bonds, and to provide that any of such refunding bonds may be made subject to call for redemption, with or without premium, before their stated maturity dates, such establishment, determination and approval to be conclusively evidenced by his execution thereof, and to execute and deliver, in the name of and on behalf of the City, such additional Bond Documents as may be reasonable or necessary with respect to such refunding, and each refunding bond issued hereunder shall be signed in the same manner as the Bonds.

13. That the City may pay certain costs of the Projects prior to the issuance of the Bonds and Notes (referred to as "original expenditures"); to that end, the City hereby declares its official intent to reimburse itself for such original expenditures from the proceeds of such bonds and notes, and this Resolution shall constitute the City's declaration of official intent pursuant to Treasury Regulation §1.150-2.

GENERAL FUND PROJECTS

<u>Department</u>	<u>Project</u>	<u>FY24 CIP Appropriation</u>	<u>Bond Authorization (2)</u>	<u>Other Funding</u>	<u>Other Funding Source</u>
Assessors	Personal Property Revaluation	190,000	-	190,000	(1)
	City Wide Revaluation	750,000	-	750,000	(1)
Barron Center	Parking Lot and Walkway Lighting	75,000	75,000	-	
	New Bathroom in Laundry Building	40,000	40,000	-	
Fire Department	SCBA Replacement	600,000	-	600,000	(1)
	Central Fire Restroom and Kitchen Renovation - Funding for Completion	25,000	-	25,000	(3)
	Bramhall- Domestic Water Piping Replacement	85,000	-	85,000	(3)
	PPE - Ballistic Vests for EMS and Firefighting Personnel	50,000	50,000	-	
	Slab, Masonry and Waterproofing Repairs	50,000	50,000	-	
Information Technology	Security Camera System - Various Facilities	80,000	80,000	-	
	Segregate Highly Regulated Networks	40,000	40,000	-	
	Power Protection for Critical Switches	40,000	40,000	-	
	Wireless Access Point (wifi) refresh	50,000	50,000	-	
	Physical Host for City Hall Cluster	65,000	65,000	-	
	Spring St Parking Garage Network Refresh	70,000	70,000	-	
	Munjoy Network Refresh (EOC & Backup Dispatch)	60,000	60,000	-	
Parking / Garages	Spring St Garage Roof Deck Traffic Membrane Recoat	220,000	220,000	-	
	Temple St. Garage Roof & Level 4 Repairs	250,000	250,000	-	
Parks, Rec & Public Assembly	Title IX Construction for Payson Park	300,000	-	300,000	(1)
	Riverton Pool Repairs	2,300,000	-	2,300,000	(1)
	Back Cove Re-pave Tukey's Bridge Approach	295,000	295,000	-	
	Eastern Prom Food Truck Court Electricity	50,000	50,000	-	
	Ice Arena Chiller Refurbishment	200,000	200,000	-	
	Reiche Playground Replacement	500,000	-	500,000	(1)
	Stone Street Playground Design & Engineering	40,000	40,000	-	
	Riverside Golf Course Improvements	50,000	50,000	-	
	Payson Tennis Court Lights	200,000	200,000	-	
Planning & Urban Development	Congress Square Redesign	750,000	750,000	-	
Public Buildings & Waterfront	Hadlock Field - Exterior Wall Reconstruction and Mold Remediation	465,000	-	465,000	(1)
	New Sprinkler System at Cummings Center/ Munjoy Fire Station	300,000	-	300,000	(1)
	212 Canco Road Roof Replacement - Phase 1	400,000	400,000	-	
	Portland Ocean Terminal (POT) Fender Replacement	250,000	250,000	-	
	Bollard / Bit Replacement	200,000	200,000	-	
	Ongoing Pile/Pier Work at Portland Ocean Terminal	200,000	-	200,000	(1)
	Pile Jackets - Ocean Gateway	125,000	125,000	-	
Portland Public Library	PPL - Replace Air Handlers 1 and 3	450,000	-	450,000	(1)
	PPL - Replace Roof (Phase 1)	165,000	-	165,000	(1)
	Riverton Library - Dehumidification and Ventilation Upgrades	30,000	30,000	-	
	Library Facilities Study	30,000	30,000	-	
Portland Public Schools	Lincoln - Replace Heating System	800,000	800,000	-	
	CBHS/PATHS - Repair Underground Cables	500,000	500,000	-	
	Lyman Moore - Create Secure Entrance / Vestibule	185,000	185,000	-	
	Talbot - Add Security Cameras	70,000	70,000	-	
	DHS - Replace Primary Underground Cables	285,000	285,000	-	
	DHS - Repair Masonry on Exterior Walls	500,000	500,000	-	
	DHS - Upgrade Server for Camera System	25,000	25,000	-	
	Longfellow - Repair Exterior Walls	500,000	500,000	-	
	East End - Install Security Camera System	70,000	70,000	-	
	Misc. Schools - Upgrade Door Access Controls	115,000	115,000	-	
Public Works	MPI Paving Match	665,000	665,000	0	
	PACTS Collector Paving	470,000	470,000	-	
	Landfill PFAS Remediation	80,000	80,000	0	
	Pavement Preservation Program	1,700,000	-	1,700,000	(1)
	Sidewalk Rehabilitation Program	700,000	-	700,000	(1)
	Libbytown Neighborhood Renewal Project	40,000	40,000	-	
	Forest Avenue: (Woodford/Revere to Bedford)	50,000	50,000	-	
	Forest Avenue: (State/Marginal to Park/Portland)	75,000	75,000	-	
	State and High Two-Way Conversion Study	100,000	-	100,000	(4)
	PACTS RTMS - Regional Signals, Communications, and Match Money	25,000	25,000	-	
	Traffic Signal Upgrades with Paving Programs	150,000	-	150,000	(4)
	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	275,000	-	275,000	(1)
	Traffic Signals Upgrade Program	550,000	550,000	-	
	Transportation Preliminary Design	80,000	80,000	-	
	PACTS TIP - Brighton Avenue Multi-Modal Project	60,000	60,000	-	
	ADA Compliance Program	100,000	100,000	-	
	Bike Facility Safety Improvements (BBI Program)	50,000	50,000	-	
	RR Quiet Zone Compliance Program	10,000	10,000	-	
	Arterial Crossing Safety Improvements	150,000	-	150,000	(4)
	Islands Improvement Program	150,000	150,000	-	
	City Retaining Wall Repairs	100,000	100,000	-	

	Street Rehabilitation Program	100,000	100,000	-	
	High-Speed Communications for Adaptive Signal Corridors and	50,000	50,000	-	
Vehicle Maintenance	Police Cruisers (8) Replacement	425,000	425,000	-	
	50 Each APX 1500 Enhanced Radio / Vehicle Radios	75,000	75,000	-	
	Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles	90,000	90,000	-	
	PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck #7"	85,000	85,000	-	
	PW - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer	335,000	335,000	-	
	PW - 2.0 Cab and Chassis w / Dump Body	150,000	150,000	-	
	Rec. 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments	330,000	330,000	-	
	FD - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift	85,000	85,000	-	
	Parking - Small SUV - AWD	30,000	30,000	-	
	1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic /	275,000	275,000	-	
	ArticulatingAerial Platform w/ Chipper Box				
	SS - SUV Ford Expedition or Similar	65,000	-	65,000	(1)
	PW - Floor Sweeper / Electrified	30,000	30,000	-	
	PD - Cargo Van - Transit / Sprinter Size, Stand Up with No Windows	85,000	85,000	-	
	PW - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless	140,000	140,000	-	
	Body - No Sander				
	Rec. Activity Bus - E450 Cut Away or G3500	80,000	80,000	-	
	Rec. 1.0T Dump Truck - Alex Marshall - Cemeteries	80,000	80,000	-	
	FD - 0.75T Crew Cab with Utility Body	100,000	100,000	-	
	PW - Supervisor Truck, Pick Up 0.75 Ton w / Plow	80,000	80,000	-	
	PW - 0.75T Pick Up Crew w/ Plow	80,000	80,000	-	
	PW - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar)	30,000	30,000	-	
Sub-Total		21,470,000	12,000,000	9,470,000	
	Public Art	50,000	50,000		
	Land Bank	50,000	50,000		
Sub-Total - General Fund Projects		21,570,000	12,100,000	9,470,000	
<u>ENTERPRISE FUND PROJECTS</u>					
Water Resources	CSO- Close CSO #42	750,000	750,000	-	
	CSO- Sewer / Storm Consulting and Inspection Services	400,000	400,000	-	
	CMOM - Inflow and Infiltration Phase 3 Mitigation	1,000,000	1,000,000	-	
	Palmer Ave Detention Basin	250,000	250,000	-	
	Center St Storm Drain	2,400,000	2,400,000	-	
	ESRI Conversion to Utility Network	200,000	200,000	-	
	Pavement Preservation Program - Utility costs	200,000	200,000	-	
	Collection System Repairs and Improvements	750,000	750,000	-	
	Culvert, Outfall, and Drainage Repairs and Improvements	500,000	500,000	-	
	Street Sweeper Replacement	315,000	315,000	-	
	Pickup Truck Replacements	120,000	120,000	-	
	Trailered 6" Pump	55,000	55,000	-	
Sub-Total - Enterprise Fund Projects		6,940,000	6,940,000	-	
TOTAL CIP		28,510,000	19,040,000	9,470,000	

TOTAL APPROPRIATIONS AND FUNDING SOURCES

(1) Assigned Surplus Fund Balance	8,960,000
(2) New Borrowing (General Fund Debt Service Repayment)	12,100,000
(2) New Borrowing (Enterprise Fund Debt Service Repayment)	6,940,000
(3) FY24 CIP Bond Reallocation	110,000
(4) Transportation Impact Fees	400,000
TOTAL	28,510,000

City of Portland | Executive Department

Danielle P. West, *City Manager*



To: Mayor Dion and Members of the Portland City Council

From: Danielle P. West, City Manager

Date: February 8, 2024

Re: FY25 Capital Improvement Plan (CIP) Budget

This is my third year making Capital Improvement Plan (CIP) recommendations to the City Council while performing the role of City Manager. It is always a difficult process due to the sheer volume of immediate capital needs (estimated to be in excess of \$70M for FY25 alone), but I have done my best to consider input from my Department Heads, elected officials, the Library Director and School Superintendent. The City Council goals, in particular the 2023 and 2024 emphasis on equity and sustainability, were considered heavily during my review of submissions. The complete list of recommended projects for FY25 are attached as Appendix A. The following is a summary of those recommendations.

We are faced with the ongoing challenge of meeting as many immediate capital needs as possible without increasing debt service costs for the City related to CIP projects. Each year the City retires older debt related to past CIP borrowings (debt is typically retired 10-20 years after original issuance), and therefore we can issue new debt in its place without increasing overall debt service cost to the City/increasing property taxes related to capital improvement. The “borrowing target” (i.e. the amount of general obligation bonds which can be issued in the upcoming fiscal year without a significant impact to general fund debt service related to capital improvement) plus additional funding sources available in addition to new debt issuance was determined to be approximately \$21M. The current year’s requests were in excess of \$70M¹ when considering all of the needs across the City, Schools, Library, and our Enterprise Funds.

Despite all of the constraints, I am pleased to bring forward a plan that again includes 100% of the projects recommended by the Portland Public Schools Board of Education in my list of CIP projects for FY25. 10 new projects are being recommended via the issuance of \$3.05M in new general obligation bonds. The Superintendent and his facilities staff took on the difficult work of trimming the complete list of PPS capital requests down to an affordable and manageable number of critical projects. The PPS Board recommendations this year have a “safe, warm and dry” theme, three of the most basic needs for any school facility. In addition to the 10 new projects being recommended in my current year CIP, the Schools have approximately \$7M of funding from prior year CIP projects to utilize for capital improvements in FY25 and beyond. I am confident these investments, combined with the soon to be completed \$64M in Buildings for our Future (“BFOF”) projects, will continue to significantly improve our Schools.

¹ Many Departments made reductions prior to submission of their FY25 requestt, pushing projects unlikely to be funded to outer years in the CIP.

Our investments in School facilities are not limited to recommendations from the Superintendent and Board of Education. City Parks and Recreation staff include all recreational facilities in their CIP priorities, including facilities located in/at or used primarily by the School Department. My FY25 CIP recommendations more than double the investment in School facilities by adding an additional \$3.1M in recommended projects. These investments include a badly needed but costly repair at the Riverton pool (\$2.3M) one of the few indoor swimming facilities in the City available to all. My recommendations also include funding to correct a Title IX equity issue via construction of new facilities at Payson Park (\$300k.) Finally, my recommendations include funding to complete construction of a brand new playground at Reiche School (\$500k) which will complement the recently completed BFOF renovation.

My CIP recommendation also includes funding for many much needed projects that impact City buildings and infrastructure. Parks & Recreation recommendations include funding to re-pave the Tukey's bridge approach on the widely used Back Cove pathway, replace a chiller at our public ice arena facility, begin design work on our Stone Street playground replacement in Bayside, add lighting at Payson Park for our tennis / pickleball courts, and add electricity to our Food Truck promenade to reduce emissions and more.

Additionally, my recommendations for the upcoming year include an approximately \$400k investment in the City's Information Technology (IT) infrastructure. Our fantastic IT team continues to save City taxpayers money by managing many of our servers, network and IT infrastructure in-house versus paying a costly annual fee for outsourcing such services. However, as we noted in prior CIP years, we are reaching the end of life for many of our servers and switches and must protect the integrity of our systems and servers.

The list of CIP projects recommended for FY25 also includes continued significant investment at the Portland Public Library. In addition to the \$500,000 recommended in FY24, \$250,000 of which is still available for use in the current year, I am recommending an additional \$675,000 to continue repairs and replacement of their air handling units, the roof, and complete a facilities study for all Library locations.

My CIP recommendation further includes a final \$750,000 investment in the Congress Square Park project as proposed by the Friends of Congress Square Park via the City's Planning & Urban Development Department. This figure is intended to be the City's final investment in the project and has been presented as the last needed amount to complete the park portion of the project. We appreciate the Friends ongoing fundraising efforts and understand any future needs for the project will be funded privately if necessary. It is also worth noting that my recommendations also include required funding for the Congress Square intersection redesign.

Although not technically a CIP item, an area of focus for the City over the last several years has been equity in tax assessment. In fact, in 2021 the Council unanimously approved a resolution to recommend revaluations to be performed at least every 5 years. Staff agrees that this item requires attention to prevent inequity in assessments and to remain in compliance with State

rules. In order to complete a revaluation for tax year FY26 work must begin on this effort this spring. Therefore, I am recommending a funding appropriation occur alongside this year's CIP funding appropriation to move the revaluation effort forward. I've included an accompanying memo from our Tax Assessor Elisa A. Marr that describes the need and request in more detail.

Other items of note within my CIP recommendations include, but are not limited to:

- A significant investment in the required replacement of our Fire Department's self-contained breathing apparatus ("SCBA") equipment. This is the first year of a two year replacement cycle;
- Various additional investments at our fire stations including funding to complete the restroom renovation project (which creates three single use restrooms from the existing large men's restroom), funding for protective equipment for first responders, funding for water piping and Bramhall, and repair work at various stations;
- Various improvements at The Barron Center including funding to correct a restroom equity issue at the laundry facility and funding to fix walkway and parking lot lighting;
- A significant investment in our vehicle fleet, including:
 - Replacement of a Social Services vehicle used to transport our most vulnerable population;
 - Significant funding for electric and hybrid vehicles and equipment;
 - Funding for replacement solid waste equipment; and
 - Funding for various winter operations, public works and parks & rec equipment;
- Funding for minor repairs at the Spring Street and Temple Street garages;
- Significant investments in City sidewalk and ADA compliance improvements;
- Funding for mold remediation and future leak prevention at Hadlock Field;
- Funding for additional traffic signal improvements;
- Funding for additional bike safety transportation improvements;
- Continued funding for the Islands Improvement Program in order to allow the Department of Public Works to complete various smaller public works related capital projects across our city islands during the fiscal year; and
- Continued funding for waterfront infrastructure improvements.

I look forward to discussing all of my recommended projects and funding sources in more detail at the Thursday, February 8th Finance Committee meeting. I will be joined by a group of City staff including various Department Heads who will assist with the presentation.

Regards,

Danielle P. West

City of Portland | Assessor's Office

Elisa A. Marr, CMA-2, Assessor



To: Danielle P. West, City Manager

From: Elisa Marr

Date: February 1, 2024

Re: FY25 Revaluation Funding Request

In order to comply with the attached City Council Resolution of June 16, 2021 and Maine property tax law, I would like to initiate the revaluation process of the City for assessment purposes. The resolution recommended that *the City Tax Assessor and the City Manager, as necessary, conduct ongoing work to support City wide revaluations every five (5) years, and that sufficient funds to support such city-wide revaluations be authorized and appropriated.* Additionally, State property tax law guidelines require municipalities to be between 70% and 110% of market value. The last revaluation was completed in 2021. The market value to assessed value certified ratio for FY25 will be 89%, and is projected to be 82% for FY26 and 74% for FY27.

It is important to note that a declining assessment ratio is an indication of a lack of equity in property tax assessments. A lower certified ratio for the coming tax years will also have several impacts including reducing the amount residents receive from the Homestead, Veterans and Blind Exemption programs. For example, in FY25, a \$25,000 Homestead Exemption will now only be valued at \$22,250.

In order to comply with the requirements above, we would need to start the revaluation process in 2024. The anticipated completion date would be the summer of 2025, and implementation would be in FY26. This work would be done with current staff, a contracted revaluation company, and updated imagery.

Our contract with the revelation company would be a multi-year reassessment contract, which would be conducted every 2 years until 2031. This will preserve equity in tax assessments through the period of the contract versus the current practice of no formal revaluation timeline.

A revaluation would more specifically include:

- Full statistical analysis to create current value market modeling and new cost and depreciation tables;
- Residential, Commercial and Industrial valuation;
- Public information and support throughout the entire project; and
- Appeals support.

In addition to a full real estate revaluation, I would also recommend a separate Personal Property revaluation. Personal Property is a State imposed tax on business equipment that every business in the State of Maine is subject to. The State has established a reimbursement program and an exemption program to aid businesses in recapturing or exempting some of the Personal Property taxes.

The total taxable value of Personal Property reported for the 2023 tax commitment was \$214,318,005. The total exempt value was \$480,201,080 with a reimbursement value of \$252,201,607. I outline these amounts to indicate the significant value of Personal Property.

The Assessing Office is responsible for the inventory and depreciation of all business equipment located within the city to establish a taxable value. The current process of sending the annual declaration forms to collect and value Personal Property would be significantly aided by a full Personal Property revaluation. A contractor would conduct a complete street canvassing of the city to identify new businesses and list the equipment of existing businesses. The cost estimate for a Personal Property revaluation is \$60 per account or \$192,000.

Attachment: Council Resolution

Resolve 10-20/21
Passage: 9-0 on 6/7/2021

Effective 6/17/2021

KATE SNYDER (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
TAE Y. CHONG (3)
ANDREW ZARRO (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

MARK DION (5)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

**RESOLUTION RECOMMENDING INCREASED FREQUENCY OF PROPERTY
REVALUATIONS FOR THE CITY OF PORTLAND**

WHEREAS, the City Council of Portland, Maine, uses assessed property values in order to appropriately levy and collect property taxes; and

WHEREAS, the Mayor and the City Council recognize and appreciate the fact that an important and primary role of the City of Portland Tax Assessor is to determine the just value for all residential and commercial real property in Portland, which helps to ensure that it is able to appropriately levy and collect those property taxes and that the burden of those taxes is shared fairly and equally among all property owners within the City; and

WHEREAS, Maine's Constitution requires that "[a]ll taxes upon real and personal estate, assessed by authority of this State, shall be apportioned and assessed equally according to the just value thereof." Me. Const. art. IX, § 8; and

WHEREAS, Maine state law similarly provides that "all property shall be assessed at the just value thereof in compliance with the laws of the State." 36 M.R.S. § 201; and

WHEREAS, Maine Constitution's Constitution further requires that "[w]hile the public expenses shall be assessed on estates, a general valuation shall be taken at least once in 10 years," Me. Const. art. IX, § 7; and

WHEREAS, prior to the current revaluation, the City of Portland's two most recent revaluations occurred in 1991 and 2006, respectively, thereby establishing a fifteen (15) year interval between each such general valuation; and

WHEREAS, Maine law additionally requires that "[a]ll municipalities . . . shall achieve the following minimum assessing standards . . . a 70% minimum assessment ratio . . ."; and

WHEREAS, the Maine Revenue Services determined Portland's 2021 assessment ratio to be 66 percent; and

WHEREAS, when the real value of properties are either undervalued or overvalued as a result of infrequent or delayed evaluation, one of the results is that owners of more

valuable properties experience the equivalent of a tax break, while owners of less valuable properties pay a relatively higher price for the same public services; and

WHEREAS, by failing to frequently assess property, government is exacerbating the large and growing inequalities in the distribution of wealth and income; and

WHEREAS, the value of real property is constantly changing due to factors including, but not limited to, location, market demand, the age and physical condition of a neighborhood, and the state of the economy, and as a result, non-uniformity in values occur may over time within tax jurisdictions whether or not property values increase or decrease; and

WHEREAS, in agreement with the City's Assessor, a longer revaluation cycle, for a growing city like Portland, creates more opportunity for inequities to grow and usually leads to much larger and unpredictable changes to property values, and a shorter cycle will reduce the chances of this happening and help make property taxes more equitable, predictable and manageable; and

WHEREAS, it should be noted, that all City of Portland revaluation notices sent in 2021 will contain information on appeal procedures, and if, after an appeal, a property owner still disagrees with the findings and assessed value of his/her property, they may file a written Application for Abatement with the City of Portland Board of Assessment Review, or look into one of the many tax relief programs available;

NOW, THEREFORE, BE IT RESOLVED, that the Portland City Council and Mayor strongly recommend that the City Tax Assessor and the City Manager, as necessary, conduct ongoing work to support City wide revaluations every five (5) years; and

BE IT FURTHER RESOLVED, that this Portland City Council and Mayor strongly further recommend allocation of sufficient funds to support such city wide revaluations every five (5) years.

Personal Property Revaluation

Assessors

Division

Classification Equipment

Project Description

Personal Property collection and valuation: A complete street canvassing of the City listing each business to ensure that all businesses are identified and valued. New businesses will be identified and added to the tax roll and out of business accounts will be verified and removed from the tax rolls. Existing business account listings will be reviewed. This project will result in an inventory of all the business equipment in the City.

Project Justification

Identifying new accounts and accounts that are not reporting or are under reporting will create fairness and equity in personal property assessing. While this project has the potential to generate considerable new revenue for the City, it is more important to create a fair and equitable personal property listing. Many businesses either do not report at all or significantly under report. The City has not had an independent review/revaluation of its personal property base in at least 30 years. There is no record of it ever being done.

NOTE: On October of 2023 Assessing Offices in Maine received correspondence from Jerome Gerard, the State Tax Assessor regarding "Reminder of Compliance with Maine Tax Laws". In this letter the State Tax Assessor states that the "Maine Constitution and Title 36 of the Maine Revised Statutes require that taxes on real and personal property be apportioned and assessed equally according to the just value thereof." Assessor Gerard further states that failure to comply with the requirement to assess personal property could directly impact the accuracy of the state valuation and MRS's certification thereof to the Secretary of State. He further requests Assessors to please review your municipality's assessment practices to ensure that all personal property is being properly assessed...

Although the City of Portland has historically assessed personal property, I believe the City may not be meeting the requirement of equal assessment regarding personal property.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$192,000				\$192,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$0	\$192,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$0	\$192,000			

Other Funding Source Description

Operating Budget Impact

Current estimate is \$192,000 or 3,200 accounts at \$60 each.

Assessors**Division****Classification** Equipment**Project Description**

A revaluation would provide a full statistical analysis to create current value market modeling and new cost and depreciation tables for all 24,700 +/- real estate properties; update residential, commercial and industrial valuations; provide public information and support throughout the revaluation project and provide appeal support.

Project Justification

To comply with the City Council Resolution of June 16, 2021 the City would need to initiate the process of revaluation for assessment purposes. The Resolution strongly recommended that the City Tax Assessor and the City Manager, as necessary, conduct ongoing work to support City wide revlations every five (5) years.

The last revaluation was completed in 2021. The most recent sales ratio study indicates a market value to assessed valuation ratio of 68% (certified ratio of 74%) for sales from July 1, 2023 to December 2023 . State property tax law guidelines require municipalities to be between 70% and 100% of market value. To meet State property tax guidelines, reestablish equitable assessments and to comply with the Council Resuolution, the Assesising Office would need to start the revaluation process in 2024. The anticipated completion date would be the summer of 2025 for FY26.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$1,637,744			\$7,200	\$1,644,944

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$0	\$370,500			☐
2026	\$0	\$370,500			☐
2027	\$0	\$160,000			☐
2028	\$0	\$160,000			☐
2029	\$0	\$171,500			☐
2030	\$0	\$171,500			☐
Total	\$0	\$1,404,000			

Other Funding Source Description**Operating Budget Impact**

Parking Lot and Walkway Lighting

Barron Center

Division Environmental Services

Classification Facilities

Project Description

The lighting fixtures over two of the primary parking lots at the Barron Center largely do not work (only 2 of the 12 lights are active). They fixtures are also significantly rusted. This project would replace the lighting.

Project Justification

Lighting for the parking lots is essential as a personal safety concern for staff and visitors, particularly since many Barron Center staff are arriving or leaving when it is dark out.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$78,000		\$78,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$78,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$78,000			

Other Funding Source Description

Operating Budget Impact

Patio & Walkway Repair

Barron Center

Division Environmental Services

Classification Facilities

Project Description

The front walkway and the back patio at the Barron Center currently have cracks and uneven surfaces. This project would replace the surfaces.

Project Justification

The front walkway and back patio are highly utilized by guests and visitors at the Barron Center, and present a safety issue due to their uneven surface. The current surface poses difficulties for those who are unable or have difficulty walking, and increase the risk of a fall.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$76,000		\$76,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$76,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$76,000			

Other Funding Source Description

Operating Budget Impact

Storage Garage for Wheelchairs

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Storage Garage for wheelchairs and other equipment

Project Justification

Currently the wheelchairs are stored in rooms, the dining area, and whirlpool rooms. They are difficult to access, and storage would become an issue with an increased Barron Center census.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$93,750		\$93,750

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028		\$93,750			☐
2027					☐
2026					☐
2025					☐
2030					☐
Total		\$93,750			

Other Funding Source Description

Operating Budget Impact

Paving Project Phases 2 & 3

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Resurfacing and paving of Barron Center lots. Phase 2 will cover the Center Lot & City Hospital Drive. Phase 3 will cover all remaining lots.

Project Justification

Most of the paving is cracked or loose. There are safety issues with the main road and parking lots. The staff and visitors have complained about tripping hazards.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$712,900		\$712,900

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$294,600			☐
2026		\$418,300			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$712,900			

Other Funding Source Description

Operating Budget Impact

New Bathroom in Laundry

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Install a new bathroom in the Laundry

Project Justification

The current bathroom is not enclosed at the top, which results in privacy, cleaning, and health concerns. Because of this, staff currently use the bathroom in the neighboring BC 2 building. Building an enclosed bathroom will allow staff to use facilities where they work, as well as avoid potential issues if the BC 2 building were to become unavailable to the laundry staff.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$40,000		\$40,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2025		\$40,000			☐
2029					☐
2028					☐
2027					☐
2026					☐
Total		\$40,000			

Other Funding Source Description

Operating Budget Impact

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Replace pneumatic system thermostats and valves in rooms and control heating, cooling, and exhaust fans.

Project Justification

The Barron Center needs to enhance it's energy management.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$348,000	\$348,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$348,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$348,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237195
John Deere Lawn Tractor/Snow Blower

Barron Center

Division Environmental Services

Classification Equipment

Project Description

Replace one of the old tractors

Project Justification

Our current tractors are serviced too frequently.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$29,095	\$29,095

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$29,095			☐
2028					☐
2029					☐
2030					☐
Total		\$29,095			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237196

Replace the Roof Top A/C Chiller (BC 1)

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Replace the roof top on A/C Chiller

Project Justification

1 compressor is out and pipes are rusted.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$60,000	\$60,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$60,000			☐
2028					☐
2029					☐
2030					☐
Total		\$60,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237198

Replace Ceiling Unit Heaters (BC 1)

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Replace Ceiling Unit Heaters in 2nd and 3rd floor central units in BC 1.

Project Justification

The motors, actuators, and valves are not working. The unit is 39 years old.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237199

Replace Rooftop Exhaust Fans (BC 2)

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Replace all roof top exhaust fans on BC 2.

Project Justification

The direct drive motors need complete replacement.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$32,000	\$32,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$32,000			☐
2029					☐
2030					☐
Total		\$32,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237200

Replace Fresh Intake Grills/Actuators

Barron Center

Division Environmental Services

Classification Equipment

Project Description

Replace Fresh Intake Grills/Actuators for all Air Handling Units

Project Justification

All air handler units need the actuators/dampers replaced. There is no control of mixing inside and outside air. They are 39 years old.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$55,000	\$55,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$55,000			☐
2028					☐
2029					☐
2030					☐
Total		\$55,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237123

Slab, Masonry and Waterproofing Repairs

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Repair mortar joints as needed at various fire houses and waterproof the brick. See attached photos.

Project Justification

The facilities are at a point where we're spending operating funds to address masonry repairs which are greater than the operating budget can handle. In the Spring of 2023 a large piece of concrete was removed from Central Fire Station and the section was repaired (see attached photos). The lose piece was over the door to the building and was a potentially fatal hazard. Attention needs to be put towards improving the building envelopes (including slabs) and masonry.

There's evidence of brick spawling due to failed mortar joints allowing moisture in the wall, freeze/thaw action is causing the the motar and brick to fail. All stations need "masonry maintenance" which will prevent much larger projects in the near future.

Adding waterproofing to many of the locations will extend the life of any major repairs.

Locations: Riverton, Ocean Ave, Allen Ave, Munjoy, Bramhall, Central, Stevens Ave

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027		\$100,000			☐
2026		\$100,000			☐
2025		\$100,000			☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$100,000			☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Install a sprinkler system, upgrade the HVAC system, replace all windows, and renovate the bathroom.

Project Justification

The building is using an oil-fired heating system that is near the end of its useful life. This is an opportunity to decarbonize and electrify the building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$500,000		\$575,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$575,000			☐
2028					☐
2029					☐
2030					☐
Total		\$575,000			

Other Funding Source Description

Operating Budget Impact

Overall building energy usage would decrease.

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Ceiling Demo and cleanup, HVAC Upgrades, Ventilation, Electrical/Lighting Upgrades, Sprinkler System, Fire Alarm System, bathroom renovations, windows.

Project Justification

The focus is on renovating the 2nd floor, installing a complete sprinkler system, installing a complete fire alarm system, and upgrading the heating system piping and unit heaters. The 2nd floor renovations will include new ceilings, bathroom renovations, flooring, ventilation, central cooling, and lighting. The building was built in the late 1960s and is due for a renovation.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$1,350,000		\$1,450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026	\$100,000	\$1,350,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$100,000	\$1,350,000			

Other Funding Source Description

FEMA Grant - The City would need to apply for this grant.

Operating Budget Impact

HVAC system efficiencies will drastically improved, resulting in a lower overall building energy consumption.

Project Title ID 237154

Munjoy - Interior Upgrades

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Venitlation, HVAC Upgrades, Lighting and Electrical Upgrades, Interior Partitions.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
				\$0

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐

Total _____

Other Funding Source Description

Operating Budget Impact

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Renovate 80 yr old restroom and the station's small kitchen.

Project Justification

In FY24, a Central Fire Station Bathroom Renovation CIP Project was approved for \$100,000. Central Fire Station's kitchen is in desperate need of renovation. The commercial range does not have a code compliant Type I hood. The counters and cabinets are falling apart and beyond their useful life, and the space is small and tight. Architectural drawings and specifications for a new kitchen and bathrooms are complete. The kitchen and bathroom share a wall, which would be reconfigured in the renovation and should be done as one project. This project would provide the station with a code compliant kitchen hood (suppression, exhaust, and fire alarm notification), a functional kitchen, individual bathrooms, and a utility room. This request is to reallocate \$110,000 from the unspent FY21 CIP account to this Bathroom and Kitchen Renovation Project. The overall cost estimate of the Central Station project is approximately \$210,000.

In FY21, a Bramhall Fire Station Washroom CIP project was approved for \$150,000. In 2021, the Fire Department received a FEMA grant for new personal protective gear washers and dryers. Because of the grant, the funds for the Bramhall Fire Station Washroom CIP project were not spent. This request is to reallocate the existing \$150,000 CIP funds towards the Central Fire Station Kitchen and Munjoy Fire Station Kitchen.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$0		\$210,000		\$210,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025	\$210,000				☐
Total	\$210,000				

Other Funding Source Description

Existing CIP account C24B04 (\$100,000) and reallocate CIP account C21B03 (\$110,000).

Operating Budget Impact

N/A

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Remove the existing 5,200 square foot tar and gravel roof. Install a new rubber EPDM roof with insulation.

Project Justification

The tar and gravel roof is beyond its useful life. The roof is over 50 years old and needs to be replaced with a new rubber EPDM roof. Based on a structural evaluation, insulation will be installed to meet code requirements or as much as the structural evaluation will allow.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$7,000		\$178,000		\$185,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$185,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$185,000			

Other Funding Source Description

Operating Budget Impact

Added roof insulation will improve the overall building envelope efficiency, thus saving energy usage for heating and cooling.

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Install a new commercial Type I code compliant kitchen hood system with fire suppression, exhaust, and fire alarm notification.

Project Justification

Munjoy Fire Station – Munjoy Fire Station has a commercial kitchen range without a hood. This configuration is a code violation and a Type I commercial kitchen hood should be installed. This request is to reallocate \$40,000 from the unspent FY21 CIP account to this Kitchen Hood Project. Drawings and specifications were completed in 2017, but the project was never completed. This project would provide a suppression system, exhaust, and fire alarm notification.

In FY21, a Bramhall Fire Station Washroom CIP project was approved for \$150,000. In 2021, the Fire Department received a FEMA grant for new personal protective gear washers and dryers. Because of the grant, the funds for the Bramhall Fire Station Washroom CIP project were not spent. This request is to reallocate the existing \$150,000 CIP funds towards the Central Fire Station Kitchen and Munjoy Fire Station Kitchen.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$3,000		\$37,000		\$40,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$40,000				☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$40,000				

Other Funding Source Description

Reallocate funds from CIP account C21B03 to this project.

Operating Budget Impact

N/A

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

This project would replace all of the domestic water piping on the lower level of the building.

Project Justification

The domestic water piping is failing and needs to be replaced throughout the station. In 2023, there were three different sections of piping that failed (leaked) and had to be replaced. In 2019, a section of piping was leaking and had to be replaced. The building was constructed in the late 1960s, so the copper piping is approximately 65 years old and beyond its useful life. Attached is a photo of a failed section of pipe.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$75,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 257857

Stevens Ave Fire Station - New Building

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Replace Stevens Ave Fire Station with a new building.

Project Justification

This station is in need of a complete replacement in order to meet the current demands of the Fire Department. The attached report from 2017 supports this.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$400,000		\$5,000,000		\$5,400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$5,400,000			☐
2030					☐
Total		\$5,400,000			

Other Funding Source Description

Operating Budget Impact

A new energy efficient building will consume less energy than the existing building.

Project Title **ID** 257859

Riverton - Windows and Interior Renovations

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Replace windows, individual bunk room divide, ventilation, bathroom renovations, flooring, painting.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$500,000		\$575,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$575,000			☐
2028		\$0			☐
2029					☐
2030					☐
Total		\$575,000			

Other Funding Source Description

Operating Budget Impact

Munjoy Fire Station - Interior Upgrades

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Individual room divide, bathroom renovations, flooring, new gear room, new fitness room

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$500,000		\$575,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$575,000			☐
2029					☐
2030					☐
Total		\$575,000			

Other Funding Source Description

Operating Budget Impact

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Gut Renovation

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$600,000		\$8,000,000		\$8,600,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$8,600,000			☐
Total		\$8,600,000			

Other Funding Source Description

Operating Budget Impact

SCBA Replacement

Fire Department

Division Firefighting

Classification Equipment

Project Description

Replace approximately 100 SCBA Units that will be obsolete in FY25.

Project Justification

The SCBA units will no longer meet NFPA standards and will not be considered safe for use. These units were last replaced around 2013. The replacements should have a useful life of at least ten years.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$1,200,000	\$1,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$1,200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

This expense will offset repair costs in the general fund in the first several years after they are replaced

Fire Department

Division Firefighting

Classification Equipment

Project Description

The department is seeking the purchase of 60 protective vests for calls such as active shooters, school shootings, SRT support and other high risk scenarios.

Project Justification

Currently, there are no ballistic protections in the Fire department for first responders. Most fire departments are beginning to provide vests for protection given the recent rise in mass shootings and domestic terrorism. We have already attempted to procure vests with Homeland Security Grant funding but these are not allowable expenses.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$110,000	\$110,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$110,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$110,000			

Other Funding Source Description

Operating Budget Impact

Minor cleaning and upkeep will be needed but should have a negligible impact on the budget.

Project Title **ID** 247611
Primary Data Center/Rm 10 - Computing Equipment

Information Technology

Division

Classification Equipment

Project Description

This is for the single point of failure at the primary data center. It will provide network redundancy for City Wide networks.
IT training room near HR needs PCs refresh or remove outdated desktops - do trainings with laptops?

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$24,000	\$25,000		☒
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$32,200			☐
Total		\$56,200	\$25,000		

Other Funding Source Description

Operating Budget Impact

Information Technology

Division

Classification Equipment

Project Description

This is to add UPS battery backup for critical network switches for all our service location such as PPD and PFD as an example. Not only do they protect from outages, but they also handle power surges through intelligent power conditioning.

Project Justification

Example: Currently during a power outage the only switches that have battery backup at BC for example is the MDF, all the 1st, 2nd and 3rd floor switches reboot during a powerfailure bringing down the building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$41,500	\$41,500

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$41,500			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$41,500			

Other Funding Source Description

Operating Budget Impact

Wireless Access Point (wifi) refresh

Information Technology

Division

Classification Equipment

Project Description

Migrate from old wireless access points to enterprise grade wireless hardware.

Project Justification

As our wireless network becomes more critical and utilized it needs to be on enterprise grade hardware. Moving to new hardware will give us better insight into risky hosts on our wireless that would jeopardize our data. This will be a multiyear project due to the number of currently installed access points. Since all our access points currently have wired connections this will just be hardware costs to swap the hardware.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2026		\$50,000			☐
2027		\$50,000			☐
2028		\$50,000			☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258017
Physical Host for City Hall Cluster (1 per year)

Information Technology

Division

Classification Equipment

Project Description

Replacement Host for City Hall Cluster to keep hardware up to date and compliant with current security standards. This YoY pricing is reflected at FY25 pricing. May need to be adjusted moving forward.

Project Justification

Aging hardware at our City Hall datacenter that needs to be replaced due to the criticality of the hardware.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$390,000	\$390,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$65,000			☐
2026		\$65,000			☐
2027		\$65,000			☐
2028		\$65,000			☐
2029		\$65,000			☐
2030		\$65,000			☐
Total		\$390,000			

Other Funding Source Description

Operating Budget Impact

Parking Garage Network Refresh

Information Technology

Division

Classification Equipment

Project Description

This is to bring the Spring St location up to date with Cabling, Switching, Battery Backup, and Cable Management. Outages cause cars to be trapped in the garage. This will prevent the 4+ times a year revenue is lost due to current hardware configuration.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$71,300	\$71,300

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$71,300			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$71,300			

Other Funding Source Description

Operating Budget Impact

Munjoy Network Refresh

Information Technology

Division

Classification Equipment

Project Description

This is to bring the Munjoy location up to date with Cabling, Switching, Battery Backup, and Cable Management. This will mitigate downtime and outages that regularly impact the Backup Dispatch Center.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$62,000	\$62,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$62,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$62,000			

Other Funding Source Description

Operating Budget Impact

Information Technology

Division

Classification Vehicles

Project Description

This is for the IT Dept to be able to transport equipment and technicians to all locations The City supports. This would limit the amount of IT vehicles that park in the sport surrounding City Hall.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$35,000	\$35,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$35,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$35,000			

Other Funding Source Description

Operating Budget Impact

COP Security Camera System

Information Technology

Division

Classification Equipment

Project Description

To consolidate and upgrade the camera system city wide. Our current system is out of support. Sites requested ifor this phase 2 install nclude: Ice Arena, Waterfront, District Road, Canco Road, PPD. A;so, we can't upgrade badge server until the camera system is migrated off.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$234,086	\$234,086

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$234,086			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$234,086			

Other Funding Source Description

Operating Budget Impact

Segregate Highly Regulated Networks

Information Technology

Division

Classification Equipment

Project Description

This will increase security surrounding our highly regulated networks. These networks need to be separated from all other network traffic. (Ex. CJIS, PCI, HIPAA)

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$40,000	\$40,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$40,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$40,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258032

Primary DC/ Rm 10 - Facilities Equipment

Information Technology

Division

Classification Equipment

Project Description

New sink needed in room 10 (change from bathroom to kitchen sink). Red button and security door for server room needs to be removed and FOB entry added to Server Room. This would help greatly with the moisture level in the back part of the suite. Install external outlet/ power for CH server room to use the generator truck (as is used at pumping stations) in order to get through power outages. CH has no generator. CH Server Roomm needs new AC - getting repaired monthly and not operating correctly. HVAC need is much less due to modern equipment/ may not cost too much.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$37,200	\$37,200

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$37,200			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$37,200			

Other Funding Source Description

Operating Budget Impact

Parking / Garages

Division Elm Street Garage

Classification Facilities

Project Description

Sealants and Concreate Repairs levels 4 & 5 the next year

Project Justification

These are standard maintenance issues to preserve the integrity of the structure and prevent more expensive repairs and damage to vehicles, due to leaks.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$560,000		\$560,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$290,000	\$290,000		☒
2024		\$270,000	\$200,000		☒
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$560,000	\$490,000		

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 205696
Spring St Neogard Traffic membrane Recoat

Parking / Garages

Division Spring Street Garage

Classification Facilities

Project Description

Recoat of Neogard protective membrane

Project Justification

Protect concrete from deterioration

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$480,000		\$480,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$480,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$480,000			

Other Funding Source Description

none

Operating Budget Impact

Project Title **ID** 205697
Spring St Roof Deck Traffic Membrane Recoat

Parking / Garages

Division Spring Street Garage

Classification Facilities

Project Description

Recoat existing Kelmar traffic membrane

Project Justification

Protect concrete from deterioration

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$220,000		\$220,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$220,000			☐
2026		\$0			☐
2027		\$0			☐
2028		\$0			☐
2029		\$0			☐
2030		\$0			☐
Total		\$220,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 216394

Temple St Painting of Structural Steel

Parking / Garages

Division Temple Street Garage

Classification Facilities

Project Description

Painting of Structural Steel

Project Justification

Protect deterioration

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$400,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$400,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 216395
Spring St Painting Structural Steel

Parking / Garages

Division Spring Street Garage

Classification Structural Steel Painting

Project Description

Painting of Structural Steel

Project Justification

Prevent deterioration

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$350,000		\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$350,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237091

Temple St. Roof & Level 4 Pavement removal, concrete repairs and deck coatings

Parking / Garages

Division Temple Street Garage

Classification Facilities

Project Description

Removing deteriorated pavement from roof and level 4 , making concrete repairs and applying new deck coatings

Project Justification

Protect the concrete

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$600,000		\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$600,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$600,000			

Other Funding Source Description

Operating Budget Impact

Kelmar recoat Level 2

Parking / Garages

Division Temple Street Garage

Classification Facilities

Project Description

Recoating Kelmar coating above retail space

Project Justification

5 year Warranty will be up

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$75,000			☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Merrill Auditorium Seating Replacement

Parks, Rec & Public Assembly

Division Merrill Auditorium

Classification Facilities

Project Description

Replacement seats for the next section of the auditorium. This project removes the old worn/damaged seats and replaces them with new ones.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$100,000	\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Merrill Auditorium Orchestra Pit Lift

Parks, Rec & Public Assembly

Division Merrill Auditorium

Classification Equipment

Project Description

Replacement of the current manual orchestra pit lift system with an automatic system.

Project Justification

By providing an automatic orchestra pit lift, promoters will require less time for setup and the use of IATSE could be reduced. This would save the users money on the overall cost of an event but would also allow the City to charge for the use of the extended stage. Since the stage would be able to be extended with the press of a button versus a couples hours of set up time, Merrill Auditorium would be viewed as a better venue to hold events and could encourage additional shows.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$275,000	\$275,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$275,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$275,000			

Other Funding Source Description

Portland Symphony Orchestra has offered to provide up to \$25,000 towards this if it would be set up by December 2024. They are also in the process of reaching out to other organizations such as Portland Ovations, the Opera and some of the ballet companies to see if they would be willing to donate towards it. These are all organizations that currently pay IATSE to install the stage extension.

Operating Budget Impact

Since they City does not pay the cost of IATSE to install the stage, there would not be any significant savings. The department would be able to charge for usage to add an additional revenue source.

Project Title **ID** 236893

Merrill Auditorium Marquee

Parks, Rec & Public Assembly

Division Merrill Auditorium

Classification Equipment

Project Description

New marquee for outside Merrill Auditorium.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

South Course Bunker Renovation

Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

Continued renovation of the bunkers on the South Courses.

Project Justification

This project would continue to improve the playing field of the golf course. All bunker on the South Course will be renovated, eliminated, or added to meet the best grading requirements to improve drainage and irrigation. This will also improve any safety concerns that may be present within or at boundaries of the course with keeping location, consistency, condition and playability in mind.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028		\$250,000			☐
2027					☐
2026					☐
2025					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

N/A

Ice Arena Improvements

Parks, Rec & Public Assembly

Division Ice Arena

Classification Facilities

Project Description

Continued improvements to the Ice Arena

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028		\$50,000			☐
2029		\$50,000			☐
2030		\$50,000			☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236911

Reiche Pool Filter Replacement

Parks, Rec & Public Assembly

Division Recreation

Classification Facilities

Project Description

Replacement of the pool filter at Reiche

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$115,000		\$115,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$115,000			☐
2029					☐
2030					☐
Total		\$115,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236995
Evergreen Cemetery and Forest City Cemetery Road
Reconstruction

Parks, Rec & Public Assembly

Division Parks
Classification Streets/Sidewalks

Project Description
Regrade and crown of all gravel roads.

Project Justification
Various roads within Evergreen Cemetery and Forest City Cemetery are in need of repairs. This project will improve the appearance and the ability to use the roads by both vehicles and pedestrians. This project could be funded with the various trusts that the Cemeteries hold.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

This project could be funded by the various trusts that the Cemeteries hold.

Operating Budget Impact

Reduction in materials needed to fill pot holes and other road maintenance.

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace existing stairs and railings.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$150,000		\$150,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Deering Oaks pond walls are in need of reconstruction and repair. PRF proposes that the work proceed in phases, prioritizing the reconstruction and repointing of the vertical wall in the first phase. The pond's vertical walls consist of two distinct wall types : 685 LF of original stacked stone wall installed in the early 1900s which requires replacement and 770 LF of 1980s-era stone faced cast-in-place concrete wall which requires repair.

The stacked stone wall runs parallel to State Street serving as a retaining wall for the fill upon which the roadway and sidewalk are built. The slope between the stacked stone wall and State Street is very steep (exceeds 2:1) and it appears that soil pressure from the roadway and slope has shifted the top of the wall inward to lean towards the pond. This wall is in poor condition with many stretches where structural stones and capstones have fallen or shifted out of place and a stretch of collapsed wall at the pond's southernmost reach. The poor condition of the wall compromises the slope and roadway behind it. In some stretches, the wall is just 7 feet from the edge of the sidewalk. In their 2017 Condition Assessment, Woodard & Curran recommended replacing the stacked stone wall with a stone-faced reinforced concrete wall matching what was installed in the 1980s. The reinforced concrete design would provide the upslope soil support required along State Street. The proposed wall would be faced with stone salvaged from the original stacked wall, supplementing with new stone only when the existing supply of usable stone is exhausted, matching the color, texture and relief pattern of existing pond walls.

The stone-faced concrete wall was installed in the 1980s and requires regrouting all joints and resetting of detached stones. This work will extend the wall's longevity and restore its appearance. This more minor work should proceed in parallel with the stacked stone wall reconstruction to reduce mobilization and general construction administration costs as the same type of contractor and skillset is required with both wall types.

Project Justification

In 2017, Woodard & Curran performed a condition assessment of the Deering Oaks Pond wall system, identifying sections of wall requiring repair/replacement, recommending repairs, prioritizing them by degree of urgency and generating a cost estimate for the engineering and construction work required. The pond is currently contained by four different wall types: stone-faced reinforced concrete wall dating to the 1980s, stacked stone walls dating to the early 1900s, granite block sloped wall and granite block terraced wall.

The oldest stretch of wall, constructed as grouted stacked-stone, is exhibiting signs of significant deterioration, collapse in some locations, horizontal deflection towards the pond in long stretches and some misaligned capstones. This stretch of wall abuts State Street and requires replacement in order to avoid detrimental effects on the adjacent street, sidewalk and utilities.

The stone-faced reinforced concrete wall constructed in the 1980s has numerous detached facing stones, block stone sliding and failed grout. While this does not affect the structural stability of the wall, it does present a visually unacceptable appearance.

The sloped and terraced granite block walls that surround the rest of the pond appear to be built out of reused roadway curbing, configured in 3-5 steps or rows. Along much of their length, these granite blocks have slid and settled out of place due to the use of unsuitable setting material at their base. The stone blocks that have shifted into the pond result in erosion of pathway material and soil along the pond's edge. The engineer's conditions assessment graded these portions of the wall as lower priority given that they continue to support the majority of the pond edge. PRF proposes to reset the stone blocks on a more structural gravel setting bed in a Phase 2 project.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$400,000		\$1,500,000		\$1,900,000

Project Title ID 236998

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$1,900,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,900,000			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Reconstruction of old failing boat ramp.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$300,000		\$300,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$300,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237000

Fencing: Eastern Prom Sewage Treatment Plant Replacement with guardrail

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace the chain link fence along the Sewage Treatment Plant from Tukey's Bridge and 2,700 linear feet towards the East End Beach.

Project Justification

The Eastern Promenade Trail sees 250,000 trail users annually along this narrow stretch of trail that is confined by a chain link fence on the treatment plant side and a chain link fence on the water side. Having a chain link fence along the water side creates a challenging maintenance obstacle to keep the Japanese knotweed and bittersweet at bay as equipment needs to go up and over the fencing. Chain link is also a difficult barrier for staff to get down the hill to attend to campsites that may have popped up.

This proposal is to replace the aged chain link fence with a galvanized i-beam post and 3"x10" pressure treated timber as the top rail. The conditions of the trail on this ledge make it challenging and cost prohibitive to install wooden posts. Having a lower guardrail along this section of the trail will also provide an easier barrier for staff to maintain the vegetation and toss snow over the edge during the Winter months.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$156,000		\$156,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026		\$156,000			☐
2025					☐
Total		\$156,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 237001

Quarry Run Dog Park Expansion and Renovation (Invasives Removal, Trail resurfacing, fence replacement)

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Expansion and renovation of dog park.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Clearing invasive trees and planting new ones. Stabilizing slope per master plan.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$150,000		\$150,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$50,000			☐
2027		\$50,000			☐
2028					☐
2029		\$50,000			☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Reiche Playground Replacement

Parks, Rec & Public Assembly**Division** Parks**Classification** Parks, Fields, Trails**Project Description**

In spring 2023, PRF secured CIP funds for design/engineering consulting services for the Reiche playground. On the same timeline, the Reiche School PTO sponsored two design charrettes and an enrichment course focused on creatively re-envisioning the Reiche Playground as a more accessible, sustainable and engaging space for learning, playing and socializing. Over the course of summer and fall of 2023, PRF conducted two community surveys and one PPS and Recreation staff survey. These surveys were translated into five languages and received over 130 responses. The survey responses helped to identify challenges with the existing playground and prioritized areas for improvement. The surveys also allowed community members and school staff to review concept design alternatives and express preferences and priorities that ultimately shaped the preferred concept design (Option D) attached to this funding request. Over the course of winter and spring of 2024, the design consultants will further refine the design, generate construction documents and support permitting and site plan review.

The proposed scope of work involves replacing and expanding the existing playground to include both conventional play equipment and natural play environments that offer a wider range of play opportunities for children aged 2-12 as well as two bucket swings and a sand area appropriate for infants.

The proposed playground would support both highly active/physical play as well as solitary/imaginative play. The design works to preserve existing healthy trees, limiting tree removal to trees that are unhealthy and pose a risk to playground users. Site work would include redesigned pathway connections to improve ADA accessibility into and within the playground, adding internal path loops for children learning to use scooters and bikes. Notably, site improvements will also address the existing playground's significant erosion issues by reconfiguring play equipment onto flatter portions of the site and limiting slopes to planted areas. The proposed site improvements include planting a diverse array of native shrubs and trees that will result in increased shade in future years and add to the site's resilience to pests and disease.

To keep the proposed playground as cost effective as possible, the proposed improvements will maintain and protect the majority of the existing asphalt pavement that serves as the school's gathering space during fire drills and is a popular place for kids to play four square and learn to ride bikes. The design also reuses the wood from removed trees and repurposes existing boulders on site

Project Justification

Located in Portland's West End neighborhood, adjacent to Reiche Elementary School and Community Center, the Reiche Playground is one of Portland's most heavily used public playgrounds. During the school year, it serves approximately 445 students ranging from pre-K to 5th grade. The Reiche student body is incredibly diverse, representing 21 birth countries and 18 different home languages. Fifty percent of the school population are multilingual learners. Eighty-three percent of the school's students qualify for the Free and Reduced Lunch program. Eighteen percent of the students live in temporary situations and are unhoused.

The Reiche Playground serves as a safe public place for children to gather, learn, play and exercise. It also serves as an outdoor classroom for children, whether through school, daycare, or aftercare programs. Especially in the summer, the playground serves as a community gathering space for potlucks and neighborhood events.

The existing playground is approximately 20 years old and the play equipment has been repaired, replaced and, in some cases, removed due to safety concerns as it deteriorates. The playground is currently concentrated on a sloping site without adequate slope retention, resulting in ongoing erosion as well as ADA accessibility issues. As play surfacing erodes down the slope, the playground is left with inadequate safety surfacing and cross-slopes that render it inaccessible. Over time, erosion and compaction have exposed tree roots and are compromising long-term tree health around the perimeter of the schoolyard. The existing play equipment offers few options for children with mobility challenges to play alongside their classmates. The playground overall features very few areas for outdoor classes to gather and limited shady places to sit. Additionally, the existing school yard does not serve older children as they tend to prefer highly active play (such as soccer) or more stationary social engagement that would be supported by gathering spaces and seating. Given the highly urbanized neighborhood context around Reiche School, students currently have a very limited amount of open space to

Project Title ID 237003

utilize during recess compared to other Portland schools which have more open space at their disposal. The proposed design allows the Reiche Schoolyard to be much more intensively used by a wider range of ages and abilities- providing enough space and play equipment to meet the school and community needs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$220,000	\$280,000	\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$500,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Additional \$200,000 requested in CDBG funding. Total project cost will be around \$700,000.

Operating Budget Impact

The proposed playground will reduce maintenance costs and time input as it will replace deteriorating equipment with new equipment that will require fewer custom repairs. The additional planting areas will be maintained by Portland Public Schools through their contract with a landscape maintenance company.

Dougherty Field Basketball Pavilion

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Adding a picnic pavilion at Dougherty field.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$150,000			☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Libbytown NA may be interested in fundraising

Operating Budget Impact

Payson Tennis Court lights

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Adding lights on tennis courts.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237009

Park Walkway ADA Paving, various locations

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Paving various park walkways to make them ADA compliant.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$600,000		\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$200,000			☐
2027					☐
2028		\$200,000			☐
2029					☐
2030		\$200,000			☐
Total		\$600,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237011

Deering Oaks Ravine Wading Pool Rehab

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Resurface ravine wading pool

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$475,000		\$475,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$475,000			☐
2028					☐
2029					☐
2030					☐
Total		\$475,000			

Other Funding Source Description

Operating Budget Impact

Fencing: Softball field at Talbot School

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replacing current failing fence.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

This project will reconstruct the collapsed wharf at Ft Gorges, which will enable easier access for future improvement and stabilizatoin projects, as well as greater access for passenger vessels for events and pubic visitation.

Project Justification

The City has partnered with the Friends of Fort Gorges and the Maine Army National Guard to propose this project. Each year, the Maine Army National Guard selects community projects in which they can contribute equipment and labor through their "Readiness Training" program. Seletcted communities with viable projects are typically repsonsible for any engineering and material costs, while the National Guard supplies equipment and labor. Multiple site vists for this project have occurred, and Fot Gorges wharf is currently being considered for 2022 implementation by the National Guard.

By funding engineering and material costs, the City of Portland can save potentially hundreds of thousands of dollars in equipment, labor, and logistcal expenses that would ordinarily be incurred to complete this project.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$21,000		\$79,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Labor and equipment provided by Army National Guard.

Operating Budget Impact

Martins Point Access Improvements

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Trails and water access at Martin's Point

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$150,000			☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Possible LWCF match

Operating Budget Impact

University Park Playground

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Addition of a new playground at Universty Park where there currently isn't one.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2027		\$200,000			☐
2028					☐
2029					☐
2025					☐
2026					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Back Cove Guard Rails

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace guard rails on back cove trail.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly**Division** Parks**Classification** Parks, Fields, Trails**Project Description**

475' linear feet of sloped pathway down from Tukey's bridge to back cove trail system needs to be changed from stone dust pathway condition to asphalt path. Existing fence on either side of the pathway is aged and exhibiting paint peeling and material degradation from exposure to elements. Fencing is important for this project as the pathway directly abuts an active edge of I-295 on the south side of the trail edge, and steep embankment conditions directly down from trail shoulder into Back Cove mudflats and tidal waters. Work will most likely entail mobilization of equipment, removal of surface and some excavation of gully/ wash out areas. If the subbase (base stone of trail) is compromised, entire excavation and rebuilding of the base will be necessary. Possibly some shoulder / embankment stabilization could be possible, but unlikely for any fence repair or replacement. At least 3" thick asphalt surface course would be required to replace failing stone dust.

Project Justification

A significant sloped portion of the multi-use trail from Tukey's bridge walkway down to the back cove trail has been made of stone dust that exhibits signs of gulying and erosion. This is a significant maintenance and safety concern for staff and public users of the trail, particularly as erosion and gulying is occurring in the centerline of the trail and is hard to avoid for any trail user. This trail sees significant pedestrian and cyclist use, and connects the peninsula to off peninsula neighborhoods, providing one of the few traffic separated crossing connections for pedestrians and cyclists in the city. This is a critical pathway of infrastructure that would benefit from a more appropriate and longer lasting path surfacing approach.

Fencing is a critical component of this effort, to both prevent inappropriate uses of shoulder and embankment conditions occurring (encampments or dangerous circulation routes). It also is necessary to keep any mishaps that may happen unexpectedly for trail users from becoming more dangerous by accidental careening over embankment edges or into interstate traffic.

By replacing a more erodible material being used in steep slope circumstances with a more durable asphalt base, the trail , if built appropriately, should have increased durability, lower maintenance costs, and be easier to maintain in winter or rainy conditions.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$295,000		\$295,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$295,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$295,000			

Other Funding Source Description

Operating Budget Impact

Lower maintenance costs in terms of materials needed.

Payson Park Cross-Park Trail

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Stone dust path across field to connect trails. Connect housing to park via trail.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237026

Community Garden Fence Repairs/Additions (3-4 Gardens (CDBG potential))

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Repair and replace existing fences.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028					☐
2029		\$50,000			☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Possible CDBG funding source

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Reconstruction of the current drainage system.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$175,000		\$175,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$175,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$175,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Create permanant restroom at Deering Oaks

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$400,000		\$400,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$400,000			☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Harborview Stairs from Circle Trail Intersection to Commercial St

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Adding stairs to complete the trail

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Lincoln Park Fence--Pearl St

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

This project will consist of removing and completely restoring the existing Lincoln Park fence along Pearl Street, which was originally installed in 1866. This Capital Improvement request is for supplemental funds to add to the existing funds already appropriated.

Project Justification

The current fence is in poor shape and the connection to the granite pillars have been lost, with many sections of the fence sitting directly on the ground with no support from the posts. Due to the presence of lead paint, the fence will have to be dismantled and taken off-site for restoration. Many of the metal fence post caps have been damaged over the past 150 years and replacement parts will need to be custom fabricated. Some of the granite pillars have been shifted off of their foundations and need se-setting. Many of the granite footings supporting the fence posts need to be replaced and re-set.

In combination with the now completed walkway restoration, fountain restoration, as well as recently re-constructed sidewalk on Congress St, this multi phased project will ultimately complete the restoration of the oldest park in Portland's park system.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$200,000			☐
Total		\$200,000			

Other Funding Source Description

A CLG Grant supplied \$50,000 that started this project in FY24.

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Payson Park Parking

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Reconstruction of parking lot at sledding hill.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Reconstruction of walkway to keep the historic look.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$500,000		\$500,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$250,000			☐
2027		\$250,000			☐
2028					☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Harborview Aging in Place Fitness Course

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Fitness course designed for different age groups.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$30,000		\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$30,000			☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Portable Pumptrack: moveable neighborhood skatepark

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Portable skatepark to move from park to park and neighborhood to neighborhood.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$75,000			☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

This funding will support the costs of hiring a consultant to perform the design and engineering work for the reconstruction of the Stone Street Playground in Bayside. The consultant will engage with the community to create a new design for this playground while preserving as much of the mature canopy as possible. The consultant will then propose to the City the play structure and site work costs so that Parks Staff can build that number into a future years CIP request. Additionally, the consultant will help with the bidding process, permitting and construction administration.

Project Justification

The Stone Street Playground is the next highest priority playground in need of replacement determined by the Cities 3 Certified Playground Safety Inspectors. This playground was built back in 2002 and resides in the dense Bayside Neighborhood. Neighborhood playgrounds are built to last roughly 15-20 years with average use. This particular space is the only playground within a ¼ mile to the North, a ⅓ of a mile to the East, ⅔ of a mile to the West and ½ mile to the South which puts a significant amount of pressure on the space.

There are currently multiple play elements that have been removed and/or blocked off for access due to safety concerns to the public. You will notice a board has been attached in the imagery of where a slide was removed. The West side of the playground is retained by a prefabricated stone wall along Oxford Street of which more than a foot currently resides within the Right Of Way (ROW). Part of this reconstruction will be to move that wall within the boundary of the parcel and allow for accessibility along the perimeter sidewalk. The fencing surrounding the park is in need of significant repair or replacement due to its age and abuse over the last 20 years. The gates are also not as functional as they could be. The water feature within the playground is a highly sought after element during the hot Summer months by the community. This unit is regularly seeing repairs from our crew due to its style and age.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$40,000		\$200,000	\$200,000	\$440,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$40,000			☐
2026		\$400,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$440,000			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Facilities

Project Description

Roof and drainage repairs based on the engineering report.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$1,000,000		\$1,000,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$500,000			☐
2028					☐
2029		\$500,000			☐
2030					☐
Total		\$1,000,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replacement of current sheds in community gardens.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$25,000		\$25,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$25,000			☐
2028					☐
2029					☐
2030					☐
Total		\$25,000			

Other Funding Source Description

Possible CDBG funding source

Operating Budget Impact

Lincoln Park Walkway Lights

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Addition of lights to Lincoln Park walkways.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$250,000			☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Adding a pavillion at Deering Oaks and Payson Park.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$300,000		\$300,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$150,000			☐
2028		\$150,000			☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Recreate bandstand and improve trails

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$150,000			☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Peaks Island Skate Park

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Adding skate park at Peaks Island.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$75,000			☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Evergreen Cemetery Repaving Roads

Parks, Rec & Public Assembly

Division Parks

Classification Streets/Sidewalks

Project Description

Repave the existing roads throughout the cemetery.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$125,000			☐
2027					☐
2028		\$125,000			☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Resurface tennis and basketball courts at Deering Oaks.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$200,000		\$200,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Payson Additional Basketball Court

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Adding a second basketball court at Payson Park.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$100,000			☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Lincoln Park Fence--Franklin St

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Continued reconstruction of Lincoln Park fence

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$300,000			☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Ludlow Pond Drainage

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Complete reconstruction of Ludlow Pond

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$150,000			☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237059
Western Prom "NEW" Sidewalk along Western Cemetery

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Adding sidewalk

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$250,000			☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237061
Peppermint Park--East Bayside Playground

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace existing playground.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$350,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028		\$350,000			☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237062

Will's Playground (Eastern Prom)

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace current playground

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$450,000	\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$450,000			☐
2029					☐
2030					☐
Total		\$450,000			

Other Funding Source Description

Operating Budget Impact

Riverton Gym Floor Replacement

Parks, Rec & Public Assembly

Division Recreation

Classification Facilities

Project Description

The gym floor at Riverton needs to be replaced due to normal wear and tear from many years of use.

Project Justification

The gym floor at Riverton was last replaced 26 years ago. There are numerous areas throughout the court that have split and opened up and the professional opinion from the vendor who supplied the quote is that it's beyond patching and is a safety concern.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

This space is rented out to the community for various uses. If the floor continues to deteriorate any revenue from rentals could be lost.

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Western Promenade has many historical features and landscapes. One of those is the stone wall facing Valley Street at the switchback trail. This stone wall section in need of reconstruction is about 250’ in length. Many of the veneered stones have fallen out with many more merely days from doing so.

Project Justification

The deterioration of this wall over this last year has quickly progressed to a point where it needs to be fully reconstructed instead of strictly repaired. There is a significant hillside behind this wall that has diverted large amounts of runoff behind and into the wall, which is the root cause of the defects occurring.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$115,000		\$115,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$115,000			☐
2030					☐
Total		\$115,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 237161

Improvements at 212 Canco Rd

Parks, Rec & Public Assembly

Division Canco Rd

Classification Facilities

Project Description

At this time, our 62+ Senior Program does not have a designated place to meet within a City building. When a program is planned that needs a community center gathering area, the group must travel to the City of South Portland to use their community center.

Project Justification

This project would convert the currently unused space at 212 Canco Rd that is connected to the Recreation offices, into a small gathering space for the Seniors program to meet. Improvements would consist of a small meeting space for activities as well as a kitchenette. The Public Buildings division would be giving guidance along the way as to what work can and should be done. Cost estimate was provided by Public Buildings based on discussions of our wants and needs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$150,000			☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

N/A

Fort Gorges Preservation Plan

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Structural stabilization

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$320,000		\$320,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$120,000			☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$320,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$30,000		\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$30,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$30,000				\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$30,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$45,000		\$45,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$45,000			☐
2028					☐
2029					☐
2030					☐
Total		\$45,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Recreation

Classification Facilities

Project Description

New community center location

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$200,000				\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Community Center Construction

Parks, Rec & Public Assembly

Division Recreation

Classification Facilities

Project Description

New community center location

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$10,000,000		\$10,000,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$10,000,000			☐
Total		\$10,000,000			

Other Funding Source Description

Operating Budget Impact

Redesign of Office into Locker Room

Parks, Rec & Public Assembly

Division Ice Arena

Classification Facilities

Project Description

This project would convert the current office into another locker room and move the offices to the other side of the building.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$345,000		\$345,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$345,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$345,000			

Other Funding Source Description

Operating Budget Impact

Sprinkler Upgrade

Parks, Rec & Public Assembly

Division Ice Arena

Classification Facilities

Project Description

Upgrade of the entire sprinkler system

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$150,000			☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247571

Will's Playground Design (Eastern Prom)

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000				\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Stroudwater Playground

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$150,000			☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Presumpscot Playground

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000			\$450,000	\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028		\$450,000			☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Veranda Street Waterfront Park

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 247590

Noyes Park Pathways, Seating & Trees

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Lincoln Park Fence--Federal St

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$350,000		\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$350,000			☐
2028					☐
2029					☐
2030					☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$25,000		\$25,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$25,000			☐
2030					☐
Total		\$25,000			

Other Funding Source Description

Operating Budget Impact

Eastern Prom Cutter Street/Parking Reno

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,750,000		\$2,750,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$2,750,000			☐
2028					☐
2029					☐
2030					☐
Total		\$2,750,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$75,000			☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Deering Oaks Bandstand Replacement

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$500,000		\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$500,000			☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 247598

Deering Oaks ADA Sidewalks and Curbing - Farmers Market Rd
(State to Deering)

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$300,000			☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Bell Buoy Park Design & Construction

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$750,000		\$825,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028		\$750,000			☐
2029					☐
2030					☐
Total		\$825,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Deering High School Field Upgrades

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Upgrades to the current school field.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$475,000		\$475,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$275,000			☐
2027					☐
2028		\$200,000			☐
2029					☐
2030					☐
Total		\$475,000			

Other Funding Source Description

Operating Budget Impact

Deering Oaks Baseball Lights

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Upgrade to the current system of lights to make them more energy efficient.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000	\$150,000	\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Repairs and upgrades to the infield and irrigation system at Deering Oaks.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$90,000		\$90,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$90,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$90,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Renovations and upgrades to the turf and irrigation.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$250,000		\$250,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Paving of some existing surfaces and regrading of others to be ADA compliant.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$235,000		\$235,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$235,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$235,000			

Other Funding Source Description

Operating Budget Impact

Fitzpatrick Stadium Entrance Upgrade

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Improvements to the stadium entrance.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$75,000			☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Upgrades to the appearance of the team entrance on the Expo side.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$100,000		\$100,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$100,000			☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Fitzpatrick Track Resurfacing

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Resurfacing of the existing track.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Replacement of the existing turf field.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$1,200,000		\$1,200,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028		\$1,200,000			☐
2029					☐
2030					☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

Fox St Irrigation Replacement

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Replacement of the existing irrigation system on the field.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$75,000	\$75,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028		\$75,000			☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Ludlow Baseball Field Upgrades

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Upgrades to the existing field.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$500,000		\$500,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Replacement of the concession stand at Memorial Stadium.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$250,000			☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257884

Payson B Softball Drainage and Irrigation

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Upgrades to the drainage and irrigation at Payson B Softball field.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$110,000		\$110,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$110,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$110,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Replacement of the lighting at Riverton Softball field.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$100,000	\$155,000	\$255,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028		\$255,000			☐
2029					☐
2030					☐
Total		\$255,000			

Other Funding Source Description

Operating Budget Impact

New Synthetic Turf Field

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

New synthetic turf field with location TBD.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$700,000	\$800,000	\$1,500,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$1,500,000			

Other Funding Source Description

Operating Budget Impact

Course Improvements

Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

This request will continue to provide funding for tee box replacements, bunker upgrades and improved ADA walkways.

Project Justification

The current CIP funding that the Golf Course has is being used for the tee boxes, bunkers and ADA walkways. Each year a couple more will be completed until the entire course is upgraded.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2026		\$50,000			☐
2027		\$50,000			☐
2028		\$50,000			☐
2029		\$50,000			☐
2030		\$50,000			☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$900,000		\$900,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$900,000			☐
2028					☐
2029					☐
2030					☐
Total		\$900,000			

Other Funding Source Description

Operating Budget Impact

Golf Course Irrigation Relpacement

Parks, Rec & Public Assembly

Division Golf Course

Classification Equipment

Project Description

Replacement of the irrigation system.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$130,000	\$130,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$130,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$130,000			

Other Funding Source Description

Operating Budget Impact

Ice Arena Chiller Refurbishment

Parks, Rec & Public Assembly

Division Ice Arena

Classification Equipment

Project Description

The chiller at the Ice Arena needs a refurbishment completed to correct the malfunctions and break downs that it is experiencing on an almost daily basis.

Project Justification

This project would replace worn and damaged parts to extend the life of the current chiller by an estimated 10 years. This will give the City time to plan for a full replacement of the unit. In the past 18 months over \$40,000 has been spent on repairs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Savings should be seen on the expenditure side with fewer service calls needed.

Replacement Interior Doors

Parks, Rec & Public Assembly

Division Merrill Auditorium

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$70,000	\$70,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$70,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$70,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Public Assembly

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Barricades for Outdoor Events

Parks, Rec & Public Assembly

Division Public Assembly

Classification Equipment

Project Description

We have been researching barricades and fortification methods and products for static events held on city streets and parks. Currently, event promoters use trucks, city and privately owned, to provide fortification and road closures. This not only requires staff but puts our vehicles in harm's way. Meridian Barriers is a well established business with clients throughout the county.

Project Justification

The goal is to provide a more efficient and safer way to protect the public static events held within the city (races, parades, festivals, etc.) and generate revenue associated with rental fees to promoters. This request is for two packages to provide the best results. The first package is the Archer Gate package. This product allows fortification with easy access to pass through. One example of a scenario where this would be used is the Exchange Street closures that we currently have. The second packages is the mobile set of eight barricades that would be able to close both ends of a street. This package comes with the barricades, a trailer, a barricade mover and different lengths of cable for easy adjustments.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$140,000	\$140,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$140,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$140,000			

Other Funding Source Description

Operating Budget Impact

Potential savings from wages as less staff time would be needed for setup and monitoring at events. This would also offer a new revenue source as a rental fee can be charged for usage at events.

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028		\$50,000			☐
2029					☐
2030		\$50,000			☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Deering Oaks Tennis Court Lights

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$350,000	\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$350,000			☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Dougherty Field Bike Path Improvements

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$100,000			☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Project Title

ID 257899

East End School Playground

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$350,000	\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$350,000			☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

East End School Playground Design

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000				\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$50,000			☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Fox Field Playground

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$300,000	\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$300,000			☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Project Title

ID 257902

Hesletine Park Playground

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$250,000	\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$250,000			☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$75,000	\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$75,000			☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$450,000		\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$450,000			☐
2030					☐
Total		\$450,000			

Other Funding Source Description

\$100K from Maine Med, \$150K from Public Works CIP, and \$100K other sources

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

This project would install electicity for the food trucks to use on the Eastern Prom.

Project Justification

By providing electricity to the food trucks fewer generators will be needed thus reducing some of the noise.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$50,000		\$50,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025		\$50,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$125,000		\$125,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$125,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$125,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$100,000			☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Longfellow Park Bollard Lighting

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Western Prom Artistic Play Area

Parks, Rec & Public Assembly

Division Parks

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$150,000			☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Western Prom Walkway Lighting

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$150,000			☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$150,000			☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Title IX Construction for Payson Park

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

The department currently has \$188k and is requesting an additional \$300k for the following improvements:

- Two vaulted toilets
- One estimated 20' x 30' prefabricated (wood or metal) building that is split in half to accommodate two changing spaces. This would be set on a slab and could use solar power for lighting.
- Improved roadway access for pump trucks
- Architecture/Engineering/permitting needs

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Riverton Pool

Parks, Rec & Public Assembly

Division Aquatics

Classification Facilities

Project Description

Emergency repairs to Riverton Pool. In Spring 2023, staff temporarily shut down Riverton Pool due to a plumbing issue. After emergency repairs were completed on a tight timeline, a building inspector discovered structural issues with a pool wall and leaking water. The pool was closed indefinitely at that time so repairs could be made. Since that time, staff have contracted with an engineering firm to conduct demolition, testing, and survey work to assess the structural issues and come up with a design and cost estimate for repair. This is a vital recreational facility used by tens of thousands of patrons a year for recreational swimming, swim lessons, school swim team practices, kayak and scuba lessons, senior adult fitness, and even infant swim lessons. Repairing and opening this facility back up to the public is the highest priority for the Parks, Recreation and Facilities Department.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,500,000	\$800,000	\$2,300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$2,300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$2,300,000			

Other Funding Source Description

Operating Budget Impact

Planning & Urban Development**Division** Planning**Classification** Parks, Fields, Trails**Project Description**

The FY25 request is for \$750,000 to fund construction of Phase B of the Congress Square Redesign. The project will transform a car-dominated, inaccessible area into a world-class, comfortable, functional, and attractive public space in a densely populated and diverse neighborhood in Portland. This phase is highly leveraged by funding contributions in the amount of \$900,000 raised by Friends of Congress Square. Design Development was completed in 2018. Construction Documents were completed in 2022. The City Council has allocated portions of the total costs of the project over the past two CIP cycles.

The intersection design and construction will be coordinated with the DPW signal upgrade project on Congress Street. The funding request includes construction documents and construction phases; the budgets are based on design development level design and estimates prepared by consultant WRT. The project has 2 construction phases - Phase A = roadway improvements (DPW FY21) and Phase B = PMA plaza and Congress Square Park improvements (Planning FY22-23). Phase A will be constructed in 2022. The CIP entry for FY23, totaling \$2,300,000, was to construct Phase B, including the PMA Plaza and Congress Square Park improvements on both sides of Congress Street. That number was subsequently broken into multiple installments for FY23, FY24, and now FY25. Each of these phases is highly leveraged by funding from MaineDOT and contributions raised by the Friends of Congress Square.

The intersection design and construction will be coordinated with the DPW signal upgrade project on Congress Street. The funding request includes construction documents and construction phases; the budgets are based on design development level design and estimates prepared by consultant WRT. The project has 2 construction phases - Phase A = roadway improvements (DPW FY21) and Phase B = PMA plaza and Congress Square Park improvements (Planning FY22). Phase A will be constructed in 2022. The CIP entry for FY23, totaling \$2,300,000, is to construct Phase B, including the PMA Plaza and Congress Square Park improvements on both sides of Congress Street. Each of these phases is highly leveraged by funding from MaineDOT and contributions raised by the Friends of Congress Square.

Project Justification

After an extensive community-driven process dating back to 2012, the primary goal of this project is to build on the Phase A intersection reconstruction, which is currently under construction and improve accessibility, circulation, and safety at this key downtown location which serves as the primary open space, and gathering and event space for many residents in this dense and diverse neighborhood and the city as a whole. This project will create a strong identify and sense of place, improving usability and aesthetics of Congress Square Park and PMA plaza. It will also provide economic development benefits by encouraging investment in this part of Congress Street, which is lined with many businesses, including small businesses, and cultural institutions such as the Portland Museum of Art and State Theatre. Throughout the pandemic, the park has been heavily used, including events such as readings, cultural events, and family events such as smores night in partnership with local establishments, providing invaluable economic development, public health, and civic benefits for the City. After an extensive community-driven process dating back to 2012, the primary goal of this project is to build on the Phase A intersection reconstruction, which is currently under construction and improve accessibility, circulation, and safety at this key downtown location which serves as the primary open space, and gathering and event space for many residents in this dense and diverse neighborhood and the city as a whole. This project will create a strong identify and sense of place, improving usability and aesthetics of Congress Square Park and PMA plaza. It will also provide economic development benefits by encouraging investment in this part of Congress Street, which is lined with many businesses, including small businesses, and cultural institutions such as the Portland Museum of Art and State Theatre. Throughout the pandemic, the park has been heavily used, including events such as readings, cultural events, and family events such as smores night in partnership with local establishments, providing invaluable economic development, public health, and civic benefits for the City. The redesign will include an already designed public art installation, being funded through the Public Art budget and private donations. Congress Square serves all residents and visitors, but it will bring particular benefits to residents of the dense and diverse neighborhoods that abut it, including the approximately 780 new residential units expected to be constructed in the next five years within a half mile of the park, including market rate, affordable, and senior units. As a phased project that has been planned for nine years, there is tremendous impetus – in terms of substantial fundraising efforts of Friends of Congress Square, the completion of the Phase B construction drawings, the

Project Title ID 163160

designed and funded art installation, and the complementary intersection redesign currently under construction – to complete this long strived for remaking of this crucial public space. Congress Square serves all residents and visitors, but it will bring particular benefits to residents of the dense and diverse neighborhoods that abut it, including the approximately 780 new residential units expected to be constructed in the next five years within a half mile of the park, including market rate, affordable, and senior units. As a phased project that has been planned for nine years, there is tremendous impetus – in terms of substantial fundraising efforts of Friends of Congress Square, the completion of the Phase B construction drawings, the designed and funded art installation, and the complementary intersection redesign currently under construction – to complete this long strived for remaking of this crucial public space.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$105,000		\$3,250,000		\$3,355,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2029					☐
2019		\$250,000	\$5,000		☒
2022	\$50,000	\$50,000	\$50,000		☒
2023		\$2,300,000	\$900,000		☒
2024	\$900,000	\$1,400,000	\$700,000		☒
2025		\$750,000			☐
2026					☐
2027					☐
2030					☐
Total	\$950,000	\$4,750,000	\$1,655,000		

Other Funding Source Description

Private fundraising on the part of the Friends of Congress Sqaure is providing \$900,000 for Phase B construction. This project received a FY23 CIP allocation in the amount of \$900,000 and a \$700,000 FY24 allocation, splitting the project funding over three years. This third request is to complete the funding needed for construction. The request includes an additional \$50,000 over prior year budgets to reflect a rise in costs over the past several years since the initial cost estimates. A portion of the total \$3,250,000 needed for construction, with the understanding the total request would be made across two years. Previous years included Planning/Design funding, including additional contributions from Friends of Congress Square. Not included in the totals is money for a major public art installation in the square, be funded through a combination of private fundraising, National Endowment for the Arts funding, and Portland Public Art funding for an additonal \$1,400,000 of investment in the square that is not represented in the CIP request. 2024 "other funding" field represents a combination of public art and construction funding that is misleading in the totals above, but the 2022 and 2024 other funding fields represent total FOCS contributions to construction documents and construction, minus the public art work. This project is also impact fee eligible, which could potentially offset the total CIP request.

Operating Budget Impact

The changes in the intersection are anticipated to have an operating budget neutral impact. There will be changes to the roadway configuration that will result in less pavement to plow/maintain. The plaza spaces are designed to require as minimal maintenance as possible with the suggestion that the City continue to enter into a MOU with Friends of Congress Square Park for programming and some maintenance.

Neighborhood Byway City-wide Network Implementation

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

The FY2025, FY2026 and FY2027 requests of \$60,000 per year will fund construction of the Riverton and Nasons Corner Neighborhood Byways as well as complete the pavement markings and signage for several downtown Byway routes.

Project Justification

Neighborhood Byways are cost-effective means to create a network of local streets prioritized for safer walking and bicycling to connect all parts of the city. Byways address the needs of “interested but concerned” or less skilled bicyclists and pedestrians for transportation and recreation travel – a group of cyclists that if encouraged and made to feel safe and comfortable cycling on city streets, can significantly increase bike mode share. Byways emphasize improvements to local streets rather than arterial and collector streets that have higher traffic volumes and higher speed traffic. Byways complement the investment made by the city in its shared use pathway network. The Byways also focus investments at specific, high use pedestrian and bikeway crossings of arterial/collector streets.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$45,000		\$355,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$100,000	\$100,000		☒
2020		\$120,000	\$120,000		☒
2025		\$0			☐
2026		\$60,000			☐
2027		\$60,000			☐
2028		\$60,000			☐
2029					☐
2030					☐
Total		\$400,000	\$220,000		

Other Funding Source Description**Operating Budget Impact**

Byways require bi-annual pavement marking and sign maintenance.

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

Phase III of the West Commercial Street Pathway extends a shared use pathway from near Beach Street to near High Street/Hobson's Landing. The project will retrofit/widen the footprint of an existing sidewalk into a shared use pathway to complete the pathway to the westerly edge of the expanding retail/commercial activity of the Old Port. The final segment of Phase II, from Beach Street to the Fore River Parkway Trail, began construction in 2023 and will be completed in 2024. The funding request for FY2027 for \$250,000 is for construction of Phase III in 2027.

Project Justification

Growing freight and motor vehicle traffic on West Commercial Street increases the need for a separated shared use pathway for bicyclists and pedestrians to safely access the peninsula to/from points west. The expansion of the International Marine Terminal and the recently approved Cold Storage facility indicate that growing truck traffic is likely to continue. This project leverages state/federal and private funding to help complete the peninsula circumferential pathway network.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$105,000		\$1,200,000		\$1,305,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020	\$150,000	\$50,000	\$50,000		☒
2025					☐
2026	\$80,000	\$25,000			☐
2028					☐
2029					☐
2030					☐
2027	\$800,000	\$200,000			☐
Total	\$1,030,000	\$275,000	\$50,000		

Other Funding Source Description

The requested CIP funds are to supplement other potential funding sources such as Impact Fees and Waterfront TIF funds, as well as potential MaineDOT funds. Existing Infrastructure Account funds will fund the design.

Operating Budget Impact

The construction of the pathway will require additional year-round maintenance by the Parks, Recreation & Facilities Department.

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

Construction of a shared use pathway/enhanced bikeway from Forest Avenue through-behind Deering Oaks Park-Hadlock. This project is a multiphased path construction, with the Union Branch representing one section, from State St. to Park Ave. along the Union Branch Rail Corridor that the City of Portland acquired in April 2022 from the MaineDOT in a multiproperty land swap. As part of the land swap the City received \$2.78M for construction of the pathway in 2024. The FY2024 request funded \$100,000 for construction of portions of the Union Branch Pathway that the MaineDOT has deemed as 'ineligibles', including connections from the Union Branch pathway to Deering Oaks Park and other destinations, trees/landscaping, benches, wayfinding, etc. The second Libbytown/Parkside section, will extend from the westerly terminus of the Union Branch Pathway at Park Avenue and connect to the Fore River Parkway Trail/Portland Transportation Center. The FY2024 request funded \$40,000 in local match for final design funding, 80%, or \$160,00 of which will come from the MaineDOT. The FY2026 funding request of \$250,000 is for local match for construction, anticipating federal and state funding of \$750,000 for construction in 2026.

Project Justification

This pathway fills a key remaining gap to fill in the City's long planned peninsula circumferential pathway network. MaineDOT recognizes the importance of the project, and is funding 100% construction of the Union branch segment and 80% of the design of the Libbytown segment, leaving the 20% matching design funds and ineligible design elements for the City to fund in order to complete these phases of the project.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$300,000		\$3,880,000		\$4,180,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2023	\$80,000	\$20,000	\$20,000		☒
2024	\$2,940,000	\$140,000	\$140,000		☒
2025					☐
2026	\$750,000	\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$3,770,000	\$410,000	\$160,000		

Other Funding Source Description

Funding from MaineDOT covers the design of the pathway at 80% with 20% local match. 2025 anticipated final funding is an estimate that is still subject to change based on possible interactions of this project with the Libbytown 2-way construction project; later year costs and MaineDOT matching funds totals will be updated in future requests.

Operating Budget Impact

Winter maintenance/snow clearing per MaineDOT requirements for funded pathways to be maintained and accessible year-round.

Bicycle Parking

Planning & Urban Development

Division Transportation

Classification Equipment

Project Description

The funding request is for 3 types of bike parking: bike hitches within sidewalks (40, parking for 80 bikes); bike corrals for in-street bike parking (5, for parking for 50 bikes); and covered bike parking for 20 bikes for long-term/ weather-protected parking. The parking will be provided within the Downtown TOD TIF District area.

Project Justification

The provision of a sufficient quantity of publicly accessible bicycle parking is a pre-requisite for increasing the amount of bicycling. Increasing the amount of bicycling is a key strategy for the City to meet its transportation sustainability goals. The bike corrals will provide additional locations for virtual Portland Bikeshare bike parking stations.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$30,000	\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025	\$30,000				☐
Total	\$30,000				

Other Funding Source Description

Requesting these be funded by Downtown TOD TIF funds.

Operating Budget Impact

Negligible impact. Proposed to be funded by Downtown TOD TIF funds.

Project Title **ID** 247559
New Body Cams (Hardware & Software)

Police Department

Division Uniformd Ops Group

Classification Equipment

Project Description

Purchase of new Body Cams and associated software services

Project Justification

Our current Body Cam version of BWC is no longer being manufactured as of the end of 2022, and by 20025, servicing of our Vista BWC's will cease. PPD is looking to get ahead of the future loss of our current equipment and set aside the funds needed for new Body Cams, mounted brackets and associated software and services. This is expected to be funded in two fiscal years (2024 & 2025)

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$1,026,907	\$1,026,907

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$511,907	\$515,000		☒
2025		\$511,907			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,023,813	\$515,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 141331

Emergency Egress Access Doors/Concrete Stair Removal

Public Buildings & Waterfront

Division Exposition Building

Classification Facilities

Project Description

Replace 6 sets of emergency exit doors.

Project Justification

Egress Stair Removal - A recent walk through by the city's Life Safety office, determined the SW egress is not necessary. Capacity in the arena area remains to be 3k.

Currently the stair tread and rise do not meet code and pose potential hazards during an evacuation or just simply vacating the facility. The concrete has disintegrated beyond repair. Highly recommend removing the stairs with no replacement.

The doors are over 30 years old and create a security risk that is unacceptable in today's place of public assembly.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026		\$200,000			☐
2025					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

This would reduce the amount of staff time to maintain a safe exit, and reduce personal injuries that may occur.

Project Title ID 141338

Copper Roof Replacement - Engineering

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Repair/Replace sections as needed

Project Justification

The roof is in fair to good condition. Wall flashing and seams need to be examined and dealt with accordingly. A percentage of the panel sections will need replacement. The engineering work will provide most current funding needs for this project. The price of metal is rising daily.

At today's cost of material and labor, funding for the roof replacement is projected to be 3-3.5M.

This project should be funded over 2 yrs as the work will take approx 12-18 months.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$3,000,000		\$3,075,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$75,000			☐
2026		\$1,500,000			☐
2027		\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$3,075,000			

Other Funding Source Description

Operating Budget Impact

Once funding is secured for this project the project should go to bid so material prices can be locked in.

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

Replace East Wall windows repoint and waterproof brick

This request has been on the list for 10 yrs.

Project Justification

The windows are original to the building (50 yrs) single pane, they're extremely inefficient . This is a climate controlled building, new windows would be fixed (will not open) which will improve the air quality in the building.

Currently the windows leak due to failed seals and the lack of hardware to close the windows properly. Water and outdoor pollution Infiltrate through the windows causing poor indoor air quality.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,200,000		\$1,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$600,000			☐
2026		\$600,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

This work will create better indoor air quality reducing overall maintenance cost and utility charges. Reduce Workers Complaints regarding poor air quality.

If this property is going to be retained by the city, the windows need to be replaced asap.

Project Title ID 141789

Floats at Maine State Pier/Great Diamond Island

Public Buildings & Waterfront

Division Waterfront

Classification Marine (i.e., piers)

Project Description

MSP- 2- 8'x 20' floats

GDI - 2- 12'x24'

AN ADDITIONAL \$100,000. in sequential years

Project Justification

Repair/replace 40' of concrete float at the MSP Public Landing. Look at how increased berthing can be achieved.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2018		\$100,000	\$100,000		☒
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000	\$100,000		

Other Funding Source Description

There is funding through SHIP Grants that applies to these floats.

Operating Budget Impact

Project Title ID 152244

Structural Repairs/Roof Covering - Hadlock

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Hadlock Stadium structural review in FY19 indicates the need for ongoing work..

Project Justification

This facility was built on a "floating slab". This causes components to move with frost and cold temps. There are signs of bent plates, twisting stair treads and stringers

These components are 26+ yrs old and have lasted well based on the facility design. It's time for replacement and upgrades where possible.

Residential grade metal roofing is well beyond it's life span. This should be covered with EPDM ASAP.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$440,000		\$440,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$190,000			☒
2021		\$150,000	\$100,000		☒
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$490,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 152255

Offices & Customer Service Areas A/C Installation
(Finance,Assesors,HR,Parking)

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Install AC/Ventilation in Finance/Assesors/HR/Parking Offices

Project Justification

This is a phased project. With the east end of the basement level and 1st fl left to complete. Heat Pumps are being added throughout city hall for heating in the spring and fall and cooling for the summer. There's a tremendous amount of work and disruption that goes into a project like this. With 85% of the building already complete this will be a huge accomplishment.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$650,000		\$650,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$200,000			☐
2022		\$150,000	\$150,000		☒
2021		\$150,000	\$115,000		☒
2020		\$150,000	\$200,000		☒
2030					☐
Total		\$650,000	\$465,000		

Other Funding Source Description

Combining CIP 2021 and allocation of requested CIP 2022 allows us to complete the next phase. (3rd fl)

Operating Budget Impact

Eliminates the need for window shakers that are the most expensive way to cool the building. Heat pumps also allow the boilers to run less in the spring and fall.

Phase this work in over the next 3 budget cycles. It's time and it's needed..

C21B08 - Reallocate remaining funds to C21B09 for a total of 130,000.
Move 2022 request to 2023.

Bollard/ Bit Replacement

Public Buildings & Waterfront

Division Waterfront

Classification Marine (i.e., piers)

Project Description

Maine State Pier Bollard Replacement

Project Justification

The existing bollards have proven to be inadequate for the size of the vessels that are frequenting our Port. The Portland Ocean Terminal has 10 - 40 ton bollards. I recommend we replace at least 3 of them with 100 ton bollards in the 2020 CIP.

2 Of the 40 ton bollards have snapped in the last 12 months. This is a safety issue, there's potential for multiple people to be seriously injured when this happens.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$500,000		\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$100,000	\$100,000		☒
2022		\$100,000	\$100,000		☒
2025		\$300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000	\$200,000		

Other Funding Source Description

A 2.00 dollar infrastructure fee as been implemented as of 2019. Some of this funding should be allocated to 2021.

Operating Budget Impact

Properly sized bollards are crucial for both the pier infrastructure and the vessel. Pedestrian safety is at risk

Project Title ID 152325

HVAC Phase 3 9 Basement Level

Public Buildings & Waterfront

Division Exposition Building

Classification Facilities

Project Description

All of the ventilation equipment including air handlers, ductwork, exhaust fans, dampers, etc were engineered in 1959 and installed in 1960. It is all past it's expected useful life, extremely inefficient and undersized per today's ventilation standards. This would be the final phase of HVAC systems updating and would allow for the abandonment of all steam and condensate piping in the building.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$700,000		\$750,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$750,000			☐
2028					☐
2029					☐
2030					☐
Total		\$750,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 173562

Replace sewer main in tunnel

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Replace existing 10" sewer main.

Project Justification

This line is cast iron and is showing signs of stress cracks most likely due to additional lines being added over the decades.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Hadlock Concourse Stair Stringers

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Replace Stair Stringers to field

Project Justification

The aluminum stringers and stair treads are failing due to the movement within the facility. Structural steel failure is causing concrete to spawal along main walkway.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Repoint/Waterproof Building Exterior

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

Grind and Repoint building as needed, Add waterproofing.

Project Justification

The building is good shape and will last another 50 yrs with minor issues if addressed soon.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$400,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$400,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 173579

On going pile/pier work at OG and P.O.T

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Replace failed concrete deck at head of pier. Replace pile caps, stringers as needed.
See report in attachments..

Project Justification

Engineers Recommendations

The areas of heavy spalling and rebar corrosion on the bottom of the slabs, between Stations 0+40 and 0+50, fall directly beneath the driveway into the warehouse structure. Bents 1 and 3 both have failed caps at the same location. These defects, combined with the loss of compressive strength on the top side of the concrete deck, lead us to recommend that the areas directly beneath the driveway be replaced with new concrete decking and timber caps as soon as is practicable, and that access to the remainder of the concrete deck be cordoned off and restricted.

Spans are almost entirely at ten-foot centers, and the solution utilized in 2008 has proven effective. A similar repair, with the additional replacement of timber caps, should prove cost effective and relatively easy to install. TEC Associates would be happy to work with the City on next steps should you wish.

Thank you for asking us to perform this inspection, and please do not hesitate to contact me with any questions.

Sincerely,

TEC Associates

Brendan Amy

Project Engineer

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,295,000		\$2,295,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$170,000	\$170,000		☒
2019		\$225,000	\$150,000		☒
2021		\$225,000	\$175,000		☒
2022		\$100,000	\$100,000		☒
2023		\$125,000	\$125,000		☒
2024		\$225,000	\$225,000		☒
2025		\$350,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐

Project Title **ID** 173579

Total	\$1,420,000	\$945,000
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Other Funding Source Description

Operating Budget Impact

Closure of the pier would effect lease revenues and potential cruise passenger revenues.

POT - Pile Survey

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Review and catagorize condition of entire pier

Project Justification

A visual inspection was done in September 2015, there are signs of deterioration in 10-15% of the pier. However there are no signs of a catastrophic failure about to take place.

The pier is due for a full inspection and should be done as the City Manager wants to market the 2nd fl office space.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$450,000				\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$150,000	\$112,500		☒
2022		\$140,000	\$140,000		☒
2025					☐
2026		\$197,500			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$487,500	\$252,500		

Other Funding Source Description

Operating Budget Impact

This space would generate 250-350k in revenue annually.

This is a must so we can determine the future cost and use of the entire structure.

Project Title ID 173582

Compass Park Ongoing pile/pier work

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Repair concrete/wood decks as needed.

Project Justification

3,000 sqft of Boardwalk needs replacing Eastside under pier needs attention. Piles and caps have failed.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$500,000		\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2018		\$100,000			☒
2020		\$100,000	\$100,000		☒
2021		\$100,000	\$100,000		☒
2022		\$200,000	\$200,000		☒
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000	\$400,000		

Other Funding Source Description

Operating Budget Impact

Metal Siding,Door,Window Replacement

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Replace existing siding, doors, windows at Sky Boxes.

Project Justification

The above items are original to the project. The items are residential type materials and have out lived their life span. Water is coming through the windows and under the doors. This is causing concrete and structural steel to fail prematurely.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Pile Jackets -OG

Public Buildings & Waterfront

Division Waterfront

Classification Equipment

Project Description

Remove the rust from the 40 yr old steel piles. Coat and wrap with a liner above the waterline.

Project Justification

"Pile Jackets" prevent exposed steel from rusting. The piles are salvageable now, however there will be a time soon that they would need to be replaced. Pile Jackets will extend the life by 10 + yrs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$450,000	\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025		\$225,000			☐
2021		\$225,000	\$225,000		☒
2029					☐
2030					☐
Total		\$450,000	\$225,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 194833

Add Sprinkler System

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Add Sprinkler protection throughout the building.

Project Justification

Currently the building is not sprinkled, it's covered only by the fire alarm system. Due to the lack of a second means of egress in some areas this should be a priority.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$350,000		\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$350,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$350,000			

Other Funding Source Description

I recommend this work go out to RFP to take advantage of low engineering cost. Sprinkler companies have inhouse designers that can do this work.

Operating Budget Impact

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

This facility will need master planning to carry the facility into the next 3 decades.

Project Justification

A look at how the space is currently being used and what the future space needs may be.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$200,000				\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Terminal Bidg Renovation

Public Buildings & Waterfront

Division Waterfront

Classification Facilities

Project Description

Install a walkway/gangway from Moontide Park into the lower level of the terminal building.

Project Justification

This work would allow for the cruise operations to be isolated on the eastside of the facility. This will allow the upper level to be used year round. It would also allow the queueing area to be used for large venues.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$20,000		\$400,000		\$420,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$420,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$420,000			

Other Funding Source Description

Working on obtaining budget cost.

Operating Budget Impact

With the ferry leaving and the potential of removing Customs from the lower level of the terminal building, allows for year round events in the building and larger venues in the queueing lanes.

This is an opportunity to imply an "infrastructure fee" for all funtions.

Public Buildings & Waterfront

Division City Hall

Classification Equipment

Project Description

Provide mobile file storage units for planning, HR, and inspections

Project Justification

This system can quadruple the storage capacity for these departments. Each department has a need to keep files forever. Packing them in boxes and storing them in the attic does not meet the requirements nor does it provide reasonable access to retrieve files when needed.

These units are a good solution to the storage needs throughout the facility.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$80,000			☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

I suggest buying multiple units for better pricing.

Project Title ID 194929

Forest City Cemetry/Evergreen

Public Buildings & Waterfront

Division Other Public Buildings

Classification Facilities

Project Description

Rehab the masonry /windows/doors/roof/boiler.

Project Justification

Forest City - This facility has had no attention in 30 yrs. It's a viable structure for the operation.

Evergreen Cemetery - There are multiple buildings at this location. There are needs to make these buildings more efficient including replacing the front porch of the main building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$400,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$200,000			☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Expo - ADA Upgrades

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Update Facility Restrooms/ Add ADA service counter at concessions

Project Justification

See Oliver Tinsdale Report

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2027					☐
2028					☐
2029					☐
2030					☐
2025					☐
2026		\$75,000			☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Cover the existing 32 yr old tar and gravel roof. Install high density polyiso insulation, add EPDM rubber over the entire surface.

Approx 23,000sqft.

Project Justification

With the intense rain on 9/10-11/18 the roof had mulitple leaks. Due to the type of roof construction the water continued to leak for another 72hrs. This will create extesive roof structure damage overtime. Tar and gravel applied roofs of this vintage are impossible to repair. The consenus of why these leaks have recently appeared is from expansion due to intense sunlight. This portion of the roof is over the new offices and work area for Fleet Maintenance.

Engineering - 5,000

EPDM Roof- 120,000

Remove and patch existing vents - 15,000

Add OSHA approved access - 30,000

2025- Replace original roof on the main building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$650,000		\$650,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$200,000	\$200,000		☒
2025					☐
2026					☐
2027		\$450,000			☐
2028					☐
2029					☐
2030					☐
Total		\$650,000	\$200,000		

Other Funding Source Description

12-\$ 14.00 per sq ft based on 8/12/2018 pricing and confirmed through the estimating tool RS Means.

Operating Budget Impact

Leak calls will result in 3-5k each time the roof leaks. The unseen damage overtime will result in structual repairs.

City Hall Fire Doors for Common Areas

Public Buildings & Waterfront

Division City Hall

Classification Equipment

Project Description

Add fire doors in 5 locations.

Project Justification

City Hall has minimal fire protection. There's no separation to protect the common means of egress, this is a serious problem since the building only has an active fire alarm system and no sprinkler protection.

The city's fire prevention staff has been instrumental in helping to layout a plan to bring City Hall into compliance.

* Staff on the 4th fl have only a single means of egress from their work area. Fire doors protect the main stairwell for staffs safe exit.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$45,000	\$200,000	\$245,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$245,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$245,000			

Other Funding Source Description

Operating Budget Impact

250 Canco Rd Portable Generators

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Purchase 2 Portable Trailer Type Generators 1 in 2021 the other in 2026.

Project Justification

In leiu of installing a permanent generator use a portable that is sized properly for this site. The transfer switches and e-panels are all in place as part of the renovation/addition.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$185,000	\$185,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$85,000	\$85,000		☒
2025					☐
2026					☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$185,000	\$85,000		

Other Funding Source Description

Operating Budget Impact

Using portable generators are becoming more common as fixed generators are costly, have building code challenges and tend to have extremely low hrs on them. Having the flexibility to relocate or use them for large events is far more practicle.

212 Canco Rd Parks Space/HVAC Upgrades

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Replace existing mechanical equipment. This is the largest request for buildings as it's problematic trying to heat/cool from 4 different sources.

Project Justification

The existing mechanical equipment is inadequate for business use. Current space is original to the building construction from 1988. It was used both as a showroom and office space. It's current use is strictly office space. Existing equipment consists of a large 30+yr old unit designed to serve open space, including P-Tac wall units for the 4 offices on the 1stfl. These units have a life span of 10 yrs, they're well beyond there life cycle.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$550,000		\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$600,000			☐
Total		\$600,000			

Other Funding Source Description

Operating Budget Impact

Electrical use reduction/ Efficiency Maine rebates are available for the HVAC equipment.

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Exterior masonry wall repairs

Project Justification

Prepare exterior surfaces so buildings can be repainted to protect the exterior structure. This work should not be deferred. The walls are in okay condition for their age and can last another 30yrs with minor work if addressed as requested.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Replace General Admission Seats

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Replace Green Seats

Project Justification

The plastic seats and backs are failing due to the elements. The sunlight has deteritated the plastic at key connection points.

The seats had a 20 yr warranty, they've been in place for 28+yrs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 216346

Boiler Replacement

Public Buildings & Waterfront

Division Exposition Building

Classification Facilities

Project Description

Replace 30 yr old Boilers with properly sized and efficient equipment.

Project Justification

The existing boilers were used when installed 15 yrs ago and are oversized for the facility.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$20,000		\$400,000		\$420,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$420,000			☐
2028					☐
2029					☐
2030					☐
Total		\$420,000			

Other Funding Source Description

Operating Budget Impact

11/2020 spent 20K retubing boiler # 1. This could be an indication of boiler #2 needing to be retubed in the near future. Also, proper sizing of the boilers could drastically reduce energy costs.

Gangway Extentions

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Build 2 gantries that will work in conjunction with the existing gangway system to allow vessels with door heights up to 28' above the water to offload at the POT.

Project Justification

Were unable to maximize the use of the 900' deep water berth due to access from the ship to the pier. Vessels have been going through modifications over the past 6-8 yrs, passenger doors are higher off the water then in former designs.

This is a shovel ready project. Favorable pricing could be had if built offsite during the winter months.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 216546

Interior Renovations /Security Upgrades

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Relocation of services that allow for better security and customer service while being able to better utilize existing space for additional staffing.

Project Justification

With rapid growth and demands for additional personal at City Hall a comprehensive plan needs to be done with an emphasis on customer service and security.

This will be the time to start adding sprinklers to this facility.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$525,000		\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2027					☐
2026		\$600,000			☐
2025					☐
2029					☐
2028					☐
2030					☐
Total		\$600,000			

Other Funding Source Description

The cost estimate includes funding for building out unfinished space at 212 Canco Rd for IT to relocate

Operating Budget Impact

Berthing Load Test

Public Buildings & Waterfront

Division Waterfront

Classification Facilities

Project Description

Hire a Marine Engineer to perform required load test at P2B2 and the P.O.T

Project Justification

This is an industry standard which takes place based on use, size of vessels, ongoing maintenance, etc. The P.O.T last pull test was done back in 2010, P2B2 was placed into service in 2011.

This test is a preventive measure to be sure the facility isn't overloading the infrastructure causing potential costly damage to the infrastructure or vessel.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$80,000		\$40,000		\$120,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2029					☐
2025	\$120,000				☐
2026					☐
2027					☐
2030					☐
Total	\$120,000				

Other Funding Source Description

Operating Budget Impact

Project Title ID 226760

212 Roof Replacement (4 Phases)

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Replace sections of the EPDM(Rubber) roof in phases due to budget constraints.
Audit/Budget/Photo's attached

Project Justification

Replace Roof Areas A,B & F as proposed from roof audit 11/2020.

See attached Roof Audit.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,195,000		\$1,195,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$325,000	\$325,000		☒
2023		\$270,000	\$270,000		☒
2025		\$400,000			☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$1,195,000	\$595,000		

Other Funding Source Description

Operating Budget Impact

Completing sections A,B & F will eliminate all roof repairs including sections
D- Completed summer 2021
E- Completion Winter 2022
Sections remaining include sections C,G as stated in the attached report.

Project Title ID 226774

Build out vacant space for IT or HR

Public Buildings & Waterfront

Division

Classification Facilities

Project Description

Build out 2nd fl space(unfinished space next to Public Buildings) to relocate IT.

Project Justification

Move IT into a modern facility with generator back up. Create adequate space for IT equipment repair and deployment. This opens up space at City Hall for customer service operations within City Hall. Allows for better security and control of the public once in the building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$350,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$400,000			☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237114

Admin/Ticket Office HVAC Replacement

Public Buildings & Waterfront

Division Hadlock Field

Classification Equipment

Project Description

Replace the 25 yr old equipment that has served it's life's cycle.

Project Justification

The equipment is 25 yrs old technology that is undersized for today's standards, it's gas fired and lacks efficiencies. The equipment is becoming more costly to operate and maintain as parts and License techs are harder to come by.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$15,000		\$100,000		\$115,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$115,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$115,000			

Other Funding Source Description

ARPA??

Operating Budget Impact

Efficiency Maine Rebate of 13,500.

Public Buildings & Waterfront

Division Merrill

Classification Facilities

Project Description

Replace recalled sprinkler heads in the barrell ceiling of the auditorium. Also, patch and paint all areas that can be reached.

Project Justification

This work will require the removal of the half wall near the stage to gain access with a certain lift to reach the ceiling. At that time all work should be completed. Getting a lift into this space should happen once every 20 yrs.

The sprinkler heads have been recalled and need to be replaced. I find this is a common problem for this industry, in most cases they would simply be replaced. It's not that simple at Merrill. This is why I suggest this project be folded in with ceiling repair and painting.

*All other recalled sprinkler heads have been replaced as of 2018

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$250,000	\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$250,000			☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Insurance company could refuse to cover any claims as it pertains to the recalled heads.

Elevator Modernization

Public Buildings & Waterfront

Division Hadlock Field

Classification Equipment

Project Description

Replace the elevator with new technology.
See attached memo from Atlantic Elevator Inspections

Project Justification

The existing elevator is basically an exterior unit. The elements have shortened its lifespan along with the technology that was available in 1994.
Upgrading the unit will minimize the risk of expensive repairs coming out of a minimal operating budget.

There's a pattern beginning to happen of the doors not opening once the elevator has reached the requested floor. This is causing calls for fire to repond to get the doors open. Not a great experience for the fans.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$10,000		\$135,000		\$145,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026		\$145,000			☐
2025					☐
Total		\$145,000			

Other Funding Source Description

Operating Budget Impact

EXPO HVAC Installation in Arena

Public Buildings & Waterfront

Division Exposition Building

Classification Equipment

Project Description

Install 2 - 70 ton packaged gas fired units on flat roof.

Project Justification

Currently the Expo has a 70 yr old heating and ventilation system in the arena. This system does not meet post COVID air exchanges for large crowds. The 4 ceiling mounted heat sources are outdated and costly to repair with an efficiency rating of less than 80.

Yrs 2019 & 2021 over 60k has been spent to cool the arena for shelter use. This installation will eliminate future expenditures for cooling. This upgrade allows for much smaller boilers to be installed in the next 5-7yrs replacing the inefficient system currently in place. This savings will be in the 250 - 300k range.

Installation for this project requires roof system structural upgrades, masonry openings, window removal and framing replacement.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$30,000		\$1,700,000		\$1,730,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$1,730,000			☐
Total		\$1,730,000			

Other Funding Source Description

Total Project -1.7 mil

ARPA Funding 475,000 already allocated

Operating Budget Impact

Reduces operating and maintenance costs.

475k as been allocated to this project with ARPA funding. This will buy the units only.

See attached option B

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

Replace main stair well from plaza to the street

Project Justification

200k was allocated for this project in CIP 2023. Funding was short due to material prices and labor shortage. We held a prebid with 2 contractors showing up and received only 1 bid. See attached

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$170,000		\$170,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$170,000			☐
Total		\$170,000			

Other Funding Source Description

Operating Budget Impact

CIP 2023 Allocation 200k
Remaining balance 174k
Project Bid 311k.
Requesting total funding of 344k.

Replace Chiller at Merrill Auditorium

Public Buildings & Waterfront

Division Merrill

Classification Equipment

Project Description

We recommend replacing the chiller with a unit that includes "scroll" type compressors. These are significantly quieter than a "screw" type. We have recently installed this type of chiller at the Public Library and Talbot School. They are markedly quieter.

Project Justification

The chiller that was installed in 2018 is equipped with "screw" type compressors which emit a high pitched squealing sound when ramping up and down.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$400,000	\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$400,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257812

Replace (2) heat pump systems \$50,000

Public Buildings & Waterfront

Division Exposition Building

Classification Equipment

Project Description

There are (2) very old heat pump systems that serve some basement level locker rooms. They are beyond their useful life and are basically "McGuyvered" to keep them running. They use old R-22 refrigerant which is now prohibited by the EPA. These should be replaced in a planned manner before they fail.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257814

Long term file storage room(s)

Public Buildings & Waterfront

Division Canco Road

Classification Equipment

Project Description

n 2019, the City acquired a barely used "Spacesaver" mobile file system. We paid for it to be professionally disassembled and crated. The crates have been stored at 212 Canco Rd ever since, waiting for a location to present itself.

The City currently outsources long term file storage for the HR dept at significant cost and there are issues with accessing the files. There are also substantial amounts of files in the City Hall attics that are not conditioned, protected against roof leaks or fire damage.

We have identified an underutilized space at 212 Canco to build out a proper file storage room. The access would be through the DPW engineering suite, which also houses the archival vault.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Public Buildings & Waterfront

Division Other Public Buildings

Classification Facilities

Project Description

Install a new sprinkler system, upgrade the fire alarm panel and devices, and install a new ventilation system.

Project Justification

The Cummings Center/Munjoy Fire Station does not have a sprinkler system. There is an existing 4-Inch water service located in the boiler room of Munjoy Fire Station that serves the Observatory’s (neighboring building) sprinkler system. In 2019, Fisher Engineering reviewed the existing water supply data and configuration. They concluded that the existing 4-Inch water service was adequate to serve the Munjoy Fire Station/Cummings Center building as well.

In August 2022, FEMA awarded the City of Portland a \$100,000 grant to install a sprinkler system at 134 Congress Street. The FEMA grant deadline is August 28, 2024, but the City of Portland can request an extension. FEMA requires the installation of a complete building sprinkler system. In order to do this work, it will require the removal of certain ceilings in order to clean the space up for a sprinkler system. It makes sense to install a ventilation system while the ceilings are removed.

Additionally, the existing conventional Fire Alarm system should be upgraded with the installation of a new sprinkler system. The quantity of fire alarm devices can be reduced and the new fire alarm panel will be addressable.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$15,000		\$385,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$100,000	\$300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$100,000	\$300,000			

Other Funding Source Description

\$100,000 FEMA Grant. See supporting documents.

Operating Budget Impact

Regular sprinkler system inspections will be required.

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

The existing fender system on the south end of the pier is damaged, deteriorating, and in need of replacement. It is currently constructed of wood piles and wood timber chocks and wales. A new fender system consisting of steel piles with rubber fender absorbers, and UHMW berthing camels is needed so that vessels can safely berth against the end of the pier in a manner that better protects the pier structure. This final phase of construction will match and complete the rest of the fender system consisting of steel pipe piles, rubber fender absorbers, and UHMW berthing camels.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$500,000	\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
2025		\$500,000			☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Mold was found in the exterior wall in the ticket office located on the 1st floor. Ongoing testing and cleaning is being done. There is evidence of water damage in the entire wall assembly, thus leading to rot and mold. A short-term plan needs to be implemented to allow the Seadogs to operate their ticket office for the season. The long-term solution is to rebuild the brick wall completely, approximately 2,150 sqaure feet. Additionally, it is recommended to extend the roof edge for the entire building (500 linear feet) to create an overhang, which would prevent water from running down the side of the building.

Project Justification

This is a health and safety issue that needs to be taken care of as soon as possible.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$35,000		\$430,000		\$465,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$465,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$465,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 141009

Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)

Public Works

Division Engineering

Classification Transportation

Project Description

To fund portions of the City's 2024 Combined Sewer Overflow (CSO) projects that are not State Revolving Loan Funds (SRF) eligible. Example CY2024 projects include: Hersey Street.

Hersey/Clifton = \$300,000 pavement and sidewalk installation.

Western Prom = \$90,000 Pavment only.

These projects will be expected to achieve additional improvements to infrastructure, and if SRF is used to fund the CSO objectives the City will be obligated to supply funding from CIP. These project objectives & CIP funding needs will continue to exist as long as SRF is used for the ongoing CSO Program.

Project Justification

The City's CSO program is a Federally and State mandated program.

The City's use of the State Revolving Loan Fund (SRF) limits the ability to repair and upgrade infrastructure to the City's ADA compliance and technical standards requirements. Limitations include the installation of new gravels, underdrain, granite curbing, additional paving outside of trench restoration, ADA ramps, and sidewalks. This funding is also used for the purchase of easements and property to achieve CSO project execution.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$5,980,000		\$5,980,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$500,000	\$500,000		☒
2015		\$1,000,000	\$800,000		☒
2017		\$1,000,000	\$400,000		☒
2018		\$1,000,000	\$600,000		☒
2019		\$2,000,000	\$600,000		☒
2020		\$800,000	\$500,000		☒
2021		\$500,000	\$290,000		☒
2022		\$300,000	\$300,000		☒
2023		\$600,000	\$300,000		☒
2024		\$660,000	\$300,000		☒
2025		\$390,000			☐
2026		\$500,000			☐
2027		\$500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$9,750,000	\$4,590,000		

Other Funding Source Description

Operating Budget Impact

Dependent on each project scope; there could be reduced maintenance costs of roadways, pavement markings, signal systems, and sidewalks if improvements are made to those systems as CSO abatement work progresses

Project Title ID 141009

Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)

Public Works

Division Engineering

Classification Transportation

Project Description

To fund portions of the City's 2024 Combined Sewer Overflow (CSO) projects that are not State Revolving Loan Funds (SRF) eligible. Example CY2024 projects include: Hersey Street.

Hersey/Clifton = \$300,000 pavement and sidewalk installation.

Western Prom = \$90,000 Pavment only.

These projects will be expected to achieve additional improvements to infrastructure, and if SRF is used to fund the CSO objectives the City will be obligated to supply funding from CIP. These project objectives & CIP funding needs will continue to exist as long as SRF is used for the ongoing CSO Program.

Project Justification

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The City's use of the State Revolving Loan Fund (SRF) limits the ability to repair and upgrade infrastructure to the City's ADA compliance and technical standards requirements. Limitations include the installation of new gravels, underdrain, granite curbing, additional paving outside of trench restoration, ADA ramps, and sidewalks. This funding is also used for the purchase of easements and property to achieve CSO project execution.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
				\$5,980,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$500,000	\$500,000		☒
2015		\$1,000,000	\$800,000		☒
2017		\$1,000,000	\$400,000		☒
2018		\$1,000,000	\$600,000		☒
2019		\$2,000,000	\$600,000		☒
2020		\$800,000	\$500,000		☒
2021		\$500,000	\$290,000		☒
2022		\$300,000	\$300,000		☒
2023		\$600,000	\$300,000		☒
2024		\$660,000	\$300,000		☒
2025		\$390,000			☐
2026		\$500,000			☐
2027		\$500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$9,750,000	\$4,590,000		

Other Funding Source Description

Operating Budget Impact

Dependent on each project scope; there could be reduced maintenance costs of roadways, pavement markings, signal systems, and sidewalks if improvements are made to those systems as CSO abatement work progresses

Public Works

Division Engineering

Classification Transportation

Project Description

Preservation and rehab including combination of treatments ranging from crack sealing and preservation overlays to milling and resurfacing throughout the city. Scope of work also includes improvements to storm and sanitary structures, installation/improvement to ADA curb ramps as required, and other existing infrastructure. A reinventory of pavement conditions city-wide was completed in 2022 and results from that are being used to support the continued request for significant funding for improving and protecting our investment in infrastructure. All cost associated with a complete paving project are not direct paving costs. Funds are needed to maintain positive flow and safe access for driveways, adjustment of curb including work to comply with ADA, replacement/revisions to pavement markings and traffic signals (see separate Traffic signals request), adjustment/repair to sanitary/storm structures (see Sewer Fund requests).

Project Justification

Our 2022 street inventory concluded that 63% of the road segments in Portland are ranked Fair or lower requiring treatments such as overlays and mill and fills. Only 10% of the streets were deemed to be in good enough condition to only require deferred maintenance. The work to repair these streets are part of our Pavement Preservation Program equating to approximately 250 lane miles of roads. It is clear from this information, as well as the continual complaints and pothole repair requests that many streets in the City are in disrepair. The cost to maintain a road in poor condition will be four to six times higher than a road that is in good or better condition. We need to maintain the roads that are in good condition while providing upgrades to those in poor condition. Maintaining an adequate roadway system is essential to support transportation including vehicular, transit, pedestrian, and bicycle traffic throughout the city.

Keeping more streets in a good condition greatly reduces the annual maintenance costs city wide and also reduces hours needed to address concerns from residents/business regarding poor street condition.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$290,000		\$29,000,000		\$29,290,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$4,000,000	\$2,500,000		☑
2014		\$4,000,000	\$2,500,000		☑
2015		\$4,000,000	\$1,750,000		☑
2016		\$4,000,000	\$1,000,000		☑
2017		\$4,000,000	\$2,900,000		☑
2018		\$3,800,000	\$2,900,000		☑
2019		\$3,800,000	\$750,000		☑
2020		\$4,000,000	\$1,850,000		☑
2021	\$200,000	\$3,800,000	\$1,610,000		☑
2022	\$30,000	\$1,500,000	\$1,500,000		☑
2023		\$1,500,000	\$1,200,000		☑
2024		\$1,800,000	\$1,800,000		☑
2025		\$1,800,000			☐

Project Title	ID	141013	
2026		\$2,500,000	☐
2027		\$2,500,000	☐
2028			☐
2029			☐
2030			☐
Total		\$230,000 \$47,000,000 \$22,260,000	

Other Funding Source Description

NOTE - 2% of the request is made to Sewer Fund, and separate General Fund request is made for traffic signal support.

Operating Budget Impact

Saves significant hours and material costs of minimally effective pothole patching; also has an indirect savings realized with less damage to the city fleet.

Public Works

Division Engineering

Classification Transportation

Project Description

FY 2025 Request: \$350,000 for complete replacement of equipment at Stevens and Pleasant; \$200,000 for updates on High Street

Project Justification

Properly updated and coordinated signal systems, along with state-of-the-art detection and pedestrian/bicycle crossing devices, can improve traffic flow along major corridors and provide safety for all modes of travel. At this time, the City has approximately 122 active signal systems.

Portland invested heavily in its signal systems about 30 years ago, and had a very modern OSAM (DOS-based) control system. The City is now fully two-generations from this system, in its first stages of placing Advanced Traffic Control Systems (ATC), tied to an updated ATMS.now-based state-of-the-art communications system. In addition, the age of much of the equipment has gotten to the point where a number of signal control cabinets have moisture problems, controllers fail, wiring is corroding, and bases are rusting away. Some type of signal failure, ranging from lights going to flash to broken wires to complete power loss happens several times a week, usually due to the age of the equipment.

The traffic technicians have become less about regular maintenance and fine-tuning and more about emergency response, having to act, often on-call after hours, to ensure the safe and efficient passage of movement along Portland's major routes.

Furthermore, current ADA and state/federal requirements dictate having larger and brighter, LED-based lighting, pedestrian crossing buttons with audio, countdown heads with a seconds indicator, video or infrared-based camera detection, 12-inch signal heads with reflective back plates and fiber-optic interconnect to bring signal systems into the 21st century. While the RTMS-based funding from PACTS and in a separate CIP account have allowed for some corridor optimization, many locations simply do not meet current operational requirements, nor do they demonstrate adequate reliability.

This year's request and subsequent requests are part of a five-year plan to bring the City's signal systems to a reliable, modern and compliant state, and allow for better pedestrian provisions, bicycle detection, and flexible timing plans during special events. The request for State Street will begin to address issues of lack of connectivity and aging equipment, and all upgrades will be able to accommodate future changes in traffic patterns if a two-way conversion is to take place at some time in the future.

Signal equipment requests in this CIP line item as of 2018 will be for signal-specific projects.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$175,000		\$8,440,000		\$8,615,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2014		\$168,500	\$165,000		✓
2015	\$195,000	\$230,000	\$230,000		✓
2017		\$200,000	\$200,000		✓
2018		\$900,000	\$600,000		✓
2019		\$675,000	\$500,000		✓

Project Title	ID	141023		
2020		\$525,000	\$525,000	☒
2021		\$575,000	\$300,000	☒
2022		\$500,000	\$500,000	☒
2023		\$500,000	\$100,000	☒
2024		\$300,000	\$300,000	☒
2025		\$550,000		☐
2026		\$700,000		☐
2027		\$750,000		☐
2028		\$1,000,000		☐
2029		\$1,000,000		☐
2030		\$1,000,000		☐
Total		\$195,000	\$9,573,500	\$3,420,000

Other Funding Source Description

Operating Budget Impact

Reduction in call back and service calls. Lower eletrical operating costs with LED installations. Safer pedestrian crossings meeting ADA compliance.

Sidewalk Rehabilitation Program

Public Works

Division Engineering

Classification Transportation

Project Description

2025: Funds requested this year would be used to continue addressing a \$120M+ backlog in poor condition sidewalk and pedestrian facilities. Projects will be selected based on lack of ADA compliance, poor condition, roadway classification, key pedestrian routes, proximity to transit, schools and neighborhood centers. Funds may also be used to supplement other, larger projects (ie. Street resurfacing or water resource work) if outcomes align with the goals and priorities of the Sidewalk & ADA Rehabilitation Program.

Project Justification

2025: Based on our Citywide condition inventory database and small improvements made during the last several construction seasons, the \$120M+ backlog remains before all sidewalks and ramps in the city achieve an acceptable SCI rating of 80 or higher. At current funding levels, only a very small number of locations could be addressed depending on their complexity. This program will continue to select projects based on poor existing condition, roadway classification, key pedestrian routes, proximity to transit, schools and neighborhood centers and in areas with patterns of accidents. Funds may also be used to collaborate on other, larger projects (ie. Street resurfacing or water resource work) if outcomes align with the goals and priorities of the Sidewalk Rehabilitation Program.

Worst condition existing facilities along arterial and collector roadways, and in areas of high pedestrian use or demand and those with patterns of safety incidents.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$10,850,000		\$22,360,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$850,000	\$700,000		☒
2016		\$700,000	\$500,000		☒
2017		\$600,000	\$500,000		☒
2018		\$600,000	\$600,000		☒
2019		\$750,000	\$700,000		☒
2020		\$1,000,000	\$650,000		☒
2021		\$1,000,000	\$500,000		☒
2022		\$600,000	\$600,000		☒
2023		\$600,000	\$700,000		☒
2024		\$800,000	\$730,000		☒
2025		\$1,000,000			☐
2026		\$1,200,000			☐
2027		\$1,400,000			☐
2028					☐
2029					☐
2013		\$700,000	\$700,000		☒

Project Title	ID	141030		
2014		\$700,000	\$700,000	☒
2030				☐
Total		\$12,500,000	\$7,580,000	

Other Funding Source Description

Paving Preservation

TIF

CDBG

Operating Budget Impact

In-house staff may be asked to help with small scale repairs that are not a good fit or are too small for a larger contract. New sidewalk segments may be added to winter sidewalk plow routes and increase operating costs. Rehabilitation of sidewalks and ramps in poor condition will reduce operating costs related to temporary repairs, and may reduce liability claims.

Sidewalk Rehabilitation Program

Public Works

Division Engineering

Classification Transportation

Project Description

2025: Funds requested this year would be used to continue addressing a \$120M+ backlog in poor condition sidewalk and pedestrian facilities. Projects will be selected based on lack of ADA compliance, poor condition, roadway classification, key pedestrian routes, proximity to transit, schools and neighborhood centers. Funds may also be used to supplement other, larger projects (ie. Street resurfacing or water resource work) if outcomes align with the goals and priorities of the Sidewalk & ADA Rehabilitation Program.

Project Justification

2025: Based on our Citywide condition inventory database and small improvements made during the last several construction seasons, the \$120M+ backlog remains before all sidewalks and ramps in the city achieve an acceptable SCI rating of 80 or higher. At current funding levels, only a very small number of locations could be addressed depending on their complexity. This program will continue to select projects based on poor existing condition, roadway classification, key pedestrian routes, proximity to transit, schools and neighborhood centers and in areas with patterns of accidents. Funds may also be used to collaborate on other, larger projects (ie. Street resurfacing or water resource work) if outcomes align with the goals and priorities of the Sidewalk Rehabilitation Program.

Worst condition existing facilities along arterial and collector roadways, and in areas of high pedestrian use or demand and those with patterns of safety incidents.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$10,310,000		\$22,360,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$850,000	\$700,000		☒
2016		\$700,000	\$500,000		☒
2017		\$600,000	\$500,000		☒
2018		\$600,000	\$600,000		☒
2019		\$750,000	\$700,000		☒
2020		\$1,000,000	\$650,000		☒
2021		\$1,000,000	\$500,000		☒
2022		\$600,000	\$600,000		☒
2023		\$600,000	\$700,000		☒
2024		\$800,000	\$730,000		☒
2025		\$1,000,000			☐
2026		\$1,200,000			☐
2027		\$1,400,000			☐
2028					☐
2029					☐
2013		\$700,000	\$700,000		☒

Project Title	ID	141030		
2014		\$700,000	\$700,000	☒
2030				☐
Total		\$12,500,000	\$7,580,000	

Other Funding Source Description

Paving Preservation

TIF

CDBG

Operating Budget Impact

In-house staff may be asked to help with small scale repairs that are not a good fit or are too small for a larger contract. New sidewalk segments may be added to winter sidewalk plow routes and increase operating costs. Rehabilitation of sidewalks and ramps in poor condition will reduce operating costs related to temporary repairs, and may reduce liability claims.

Public Works

Division Engineering

Classification Transportation

Project Description

2025: Funds requested this year will be invested in infrastructure projects to achieve federally required Americans with Disability Act (ADA) compliance in our right of way. This includes continued inventory and analysis of where non-compliant facilities exist and development of a plan to work toward compliance. Funds will also be used to address the most critical barriers to accessibility that exist in our ROW.

Project Justification

2025: In 2023, the US Access Board issued the Final Rule on Public Right-of-Way Accessibility Guidelines which addresses access to sidewalks, streets, crosswalks, curb ramps, pedestrian signals, on-street parking and other components of the public right-of-way. These guidelines were effective as of September 7th, 2023 and will be enforceable when adopted by the USDOT and USDOJ. In preparation for this enforcement, these funds will focus on the most critical barriers to accessibility and provide funds to support ADA compliance work on larger infrastructure projects, demonstrating a pattern of commitment to complying with the ADA.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$7,280,000		\$22,360,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$850,000	\$700,000		☒
2016		\$700,000	\$500,000		☒
2017		\$600,000	\$500,000		☒
2018		\$600,000	\$600,000		☒
2019		\$750,000	\$700,000		☒
2020		\$1,000,000	\$650,000		☒
2021		\$1,000,000	\$500,000		☒
2022		\$600,000	\$600,000		☒
2023		\$600,000	\$700,000		☒
2024		\$800,000	\$730,000		☒
2025		\$1,000,000			☐
2026		\$1,200,000			☐
2027		\$1,400,000			☐
2028					☐
2029					☐
2013		\$700,000	\$700,000		☒
2014		\$700,000	\$700,000		☒
2030					☐
Total		\$12,500,000	\$7,580,000		

Other Funding Source Description

Paving Preservation

TIF

CDBG

Operating Budget Impact

In-house staff may be asked to help with small scale repairs that are not a good fit or are too small for a larger contract. New sidewalk segments may be added to winter sidewalk plow routes and increase operating costs. Rehabilitation of sidewalks and ramps in poor condition will reduce operating costs related to temporary repairs, and may reduce small liability claims as well as overall litigation for non-compliance.

Public Works

Division Engineering

Classification Transportation

Project Description

Quad Gates at Brighton Avenue: \$1,000,000 Estimate

12/12/23: Discussions with CSX suggest larger improvements to at-grade crossings and potential of the City seeking federal funds with RR support.

12/8/20: Pan Am being purchased and taken over by CSX - next phases of work and outcomes unclear until changeover completed.

10/12/18 Need to hire consultant study the corridor to analyze need for quad crossing versus other solutions.

10/17/17: Railroad Quiet Zones (RRQZ) are designated railroad locations or corridors that restrict trains from using their train horns as warnings as the train enters the RRQZ.

Pan Am Railroad Company operates in three (3) Portland RRQZs over a total of twenty (20) public highway/railroad at grade crossings in the City. Many of our crossings are very close to residential areas such as in the Deering Highlands area, Woodfords' Corner and some North Deering neighborhoods as well. While certainly not wanting to compromise safety, the ability to restrict the rail carrier from automatic horn or whistle activation allows these neighborhoods and districts to maintain quality of living elements while reducing excessive noise. The three (3) Quiet Zones in the City of Portland are as defined as follows:

RRQZ 1-Portland Mountain Division II. The crossings in the Portland Mountain Division II Quiet Zone are: Congress Street; Frost Street; Rand Road; and Pine Tree Industrial Parkway.

RRQZ 2- Portland WN & P II. The crossings in the Portland WN&P Quiet Zone are: Forest Avenue and Bishop Street.

RRQZ 3- Portland ST. Maine Line II. The crossings in the Portland St Maine Line II are: Congress Street; Brighton Avenue; Prospect Street; Ashmont Street; Coyle Street; Lincoln Street; Revere Street; Woodfords Street; Saunders Street; Forest Avenue; Walton Street; Read Street; Allen Avenue; Riverside Street.

The Federal Rail Authority (FRA) requires that RRQZ be in compliance with safety guidelines and if not the municipality must implement Supplemental Safety Measurements (SSM) to maintain the RRQZ. Since funding for SSM's is not available through any State or Federal agency and there are no grant funds available, staff believes that it is prudent to budget \$800,000 a year for each of the next five years in the City's CIP. Recent conversations with Pan Am have indicated that they may agree to a four-gate equipment upgrade system, which provides a significant reduction in risk without the property impacts associated with a median treatment or the higher costs associated with full quad gates. Current funding should allow for completion of work at Brighton Avenue and Walton Street. This request would be for a four-gate system to be provided at the Allen Avenue crossing.

\$800,000 funded in FY 2017.

Project Justification

Pan Am Railroad lines and crossings were upgraded to accommodate the 2012 extension of the Downeaster passenger train service between Portland and Brunswick with two (5) round trips per day going through the Portland corridor. For comparisons, presently there can be as many as eight (8) freight trains that travel through this Portland corridor daily now there will be at least 14 trips through the corridor. The train speed of the Downeaster within the City limits will be 30 mph from Congress Street to Allen Avenue and outside of the City limits, from Allen Avenue to past Falmouth Road will be 60 mph. Each of the crossings will be equipped with standard equipment including video monitoring, grade crossing predictors, crossing monitor and recording technology, gates, electronic bells, 12 inch flashing lights as well as the ability to record positive gate down status. The FRA does regular inspections and evaluations for rail safety in RRQZ the threshold for requiring improvements in the RRQZ are different than where train horns are allowed. Portland RRQZ still meets FRA requirements but any incident on the system could be problematic so improvements need to be implemented.

The Federal Rail Administration (FRA) is responsible for enforcement of the Quiet Zone designation in cities and towns, and conducts regular compliance evaluations of a community's quiet zone status to assess if that Quiet Zone needs to be modified, continue as is or be removed. These inspections, known as Risk Reviews, evaluate relevant train transportation

Project Title ID 141708

and accident data within 5 years preceding the annual risk review. Additionally, the State and the City are responsible for inventory updates that reflect any changes to the crossings, including items such as traffic counts, train frequency and speeds and any local accident data that may not have been reported to the FRA. The FRA attaches a risk assessment number to each crossing that reflects their survey and that supplied by the state and municipality. This risk number is then compared to the National Risk Assessment index. If a quiet zone measurement is higher than the national risk assessment, then the entire Quiet Zone is out of compliance and the Municipality must install Supplemental Safety Measurements (SSM's) to maintain the zone.

There are 14 types of SSM's available for mitigation, but many offer a small risk reduction decrease for a large investment. Others may not be used a certain locations. Because our Quiet Zone with the most crossings – The Maine Line II, goes right through concentrated business and residential areas, we are further confined to a few choices.

The City expects to submit a new inventory and affirmations to the FRA at the end of this year. We expect that increased vehicle and train counts as well as increased speeds will increase our overall risk index. This comes at a time when the National Risk Index is expected to drop, making compliance even more difficult.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$1,335,000		\$1,410,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2014		\$100,000	\$100,000		☒
2015		\$400,000	\$400,000		☒
2017		\$1,000,000	\$800,000		☒
2018		\$50,000	\$25,000		☒
2019		\$25,000	\$25,000		☒
2024		\$10,000	\$10,000		☒
2025		\$10,000			☐
2026		\$10,000			☐
2027		\$10,000			☐
2028		\$10,000			☐
2029		\$10,000			☐
2030					☐
Total		\$1,635,000	\$1,360,000		

Other Funding Source Description**Operating Budget Impact**

As there are no alternative sources for quiet zone funds, any work completed in order to maintain Quiet Zone compliance must be accomplished via local funding sources.

Project Title ID 141740

PACTS RTMS - Regional Signals, Communications, and Match
Money for Projects

Public Works

Division Engineering

Classification Transportation

Project Description

RTMS = Regional Transportation Management Systems

FY2025: \$25k for local match toward RTMS Phase III, Part 1

Local support to augment PACTS UPWP funding for regional transportation system upgrades. Includes money for new equipment and especially improved communications. Anticipate requiring approximately \$200,000 to \$300,000 per year, which includes PACTS funding when a project from PACTS requires a match. In FY18 the City began on a project solely dedicated to updates on Auburn Street and Washington Avenue, solely funded with local money. This request would aid in supplying capital for the communications portion of the work.

The FY16 funding request is for component and communications upgrades for the intersections of Congress/India, Congress/Washington, and Washington/Cumberland. The equipment is generally out of date, and in some cases, begun to malfunction. The total request is for \$271,770 in equipment upgrades, plus the PACTS match of \$5,500, for \$277,270. The existing FY15 funds will be allotted between the local match for the Congress Street work (\$82,500), with the remainder going to Washington Avenue and Auburn Street improvements.

Project Justification

The City of Portland has partnered with Portland Area Comprehensive Transportation Study (PACTS), as well as the Cities of Westbrook, South Portland, Biddford, Saco and the Town of Scarborough to oversee the deployment of transportation management systems for the more efficient flow of traffic and improved detection for all modes along the City's major travel corridors. Work to date has included upgrades along Riverside Street, Brighton Avenue and Forest Avenue.

Significant work remains to be done along several major arterials, as well as in-town corridors. Longer-term, the region anticipates upgrading technology to allow for up-to-date emergency vehicle and transit vehicle pre-emption systems.

The FY2025 Request is for an annual match of PACTS work, so \$25,000.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$1,622,500		\$1,922,500

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2014	\$22,000	\$78,000	\$80,000		✓
2015	\$22,000	\$167,000	\$165,000		✓
2016	\$269,500	\$277,270	\$100,000		✓
2017	\$22,000	\$222,000	\$222,000		✓
2018	\$30,000	\$260,000	\$260,000		✓
2019		\$270,000	\$270,000		✓
2020		\$200,000	\$200,000		✓
2021	\$0	\$20,000	\$20,000		✓
2023		\$20,000	\$20,000		✓

Project Title	ID	141740		
2024		\$70,000	\$70,000	☒
2025		\$25,000		☐
2026		\$25,000		☐
2027		\$25,000		☐
2028		\$25,000		☐
2029		\$25,000		☐
2030		\$25,000		☐
Total	\$365,500	\$1,734,270	\$1,407,000	

Other Funding Source Description

Operating Budget Impact

This funding will help to supplement the limited money from PACTS and MaineDOT for RTMS upgrades, as well as reducing the strain on the capital available for City signal equipment.

Traffic Signal Upgrades with Paving Programs

Public Works

Division Engineering

Classification Transportation

Project Description

\$150,000 for updates at:

Baxter Boulevard/Preble Street Extension - updated vehicle detection and new cabinet (\$75,000)

Stevens Avenue and Woodford Street - updated vehicle detection (\$50,000)

India and Congress Street - additional pedestrian equipment (\$25,000)

Project Justification

This request will be to provide updates at Preble and Baxter and Stevens and Pleasant in association with pending paving work by the City and MaineDOT.

The City and MaineDOT's paving programs expects to continue a robust period of street repair in coming funding cycles, using CIP requests, as well as anticipated locally-funded projects, and City-Administered paving projects (through the MaineDOT and PACTS MPI programs). However, in the past these type of corridor paving projects have often been saddled with various non-paving costs, like traffic signal features such as video detection, pavement loops, and pedestrian buttons (ADA requirement).

Beginning in FY17, the City sought to keep separate various types of funding for each "type" of corridor improvement.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$150,000			\$2,460,000	\$2,610,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$185,000	\$150,000		☒
2018		\$210,000	\$210,000		☒
2019		\$800,000	\$500,000		☒
2020		\$300,000	\$100,000		☒
2021		\$150,000	\$100,000		☒
2023		\$150,000	\$150,000		☒
2024		\$150,000	\$150,000		☒
2025		\$150,000			☐
2026		\$200,000			☐
2027		\$200,000			☐
2028		\$200,000			☐
2029		\$250,000			☐
2030		\$250,000			☐
Total		\$3,195,000	\$1,360,000		

Other Funding Source Description

Project Title **ID** 173596

\$50,000 for Walton at Stevens detection updates

\$100,000 for Brighton at Barron Center for detection, wiring, new cabinet

Operating Budget Impact

This work will reduce overtime calls to these deficient locations, reducing overtime costs, and also keep operating budget requests for basic signal items from being saddled with much larger needs at this location. Addition of detection technologies here will also make for improved performance.

Public Works

Division Engineering

Classification Transportation

Project Description

CY2025: \$25,000 for additional consultant support on funding applications

Y2024: Local funding of \$50,000 needed for updated concept design work and outreach, to match IN funds.

CY2023: Match Money for Franklin at Marginal Signal Project - based on current expectation of a \$450,000 project with a 20% local match. Also includes transportation outcomes associated with Water Resources project under separate request

CY2021-2022: DOT Project to update signal equipment to modern ATC platform, add new structures, and provide connected vehicle technology from Marginal Way to Congress Street. Includes geometric changes at Marginal Way to improve operations. City to add funding for signal structure updates at Middle and Fore.

Future changes to Franklin Street as per the approved Transportation Master Plan will be determined in following years.

Project Justification

This project will accomplish the following short-term:

- 1.) Updated signal equipment.
- 2.) Added vehicular capacity for approach lanes on Marginal Way.

This project will accomplish the following long-term:

- 1.) Significant improvements to vehicular capacity from Somerset to I-295.
- 2.) A safer cross-section from Middle to Commercial.
- 3.) Safety and capacity improvements at Cumberland and Congress.
- 4.) Improved access at Oxford, Newbury and a full access at Federal.
- 5.) Expansion of historic Lincoln Park.
- 6.) Improved sidewalk and bicycle facilities.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$625,000		\$7,000,000		\$7,625,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$250,000	\$50,000		☒
2025	\$25,000	\$50,000			☐
2026	\$2,000,000	\$500,000			☐
2027		\$5,000,000			☐
2028					☐
2029					☐
2030					☐
Total	\$2,025,000	\$5,800,000	\$50,000		

Other Funding Source Description

MaineDOT to pay \$370k for signal work at Marginal / Franklin outcome in FY23

\$500k being requested in separate CIP entry for Somerset / Franklin signal upgrade

\$930k available from impact fees

\$200k available from Bayside TIF

Project Title **ID** 184138

Operating Budget Impact

This project would result in completely updated facilities, and reduce the amount of maintainance currently needed.

Public Works

Division Engineering

Classification Transportation

Project Description

This program would focus on streets that require more than just paving. Street selected for reconstruction would have pavement condition ratings of "Failed," "Serious," or "Very Poor," based on pavement condition index (PCI) ratings in the most recent pavement management inventory.

Stormwater and sewer adjustments will be requested separately. In addition, this will trigger ADA upgrades which are included in the requested cost.

Project Justification

This project is needed to address streets where the pavement has failed, or is in very poor condition, as a result of deferred maintenance, old age, and poor original construction.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$1,850,000		\$1,950,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2018		\$500,000	\$200,000		☒
2019		\$250,000	\$250,000		☒
2020		\$250,000	\$250,000		☒
2024		\$100,000	\$100,000		☒
2025		\$100,000			☐
2026		\$250,000			☐
2027		\$250,000			☐
2028		\$250,000			☐
2029		\$300,000			☐
2030					☐
Total		\$2,250,000	\$800,000		

Other Funding Source Description

30% of the estimated project costs are attributed to Sewer and/or Stormwater costs; they are requested separately via CIP Sewer Fund. General Fund requests are for 70% of total project estimates.

Operating Budget Impact

This project should reduce the need for City resources needed for "pothole" repairs and other such street repairs that typically have short service lives and relatively high unit cost.

Public Works

Division Engineering

Classification Transportation

Project Description

A new traffic signal will be installed at Chestnut Street and Marginal Way and the existing RRFB in this location will be relocated to the mid-block crosswalk between Forest Ave and Preble Street. In addition, a new mast arm will be installed at Elm Street and Marginal Way. All curb ramps will be evaluated and upgraded as needed to meet ADA requirements. Minor adjustments will be made to curbing as necessary to facilitate these improvements and existing drainage issues.

Project Justification

There has been several years of recent adjacent site development along Marginal Way and several large improvement projects including utility upgrades in and across Marginal Way with underground sewer, stormwater, gas and water utilities. Adding to that, the existing condition of the street surface and several sections of sidewalk are poor and at times impassable due to ponding water. Lane usage compliance on Marginal Way continues to be a challenge and there are several key connections missing in terms of providing full ADA compliant facilities. This request is for signal work and pedestrian facility upgrades, the actual paving project has been requested through a separate CIP request. Design funds were secured thru Bayside TIF money in the amount of \$75,000.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$40,000		\$375,000		\$415,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027	\$65,000	\$350,000			☐
2028					☐
2029					☐
2030					☐
Total	\$65,000	\$350,000			

Other Funding Source Description

(TIF Bayside / Downtown) \$75,000 in TIF for work here (\$10,000 allocated to the paving portion of the project). There may be more TIF available but at this time we have not been able to verify an amount.

Operating Budget Impact

This work will require less maintenance funding for sidewalk improvements.

Public Works

Division Engineering

Classification Transportation

Project Description

Provision of improved bicycle facilities, including provision of green conflict markings, enhanced symbols, added signage, and use of flex posts, among other types of improvements.

Project Justification

The recently completed Park Avenue Separated Bike Lane project has highlighted the need for better bike facility connectivity to the west. By improving the intersection of St. John Street and Park Ave and implementing an on-road bike facility on Frederic St, Marston St and the one-way portion of Park Ave, cyclists will have a designated route between the PTC and Downtown. Improvements at the St. John / Park intersection in particular will address several comments, requests and concerns received by the public following the Park Ave project and will connect the bike lanes on St. John St installed in October 2019.

FY2025: \$50,000 to improve bicycle facilities on Baxter Boulevard north of reconstruction portion of roadway completed in 2023.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$500,000		\$575,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$100,000			☒
2023		\$50,000	\$50,000		☒
2024		\$50,000	\$50,000		☒
2025		\$50,000			☐
2026		\$50,000			☐
2027		\$50,000			☐
2028		\$75,000			☐
2029		\$75,000			☐
2030		\$75,000			☐
Total		\$575,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Additional annual costs for pavement markings will result.

Project Title ID 194933

Monument Way & Square Rehabilitation

Public Works

Division Engineering

Classification Transportation

Project Description

Replace Brick, Upgrade to ADA Standard, Replace Benches, Trash Cans Trees & Lights

Project Justification

One of the busiest pedestrian locations in the City needs rehabilitation to sidewalks and replacement of amenities that have not ben replaced in many years. Hope to work with buffering businesses to augment some of the costs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$250,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$250,000	\$100,000		☒
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$450,000	\$100,000		

Other Funding Source Description

Possible Public Private Partnerships

Operating Budget Impact

None anticipated.

Project Title ID 195004

Morrills Corner (State Route 302 and 100)

Public Works

Division Engineering

Classification Transportation

Project Description

Reconstruction of Forest Avenue, Allen Avenue, Stevens Avenue and Warren Avenue Intersection.

Project Justification

Considered the busiest Intersection in the City on a major State Route. Preliminary Engineering Design work based on recommended concept design from Portland/South Portland Smart Corridor Study. This location has significant congestion, and a corridor study completed for the City in 2018 has resulted in a specific series of recommendations to modify, modernize, and make this high-priority area more efficient. MaineDOT shares these goals and intends to partly fund as well as manage design and construction of this effort.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000	\$25,000	\$5,585,000		\$6,210,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021	\$105,000	\$105,000	\$105,000		☒
2025					☐
2026					☐
2027	\$4,500,000	\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total	\$4,605,000	\$1,605,000	\$105,000		

Other Funding Source Description

MaineDOT: Assumes Design funding only until CY2023/FY2024

Operating Budget Impact

Much of the infrastructure at this location is aging, and sidewalks are in poor condition. The use of capital funds, leveraged at an estimated 50% with MaineDOT would decrease future operational and borrowing costs that would be borne entirely by Portland.

Public Works

Division Engineering

Classification Transportation

Project Description

Design of a different intersection configuration at Pearl and Fore streets.

Project Justification

A recent signal warrant analysis completed at the intersection of Fore and Pearl has revealed that this traffic signal is not warranted. At some time this traffic signal should be removed.

However, the current intersection geometrics are based on traffic signal operation, and the layout of this location will need to change post signal removal. This being said, the intersection is located between Boothby Square and the Customs House, one of the most historically and design significant parts of the City thus safety, historic influence and functionality play into the new configuration of the intersection.

DPW would expect something like a small roundabout at this location, with design details similar to those at Boothby Square.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$65,000		\$600,000		\$665,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027		\$600,000			☐
2026		\$65,000			☐
2025					☐
2030					☐
Total		\$665,000			

Other Funding Source Description

Other funding may come in the form of removing existing roadway and sidewalk, etc. as part of Water Resources project. To be determined in CY2020.

Operating Budget Impact

This intersection would result in elimination of a traffic signal, which represents ongoing maintenance and electrical costs.

Public Works

Division Engineering

Classification Transportation

Project Description

Assuming match funds in FY25.

Project Justification

2019: This project now needs enhanced project scoping with MDOT and PACTS to further define the project, which will then inform the design process.

2018: This project has been developed through the PACTS Complex Projects process. The scope of work is planned to include replacement of signal equipment at six intersections, including ramp and ADA modifications, bicycle detection and transit priority as needed. Sidewalk rehabilitation to bring sidewalks into good condition and ADA compliance. Mill and fill paving, and provision of enhanced bicycle facilities along Route 25. Modifications in the Rosemont area as needed to support the proposed METRO Husky Lane. The project includes elements of Preservation (roadway and sidewalks) and Modernization (traffic/pedestrian/transit priority signals, roadway/bikeway striping-pavement markings, transit stop upgrades, and achieving ADA compliance along Brighton Ave).

The intended result is to initiate this agreement and begin the project by holding a joint kick-off meeting. These PACTS projects provide key transportation outcomes by matching local dollars with three dollars of Federal and State money. This program provides us with maximum benefit at a minimum cost and provides significant improvements to our vital Transportation system.

The first round of funding is for Preliminary Design, followed by Final Design and Right of Way, with Construction Likely in 2021.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$350,000		\$5,970,250		\$6,320,250

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022	\$146,250	\$123,750	\$124,000		☒
2025		\$60,000			☐
2026		\$50,000			☐
2027	\$4,500,000	\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total	\$4,646,250	\$1,733,750	\$124,000		

Other Funding Source Description

MaineDOT/PACTS funding for design and construction. Assumes paving will be completed as part of a separate MaineDOT heavy arterial treatment project, likely in CY 2025.

Operating Budget Impact

Project Title ID 215875

High-Speed Communications for Adaptive Signal Corridors and Improved Coordination

Public Works

Division Engineering

Classification Transportation

Project Description

Funding for high-speed communications for Adaptive Signal System Support.

Year 1: Forest Avenue - Falmouth Street to Woodfords Corner - COMPLETE

Year 2: Forest Avenue - Additional funding for to integrate new signal at Baxter/Vannah - COMPLETE

Year 3: Forest Avenue - Ocean to Walton

Year 4: Forest Avenue - Walton to Warren

Year 5: Brighton Avenue - St. John Street to Nasons Corner

Year 6: Brighton Avenue - Nasons Corner to Taft Street

Year 7: Forest Avenue - Morrill's Corner to Riverton School

Year 8: Forest Avenue - Riverton School to Riverside Street

Project Justification

With the exception of Washington Avenue/Auburn Street off-peninsula, the City's signal system along its primary arterials is served by aging twisted-pair copper wire, which is decades old and has limited bandwidth.

As per a summary report prepared by RapidFlow, one of the companies providing adaptive technologies to the Portland signal system, in September 2019:

Network communication continues to be a concern for both Rapid Flow and the City of Portland. The use of Ethernet over copper communications is, in general, sufficient for good Surtrac operation, but downtime coming from poor communication will have an effect on Surtrac performance. The Actelis network devices can only be as reliable as the 30+ year copper interconnect that runs throughout the city.

As such, the request is to bring the City's signal communications system where adaptive equipment is being installed up to modern communications and reliability standards.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$5,000		\$545,000		\$550,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$100,000	\$100,000		☒
2023		\$50,000	\$50,000		☒
2025		\$50,000			☐
2026		\$100,000			☐
2027		\$125,000			☐
2028		\$125,000			☐
2029					☐
2030					☐
Total		\$550,000	\$150,000		

Other Funding Source Description

Operating Budget Impact

Fewer communications failures and traffic operations staff call-ins. More effective and robust timing plans, reducing time moving through the City.

Project Title **ID** 216552
Commercial Street Sidewalk Improvements

Public Works

Division Engineering

Classification Transportation

Project Description

Sidewalk improvements from DiMillos to Ri Ra's that includes widening and reseting curb. Other sidewalk, crosswalk and lighting improvements along commercial street

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$250,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026		\$150,000			☐
2025					☐
2023		\$50,000	\$50,000		☒
2021		\$400,000	\$100,000		☒
2029					☐
2030					☐
Total		\$600,000	\$150,000		

Other Funding Source Description

Operating Budget Impact

Public Works

Division Engineering

Classification Streets/Sidewalks

Project Description

2020: This PACTS funded project includes street resurfacing, ADA-compliant sidewalk & ramp reconstruction, the addition of bike lanes with durable pavement markings, pedestrian signal equipment upgrades, and transit stop improvement beginning at the State Street intersection and continuing approximately 800 LF to High Street. New sidewalk will also be constructed on the west side of High Street, between York Street and Commercial Street. The local match required for this project is estimated at \$250,000.

Project Justification

2020: PACTS funding was requested for this work in order to improve regional pedestrian and bicyclist safety and accessibility along a Priority Corridor. This will be achieved by installing a segment of sidewalk where none exists but where there is demonstrated demand, reconstruct sidewalks that are in poor condition (SCI ranges from 33 to 80 within project scope), address signal, ramp and sidewalk ADA compliance issues, improve access and safety for bicyclists and pedestrians using the Casco Bay Bridge, add a crosswalk at Park Street to improve pedestrian connectivity between the West End and Commercial Street and improve the transit stop at York and State Street.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

75% PACTS match (\$75,000) for PDR in 2021. Request based on estimated 75% PACTS match (\$1,000,000) for construction funds.

Operating Budget Impact

This project will significantly improve a section of York Street, reducing overall medium-term maintenance needs. Additional pavement markings will slightly increase the operating budget for pavement markings.

Public Works

Division Engineering

Classification Transportation

Project Description

This funding is to allow the preparation of preliminary design plans, for use with funding applications, including potential federal grants and/or stimulus funds, in keeping with PACTS Complex Project requirements. This will likely include various intersection and corridor redesigns to improve operations and safety at key locations.

Project Justification

As per a revised PACTS policy in 2023, any projects submitted for construction funding approval in the TIF will REQUIRE 20% (HVAC) level design for consideration. As such, the City must begin to fund this work to obtain regional approval for projects not completely funded with City money.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$680,000				\$680,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030		\$150,000			☐
2029		\$150,000			☐
2028		\$100,000			☐
2027		\$100,000			☐
2026		\$100,000			☐
2025		\$80,000			☐
Total		\$680,000			

Other Funding Source Description

Operating Budget Impact

The ability to seek outside grants creates newer infrastructure, reducing the burden on costly annual maintenance and interventions.

Forest Avenue: (State/Marginal to Park/Portland)

Public Works

Division Engineering

Classification Transportation

Project Description

Redesign of Forest Avenue from State to Park for improved multi-modal accommodations
Funded for PDR in FY21.

Project Justification

Forest Avenue from Marginal Way to Park Avenue functions as a de-facto barrier between Bayside and Parkside. It is four to six lanes in width, with no access or crossings for pedestrians anywhere except along its ends. Access is limited at Kennebec Street, which is currently one-way only, and High Street's route through Deering Oaks cuts off the historic Rose Garden from the Forest Avenue frontage.

The Smart Corridor Study, completed in 2019, provided recommendations to resolve many of these issues, including realignment of Kennebec Street, shifting High Street's access point with Forest Avenue to the south to improve intersection spacing, and adjustments to the Forest Avenue/Park Avenue intersection to right-size its curb to curb footprint relative to its traffic volume and pedestrian volume and make it a more compact urban intersection. The Bayside Trail would be extended through Forest Avenue at the realigned Kennebec Street, providing access to Deering Oaks and points south and west.

The benefits of the project include:

Improve intersection/traffic signal efficiency via better spacing of signals by relocating High Street

Increase pedestrian access along and across Forest Avenue at its intersections by reducing crossing distances, making intersections ADA-compliant and eliminating the slip lane at Park Avenue

This project was submitted for preliminary design to PACTS in 2021 and is now funded for PDR.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$350,000	\$100,000	\$3,045,000		\$3,495,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027	\$2,505,000	\$825,000			☐
2026					☐
2025		\$75,000			☐
2030					☐
Total	\$2,505,000	\$900,000			

Other Funding Source Description

Operating Budget Impact

The project will result in new sidewalk, pavement, signals, and more efficient configurations of Kennebec at Forest as well

as High at Forest. This is expected to reduce maintenance in this area.

Forest Avenue: (Woodford/Revere to Bedford)

Public Works

Division Engineering

Classification Transportation

Project Description

Funding request for EPS in FY22

Funding for additional design in FY25

Anticipated match of \$150,000 in FY26

Anticipated \$5,000,000 project for FY27

The scope of work includes the following elements:

- ** Adjustments to travel lane configurations
- ** Traffic signal equipment & intersection modifications
- ** Sidewalk/ADA improvements
- ** Pedestrian accessibility along and across Forest Avenue
- ** High quality bicycle facilities
- ** Improved transit facilities/efficiency (queue jumps, transit signal priority, bus stops, etc.)
- ** Improved streetscape including pedestrian scale lighting and green stormwater infrastructure opportunities.

Project Justification

The Forest Avenue Smart Corridor Phase IV project area extends on Forest Avenue from Revere Street to Bedford Street, with an area of influence from north of Woodfords Corner to Marginal Way to the south. This portion of Forest Avenue had a series of preliminary recommendations set forth in the PACTS Smart Corridor Study, completed in 2017.

As part of this and other previous studies, numerous issues have been identified in this segment of Forest Avenue.

- ** Four-lane cross-section with challenges for safety and turns in particular
 - 18 collisions with cyclists resulting in 15 injuries in the past ten years
 - 24 collisions with pedestrians, resulting in 21 injured and one killed in the past ten years
 - 241 motor vehicle crashes in the past three years with four high crash locations (HCL's) in the study area
- ** Four lanes creates the 'double threat' to pedestrians
- ** Lack of bike facilities
- ** Older traffic signal equipment, wiring and structures
- ** ADA and sidewalk conditions vary widely
- ** Inconsistent/lacking streetscape quality
- ** Barrier effect between easterly and westerly sides of the street

The project could provide numerous benefits:

- ** Enhanced transit access, operational efficiency and supportive infrastructure
- ** Safer pedestrian access along and across Forest Avenue and to transit stops
- ** Safer and more comfortable bicycle facilities on Forest Avenue and connection to other bikeway facilities
- ** Improved motor vehicle safety
- ** Improved streetscape aesthetics and supportive economic development and transit-supportive environment.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$290,000		\$4,850,000		\$5,140,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2029					☐

Project Title	ID	236964	
2028	\$3,640,000	\$1,250,000	☐
2027			☐
2026	\$150,000	\$50,000	☐
2030			☐
Total	\$3,790,000	\$1,350,000	

Other Funding Source Description

\$60k in existing City and PACTS funds for FY23

\$125k in match money for FY24

Operating Budget Impact

New pavement, bicycle facilities and signals should reduce maintenance costs for the foreseeable future.

Comprehensive Parking Analysis, Recommendations, and Signage
Funding for Peninsula

Public Works

Division Engineering

Classification Transportation

Project Description

Analysis and Implementation of On-Street Parking Needs and Changes on Portland Peninsula

Project Justification

The downtown peninsula has seen significant land changes in the past ten years or so. As a result, many streets have posted signage and restrictions that don't reflect current land use demand, ranging from time restrictions to metering to overall supply.

This funding will allow for field checks of existing asset data, discussions with neighborhoods and stakeholders, including the disabled community, preparation of graphics suitable for converting into work orders, and funding for installation of new signs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$100,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

New signage will reduce the need for operating funds for sign changes for a few years.

Arterial Crossing Program

Public Works

Division Engineering

Classification Transportation

Project Description

Arterial crossings provide high-quality, safe crossings at unsignalized crossings for pedestiean along Portland's busiest streets.

This is a program that was disctontinued due to budget adjustments following FY20 and is being re-requested following significant public request for improved crossings at key locations.

Project Justification

Portland's arterials have a long record of challenging crossings of its arterials, in some cases resulting in pedestrian injuries and even deaths. Providing crossings with median islands, flashing beacons, and, in some cases, hybrid beacons have been demonstrated to significantly improve pedestrian safety. However, the project costs preclude these outcomes being funded by the general sidewalk/ADA program.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$150,000		\$825,000		\$975,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$150,000	\$150,000		☒
2029		\$175,000			☐
2028		\$175,000			☐
2027		\$175,000			☐
2026		\$150,000			☐
2025		\$150,000			☐
2030					☐
Total		\$975,000	\$150,000		

Other Funding Source Description

Operating Budget Impact

Updated crossings and ramps will likely reduce time and expense for DPW's Streets and Sidewalks program for general maintenance.

Public Works

Division Engineering

Classification Transportation

Project Description

The design and future construction for reconfigured Congress Street and Park Avenue in Libbytown, as well as change at St. John Street. This could include streetscape, lighting, and intersection improvements.

MaineDOT is working on this effort with the City, and in September of 2023 applied for federal funds via the Reconnecting Communities and Neighborhoods Program, which would leverage \$25,200,000 of federal and state money with \$2,800,000 in City funds to construct \$28,000,000 in improvements.

Project Justification

The City has long studied changes in this neighborhood, to create safer and more community-oriented streets. PACTS and DOT have committed to design and future construction of this project.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$390,000		\$27,950,000		\$28,340,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$135,000	\$65,000	\$65,000		☒
2024		\$100,000	\$100,000		☒
2025		\$40,000			☐
2026	\$25,200,000	\$2,800,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$25,335,000	\$3,005,000	\$165,000		

Other Funding Source Description

Applied for award from FHWA and MaineDOT of \$25,200,000 Note that \$2,800,000 noted in FY25 funding was technically approved by the Council in FY24, so additional funds may not be needed.

Operating Budget Impact

Updates to signals, intersections, roadway paving, sidewalks, and other features will reduce maintenance on what is, in many cases, rapidly deteriorating infrastructure.

City Retaining Wall Repairs

Public Works

Division Engineering

Classification Transportation

Project Description

Various retaining wall repairs need including along Federal Street and more recently the wall between Commercaill and York Street that needs reinforcement.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$20,000		\$180,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
2023		\$100,000	\$100,000		☒
Total		\$200,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Islands Improvement Program

Public Works

Division Engineering

Classification Transportation

Project Description

Funding to be used for infrastructure related improvements on Cliff, GDI, LDI, and Peaks Islands. Some potential projects include (Note: these projects are subject to change based on need/priority): Rebuild 3 miles of roadway on Cliff, replace 175 feet of boardwalk with seawall on GDI, replace fencing, paving and ferry landing improvements on Peaks Island

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$950,000		\$1,050,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$550,000	\$100,000		☒
2025		\$250,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$800,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Public Works

Division Engineering

Classification Transportation

Project Description

Provision of urban streetscape lighting in various locations, such as Woodfords Corner

Project Justification

Many urbanized neighborhoods will benefit from smaller-scale lighting, which can be focused at key locations, in particular, to provide enhanced safety at night and in poor weather conditions

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$860,000		\$960,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$140,000	\$140,000		☒
2030		\$20,000			☐
2029		\$200,000			☐
2028		\$150,000			☐
2027		\$150,000			☐
2026		\$150,000			☐
2025		\$150,000			☐
Total		\$960,000	\$140,000		

Other Funding Source Description

Operating Budget Impact

This lighting would reduce the need for as many larger scale, overhead lights, and may reduce energy costs

MPI Paving Match

Public Works

Division Engineering

Classification Transportation

Project Description

This is a municipal match for MPI Paving Projects. A percentage of the project is paid by PACTS or MaineDOT and the City matches the rest. Canco Road is the project planned for this year but this funding may be used for other MPI Projects in the future. The current match is \$250,000 provided by PACTS and is approximately 26% of the estimated project costs. Work on these projects typically includes milling, paving, ADA upgrades to ramps within the project limits, sidewalk repair to areas that are in need, and some curb reset or replacement. Some minor stormwater improvements will be included (requested separately) as well as striping. 10% contingency is included in this request.

Project Justification

The roads typically chosen for this program have low PCI's and are either Collectors or Arterials. Canco Road was evaluated in 2022 and reported to have a PCI of 54 which is considered Poor; this is quite low for a heavily travelled Collector road. In addition, improvements to the sidewalk and ramps here will improve pedestrian access for a heavily trafficked pedestrian area. As part of the MPI program, a portion of project costs will be paid for by the MPO which is a good way to leverage City funds.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$950,000		\$950,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$288,500	\$661,500			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$288,500	\$661,500			

Other Funding Source Description

\$250,000 in PACTS funding provided by the MPO (26% of estimated project costs); \$38,500 in stormwater funds for manhole adjustments requested separately. 10% contingency is included in this request.

Operating Budget Impact

Improving this road will reduce the maintenance required on this road such as pothole repair.

PACTS Collector Paving

Public Works

Division Engineering

Classification Transportation

Project Description

Municipality match for PACTS Collector Paving Program. The current roads scheduled for this program in FY25 are Ocean Avenue, Riverside Street, and Washington Avenue Extension. PACTS provides 75% of the cost on these projects and the municipality provides a 25% match. The work is part of a pavement preservation program and includes milling, paving, striping, and manhole adjustments. The cost for manhole adjustments are 100% municipality cost and are requested as a separate item. 20% contingency is included in this request.

Project Justification

The PACTS Collector Paving program is one of the best ways to leverage City funds because the Municipality is only required to match 25% of the estimated construction cost. In addition, MaineDOT runs the projects so these projects do not require as much in-house City staff allowing them to work on other local projects. In addition, to the paving improvements, improvements to the ADA ramps within the project limits will improve pedestrian access and meet Federally required ADA improvements. As part of the Collector Paving program, 75% of the project costs will be paid for by the MPO which is a good way to leverage City funds.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$57,750		\$1,662,250		\$1,720,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$1,249,050	\$470,950			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$1,249,050	\$470,950			

Other Funding Source Description

\$73,800 in manhole adjustments requested separately as a water resources request. \$1,175,250 in PACTS Federal Funding through the PACTS Collector Program (75% of project costs excluding manhole adjustments and 20% contingency).

Operating Budget Impact

Improving the roads and sidewalks will reduce maintenance required on this road such as pothole repair and will make it easier for plowing and snow removal operations.

Public Works

Division Engineering

Classification Transportation

Project Description

New programmatic funding request to fund street safety and traffic calming outcomes including but not limited to: speed tables, additional striping, additional signage, and bollards.

Project Justification

The City continues to get speeding complaints and traffic calming requests. Speeds have increased in the past few years in all states, including Maine which cause more accidents and especially more accidents that cause injury. The use of these funds will be to implement traffic calming devices (where warranted) throughout the City.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

There may be some increase in operating costs to maintain additional striping/signs/bollards however slower speeds will deteriorate pavement slower and there should be less staff time to respond to speeding complaints.

Public Works

Division Engineering

Classification Transportation

Project Description

Preliminary Engineering for Two-Way Conversion: CY2024
Final Engineering for Two-Way Conversion: CY2025
Construction: CY2025-2026

Project Justification

Conversion of State and High Streets from the one-way pair that has been in existence from the early 1970's to today has long been eyed to be converted back to two-way operation since the opening of Fore River Parkway as a method of diverting through traffic to and from the Casco Bay Bridge.

The City previously conducted a feasibility study in 2015 that suggested a two-way conversion. Since then, the City has retained consultant services to revisit the previous study with updated data, which shows lower volumes on the streets since 2015. This suggests that two-way remains feasible.

Determining a refined design and estimate of construction cost is crucial to determine in 2024, as MaineDOT has a signal replacement project scheduled for CY2025/CY2026. In addition, the City is managing a project to redesign York Street from State to High and MaineDOT is managing a project to redesign Forest Avenue from State to High to Park, so a design and a decision on direction will be critical to three major projects and likely well over \$10,000,000 in capital construction dollars.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$100,000				\$100,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Out year costs past FY2025 are yet to be determined.

Operating Budget Impact

Newer facilities from this project will be less maintenance cost in future years relative to the existing, older infrastructure.

Landfill PFAS Remediation

Public Works

Division Engineering

Classification Facilities

Project Description

Install three (3) residential water services due to private wells testing high in PFAS. Allegedly, the contamination is a result of the Ocean Ave landfill. DEP will contribute 90% of the cost upto \$40,000 per water service. Installation costs are expected to be high due to existing ledge that needs to be removed. Estimating \$300,000 (\$120,000 DOT Grant, \$80,000 City)

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$120,000	\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$120,000	\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 141804

#1 Fleet Priority - Police Cruisers (08 EA) Replacement

Vehicle Maintenance

Division Police Department

Classification Vehicles

Project Description

#1 Fleet Priority - Police Cruisers (08 EA) Replacement Aaron Peppin PD.

Project Justification

PD Priority #1 - Scheduled replacement / requesting 08 EA for CIP25. Police Cruiser SUV Hybrids - \$45,000 + 1 Light Kit \$8,000 X 8 = \$424,000.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$3,814,895	\$3,814,895

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025		\$424,000			☐
2024		\$381,000	\$380,000		☒
2023		\$360,895	\$335,000		☒
2021		\$301,000	\$301,000		☒
2019		\$266,000	\$266,000		☒
2018		\$266,000	\$266,000		☒
2017		\$266,000	\$152,000		☒
2016		\$266,000	\$160,000		☒
2015		\$266,000	\$265,000		☒
2014		\$266,000	\$265,000		☒
2029					☐
2030					☐
Total		\$3,062,895	\$2,390,000		

Other Funding Source Description

Operating Budget Impact

Reduced fuel consumption by replacing 7 gasoline engines with 7 hybrids. Ford estimates 40% fuel savings over the gasoline engines.

Project Title ID 236966

#4 Fleet Priority - PFD 0.5 Ton Crew Cab - Short Box and Cap -
"Service Truck #7"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#4 Fleet Priority - PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck #7" Chad Johnston PFD

Project Justification

This vehicle is used by the on duty Marine Division crew for land based items such as maintenance, attending training, transportation to staff Engine 7, etc. This vehicle would replace asset #0222 which is a 2006 Chevy Suburban with 110,000 miles at the time of this entry. The Replacement vehicle would be a new Ford F150 Crew Cab, Short box and a cap.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$85,000	\$85,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$85,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$85,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236969

#27 Fleet Priority - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "Cushing Fire Engine"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#27 Fleet Priority - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "Cushing Fire Engine" Chad Johnston

Project Justification

PFD Priority #7 - This vehicle is placed on the island 6-8 months a year to be used by Fire Crews responding from the mainland to the island. Currently there is a 1981 MACK fire engine (#0293 Mack MC487F mileage unknown / odometer in-op) that was purchased in 2015 from Windham FD. The truck is in poor condition, however should be replaced with a more suitable type of truck. The replacement vehicle would be a 1.0 Ton single cab with skid pump & tank.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$125,000	\$125,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$125,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$125,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236970

Fleet Priority N/A - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "LDI Fire Engine"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

Fleet Priority N/A - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "LDI Fire Engine" Chad Johnston

Project Justification

PFD Priority #8 - This vehicle is placed on the island 6-8 months a year to be used by Fire Crews responding from the mainland to the island. Currently there is a 1988 FORD F-350 Mini Pumper with 111,000 miles. The truck is in poor condition, however should be replaced with a more suitable type of truck. The Replacement vehicle would be a 1.0 Ton single cab with skid pump & tank. Replacing #0202.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$125,000	\$125,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$125,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$125,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236971

Fleet Priority N/A - PFD - Class A Pumper Truck - "GDI Fire Engine"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

Fleet Priority N/A - PFD - Class A Pumper Truck - "GDI Fire Engine" Chad Johnston PFD

Project Justification

PFD Priority #9 - This vehicle resides on GDI 24/7 at the Fire Station. GDI has people on the island trained to operate the engine prior to the arrival of the mainland firefighters. The current 1996 E-ONE pumper (#0263 with 67,000 miles) previously served as a mainland pumper. The truck is in fair condition however should be replaced with a class A pumper much like what Peaks & Cliff received in 2004.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$600,000	\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$600,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$600,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236973

#18 Fleet Priority - FD5 - 0.75T Crew Cab with Utility Body

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#18 Fleet Priority - FD5 - 0.75T Crew Cab with Utility Body - Chad Johnston - PFDto replace Unit #63 - 2006 GMC 1 Ton w/ Utility Box w/ 125,000 miles.

Project Justification

FD Priority #5 - This vehicle is used by the Fire Alarm technician. To replace Unit #63 - 2006 GMC 1 Ton w/ Utility Box w/ 125,000 miles. This vehicle is in fair condition and should be replaced. The replacement vehicle would be of similar design.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$100,000	\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 236977

#19 Fleet Priority - Supervisor Truck, Pick Up 0.75 Ton w / Plow

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

#19 Fleet Priority - Supervisor Truck, Pick Up 0.75 Ton w / Plow - Streets and Sidewalks Marc Spiller

Project Justification

DPW Priority #4 - Required to replace active unit #2184 / Year - 2000 - Miles - 80,000

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237072

#13 Fleet Priority - Cargo Van - Transit / Sprinter Size, Stand Up
with No Windows

Vehicle Maintenance

Division Police Department

Classification Vehicles

Project Description

#13 Fleet Priority - Cargo Van - Transit / Sprinter Size, Stand Up with No Windows - Aaron Peppin - Evidence Technicians

Project Justification

PD Priority #2 - Cargo Van - Transit / Sprinter Style. Will also have to retrofit the cargo area as required by the Police Department. The new van will then go to the Evidence Technician's re-assigning their Mercedes Sprinter to the Crisis Negotiation Team which means the "turn in" will be the 2001 Ford F-350 (#0181) with an ambulance body that has 70,029 Miles which had been operated by the Evidence Technicians.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$85,000	\$85,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$85,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$85,000			

Other Funding Source Description

Operating Budget Impact

Vehicle Maintenance

Division Recreation and Facilities

Classification Facilities

Project Description

Fleet Priority N/A - 0.75 Ton Utility Van Public Buildings - Facilities - Alex Marshall

Project Justification

PRF Priority #7 - to replace #2053 Chevy Express 2008 Year / 88,000 miles

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$75,000	\$75,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025		\$75,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237214

#21 Fleet Priority - HD ALTEC Style Bucket Truck w/ 40' Insulated Boom - Traffic Department Kevin Thomas

Vehicle Maintenance

Division Public Works

Classification Vehicle - New (Not Replacement)

Project Description

#21 Fleet Priority - HD ALTEC Style Bucket Truck w/ 40' Insulated Boom - Traffic Department Kevin Thomas

Project Justification

DPW Priority #7 - 01 EA HD ALTEC Style Bucket Truck w/ 40' Insulated Boom - "Add On" due to increased work load and with #2517 a 2009 Diesel Tier IV engine that has constant issues with the SCR system issues.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237215

Fleet Priority N/A - Snow Blower Tier IV - RPM220 T4 or Suitable Equivalent

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

Fleet Priority N/A - Snow Blower Tier IV - RPM220 T4 or Suitable Equivalent - Marc Spiller - Streets and Sidewalks

Project Justification

DPW Priority #1 - Snow Blower replacement required for Snow Blower #7108 which is a 1999 model year and is no longer economically repairable.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$250,000	\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$250,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 247420

#9 Fleet Priority - Small SUV - AWD

Vehicle Maintenance

Division Parking / Garages

Classification Vehicles

Project Description

#9 Fleet Priority - Small SUV - AWD for Joh Peverada / Parking Division

Project Justification

Required to replace #2168 2010 Ford Ranger with 98,299 miles.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$30,000	\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2026					☐
2027					☐
2028					☐
2029					☐
2025		\$30,000			☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247424

#10 Fleet Priority - 1.5 Ton 19,500GVW Truck w/ Insulated 44'
Telescopic / ArticulatingAerial Platform w/ Chipper Box

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

#10 Fleet Priority - 1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / ArticulatingAerial Platform w/ Chipper Box ADD
ON - Alex Marshall - Forestry & Horticulture.

Project Justification

PRF Priority #1 - 1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / ArticulatingAerial Platform w/ Chipper Box - Add
ON for Forestry & Horticulture. There is no turn in asset for this piece of equipment. Peninsula area tree pruning is
extremely challenging with large equipment as the streets are narrow and on street parking is heavily relied upon. This
truck will allow us to send two maintenance crews out to prune and do removals, doubling work output.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$275,000	\$275,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$275,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$275,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247425

#8 Fleet Priority - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift Gate.

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#8 Fleet Priority - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift Gate.

Project Justification

Fleet Priority #8 - FD Priority #2 - This vehicle is used by the Training Captain. This vehicle would replace a replacing #1011 which is a PD turn in being used by the FD - Year 2016 with 110,000 miles and is worn out that is currently used by the Fire Marshall, The training Captains current vehicle would go to the Fire Marshall. The Replacement vehicle would be a new Ford F150 Crew Cab, Short box and a lift gate.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$50,000				☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$50,000				

Other Funding Source Description

Funding to be received by Street Openings revenues.

Operating Budget Impact

Project Title **ID** 247433

Fleet Priority N/A - 11' Wide Area Rotary Mower

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

Fleet Priority N/A - 11' Wide Area Rotary Mower - Marc Spiller DPW

Project Justification

DPW Priority #5 - To mow the "Cap" off of Fredrick Street at old dump on Presumpscott.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$135,000	\$135,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2030					☐
2025		\$135,000			☐
2026					☐
2027					☐
2028					☐
Total		\$135,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247460

#23 Fleet Priority - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar)

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

#23 Fleet Priority - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar) - Marc Spiller PDD

Project Justification

DPW Priority #9 - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar) required by Marc Spiller PDD to replace Ford Ranger #2010 that is 12 years old with 100,000 miles on it.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$30,000	\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$30,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247470

Fleet Priority N/A - PFD - "Medium" - 42' RESCUE BOAT

Vehicle Maintenance

Division Fire Department

Classification Marine

Project Description

Fleet Priority N/A - This would be the replacement of the 1993 42' rescue boat. This Vessel "Marine #2" is 30 years old and given its limited speed, capabilities and age it does not meet the demands to provide the best emergency services PFD can provide to Casco Bay and the Islands.

Project Justification

FD Priority #6 - Casco Bay has seen exponential growth in the number of vessels utilizing and visiting the harbor. In the past 30 years, Casco Bay has seen tremendous growth in the number of pleasure craft on the water, the size and number of marinas on Casco bay and the continually increasing commercial traffic such as container and cruise ships coming and going in the harbor. This is in addition to the surge of residents and visitors enjoying, living and staying on the islands at all times of the year. Many locations can be as much as 45 minutes away from the mainland and pose complex issues for us to safely access and remove patients if need be. Our ability to respond quickly and still have access to shallow and remote island locations are some of our greatest challenges. A new vessel capable of greater response speeds, designed with the ability to access remote and shallow areas, provide safe access and egress on and off remote beaches as well as to provide state of the art fire suppression and search and rescue capabilities would allow us to provide the proper care and services to our residents and visitors for many years to come.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$1,200,000	\$1,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$1,200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247474

#17 Fleet Priority - FD3 - PFD - Ambulance / Complete Package
New ADD ON

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#17 Fleet Priority - FD3 - PFD - Ambulance Chad Johnston PFD.

Project Justification

FD Priority #3 - This would be a new ambulance and would follow suit with the plan of remounting an ambulance every 5 years and replacing it after 10 years. This would be an eighth ambulance which would allow us to continue to remount as well as always have seven ambulances on hand.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$500,000	\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$500,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247528

#5 Fleet Priority - MACK - W/ McNeilus 25 Yard Rear Loader -
Trash Packer

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#5 Fleet Priority - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer - Dawn Davidson / Solid Waste.

Project Justification

DPW Priority #1 This request will replace Packer #4050 which is a 2007 with 110,000 miles.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$335,000	\$335,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$330,000	\$330,000		☒
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$335,000			☐
Total		\$665,000	\$330,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 247542

Fleet Priority N/A - 02 EA Variable Message Boards - Tow Behind -
3 Line / Kevin Thomas Traffic Department

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

Fleet Priority N/A - 02 EA Variable Message Boards - Tow Behind - 3 Line / Kevin Thomas Traffic Department to update old technology and increase on ground total to 4 VMB's.

Project Justification

DPW Priority - ?? - (per Mike Murray 12/21/23 - these requests will be made through Operating Budgets!) - 02 EA Variable Message Boards - Tow Behind - 3 Line / Kevin Thomas Traffic Department. One of these would replace our large older unit and the other would increase our number to four. My goal in the next year would be to replace our other older unit so that the fleet of these would be less than four years old. Seeing no need to purchase any for the foreseeable future at that point. The two oldest units we have now are over 20 years old and software isn't supported and it's extremely hard to get parts even if they are available.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247609

#7 Fleet Priority - 02 EACH Sidewalk Tractor TRACKLESS w/
Attachments

Vehicle Maintenance

Division Recreation and Facilities

Classification Equipment

Project Description

#7 Fleet Priority - 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments - Alex Marshall - Parks

Project Justification

PRF Priority 0 - Our sidewalk machines are aging quickly. These 2 purchases would replace - #8106 2008 Trackless w/ 5000hrs. #8114 2013 Holder w/ 6000hrs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$330,000	\$330,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$330,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$330,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 247610

Fleet Priority N/A - Tracked Skidsteer w/Bucket, Grapple, Forks,
Snow Blower - ADD ON NEW

Vehicle Maintenance

Division Recreation and Facilities

Classification Equipment

Project Description

Fleet Priority N/A - Tracked Skidsteer w/Bucket, Grapple, Forks, Snow Blower - ADD ON NEW, requested by Alex Marshall

Project Justification

PRF Priority N/A - Tracked Skidsteer w/Bucket, Grapple, Forks, Snow Blower - ADD ON NEW, requested by Alex Marshall for use in the Parks Department. There is currently no Skidsteer type equipment available for use in that department. With the expense of hiring a contractor to do all of our large vegetation removals and material movements this machine would save us tens of thousands of dollars annually.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 247619
Fleet Priority N/A - Loader / Backhoe - Golf Course

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Loader / Backhoe - Golf Course for Ryan Scott requested by Alex Marshall.

Project Justification

PRF Priority ? - Loader / Backhoe - Golf Course for Ryan Scott requested by Alex Marshall. Essential for golf course operation, moving materials. Existing Loader #4610 a 1995 Model Year will be turned in.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257986

#6 Fleet Priority - 2.0 Cab and Chassis w / Dump Body

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

#6 Fleet Priority - 2.0 Cab and Chassis w / Dump Body for Marc Spiller Streets and Sidewalks

Project Justification

DPW Priority #2 - To replace #3105, a 1999 Ford F450 SD w/ Dump 111,000 miles. Lifecycle exceeded.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

#25 Fleet Priority - Tool Cat

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#25 Fleet Priority - Tool Cat replacement for Marc Spiller - PDD

Project Justification

DPW Priority 10 - Tool Cat for Marc Spiller - PDD to replace #5105 - 2003 Tool Cat - Worn Out. Lifecycle exceeded.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$90,000	\$90,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$90,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$90,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257989

#14 Fleet Priority - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless Body - No Sander (will re-utilize sander from #3136)

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

#14 Fleet Priority - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless Body - No Sander (will re-utilize sander from #3136) Marc Spiller Public Works.

Project Justification

DPW Priority #6 - To replace #3136 2007 GMC 5500 Plow Truck w28,000 miles - Parts Obsolete. Unable to perform repairs. Lifecycle exceeded due to age.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$140,000	\$140,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$140,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$140,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257990

#11 Fleet Priority - SUV Ford Expedition or Similar

Vehicle Maintenance

Division Social Services

Classification Vehicles

Project Description

#11 Fleet Priority - SUV Ford Expedition or Similar - Aaron Geyer HHS

Project Justification

HHS Priority #1 - To Replace #1013 which is a 2010 Ford Expedition with 160,000 miles on it. Lifecycle exceeded.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$65,000	\$65,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$65,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$65,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257991

#3 Fleet Priority - Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

#3 Fleet Priority - Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles Joe Fournier Fleet Services

Project Justification

Fleet Priority #3 - City is currently leasing 04 Ea Hyundai Kona's that have a 3 year Lease which expires 4/28/24.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$90,000	\$90,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$90,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$90,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257992

#26 Fleet Priority - Compact Road Grader (USED) - 16,900 LB
Operating Weight / 120 HP / 10' to 12' Blade

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#26 Fleet Priority - Compact Road Grader (USED) - 16,900 LB Operating Weight / 120 HP / 10' to 12' Blade - Bill Patnude
ISLANDS

Project Justification

DPW Priority #11 - The Islands budget is currently renting this piece of equipment on a yearly basis for 6 months at a time at \$4,400 per month which is \$26,400 per year. There is no "turn in" available for this purchase. Turn in for this purchase would be #5056 - 1970 Allis Chalmers Grader.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$125,000	\$125,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$125,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$125,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257993

#2 Fleet Priority - 50 Each APX 1500 Enhanced Radio / Vehicle
Radios

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#2 Fleet Priority - 50 Each APX 1500 Enhanced Radio / Vehicle Radios - Joe Fournier Fleet Services.

Project Justification

Fleet Priority #2 - Current Fleet radios in vehicles will be unrepairable / parts obsolete by 2025. Motorola will no longer carry the parts to refurbish. Radios will continue to work however. Must replace all vehicle radios with APX Enhanced type by Motorola. 200 needed / 10 ordered using fleet operating budget under req#69036. Balance of 190 EA still required. Multi year CIP request of 50 per year starting here in CIP25.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257994
#12 Fleet Priority - Floor Sweeper / Electrified

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#12 Fleet Priority - Floor Sweeper / Electrified - Joe Fournier Fleet Services

Project Justification

DPW Priority #3 -To replace asset #7502 - which is a 2001 Tennant model 6100 sweeper that is no longer economically repairable. Lifecycle exceeded.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$30,000	\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$30,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257995
Fleet Priority N/A - 1.5 - 2.0 Ton Dump Body

Vehicle Maintenance

Division Public Works
Classification Streets/Sidewalks

Project Description
Fleet Priority N/A - 2.0 Ton Dump Body - Marc Spiller Streets and Sidewalks

Project Justification
DPW Priority #2 - To replace #3002 - 2006 GMC 3500HD w/ Dump 85,000 miles. Exceeded lifecycle.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$140,000	\$140,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$140,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$140,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257996
#22 Fleet Priority - 0.75T Pick Up Crew w/ Plow

Vehicle Maintenance

Division Public Works
Classification Streets/Sidewalks

Project Description
#22 Fleet Priority - 0.75T Pick Up Crew w/ Plow - Marc Spiller Streets and Sidewalks

Project Justification
DPW Priority #8 - To replace #2131 - 2009 Ford F250 w/ 50,000 miles. Exceeded lifecycle.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257997

Fleet Priority N/A - Ride-On-Roller (USED), 5 Ton 54" Single Drum

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

Fleet Priority N/A - Ride-On-Roller (USED), 5 Ton 54" Single Drum - Bill Patnaude Islands

Project Justification

DPW Priority #? - The Islands budget is currently renting this piece of equipment on a yearly basis for 6 months at a time at \$1,980 per month which is \$7,920 per year. The turn in would be a 1964 Gallion Grader with no asset number available.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257998

#24 Fleet Priority - 11' Wide Rough Mower

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

#24 Fleet Priority - 11' Wide Rough Mower - Alex Marshall Golf Course

Project Justification

PRF Priority #2 - NO TURN IN - The Golf Course currently only has 1 Rough Mower, and the gangs are falling off and taped together. Without this replacement, we can not mow the rough and the course will be inadequate and unusable. Gangs were replaced by Gene Pierotti about 10 years ago with aftermarket parts, the tractor pulling the gangs is from 1985. This is our top priority for 2024 and is an urgent request.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$120,000	\$120,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$120,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$120,000			

Other Funding Source Description

Operating Budget Impact

#15 Fleet Priority - Activity Bus - E450 Cut Away or G3500

Vehicle Maintenance

Division Recreation and Facilities

Classification Transportation

Project Description

#15 Fleet Priority - Activity Bus - E450 550 Cut Away - Alex Marshall / Portland Youth Corps Program

Project Justification

PRF Priority #3 - Two Activity Buses have been decomissioned the past few years (2700/2703). The expansion of the Portland Youth Corps program to needing a Full time bus in the Summer restricts our 62+ program to having 2 Buses for trips in the busiest months of the year for programming. This isn't feasible for the size of our program and the expanding PYC program.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Fleet Priority N/A - Stump Grinder

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Stump Grinder - Alex Marshall - Forestry

Project Justification

PRF Priority #4 - To replace #8006 Vermeer 665 Stump Grinder 1999. Exceeded lifecycle.

The current condition of our stump grinder is less than ideal and how it is towed and used is even more of a challenge as it needs to be towed and backed into place. We have hundreds of stumps needing to be ground and they are not all in great locations. Having a mobile grinder that is transported on a trailer will allow us to get to these more effectively and safely.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$45,000	\$45,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$45,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$45,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258003

#20 Fleet Priority - Electric Ice Resurfacer

Vehicle Maintenance

Division Recreation and Facilities

Classification Equipment

Project Description

#20 Fleet Priority - Electric Ice Resurfacer - Alex Marshall - Troubh Ice Arena

Project Justification

PRF Priority #5 - Department has a turn in / however they are asking to keep it.

Current unit is on last legs and needs immediate replacement. Have been borrowing and renting units for past two years due to continued breakdowns. Current unit has been in Minnesota for 2 months for extensive repairs. 12-18 month lead time for new orders. Jake O'Donal asking to keep old resurfacer so if one goes down, there exists a back up to keep the ice tended to.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$235,000	\$235,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$235,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$235,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258004

Fleet Priority N/A - Tracked Mini EX w/ Bucket, Thumb, Grapple and Stump Grinder

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Tracked Mini EX w/ Bucket, Thumb, Grapple and Stump Grinder - Alex Marshall / Parks

Project Justification

PRF Priority #8 - NO TURN IN - NEW ADD ON - This is a shared piece of equipment between Cemeteries and Forestry that is used for digging tree wells and grave sites as well as hauling pallets of materials for bench installations, etc.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$175,000	\$175,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$175,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$175,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258005

Fleet Priority N/A - 0.75T Pick Up w/ water tank, cleaning kit, trash bin

Vehicle Maintenance

Division Recreation and Facilities

Classification Facilities

Project Description

Fleet Priority N/A - 0.75T Pick Up w/ water tank, cleaning kit, trash bin - Alex Marshall / Facilities

Project Justification

PRF Priority #9 - NO TURN IN - NEW ADD ON - Would eliminate current rental performing this job.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$75,000	\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$75,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258006
Fleet Priority N/A - Sidewinder Rough Mower

Vehicle Maintenance

Division Recreation and Facilities

Classification Equipment

Project Description

Fleet Priority N/A - Sidewinder Rough Mower - Alex Marshall / Golf Course

Project Justification

PRF Priority #10 - To replace Toro Groundmaster #7315 that is a 2016 model year with 3500 hours of use. The lifecycle of this machine is nearing its end.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$60,000	\$60,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$60,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$60,000			

Other Funding Source Description

Operating Budget Impact

Project Title

ID 258007

#16 Fleet Priority - 1.0T Dump Truck - Alex Marshall - Cemeteries

Vehicle Maintenance

Division Recreation and Facilities

Classification Vehicles

Project Description

#16 Fleet Priority - 1.0T Dump Truck - Alex Marshall - Cemeteries

Project Justification

PRF Priority #11 - To replace #3117 - 2000 GMC Dump Truck w/ 40,000miles. Exceeded lifecycle.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$80,000	\$80,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258008

Fleet Priority N/A - Wheeled Backhoe Loader - Alex Marshall - Parks

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Wheeled Backhoe Loader - Alex Marshall - Parks

Project Justification

PRF Priority #12 - To replace #7011 - 2004 JD w/ 4500hrs. Exceeded lifecycle.

This is to allow our crews to perform a lot of the work that we contract out currently. Whether it is brush mowing, playground installations, hauling boulders/granite, or even some tree plantings.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$165,000	\$165,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$165,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$165,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258009
 Fleet Priority N/A - 0.75T Crew Cab Pick Up Truck

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - 0.75T Crew Cab Pick Up Truck - Alex Marshall - Parks

Project Justification

PRF Priority #14 - NO TURN IN - ADD ON - With the Park Rangers job duties increasing due to the homeless crisis, they need another vehicle to tow their team around in and haul debris. It will become especially hard once they are at the Castle and needing to come to Canco for meetings while also have staff out in the field with only 1 truck.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$70,000	\$70,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$70,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
2026					☐
Total		\$70,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258010
Fleet Priority N/A - Electric Utility Vehicle (Kona or similar)

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Electric Utility Vehicle (Kona or similar) - Alex Marshall - Athletic Fields

Project Justification

PRF Priority #14 - NO TURN IN - ADD ON - The Playgrounds Crew has been asking for a small electric vehicle for three years now. When they have a seasonal on staff, this allows that person to handle the ravine and other small jobs while not tying up the other trucks they have. This would be more seasonal use for them if we have an idea on how to utilize it outside of that. I am assuming the Deputy will need another vehicle of some kind as well?

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258011

Fleet Priority N/A - 0.75T Utility Van

Vehicle Maintenance

Division Recreation and Facilities

Classification Facilities

Project Description

Fleet Priority N/A - 0.75T Utility Van Alex Marshall - Facilities

Project Justification

PRF Priority #12 - To replace old Ford Van. Was decommissioned asset number unknown.

Existing unit was decommissioned prior to COVID. Staff have been using personal vehicles to transport inventory and equipment.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$75,000	\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$75,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258012

Fleet Priority N/A - Electric SUV

Vehicle Maintenance

Division Recreation and Facilities

Classification Facilities

Project Description

Fleet Priority N/A - Electric SUV - Alex Marshall - Public Buildings

Project Justification

PRF Priority #16 - To replace #1006 - 2009 Jeep Libery w/ 56,000 miles.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258020

Fleet Priority N/A - 0.75 Ton Crew w/ Plow

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

Fleet Priority N/A - 0.75 Ton Crew w/ Plow Marc Spiller Streets and Sidewalks

Project Justification

DPW Priority #4 - To replace #2131 2009 Ford F250 w/ 50,000 miles

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Design and construction of added Green Infrastructure systems, storm drainage piping, catch basins and other improvements addressing street and property flooding, combined sewer capacity in the West End and erosion issues as well as stormwater pipe failures. Project funds would be used within public rights of way, on public property, and within private property affecting public right of way, where existing drainage systems are inadequate.

Project Justification

The project funds would address on going complaints about drainage system deficiencies within the City's storm drainage system and addresses issues that the Department receives request to correct from residents, City Councilors and or staff, including many from off peninsula neighborhoods. The department is also looking to utilize Green Infrastructure within combined sewershed areas to address capacity issues that have resulted in a high frequency of overland Sanitary Sewer overflows. The proposed storm water utility program if adopted would fund improvements and system corrections on a sustained basis.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,622,000		\$2,622,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2029					☐
2030					☐
2024		\$200,000	\$200,000		☒
2025					☐
2026		\$200,000			☐
2027		\$200,000			☐
2019		\$272,000	\$272,000		☒
2020		\$750,000	\$750,000		☒
2016		\$200,000	\$200,000		☒
2017		\$200,000	\$200,000		☒
2018		\$200,000	\$200,000		☒
2022		\$200,000	\$200,000		☒
2023		\$200,000	\$200,000		☒
Total		\$2,622,000	\$2,222,000		

Other Funding Source Description**Operating Budget Impact**

Water Resources

Division Sewer

Classification Wastewater

Project Description

Do a detailed study of the Capisic sewer system and watershed to determine where and how storm water is entering into the sewer system and causing sewer overflows at CSO#42. Overflows at CSO #42 were supposed to be eliminated at the completion of Tier 2 but they are still occurring even after completing all of the projects outlined in Tier 2 and the CSO Master Plan. This study would involve hiring a consultant and also installing numerous flow meters within the system for the first year. Subsequent years will involve actual design and construction of action items determined by the study to fully close CSO #42.

This project has been added to the Inflow and Infiltration and the initial investigation has been completed. Work is ongoing to design and address connected roof leaders. Additionally, the interceptor in the City owned wetland north of Warren Avenue will likely need rehabilitation.

Project Justification

The completion of Tier 2 separation projects within the Capisic Brook Watershed was supposed to close CSO#42. This action was not successful and more work needs to be done in order to obtain complete closure. The CSO Long Term Control Plan Tier 3 update did not propose any new projects or studies of Capisic Brook because it was thought that at the completion of Tier 2 CSO #42 would be closed. Since this CSO is still overflowing on rain events and we did not meet the goal of Tier 2 a new CIP request has been made in order to correct this and meet our long term control plan and consent decree. By still overflowing at CSO #42 we are not in compliance with our consent decree and DEP may take action due to this.

Additional \$600,000 is needed to complete the Warren Ave - Hicks to Hemmingway project and another 150,000 to remove Warren Ave Roofs

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$125,000		\$2,500,000		\$2,625,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$75,000	\$75,000		☒
2019		\$100,000	\$100,000		☒
2020		\$250,000	\$250,000		☒
2022		\$500,000	\$500,000		☒
2023		\$200,000	\$200,000		☒
2024		\$750,000	\$750,000		☒
2025		\$750,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$2,625,000	\$1,875,000		

Project Title **ID** 152384

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

This budget request is to meet EPA Administrative Order requirements based on recommendations from the CMOM report which was done by Woodard and Curran.

The following projects remain to be completed:

Riverton Replacement with Submersible Pump Station

Castine Replacement of Security Fence

Franklin Street Wet Well Coating

Riverton Street Pump Station Force Main Condition Assessment

SCADA and Hardware Updates

Flowmeters at Pump Stations

Security upgrades at Pump Stations (fencing, gates, lighting)

Project Justification

CIP Year 2023 Projects: Riverton Street Pump Station, Riverside Force Main Condition Assessment, Additional flow meters at Pump Stations, and SCADA upgrades.

The Riverton Pump Station Replacement project is currently under design and will be bid in December 2021. Expected to use most of the existing funds for this project.

Future year CIP work includes a condition assessment of the Riverside Pump Station Force Main, the replacement of coating for the wet well at Franklin Street Pump Station, flow meter installation at the remaining pump stations, ventilation alarms, pump replacements, gate replacement, and various other upgrades as required including SCADA systems and security features.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$9,770,000		\$9,770,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$682,000	\$680,000		☒
2016		\$670,000	\$670,000		☒
2017		\$1,100,000	\$1,100,000		☒
2018		\$670,000	\$670,000		☒
2019		\$670,000	\$670,000		☒
2020		\$2,000,000	\$2,000,000		☒
2021		\$750,000	\$750,000		☒
2022		\$670,000	\$670,000		☒
2023		\$670,000	\$670,000		☒
2024		\$1,220,000	\$1,220,000		☒
2025		\$0			☐
2026		\$670,000			☐

Project Title	ID	152461	
2027			☐
2028			☐
2029			☐
2030			☐
Total		\$9,772,000	\$9,100,000

Other Funding Source Description

Operating Budget Impact

Project Title**ID** 173621

Somerset Street Flood Mitigation Project (Franklin Street Storm Drain)

Water Resources**Division** Stormwater**Classification** Stormwater**Project Description**

Install separated storm drainage in Franklin Street to provide flood mitigation in the bayside neighborhood.

Project Justification

Franklin Street, rebuilt from a local urban street to a broad, vehicle-dominated thoroughfare in the late 1960's, has long been cited as a major roadway in dire need of redesign. To date, an initial feasibility study was completed for the roadway several years ago, and a second study was completed, with the City Council approving the redesign as a City Transportation Master Plan.

Currently, a preliminary design report product is underway for the portion of Franklin from Oxford to I-295.

The MaineDOT, a partner in the current study process with the City and PACTS, has made it clear that funding for the complete redesign is very unlikely to be totally derived from federal funding. As such, the City will be investigating other funding strategies, including use of local CIP money. While the scope and cost of future design work is still preliminary, it is anticipated that those costs will be significant.

However the Water Resources Division would like to proceed with the installation of the separated storm drain system which will help alleviate flooding in the Somerset Street/Whole Foods area. This project will also help the City continue to mitigate CSO activity in the area.

Another benefit of this project is to reduce stormwater flows that will currently flow into the future Back Cove South Storage Facility tank. Currently a 42" separated storm drain system from Somerset Street and Marginal Way ties downstream of the CSO #18- Franklin Street CSO diversion structure which will direct a significant amount of separated stormwater into the new CSO facility, thus reducing its level of performance. The Franklin Street Street storm drain design is proposing to tie this existing storm drain line into the new storm drain which will discharge into Back Cove through a new separated stormwater outfall near 295-Exit 7. The new outfall box culvert is being installed as part of the Back Cove South Storage Facility project.

The water resources division has completed a preliminary design of a new separated storm drain system throughout the corridor and would like to implement the project in phases.

Phase 1: Marginal Way to Lancaster Street which will include installing a separated drain on Lancaster Street from Franklin Street to Mayo street to capture existing storm drains in Boyd and Mayo street that had been previously separated and reconnected into the combined sewer.

Phase 2: Lancaster Street to Congress Street including providing separation for the top of the Old Port parking lot.

Phase 3: Congress Street to Middle Street.

Franklin Street, rebuilt from a local urban street to a broad, vehicle-dominated thoroughfare in the late 1960's, has long been cited as a major roadway in dire need of redesign. To date, an initial feasibility study was completed for the roadway several years ago, and a second study was completed, with the City Council approving the redesign as a City Transportation Master Plan.

Currently, a preliminary design report product is underway for the portion of Franklin from Oxford to I-295.

The MaineDOT, a partner in the current study process with the City and PACTS, has made it clear that funding for the complete redesign is very unlikely to be totally derived from federal funding. As such, the City will be investigating other funding strategies, including use of local CIP money. While the scope and cost of future design work is still preliminary, it

is anticipated that those costs will be significant.

However the Water Resources Division would like to proceed with the installation of the separated storm drain system which will help alleviate flooding in the Somerset Street/Whole Foods area. This project will also help the City continue to mitigate CSO activity in the area.

Another benefit of this project is to reduce separated stormwater flows that will currently flow into the new Back Cove South Storage Facility tank system. An existing stormwater system in Somerset Street and Marginal Way currently connects to the new CSO tank system, which will fill the a portion of the tank with non-CSO stormwater thus reducing the new storage tanks CSO storage performance level. The Somerset Street flood mitigation Project design is proposing to tie this existing storm drain line into the new storm drain in Franklin Street which will discharge into Back Cove through a new separated stormwater outfall near 295-Exit 7. The new outfall box culvert is being installed as part of the Back Cove South Storage Facility project.

The utility/stormdrain design for the project is at the 95% design level and will be ready for bidding by early winter.

As of the summer of 2021 the transportation division of DPW has decided to reduce the scope of the roadway project and try to complete overall cooridor improvements from Marginal Way to Lancaster Street concurrently with the storm drain project. These improvements are under design by Gorrill Palmer. Transportation funding for the roadway/signal improvements will be made as part of a separate general fund CIP request.

Current Project Phasing:

Phase 1: Marginal Way to Cumberland Avenue which will include installing a seperated drain on Lancaster Street from Franklin Street to Mayo street to capture existing storm drains in Boyd and Mayo street that had been previously separated and reconnected into the combined sewer.

Phase 3: Congress Street to Middle Street. (Separate CIP Account to be requested in future years).

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$7,000,000		\$7,300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026		\$7,000,000			☐
2025		\$0			☐
2018		\$300,000	\$300,000		☒
2030					☐
Total		\$7,300,000	\$300,000		

Other Funding Source Description

Operating Budget Impact

The reconstruction of this street would allow for the development of land along side the roadway, likely increasing the overall taxable property for the City. In addition, the age and condition of Franklin has begun to require costly maintenance work, including two City-funding paving projects in the last two years.

Project Title ID 194901

CSO- Sewer / Storm Consulting and Inspection Services

Water Resources

Division Sewer

Classification Wastewater

Project Description

To be used for consulting services that are not SRF eligible, including but not limiting to; test pits, CCTV, borings, geo-technical, etc.

Project Justification

Due to the cities current procurement procedures some services are not SRF eligible. This would be used to cover those services.

Inspection services for the following:

Hersey Street = \$200k

Back Cove West = \$300K

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$2,000,000		\$1,900,000		\$3,900,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$500,000	\$500,000		☒
2022		\$1,500,000	\$1,500,000		☒
2023		\$500,000	\$500,000		☒
2024		\$500,000	\$500,000		☒
2025		\$400,000			☐
2026		\$500,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$3,900,000	\$3,000,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

Transportation is rehabilitating Monument Way and Square. This same area will need sewer main replacement as well as new storm drains.

Project Justification

Storm water is combined in this area and the sewers need replacement

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$1,000,000		\$1,100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$100,000	\$100,000		☒
2025		\$0			☐
2026		\$1,000,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,100,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205714

Stroudwater Dam

Water Resources

Division Stormwater

Classification Marine

Project Description

Monitoring and rehabilitation of existing dam

Project Justification

Replace exsisting Sluice Gate, Drill 3 Peizometers with Data Loggers,
Set 3 Monuments, Construct Bar Screen up stream of Sluice gate, and Repointing of Downstream Face.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$5,000		\$200,000		\$205,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$100,000	\$50,000		☒
2023		\$155,000	\$155,000		☒
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$255,000	\$205,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

The Inflow and Infiltration Program is a multi-year three phase program to identify and remove extraneous flows to the sanitary sewer system. Phase 3 is the mitigation of sewers found to be deficient and a source of infiltration into the system. All work is based on the Inflow and Infiltration Program Final Report which provides a three phase mitigation strategy to address Inflow and Infiltration.

Project Justification

Phase three of the Inflow and Infiltration Program is the mitigation phase to address sources of extraneous flows identified in both Phase one and Phase two. For the most part, mitigation measures will utilize Trenchless Technologies to address leaky pipes and manholes. Additional consideration will be made to address connected sump pumps and leaky laterals.

Mitigation Phase 1 Estimated Cost = \$8,864,857 (includes engineering and contingency costs). Full program esitimated to cost \$18,813,821 over three phases.

Will utilize existing Sewer System Renewal Accounts (3173019504, C20512, C21505) for 3.3 million of the estimated costs for the first phase. Current request have been based on rehabilitation estimate not including engineering and contingency costs. As the Mitigation Phase 1 is underway and completed, future funding requests may be revised.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$7,600,000		\$7,600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$1,100,000	\$1,100,000		☒
2023		\$1,650,000	\$1,100,000		☒
2024		\$1,100,000	\$1,100,000		☒
2025		\$1,000,000			☐
2026		\$1,650,000			☐
2027		\$1,650,000			☐
2028					☐
2029					☐
2030					☐
Total		\$8,150,000	\$3,300,000		

Other Funding Source Description

Operating Budget Impact

All funding will come from CIP accounts.

Project Title ID 216232

Center St Storm Drain

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Center Street was separated in 1976 with a storm drain which reconnects to the combined sewer in commercial street. The project will remove the connection to the combined sewer and discharge into the Fore River as a separated outfall.

Project Justification

This project will work towards separating the existing drain line to help reduce CSO volumes at CSO #25-Long Wharf.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$3,650,000		\$3,950,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$200,000	\$200,000		☒
2023		\$100,000	\$100,000		☒
2024		\$2,000,000	\$250,000		☒
2025		\$3,400,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$5,700,000	\$550,000		

Other Funding Source Description

Operating Budget Impact

ESRI Conversion to Utility Network

Water Resources

Division Sewer

Classification Wastewater

Project Description

Transition from ArcMap and the geometric network to ArcGIS Pro and the Utility Network, along with transitioning all of the current tools that we use to the newer versions. Crews will be able to edit and trace the path of the network data in the field. The technology can handle modern data needs and makes it easy to share information securely with those who need it.

Project Justification

In the next 5+ years Esri will be transitioning its development and resources to ArcGIS Pro and the Water Resources GIS (along with the rest of the City) will need to start to move towards that transition. This transition will affect GIS, Cityworks, ITpipes as well as our ArcGIS Enterprise system and services.

The first step would be to work with the ESRI team to determine what components, additional software, other systems would be affected and what the level of effort would be. The following years would be implementation of the upgrade.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$750,000				\$750,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$25,000	\$25,000		☒
2022		\$225,000	\$225,000		☒
2023		\$100,000	\$100,000		☒
2024		\$200,000	\$200,000		☒
2025		\$200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$750,000	\$550,000		

Other Funding Source Description**Operating Budget Impact**

There will likely be annual licensing fees.

Project Title ID 216241

CSO- #26 Sewershed - Maple Street

Water Resources

Division Sewer

Classification Wastewater

Project Description

This is an initial investigation to eliminate the sanitary sewer overflows (SSOs) occurring at CSO # 26.

Project Justification

As part of the City's CMOM program the EPA requires the City to identify and eliminate SSO's all over the City. This investigation will help kickoff that effort in this sewershed.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$200,000		\$1,250,000		\$1,450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$200,000	\$200,000		☒
2025					☐
2026		\$1,250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,450,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

Investigation for replacement or rehabilitation of existing sewer and storm drain within the future MDOT project area.

Project Justification

The water resources division has identified existing vitrified clay sewer pipes within this intersection to be nearing the end of the infrastructure's service life. MDOT has a scheduled project to reconfigure and repave the intersection in 2023. The water resources division would like to replace or rehabilitate the lines prior to that project occurring.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,000,000		\$1,000,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026		\$1,000,000			☐
2025					☐
2030					☐
Total		\$1,000,000			

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

Implementation of sewer separation projects in the downtown district to mitigate CSO discharge into Portland Harbor

Project Justification

Part of the Water Resources Integrated Plan

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$2,300,000		\$2,300,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$2,300,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$2,300,000			

Other Funding Source Description

C20505 Thames St Stormwater Outfall \$123,346.54 reallocation
C20518 Pearl St Sewer Replacement \$44,292.82 reallocation
C23508 Pearl Street Sewer/ Storm Drain \$32,000.00 reallocation

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

This project will separate the existing combined sewer system in Franklin Street from Middle Street to Congress by installing new storm drains in the street. The project will consider the use of Green Infrastructure to provide water quality treatment.

Project Justification

The sewer separation completed in this project will continue the City's efforts to reduce CSO discharge into Casco Bay and start to help address CSO discharges into the Commercial Street/Portland harbor waterfront. This project is listed as a target sewer separation project in the Water Resources integrated planning document.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,600,000		\$1,600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027		\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$1,600,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 226686
CSO- Hersey St and Irving St Sewer Separation

Water Resources

Division Sewer

Classification Wastewater

Project Description

This project will complete the separation of the existing combined sewer system in Ocean Ave from Irving Street to Forest as well as separating Hersey Street. \$4,000,00 WR construction. \$200,000 inspections, \$600,000 Non Sewer Items IE: paving/curb/etc.

Project Justification

The sewer separation completed in this project will continue the City's efforts to reduce CSO discharge into Back Cove. This project was identified in the Mackworth CSO project design as is necessary to reduce CSOs. Back Cove West SC installed the pipe up Vannah into Clifton St. This project will be extending that pipe to Hersey and then up to Ocean Ave and towards Irving Street.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,600,000		\$2,600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026					☐
2025					☐
2024	\$600,000	\$2,000,000	\$2,000,000		☒
2030					☐
Total	\$600,000	\$2,000,000	\$2,000,000		

Other Funding Source Description

General Fund Sewer Inelligibles - Overlay Irving, Ocean Ave box cut, concrete sidewalks on Ocean. Consider reallocation of \$1.4M from 3137517504 (Woodford Street).

Operating Budget Impact

CSO- West End Sewer Separation

Water Resources

Division Sewer

Classification Wastewater

Project Description

Implementation of sewer separation projects in the West End district to mitigate CSO discharge into Portland Harbor

Project Justification

Part of the Integrated Plan sewer separation strategy

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$200,000		\$4,000,000		\$4,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$200,000	\$200,000		☒
2025					☐
2026		\$2,000,000			☐
2027		\$2,000,000			☐
2028					☐
2029					☐
2030					☐
Total		\$4,200,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

Funding to update the City's India Street and Fore River pump station SWMM models.

Project Justification

Integrated plan mandate from MDEP and EPA to analyze the potential for CSO reduction at the Fore river pump station and Portland Harbor waterfront.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$500,000				\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$500,000	\$500,000		☒
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000	\$500,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 236825

Eastern Prom Storm Drain Replacement

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Congress to Quebec

Project Justification

This project proposes to replace a failing storm drain system in Eastern Promenade from Congress Street to Quebec Street which has 9 class 5 defects based on the NASSCO pipe rating system. This project will also upsize storm drain capacity in this coordior to prevent flooding issues in at the Congress Street/Eastern Promenade intersection which has periodically resulted in stormwater to flow down the Eastern Promenade Embankment causing erosion issues.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$40,000		\$500,000		\$540,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$40,000	\$40,000		☒
2025					☐
2026		\$500,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$540,000	\$40,000		

Other Funding Source Description

Operating Budget Impact

Palmer Ave Detention Basin

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Reconstructing an existing detention basin

Project Justification

MS4 Permit required maintenance on a detention basin

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$70,000		\$250,000		\$320,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2024		\$70,000	\$70,000		☒
2025		\$250,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$320,000	\$70,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

This is a yearly recurring need from years past that wasn't carried over. Used to supplement the pavement preservation programs costs for raising frames and covers and other water resources utility needs.

Project Justification

Part of the General Funded Pavement Preservation program need for raising frames and covers during their paving projects.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,200,000		\$1,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030		\$200,000			☐
2029		\$200,000			☐
2028		\$200,000			☐
2027		\$200,000			☐
2026		\$200,000			☐
2025		\$200,000			☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

Street Sweeper Replacement

Water Resources

Division Stormwater

Classification Vehicles

Project Description

Replacement sweeper for unit 7512

Project Justification

Consistent with our plan to rotate a new sweeper in once a year in a 5 year rotation.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$315,000	\$315,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$315,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$315,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257917

Collection System Repairs and Improvements

Water Resources

Division Sewer

Classification Wastewater

Project Description

Several smaller collection system improvement projects require funding. Examples of some potential projects include:

Curtis Rd underdrain installation
Concord St West underdrain installation
Vaill St storm sewer point repairs (SWDP-1199)
Frost St Manhole installation
26 Beaumont St catch basin replacement (SWIN-0551)
Westlawn Rd catch basin replacement (SWIN-2647)
Diamond St catch basin installation by Coffee By Design
Ludlow St underdrain installation
Ball Park Dr outfall repair (SWDP-0948)
West Commercial St manhole improvement (SSMH-3692)
Kenilworth St manhole installation to allow for sewer rehabilitation (SSGM-03790)

Project Justification

There are several areas throughout the City that have been identified as needing minor improvements. This request is to allow the City to go out to bid to have several of them completed. These projects include drainage improvements and manhole repair or installations.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,100,000		\$1,100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$750,000			☐
2026		\$350,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,100,000			

Other Funding Source Description

3137013501 Deering St Wastewater \$232,070.47 reallocation
3137019518 Bell St Sewer Replacement \$343,897.25 reallocation
31375M1309 Deering St Sewer \$554,079.47 reallocation

Operating Budget Impact

Project Title ID 257918

Culvert, Outfall, and Drainage Repairs and Improvements

Water Resources

Division Stormwater

Classification Stormwater

Project Description

The City has identified several culverts that need to be rehabilitated or replaced. Identified culverts include:

Rand Road

Trolley Park

Washington Ave at Summit Street

There are several outfalls in the Capisic Brook Watershed that need to be rebuilt.

Project Justification

There are several culverts and outfalls that need rehabilitation or replacement so funding is being requested to allow for the work to happen as required.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$250,000		\$1,250,000		\$1,500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2029					☐
2030					☐
2025		\$500,000			☐
2026		\$1,000,000			☐
2027					☐
Total		\$1,500,000			

Other Funding Source Description

3137014505 Culvert Replacement Washington \$115,989.19 reallocation

C20506 Riverton Culvert Replacement \$312,888.69 reallocation

C21513 Riverton Drive Culvert \$150,000.00 reallocation

Operating Budget Impact

Pickup Truck Replacements

Water Resources

Division Sewer

Classification Vehicles

Project Description

Funding to replace 1/2 ton and/or 3/4 ton pickup trucks as part of planned vehicle rotation.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$120,000	\$120,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$120,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$120,000			

Other Funding Source Description

Operating Budget Impact

Project Title

ID 258019

Trailered 6" Pump

Water Resources

Division Stormwater

Classification Equipment

Project Description

Project Justification

A trailered 6" pump would assist in dealing with flooding issues greater than what our current pumps can handle.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$55,000	\$55,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$55,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$55,000			

Other Funding Source Description

Operating Budget Impact



December 19, 2023

To: Brendan O'Connell - City of Portland Director of Finance, Tiffany Mullen – City of Portland Sr. Executive Assistant

From: Sarah Moore – Executive Director, Portland Public Library and Marianne Sensale-Guerin – Interim Director of Finance

Subject FY25 Portland Public Library CIP request

Greeting Brendan and Tiffany,

Portland Public Library would like to submit for consideration the following CIP projects for FY25.

As you are aware, the 5 Monument Sq location has several failing building systems that affect the overall integrity of the building and the safety of our staff and patrons. In FY23 we saw the failure of the roof top chiller that was installed in 1999 and required an emergency replacement.

The air handlers are near or at the end of their useful life and are costing thousands in repair just to keep them cobbled together and running. There are roof failures, paving needs, dehumidification, and ventilation needs at various locations.

We are also very cognizant of the limitations of the City to provide funding to many buildings that the City serves. Below are the CIP requests that we feel are most pressing to the integrity and safety of the library buildings.

Replace Air Handlers 1 and 3 - 5 Monument Square

In consultation with our vendor Trane, it has been determined that the air handlers that should be replaced as soon as possible are air handlers 1 and 3. The estimated cost to replace this equipment is **\$450,000.**

Replace roof 11, 4, 5 – 5 Monument Square

In FY24 there was a request to replace roof 11, 4 and 5. An estimate of the repairs has been sent and is included in this transmission as well. The rain and snow melt infiltration into the building is not merely an issue of the roof failing but also cause for alarm for the health and safety of staff and patrons. As we saw with the mold situation at the Talbot School (Riverton Branch) this year the cost to remediate the occurrence of mold is costly and can be avoided by repairing the areas of the roof that are causing the water infiltration. The estimated cost to repair/replace is **\$315,000.**

In FY21 there was a request for the replacement of the Portland Room fire protection. I am under the understanding that his project was approved for funding but has yet to be completed. I am not certain as to how to go about accessing these funds from FY21. Below is the original justification for the ask. The current market cost to replace is **\$125,000.**

Replace Portland Room Fire Protection

The Portland Room, with its special collections, is protected by a Halon system that was installed when the building was constructed in the late 1970's. In the ensuing 40-plus years, halon has been discontinued as a viable fire suppression tool because of its effect on the ozone layer. Moreover, the equipment itself is old and there is a risk of failure. If the current system were to discharge, it cannot be refilled as halon has been outlawed. In addition, there is a separate, adjacent archive space that has no fire protection that an updated system should be extended into.

Dehumidification and ventilation upgrades – Riverton Branch (Talbot School)

In FY24 the Riverton Branch, along with the Talbot School, had the need to remediate mold due to moisture in the space. The cost to the library for this unanticipated expense was \$22,100. To avoid this situation in the future, and for the safety of staff and patrons, we must address the high moisture content in the space. This would be a two-part process; first upgrade the ventilation system that serves the library space, second, install a commercial wall mounted dehumidifier that accommodates the square footage of the library. These projects would be done and tandem and are estimated at **\$30,000**.

Pavement of the loading dock parking lot at 5 Monument Square and Parking Lot at 277 Stevens Avenue

This request was made with the FY23 CIP and is being included with the FY25 request for approval. Both parking lot areas are in disarray with multiple cracks and crumbling pavement. There are safety and liability concerns for staff and patrons that access these areas. Pictures were provided with the FY23 request and can be supplied again if necessary. Estimated cost to repair \$30,000

ADA considerations at 5 Monument Square

The library has been looking at signage regarding accessibility and ADA compliance. The current signage has been assessed and a plan to update building's public floors has been completed. In addition, the leaking caused by a faulty air handler in early 2023 caused damage to existing carpet in the children's area that resulted in water-damaged and uneven carpet. Estimated cost to be \$25,000.

Facilities Study for all locations

As stated previously, many of the library's buildings are in disrepair and are relying on equipment that is likely far past their expected lifespan. With so many needs it can be difficult to prioritize and plan for the future repair of the building without more information. A facilities study of all library locations will help us to prioritize and plan for future needs in the most efficient and effective way possible. Estimated cost to be \$30,000

In summary, the library buildings need several life safety upgrades. We have only provided the most pressing needs at this time.

Lincoln Middle School Proposed Project

Replace heating system (Warm)

\$800,000

Rationale:

- Identified through 2016 Assessment as near the end of its service life
- Replacement was slated for FY23 but was put off due to problems that arose with the boilers at PATHS that had to be prioritized
- Breaks down frequently and requires ongoing repair



Casco Bay HS/PATHS

Repair underground cables (Safe)

\$500,000

Rationale:

- Cable was buried without a conduit and is deteriorating
- As a result, lights in the parking lot do not work, creating a safety hazard



Lyman Moore Middle School

Create secure entrance vestibule (Safe)

\$188,000

Rationale:

- Unlike at other schools, people walking into Moore enter directly into the school lobby rather than entering through a secure vestibule, creating a potential security concern
- Project was identified by the 2016 Assessment as a priority to be completed between 2018 and 2022 but is still outstanding
- As we roll out an updated Comprehensive Emergency Management Plan, it is essential that we address significant gaps such as this



Talbot Community School

Add security cameras (Safe)

\$70,000

Rationale:

- **The school currently has no security cameras to monitor the facilities**
- **As we roll out an updated Comprehensive Emergency Management Plan, it is essential that we address significant gaps such as this**



Deering High School

Replace primary underground electrical cable into building (Safe)

\$285,000

Rationale:

- Identified by 2016 Assessment as a priority between 2023 and 2037, noting that the equipment set-up was “obsolete”
- Electrical issues are high priority from a safety perspective and for ensuring stable functioning of the school



Deering High School

Repair masonry on exterior walls (Dry)

\$500,000

Rationale:

- Water is leaking into the building through exterior walls
- 2016 Assessment identified as a priority due to the walls being near the end of service life



Deering High School

Upgrade server for camera system (Safe)

\$25,000

Rationale:

- The server is at the end of its service life and is essential for supporting the camera systems in four schools (Deering High School, Lincoln Middle School, Longfellow Elementary School, and Rowe Elementary School)



Longfellow Elementary School

Repair exterior walls (Dry)

\$500,000

Rationale:

- Water is leaking in through exterior walls
- Identified by 2016 Assessment as a priority for 2018-2022 due to walls being at the end of their service life
- Recent Buildings For Our Future investment in the school's interior could be jeopardized by exterior leaks



East End Community School

Install security camera system (Safe)

\$70,000

Rationale:

- The school does not currently have a functioning camera system (the old one is obsolete)
- As we roll out an updated Comprehensive Emergency Management Plan, it is essential that we address significant gaps such as this



Multiple Schools

Upgrade door access controls (Safe)

\$115,000

Rationale:

- **High-functioning door access controls are essential for security management**
- **The controls at Deering High School need upgrading and some other schools need detailed improvements**



FY25-FY29 General Fund CIP Requests								
Classification	Department	Division	ProjectTitle	2025	2026	2027	2028	2029
Revaluation	Assessors		Personal Property Revaluation	190,000.00				
Revaluation	Assessors		City Wide Revaluation	750,000.00		300,000.00		300,000.00
Facilities	Barron Center	Environmental Services	Parking Lot and Walkway Lighting	75,000.00				
Facilities	Barron Center	Environmental Services	New Bathroom in Laundry	40,000.00				
Facilities	Barron Center	Environmental Services	Patio & Walkway Repair		76,000.00			
Facilities	Barron Center	Environmental Services	Storage Garage for Wheelchairs				93,750.00	
Facilities	Barron Center	Environmental Services	Paving Project Phases 2 & 3		294,600.00	418,300.00		
Facilities	Barron Center	Environmental Services	Energy Management Systems		348,000.00			
Equipment	Barron Center	Environmental Services	John Deere Lawn Tractor/Snow Blower			29,095.00		
Facilities	Barron Center	Environmental Services	Replace the Roof Top A/C Chiller (BC 1)			60,000.00		
Facilities	Barron Center	Environmental Services	Replace Ceiling Unit Heaters (BC 1)			50,000.00		
Facilities	Barron Center	Environmental Services	Replace Rooftop Exhaust Fans (BC 2)				32,000.00	
Equipment	Barron Center	Environmental Services	Replace Fresh Intake Grills/Actuators			55,000.00		
Equipment	Fire Department	Firefighting	SCBA Replacement	600,000.00	600,000			
Facilities	Fire Department	Building Maintenance	Central Fire Restroom and Kitchen Renovation - Funding for Completion	25,000.00				
Facilities	Fire Department	Building Maintenance	Bramhall Fire Station - Domestic Water Piping Replacement	75,000.00				
Equipment	Fire Department	Firefighting	PPE - Ballistic Vests for EMS and Firefighting Personnel	60,000.00				
Facilities	Fire Department	Building Maintenance	Slab, Masonry and Waterproofing Repairs	50,000.00	100,000.00	100,000.00		
Facilities	Fire Department	Building Maintenance	Ocean Ave - Windows and Interior Renovations				575,000.00	
Facilities	Fire Department	Building Maintenance	Bramhall Fire Station - Interior Renovations			1,350,000.00		
Facilities	Fire Department	Building Maintenance	Stevens Ave Fire Station - Roof Replacement		185,000.00			
Facilities	Fire Department	Building Maintenance	Munjoy Fire Station - Kitchen Suppression Hood					
Facilities	Fire Department	Building Maintenance	Fire Museum - Boiler Upgrade Oil to Natural Gas				100,000.00	
Facilities	Fire Department	Building Maintenance	Stevens Ave Fire Station - New Building					5,400,000.00
Facilities	Fire Department	Building Maintenance	Riverton - Windows and Interior Renovations				575,000.00	
Facilities	Fire Department	Building Maintenance	Munjoy Fire Station - Interior Upgrades					575,000.00
Facilities	Fire Department	Building Maintenance	Central Fire Station - Major Renovations					
Equipment	Information Technology		COP Security Camera System	80,000.00	80,000.00	80,000.00	40,000.00	40,000.00
Equipment	Information Technology		Segregate Highly Regulated Networks	40,000.00				
Equipment	Information Technology		Power Protection for Critical Switches (for buidlings with 10+ staff)	40,000.00				
Equipment	Information Technology		Wireless Access Point (wifi) refresh	50,000.00	50,000.00	50,000.00	50,000.00	
Equipment	Information Technology		Physical Host for City Hall Cluster (1 per year)	65,000.00	65,000.00	65,000.00	65,000.00	65,000.00
Equipment	Information Technology		Spring St Parking Garage Network Refresh (Revenue Protection)	70,000.00				
Equipment	Information Technology		Munjoy Network Refresh (EOC & Backup Dispatch Protection)	60,000.00				
Vehicles	Information Technology		IT Travel Vehicle - including lockable storage		35,000.00			
Equipment	Information Technology		Redundancy for City Hall (currently has single point of failure)		30,000.00			
Equipment	Information Technology		Primary Data Center/Rm 10 - Facilities Equipment		35,000.00			

Facilities	Parking / Garages	Elm Street Garage	Elm St. Sealants and Concreate Repairs levels 4 & 5					
Facilities	Parking / Garages	Spring Street Garage	Spring St Roof Deck Traffic Membrane Recoat	220,000.00				
Facilities	Parking / Garages	Temple Street Garage	Temple St. Roof & Level 4 Pavement removal, concrete repairs and deck coa	250,000.00	250,000.00			
Facilities	Parking / Garages	Temple Street Garage	Temple St Painting of Structural Steel			400,000.00		
Structural Steel Painti	Parking / Garages	Spring Street Garage	Spring St Painting Structural Steel			350,000.00		
Facilities	Parking / Garages	Spring Street Garage	Spring St Neogard Traffic membrane Recoat		480,000.00			
Facilities	Parking / Garages	Temple Street Garage	Kelmar recoat Level 2				75,000.00	
Facilities	Parking / Garages	Temple Street Garage	Future Conditional Appraisal Recommendations				150,000.00	200,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Title IX Construction for Payson Park	300,000.00				
Facilities	Parks, Rec & Public Assembly	Aquatics	Riverton Pool	2,300,000.00				
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Back Cove Re-pave Tukey's Bridge Approach	295,000.00				
Equipment	Parks, Rec & Public Assembly	Parks	Eastern Prom Food Truck Court Electricity	50,000.00				
Equipment	Parks, Rec & Public Assembly	Ice Arena	Ice Arena Chiller Refurbishment	200,000.00				
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Reiche Playground Replacement	500,000.00				
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Stone Street Playground Design & Engineering	40,000.00	400,000.00			
Facilities	Parks, Rec & Public Assembly	Golf Course	Course Improvements	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Payson Tennis Court lights	200,000.00				
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Pond - Stacked Wall Reconstruction Phase 1		1,900,000.00	400,000.00		
Facilities	Parks, Rec & Public Assembly	Recreation	Riverton Gym Floor Replacement		150,000.00			
Facilities	Parks, Rec & Public Assembly	Canco Rd	Improvements at 212 Canco Rd		150,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lincoln Park Fence--Pearl St		200,000.00			
Streets/Sidewalks	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery and Forest City Cemetery Road Reconstruction		100,000.00			
Equipment	Parks, Rec & Public Assembly	Public Assembly	Barricades for Outdoor Events		140,000.00			
Equipment	Parks, Rec & Public Assembly	Merrill Auditorium	Merrill Auditorium Orchestra Pit Lift		275,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Valley Street Stone Retaining Wall Repair/Rebuild		115,000.00			
Facilities	Parks, Rec & Public Assembly	Merrill Auditorium	Merrill Auditorium Seating Replacement			100,000.00		
Equipment	Parks, Rec & Public Assembly	Merrill Auditorium	Merrill Auditorium Marquee				200,000.00	
Facilities	Parks, Rec & Public Assembly	Golf Course	South Course Bunker Renovation				250,000.00	
Facilities	Parks, Rec & Public Assembly	Ice Arena	Ice Arena Improvements		50,000.00			50,000.00
Facilities	Parks, Rec & Public Assembly	Recreation	Reiche Pool Filter Replacement				115,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Baxter Boulevard Safety Enhancements --Stairs and Railings		150,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	East End Recreational Boat Ramp Reconstruction		300,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fencing: Eastern Prom Sewage Treatment Plant Replacement with guardrail		156,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Quarry Run Dog Park Expansion and Renovation (Invasives Removal, Trail resurfacing, fence replacement)			100,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Vista Clearing and Plantings			50,000.00		50,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Dougherty Field Basketball Pavilion					150,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Park Walkway ADA Paving, various locations		200,000.00		200,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Ravine Wading Pool Rehab			475,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fencing: Softball field at Talbot School				50,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fort Gorges Wharf Reconstruction		100,000.00			

Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Martins Point Access Improvements				150,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	University Park Playground			200,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Back Cove Guard Rails			100,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Park Cross-Park Trail		100,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Community Garden Fence Repairs/Additions (3-4 Gardens (CDBG potential))				50,000.00	50,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Longfellow Basketball Drainage and Reconstruction		175,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Restroom: Brick and Mortar Building					
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Harborview Stairs from Circle Trail Intersection to Commercial St		50,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Park Sledding Hill & Skating Rink Improvements		75,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Park Parking		250,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Upper Park Walkway Reconstruction			250,000.00		250,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Harborview Aging in Place Fitness Course			30,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Portable Pumptrack: moveable neighborhood skatepark				75,000.00	
Facilities	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery Wilde Chapel Masonry			500,000.00		500,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Community Garden Shed Replacements					
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lincoln Park Walkway Lights				250,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Picnic Pavillion: Deering Oaks and Payson Park				150,000.00	150,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Bandstand & Toboggan Run Improvements					150,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Peaks Island Skate Park			75,000.00		
Streets/Sidewalks	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery Repaving Roads		125,000.00		125,000.00	
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Deering Oaks Tennis and Basketball Court Resurface			200,000.00		
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Payson Additional Basketball Court				100,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lincoln Park Fence--Franklin St				300,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Ludlow Pond Drainage				150,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom "NEW" Sidewalk along Western Cemetery				250,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Peppermint Park--East Bayside Playground			50,000.00	350,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Will's Playground (Eastern Prom)				450,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fort Gorges Preservation Plan		120,000.00	200,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery Green Burial Area Development			30,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery Pond Restoration Engineering				30,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Bayside Community Garden Relocation		50,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Various Community Garden Shed Replacements			45,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Bayside Basketball Court - New Construction		75,000.00			
Facilities	Parks, Rec & Public Assembly	Recreation	Community Center Planning			200,000.00		
Facilities	Parks, Rec & Public Assembly	Recreation	Community Center Construction					
Facilities	Parks, Rec & Public Assembly	Ice Arena	Redesign of Office into Locker Room				345,000.00	
Facilities	Parks, Rec & Public Assembly	Ice Arena	Sprinkler Upgrade			100,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Back Cove Trail Reconstruction and Stone Dust Resurfacing				150,000.00	
Equipment	Parks, Rec & Public Assembly	Parks	Will's Playground Design (Eastern Prom)		75,000.00			
Equipment	Parks, Rec & Public Assembly	Parks	Stroudwater Playground					150,000.00
Equipment	Parks, Rec & Public Assembly	Parks	Presumpscot Playground			50,000.00	450,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Veranda Street Waterfront Park		150,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Noyes Park Pathways, Seating & Trees				150,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lincoln Park Fence--Federal St			350,000.00		

Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Harborview Concrete Stair and Plaza: Resurfacing with Granite					25,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Eastern Prom Cutter Street/Parking Reno			2,750,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Eastern Prom Cleeves Accident Fence Reconstruction		50,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Rose Circle Entrance--Convert to Brick					75,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Bandstand Replacement					500,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks ADA Sidewalks and Curbing - Farmers Market Rd (State to Deering)					300,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Bell Buoy Park Design & Construction		75,000.00		750,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Park Front Entrance Improvements		200,000.00			
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Deering High School Field Upgrades				200,000.00	275,000.00
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Deering Oaks Baseball Lights		250,000.00			
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Deering Oaks Infield Upgrades and Irrigation		90,000.00			
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Dougherty Field Turf Renovation with Irrigation		250,000.00			
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick Paving and ADA Improvements			235,000.00		
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick Stadium Entrance Upgrade					
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick to Expo Team Entrance Landscape Upgrades					
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick Track Resurfacing			100,000.00		
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick Turf Replacement				1,200,000.00	
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Fox St Irrigation Replacement				75,000.00	
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Ludlow Baseball Field Upgrades					500,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Memorial Stadium Concession Stand Replacement				250,000.00	
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Payson B Softball Drainage and Irrigation			110,000.00		
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Riverton Softball Lighting Replacement				255,000.00	
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	New Synthetic Turf Field					1,500,000.00
Facilities	Parks, Rec & Public Assembly	Golf Course	Cart Building Replacement - North & South Courses			900,000.00		
Equipment	Parks, Rec & Public Assembly	Golf Course	Golf Course Irrigation Relpacement		130,000.00			
Facilities	Parks, Rec & Public Assembly	Merrill Auditorium	Replacement Interior Doors			70,000.00		
Facilities	Parks, Rec & Public Assembly	Public Assembly	Expo Renovations					50,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Court Resurfacing: Various Tennis, Pickleball & Basketball		50,000.00		50,000.00	
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Deering Oaks Tennis Court Lights					
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Dougherty Field Bike Path Improvements					100,000.00
Equipment	Parks, Rec & Public Assembly	Parks	East End School Playground					
Equipment	Parks, Rec & Public Assembly	Parks	East End School Playground Design					50,000.00
Equipment	Parks, Rec & Public Assembly	Parks	Fox Field Playground					300,000.00
Equipment	Parks, Rec & Public Assembly	Parks	Hesletine Park Playground					
Equipment	Parks, Rec & Public Assembly	Parks	Playground Equipment Replacement: Various Locations				75,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Bramhall Square Reconstruction					450,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Eastern Prom Cleeves Monument ADA Plaza		125,000.00			
Facilities	Parks, Rec & Public Assembly	Parks	Fort Gorges Composting Toilets					
	Parks, Rec & Public Assembly							
Equipment	Parks, Rec & Public Assembly	Parks	Longfellow Park Bollard Lighting			50,000.00		
Facilities	Parks, Rec & Public Assembly	Parks	Western Prom Artistic Play Area					
Equipment	Parks, Rec & Public Assembly	Parks	Western Prom Walkway Lighting					
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Walkway Reconstruction Phase II					150,000.00

Parks, Fields, Trails	Planning & Urban Development	Planning	Congress Square Redesign	750,000.00				
Transportation	Planning & Urban Development	Transportation	West Commercial Street Pathway - Phase III		25,000.00	200,000.00		
Transportation	Planning & Urban Development	Transportation	Parkside to Libbytown Pathway Phase II		250,000.00			
Transportation	Planning & Urban Development	Transportation	Neighborhood Byway City-wide Network Implementation			60,000.00	60,000.00	60,000.00
Facilities	Public Buildings & Waterfront	Hadlock Field	Exterior Wall Reconstruction and Mold Remediation	465,000.00				
Facilities	Public Buildings & Waterfront	Other Public Buildings	New Sprinkler System at Cummings Center/ Munjoy Fire Station	300,000.00				
Facilities	Public Buildings & Waterfront	Canco Road	212 Roof Replacement (4 Phases)	400,000.00		200,000.00		
Marine	Public Buildings & Waterfront	Waterfront	Portland Ocean Terminal (POT) Fender Replacement	250,000.00	250,000.00			
Marine (i.e., piers)	Public Buildings & Waterfront	Waterfront	Bollard/ Bit Replacement	200,000.00				
Marine	Public Buildings & Waterfront	Waterfront	On going pile/pier work at OG and P.O.T	200,000.00	350,000.00	350,000.00	350,000.00	350,000.00
Equipment	Public Buildings & Waterfront	Waterfront	Pile Jackets -OG	125,000.00	100,000.00			
Equipment	Public Buildings & Waterfront	City Hall	City Hall Fire Doors for Common Areas		245,000.00			
Facilities	Public Buildings & Waterfront	Public Safety	Public Safety Stair Project (Additional Funding Request)		170,000.00			
Equipment	Public Buildings & Waterfront	Merrill	Replace Chiller at Merrill Auditorium		400,000.00			
Facilities	Public Buildings & Waterfront	Canco Road	Build out vacant space for IT or HR			400,000.00		
Facilities	Public Buildings & Waterfront	City Hall	Copper Roof Replacement - Engineering		75,000.00	1,500,000.00	1,500,000.00	
Facilities	Public Buildings & Waterfront	Canco Road	212 Canco Rd Parks Space/HVAC Upgrades		600,000.00			
Facilities	Public Buildings & Waterfront	Public Safety	Window Replacement Phase 1 of 2			600,000.00	600,000.00	
Facilities	Public Buildings & Waterfront	City Hall	Offices & Customer Service Areas A/C Installation (Finance,Assesors,HR,Parking)		200,000.00			
Facilities	Public Buildings & Waterfront	City Hall	Add Sprinkler System		350,000.00			
Facilities	Public Buildings & Waterfront	Waterfront	Berthing Load Test					
Facilities	Public Buildings & Waterfront	Other Public Buildings	Forest City Cemetry/Evergreen		200,000.00	200,000.00		
Equipment	Public Buildings & Waterfront	Exposition Building	EXPO HVAC Installation in Arena			1,730,000.00		
Facilities	Public Buildings & Waterfront	Public Safety	Repoint/Waterproof Building Exterior		400,000.00			
Facilities	Public Buildings & Waterfront	Merrill	Paint Dome Ceiling and Replace Sprinkler Heads		250,000.00			
Facilities	Public Buildings & Waterfront	Hadlock Field	Replace General Admission Seats		300,000.00			
Facilities	Public Buildings & Waterfront	Hadlock Field	Hadlock Concourse Stair Stringers		100,000.00			
Facilities	Public Buildings & Waterfront	Canco Road	212/250 Canco Rd Exterior Wall Maintenance			75,000.00		
Facilities	Public Buildings & Waterfront	Canco Road	250 Canco Rd Roof Replacement Phase 1 of 2				450,000.00	
Facilities	Public Buildings & Waterfront	Canco Road	250 Canco Rd Portable Generators				100,000.00	
Facilities	Public Buildings & Waterfront	City Hall	Interior Renovations /Security Upgrades			600,000.00		
Equipment	Public Buildings & Waterfront	City Hall	Mechanical Assist Mobile Storage for Planning				80,000.00	
Facilities	Public Buildings & Waterfront	City Hall	Replace sewer main in tunnel				200,000.00	
Facilities	Public Buildings & Waterfront	Exposition Building	Emergency Egress Access Doors/Concrete Stair Removal			200,000.00		
Facilities	Public Buildings & Waterfront	Exposition Building	HVAC Phase 3 9 Basement Level					750,000.00
Facilities	Public Buildings & Waterfront	Canco Road	Expo - ADA Upgrades			75,000.00		
Facilities	Public Buildings & Waterfront	Exposition Building	Boiler Replacement				420,000.00	
Facilities	Public Buildings & Waterfront	Hadlock Field	Metal Siding,Door,Window Replacement			100,000.00		
Facilities	Public Buildings & Waterfront	Hadlock Field	Structural Repairs/Roof Covering - Hadlock			150,000.00		
Facilities	Public Buildings & Waterfront	Public Safety	Master Plan			200,000.00		
Marine	Public Buildings & Waterfront	Waterfront	POT - Pile Survey			197,500.00		

Marine	Public Buildings & Waterfront	Waterfront	Compass Park Ongoing pile/pier work					
Marine (i.e., piers)	Public Buildings & Waterfront	Waterfront	Floats at Maine State Pier/Great Diamond Island			100,000.00		
Facilities	Public Buildings & Waterfront	Waterfront	Terminal Bldg Renovation			420,000.00		
Marine	Public Buildings & Waterfront	Waterfront	Gangway Extentions			200,000.00		
Equipment	Public Buildings & Waterfront	Hadlock Field	Admin/Ticket Office HVAC Replacement			115,000.00		
Equipment	Public Buildings & Waterfront	Hadlock Field	Elevator Modernization			145,000.00		
Equipment	Public Buildings & Waterfront	Canco Road	Long term file storage room(s			200,000.00		
	Portland Public Library	Main Library	Replace Air Handlers 1 and 3	450,000.00				
	Portland Public Library	Main Library	Replace Air Handlers		500,000.00	500,000.00	500,000.00	500,000.00
	Portland Public Library	Main Library	Replace Roof (Phase 1)	165,000.00				
	Portland Public Library	Main Library	Replace Roof		400,000.00	900,000.00		
	Portland Public Library	Riverton	Dehumidification and ventilation upgrades	30,000.00				
	Portland Public Library	Multiple	Pavement of the loading dock parking lot		30,000.00			
	Portland Public Library	Main Library	ADA Considerations		25,000.00			
	Portland Public Library	Multiple	Facilities Study	30,000.00				
	Portland Public Schools	Lincoln	Replace Heating System	800,000.00				
	Portland Public Schools	CBHS/PATHS	Repair Underground Cables	500,000.00				
	Portland Public Schools	Lyman Moore	Create Secure Entrance / Vestibule	185,000.00				
	Portland Public Schools	Talbot	Add Security Cameras	70,000.00				
	Portland Public Schools	DHS	Replace Primary Underground Cables	285,000.00				
	Portland Public Schools	DHS	Repair Masonry on Exterior Walls	500,000.00				
	Portland Public Schools	DHS	Upgrade Server for Camera System	25,000.00				
	Portland Public Schools	Longfellow	Repair Exterior Walls	500,000.00				
	Portland Public Schools	East End	Install Security Camera System	70,000.00				
	Portland Public Schools	Multiple	Upgrade Door Access Controls	115,000.00				
	Portland Public Schools	Multiple	Future Board Recommended CIP Projects	0.00	3,000,000	4,000,000	3,000,000	3,000,000
Transportation	Public Works	Engineering	MPI Paving Match	665,000.00				
Transportation	Public Works	Engineering	PACTS Collector Paving	470,000.00				
Facilities	Public Works	Engineering	Landfill PFAS Remediation	80,000.00				
Transportation	Public Works	Engineering	Pavement Preservation Program	1,700,000.00	2,500,000.00	2,500,000.00		
Transportation	Public Works	Engineering	Sidewalk Rehabilitation Program	700,000.00	1,200,000.00	1,400,000.00		
Transportation	Public Works	Engineering	Libbytown Neighborhood Renewal Project	40,000.00	2,800,000.00			
Transportation	Public Works	Engineering	Forest Avenue: (Woodford/Revere to Bedford)	50,000.00	50,000.00		1,250,000.00	
Transportation	Public Works	Engineering	Forest Avenue: (State/Marginal to Park/Portland)	75,000.00		825,000.00		
Transportation	Public Works	Engineering	State and High Two-Way Conversion Study	100,000.00				
Transportation	Public Works	Engineering	PACTS RTMS - Regional Signals, Communications, and Match Money for Proj	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
Transportation	Public Works	Engineering	Traffic Signal Upgrades with Paving Programs	150,000.00	200,000.00	200,000.00	200,000.00	250,000.00
Transportation	Public Works	Engineering	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	275,000.00	250,000.00	250,000.00		

Transportation	Public Works	Engineering	Traffic Signals Upgrade Program	550,000.00	700,000.00	750,000.00	1,000,000.00	1,000,000.00
Transportation	Public Works	Engineering	Transportation Preliminary Design	80,000.00	100,000.00	100,000.00	100,000.00	150,000.00
Transportation	Public Works	Engineering	PACTS TIP - Brighton Avenue Multi-Modal Project	60,000.00	50,000.00	1,500,000.00		
Transportation	Public Works	Engineering	ADA Compliance Program	100,000.00	100,000.00	100,000.00		
Transportation	Public Works	Engineering	Bike Facility Safety Improvements (BBI Program)	50,000.00	50,000.00	50,000.00	75,000.00	75,000.00
Transportation	Public Works	Engineering	RR Quiet Zone Compliance Program	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00
Transportation	Public Works	Engineering	Arterial Crossing Program	150,000.00	150,000.00	175,000.00	175,000.00	175,000.00
Transportation	Public Works	Engineering	Islands Improvement Program	150,000.00				
Transportation	Public Works	Engineering	City Retaining Wall Repairs	100,000.00				
Transportation	Public Works	Engineering	Street Rehabilitation Program	100,000.00	250,000.00	250,000.00	250,000.00	300,000.00
Transportation	Public Works	Engineering	High-Speed Communications for Adaptive Signal Corridors and Improved Co	50,000.00	100,000.00	125,000.00	125,000.00	
Transportation	Public Works	Engineering	Franklin Street Design Update		50,000.00	500,000.00	5,000,000.00	
Transportation	Public Works	Engineering	Pedestrian and Urban Scale Street Lighting and Safety Program		150,000.00	150,000.00	150,000.00	150,000.00
Transportation	Public Works	Engineering	Monument Way & Square Rehabilitation		200,000.00			
Transportation	Public Works	Engineering	Morrills Corner (State Route 302 and 100)			1,500,000.00		
Transportation	Public Works	Engineering	Intersection Redesign at Fore and Pearl		65,000.00	600,000.00		
Streets/Sidewalks	Public Works	Engineering	PACTS York St Sidewalk and Street Rehab		250,000.00			
Transportation	Public Works	Engineering	Commercial Street Sidewalk Improvements		150,000.00			
Transportation	Public Works	Engineering	Marginal Way Signal Upgrades			350,000.00		
Transportation	Public Works	Engineering	Comprehensive Parking Analysis, Recommendations, and Signage Funding for Peninsula		100,000.00	100,000.00		
Transportation	Public Works	Engineering	Traffic Calming/Street Safety Initiatives		150,000.00			
Vehicles	Vehicle Maintenance	Police Department	#1 Fleet Priority - Police Cruisers (08 EA) Replacement	425,000.00				
Equipment	Vehicle Maintenance	Public Works	#2 Fleet Priority - 50 Each APX 1500 Enhanced Radio / Vehicle Radios	75,000.00	75,000.00			
Vehicles	Vehicle Maintenance	Public Works	#3 Fleet Priority - Lease Buyout - Hyundai Kona Ultimate / Electric Passenger	90,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#4 Fleet Priority - PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck	85,000.00				
Equipment	Vehicle Maintenance	Public Works	#5 Fleet Priority - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer	335,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#6 Fleet Priority - 2.0 Cab and Chassis w / Dump Body	150,000.00				
Equipment	Vehicle Maintenance	Recreation and Facilities	#7 Fleet Priority - 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments	330,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#8 Fleet Priority - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box	85,000.00				
Vehicles	Vehicle Maintenance	Parking / Garages	#9 Fleet Priority - Small SUV - AWD	30,000.00				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	#10 Fleet Priority - 1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / Ar	275,000.00				
Vehicles	Vehicle Maintenance	Social Services	#11 Fleet Priority - SUV Ford Expedition or Similar	65,000.00				
Equipment	Vehicle Maintenance	Public Works	#12 Fleet Priority - Floor Sweeper / Electrified	30,000.00				
Vehicles	Vehicle Maintenance	Police Department	#13 Fleet Priority - Cargo Van - Transit / Sprinter Size, Stand Up with No Wind	85,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#14 Fleet Priority - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless	140,000.00				
Transportation	Vehicle Maintenance	Recreation and Facilities	#15 Fleet Priority - Activity Bus - E450 Cut Away or G3500	80,000.00				
Vehicles	Vehicle Maintenance	Recreation and Facilities	#16 Fleet Priority - 1.0T Dump Truck - Alex Marshall - Cemeteries	80,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#18 Fleet Priority - FD5 - 0.75T Crew Cab with Utility Body	100,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#19 Fleet Priority - Supervisor Truck, Pick Up 0.75 Ton w / Plow	80,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#22 Fleet Priority - 0.75T Pick Up Crew w/ Plow	80,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#23 Fleet Priority - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or	30,000.00				
Equipment	Vehicle Maintenance	Recreation and Facilities	#20 Fleet Priority - Electric Ice Resurfacer		235,000.00			

Vehicle - New (Not Re	Vehicle Maintenance	Public Works	#21 Fleet Priority - HD ALTEC Style Bucket Truck w/ 40' Insulated Boom - Traffic Department K	200,000.00				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	#24 Fleet Priority - 11' Wide Rough Mower	120,000.00				
Equipment	Vehicle Maintenance	Public Works	#25 Fleet Priority - Tool Cat	90,000.00				
Equipment	Vehicle Maintenance	Public Works	#26 Fleet Priority - Compact Road Grader (USED) - 16,900 LB Operating Weight / 120 HP / 10' t	125,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#27 Fleet Priority - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "Cushing F	125,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	Fleet Priority N/A - 0.75 Ton Crew w/ Plow	80,000.00				
Facilities	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - 0.75 Ton Utility Van Public Buildings	75,000.00				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - 0.75T Crew Cab Pick Up Truck	70,000.00				
Facilities	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - 0.75T Pick Up w/ water tank, cleaning kit, trash bin	75,000.00				
Facilities	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - 0.75T Utility Van	75,000.00				
Equipment	Vehicle Maintenance	Public Works	Fleet Priority N/A - 02 EA Variable Message Boards - Tow Behind - 3 Line / Kevin Thomas Traffi	50,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	Fleet Priority N/A - 1.5 - 2.0 Ton Dump Body	140,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	Fleet Priority N/A - 11' Wide Area Rotary Mower	135,000.00				
Facilities	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Electric SUV	80,000.00				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Electric Utility Vehicle (Kona or similar)	80,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#17 Fleet Priority - FD3 - PFD - Ambulance / Complete Package New ADD ON		500,000.00			
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Loader / Backhoe - Golf Course		150,000.00			
Marine	Vehicle Maintenance	Fire Department	Fleet Priority N/A - PFD - "Medium" - 42' RESCUE BOAT		1,200,000.00			
Vehicles	Vehicle Maintenance	Fire Department	Fleet Priority N/A - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "LDI Fire Engine"		125,000.00			
Vehicles	Vehicle Maintenance	Fire Department	Fleet Priority N/A - PFD - Class A Pumper Truck - "GDI Fire Engine"		600,000.00			
Equipment	Vehicle Maintenance	Public Works	Fleet Priority N/A - Ride-On-Roller (USED), 5 Ton 54" Single Drum		80,000.00			
Equipment	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Sidewinder Rough Mower		60,000.00			
Streets/Sidewalks	Vehicle Maintenance	Public Works	Fleet Priority N/A - Snow Blower Tier IV - RPM220 T4 or Suitable Equivalent		250,000.00			
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Stump Grinder		45,000.00			
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Tracked Mini EX w/ Bucket, Thumb, Grapple and Stump Grinder		175,000.00			
Equipment	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Tracked Skidsteer w/Bucket, Grapple, Forks, Snow Blower - ADD ON NEW		150,000.00			
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Wheeled Backhoe Loader - Alex Marshall - Parks		165,000.00			
			Current list of City General Fund Capital Requests by Year	21,470,000	29,229,600	39,454,895	24,620,750	19,200,000
			Target New General Obligation Bond Issuance by Year	\$12,000,000	\$11,000,000	18,000,000	18,000,000	18,000,000
			Anticipated Use of Other Funding Sources by Year	9,470,000	7,500,000	7,500,000	6,000,000	1,000,000
			Additional Estimated Cuts Required by Year	\$0	\$10,729,600	\$13,954,895	\$620,750	\$200,000

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**AMENDMENT FROM COUNCILOR BULLETT TO ORDER
AUTHORIZING GENERAL OBLIGATION BONDS
TO FINANCE A PORTION OF THE CITY'S FISCAL YEAR FY25 CAPITAL
IMPROVEMENT PROGRAM IN AN AMOUNT NOT TO EXCEED \$1920,040,000**

FOLLOWING a public hearing of the City Council of the City of Portland, Maine, held upon due notice pursuant to Article VII, Section 9 of the City Charter, **IT IS HEREBY ORDERED THAT:**

There is hereby authorized and approved a borrowing by the City of Portland in the aggregate principal amount not to exceed ~~Nineteen~~ Twenty Million Forty Thousand Dollars (\$1920,040,000), such borrowing to be evidenced by the City's general obligation bonds (the "Bonds") and temporary notes in anticipation thereof (the "Notes), to finance the items identified in the City's FY25 Capital Improvement Program attached hereto as Exhibit A and all other costs (as defined herein) related and ancillary thereto (the "Projects").

BE IT FURTHER ORDERED:

1. That the Bonds and Notes shall be executed in the name of and on behalf of the City by the Director of Finance and the Mayor, either or both of whose signatures may be by facsimile to the extent permitted by law, and shall bear the City seal thereon, attested by its Clerk.

2. That the Director of Finance is hereby authorized, in the name of and on behalf of the City of Portland, to prepare, issue, and sell such Bonds and Notes through a public offering (on a competitive or negotiated basis or a combination thereof) or a private placement, or a combination thereof, and such Bonds may be issued in serial form or as term bonds, or some combination thereof, may be issued as physical certificates or in book-entry form pursuant to the Depository Trust Company Book-Entry Only System, and may issued at one time or from time to time, as one or more separate bond issues, all as the Director of Finance shall determine to be appropriate in his sole discretion.

3. That the Director of Finance is hereby authorized, in the name of and on behalf of the City, to establish, determine and approve the form, dates, maturities (with the last maturity not to exceed the maximum term permitted by law), denominations, interest rates, places of payment, provisions for early redemption, with or without a premium, prior to the stated maturity date(s), and all other details, including the timing and manner of their sale and award, such establishment, determination and approval to be conclusively evidenced by the execution thereof.

4. That the Director of Finance is hereby authorized, in the name of and on behalf of the City, to do or cause to be done all such acts and things, including to select a financial advisor, underwriter, or paying agent /registrar for such Bonds and Notes, and to execute, deliver and approve all contracts, loan agreements, investment agreements, tax compliance agreements or arbitrage certificates, closing certificates, instruments, Preliminary Official Statement, Official Statement or other offering

document, a Letter of Representation necessary to qualify the Bonds or Notes for the Depository Trust Company Book-Entry Only System, a continuing disclosure undertaking pursuant to Securities and Exchange Commission Rule 15c2-12 and any other documents or agreements (the "Bond Documents") as may be necessary or advisable, in connection with the financing of the Projects and the offering, sale, issuance, and delivery of the Bonds and Notes, and the investment of the proceeds thereof, which Bond Documents shall be in such form and contain such terms and provisions including, without limitation, the waiving of the District's sovereign or governmental immunity with respect to the enforceability of any of the forgoing, which waiver of sovereign or governmental immunity is hereby authorized, confirmed and approved, and such other details as he shall establish, determine and approve, such establishment, determination and approval to be conclusively evidenced by the execution thereof.

5. That if the Bonds or Notes, or any part of them, are issued on a tax-exempt basis, the Director of Finance is hereby authorized, in the name of and on behalf of the City, to covenant and certify that:

- (A) No part of the Projects shall be used directly or indirectly, in a manner that would cause the Bonds or Notes to be "private activity bonds" within the meaning of Section 141 of the Internal Revenue Code of 1986, as amended (the "Code"), and that no part of the proceeds of the Bonds and Notes shall be used directly or indirectly to acquire any securities or obligations, the acquisition of which or the investment yield on which would cause such Bonds or Notes to be "arbitrage bonds" within the meaning of Section 148 of the Code; and
- (B) The City will file any required reports and take any other action that may be necessary to insure that interest on the Bonds and Notes will remain exempt from federal income taxation, and that the City will refrain from any action that would cause interest on the Bonds or Notes to be subject to federal income taxation.

6. That the term "cost" or "costs" as used herein and applied to the Projects, or any portion thereof, includes, but is not limited to (1) the cost to design, acquire, construct, renovate, improve, furnish and equip the Projects, or any portion thereof; (2) the cost of land, easements and other real property interests, landscaping and site preparation, including demolition and environmental remediation work on any existing building or structure and on the property where the Projects are located, utility extensions and site improvements, and all appurtenances and other fixtures, facilities, buildings and structures either on, above, or under the ground which are used or usable in connection with the Project; (3) the cost of feasibility studies, surveys, environmental studies and assessments, engineering, plans and specifications, legal and other professional services associated with the Project; (4) issuance costs, including premiums for insurance, capitalized interest and other fees and expenses relating to the issuance and delivery of the Bonds and Note.

7. That if the actual cost of any Project differs from the estimated cost on the attached Exhibit A, whether due to completion, delay or abandonment of such Project or for any other reason, the Director of Finance is hereby authorized, in the name of and on behalf of the City, in his discretion, to reallocate proceeds of the Bonds and Notes to any other Project listed on the attached Exhibit A, or to any other project or improvement that the City Council has approved or may in the future approve as part of the City's annual capital improvement plan.

8. That if the Director of Finance, Mayor or Clerk are for any reason unavailable to approve and execute the Bonds or Notes or any other Bond Document necessary or convenient to the issuance, execution and delivery of the Bonds or Notes, the person or persons then acting in such capacity, whether on an interim or acting basis, as an assistant, a deputy, or otherwise, is authorized, in the name of and on behalf of the City, to act for such official with the same force and effect as if such official had performed such act.

9. That if any of the officers or officials of the City who have signed or sealed the Bonds or Notes shall cease to be such officers or officials before the Bonds or Notes so signed and sealed shall have been actually authenticated or delivered by the City, such Bonds or Notes nevertheless may be authenticated, issued, and delivered with the same force and effect as though the person or persons who signed or sealed such Bonds or Notes had not ceased to be such officer or official; and also any such bonds or notes may be signed and sealed on behalf of the City by those persons who, at the actual date of the execution of such Bonds or Notes, shall be the proper officers and officials of the City, although at the nominal date of such Bonds or Notes any such person shall not have been such officer or official.

10. That to the extent not payable from other funds, an amount sufficient for the payment of the annual payments of principal and interest on the Bonds or any Notes issued hereunder shall be included in the tax levy of each year until the debt represented by said Bonds or Notes is extinguished.

11. That if any of the Bonds or Notes are issued through the State of Maine Clean Water Revolving Loan Fund (CWSRF), the following resolutions required by Section C(4)(e) of the CWSRF Rules, Chapter 595 (the "SRF Regulations"), administered by the Department of Environmental Protection and the Maine Municipal Bond Bank (the "Bond Bank"), be and hereby are adopted:

- a. That a Project Account shall be created for the Projects which shall be separate from all other accounts of the City. If operating revenues are to be used to retire the debt, a sub-account will be established;
- b. That the Project Account shall be maintained in accordance with standards set forth by the Bond Bank and in accordance with generally accepted government account standards;
- c. That a final accounting shall be made to the Bond Bank of the total cost of each Project upon completion of the Project performance certification as set out in Section G(3) of the SRF Regulations and the City acknowledges that the Bond Bank reserves the right at its sole discretion to be provided with a cost certification of the Project as built;
- d. That an annual audit of the City, prepared by a certified public accountant or licensed public accountant be provided to the Bond Bank for the term of the loan;
- e. That the City shall maintain insurance coverage on the Projects in an amount adequate to protect the Bond Bank's interest for the term of the loan with the Bond Bank named as loss payee;
- f. That the City will comply with any special conditions specified by the Department of Environmental Protection's environmental determination until all financial obligations to the State have been discharged;

- g. That the City certify to the Bond Bank that it has secured all permits, licenses and approvals necessary and that it has a dedicated source of revenue for repayment;
- h. That the City establish a rate, charge or assessment schedule in order to pay principal and interest. Such rate change or schedule shall provide total operations and debt service coverage at a level at which the coverage for the Bond Bank is sufficient;
- i. That the City must demonstrate the ability to pay reasonably anticipated costs of operating and maintaining the financed Project; and
- j. That the City abide by the SRF Regulations, as revised and amended and relevant State statutes of the State of Maine.

12. That during the term any of the Bonds (or bonds issued to refund such Bonds) are outstanding, the Director of Finance is hereby authorized, in the name of and on behalf of the City, to issue and deliver refunding bonds to refund some or all of the Bonds then outstanding, and to establish, determine and approve the time of the sale, award and settlement of such refunding bonds, the form, date, maturities (not to exceed the maximum term permitted by law), denominations, interest rates, payment dates, and all other details of such refunding bonds, and to provide that any of such refunding bonds may be made subject to call for redemption, with or without premium, before their stated maturity dates, such establishment, determination and approval to be conclusively evidenced by his execution thereof, and to execute and deliver, in the name of and on behalf of the City, such additional Bond Documents as may be reasonable or necessary with respect to such refunding, and each refunding bond issued hereunder shall be signed in the same manner as the Bonds.

13. That the City may pay certain costs of the Projects prior to the issuance of the Bonds and Notes (referred to as "original expenditures"); to that end, the City hereby declares its official intent to reimburse itself for such original expenditures from the proceeds of such bonds and notes, and this Resolution shall constitute the City's declaration of official intent pursuant to Treasury Regulation §1.150-2.

GENERAL FUND PROJECTS

Department	Project	FY24 CIP Appropriation	Bond Authorization (2)	Other Funding	Other Funding Source
Assessors	Personal Property Revaluation	190,000	-	190,000	(1)
	City Wide Revaluation	750,000	-	750,000	(1)
Barron Center	Parking Lot and Walkway Lighting	75,000	75,000	-	
	New Bathroom in Laundry Building	40,000	40,000	-	
Fire Department	SCBA Replacement	600,000	-	600,000	(1)
	Central Fire Restroom and Kitchen Renovation - Funding for Completion	25,000	-	25,000	(3)
	Bramhall- Domestic Water Piping Replacement	85,000	-	85,000	(3)
	PPE - Ballistic Vests for EMS and Firefighting Personnel	50,000	50,000	-	
	Slab, Masonry and Waterproofing Repairs	50,000	50,000	-	
Information Technology	Security Camera System - Various Facilities	80,000	80,000	-	
	Segregate Highly Regulated Networks	40,000	40,000	-	
	Power Protection for Critical Switches	40,000	40,000	-	
	Wireless Access Point (wifi) refresh	50,000	50,000	-	
	Physical Host for City Hall Cluster	65,000	65,000	-	
	Spring St Parking Garage Network Refresh	70,000	70,000	-	
	Munjoy Network Refresh (EOC & Backup Dispatch)	60,000	60,000	-	
Parking / Garages	Spring St Garage Roof Deck Traffic Membrane Recoat	220,000	220,000	-	
	Temple St. Garage Roof & Level 4 Repairs	250,000	250,000	-	
Parks, Rec & Public Assembly	Title IX Construction for Payson Park	300,000	-	300,000	(1)
	Riverton Pool Repairs	2,300,000	-	2,300,000	(1)
	Back Cove Re-pave Tukey's Bridge Approach	295,000	295,000	-	
	Eastern Prom Food Truck Court Electricity	50,000	50,000	-	
	Ice Arena Chiller Refurbishment	200,000	200,000	-	
	Reiche Playground Replacement	500,000	-	500,000	(1)
	Stone Street Playground Design & Engineering	40,000	40,000	-	
	Riverside Golf Course Improvements	50,000	50,000	-	
	Riverton Gym Floor Replacement - Talbot School	150,000	150,000	-	
	Payson Tennis Court Lights	200,000	200,000	-	
Planning & Urban Develop	Congress Square Redesign	750,000	750,000	-	
Public Buildings & Waterfront	Hadlock Field - Exterior Wall Reconstruction and Mold Remediation	465,000	-	465,000	(1)
	New Sprinkler System at Cummings Center/ Munjoy Fire Station	300,000	-	300,000	(1)
	212 Canco Road Roof Replacement - Phase 1	400,000	400,000	-	
	Portland Ocean Terminal (POT) Fender Replacement	250,000	250,000	-	
	Bollard / Bit Replacement	200,000	200,000	-	
	Ongoing Pile/Pier Work at Portland Ocean Terminal	200,000	-	200,000	(1)
	Pile Jackets - Ocean Gateway	125,000	125,000	-	
Portland Public Library	PPL - Replace Air Handlers 1 and 3	450,000	-	450,000	(1)
	PPL - Replace Roof (Phase 1)	165,000	-	165,000	(1)
	Riverton Library - Dehumidification and Ventilation Upgrades	30,000	30,000	-	
	Library Facilities Study	30,000	30,000	-	
Portland Public Schools	Lincoln - Replace Heating System	800,000	800,000	-	
	CBHS/PATHS - Repair Underground Cables	500,000	500,000	-	
	Lyman Moore - Create Secure Entrance / Vestibule	185,000	185,000	-	
	Talbot - Add Security Cameras	70,000	70,000	-	
	DHS - Replace Primary Underground Cables	285,000	285,000	-	
	DHS - Repair Masonry on Exterior Walls	500,000	500,000	-	
	DHS - Upgrade Server for Camera System	25,000	25,000	-	
	Longfellow - Repair Exterior Walls	500,000	500,000	-	
	East End - Install Security Camera System	70,000	70,000	-	
	Misc. Schools - Upgrade Door Access Controls	115,000	115,000	-	
Public Works	MPI Paving Match	665,000	665,000	0	
	PACTS Collector Paving	470,000	470,000	-	
	Landfill PFAS Remediation	80,000	80,000	0	
	Pavement Preservation Program	1,700,000	-	1,700,000	(1)
	Sidewalk Rehabilitation Program	700,000	-	700,000	(1)
	Libbysville Neighborhood Renewal Project	40,000	40,000	-	
	Forest Avenue: (Woodford/Revere to Bedford)	50,000	50,000	-	
	Forest Avenue: (State/Marginal to Park/Portland)	75,000	75,000	-	
	State and High Two-Way Conversion Study	100,000	-	100,000	(4)
	PACTS RTMS - Regional Signals, Communications, and Match Money	25,000	25,000	-	
	Traffic Signal Upgrades with Paving Programs	150,000	-	150,000	(4)
	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	275,000	-	275,000	(1)
	Traffic Signals Upgrade Program	550,000	550,000	-	
	Transportation Preliminary Design	80,000	80,000	-	
	PACTS TIP - Brighton Avenue Multi-Modal Project	60,000	60,000	-	
	ADA Compliance Program	400,000	400,000	-	
	Bike Facility Safety Improvements (BBI Program)	50,000	50,000	-	
	RR Quiet Zone Compliance Program	10,000	10,000	-	
	Arterial Crossing Safety Improvements	150,000	-	150,000	(4)
	Islands Improvement Program	290,000	290,000	-	
	City Retaining Wall Repairs	100,000	100,000	-	
	Street Rehabilitation Program	100,000	100,000	-	
	High-Speed Communications for Adaptive Signal Corridors and Improved	50,000	50,000	-	
Vehicle Maintenance	Police Cruisers (8) Replacement	425,000	425,000	-	
	50 Each APX 1500 Enhanced Radio / Vehicle Radios	75,000	75,000	-	

Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles	90,000	90,000	-	
PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck #7"	85,000	85,000	-	
PW - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer	335,000	335,000	-	
PW - 2.0 Cab and Chassis w / Dump Body	150,000	150,000	-	
Rec. 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments	330,000	330,000	-	
FD - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift	85,000	85,000	-	
Parking - Small SUV - AWD	30,000	30,000	-	
1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / Articulating Aerial Platform w/ Chipper Box	275,000	275,000	-	
SS - SUV Ford Expedition or Similar	65,000	-	65,000	(1)
PW - Floor Sweeper / Electrified	30,000	30,000	-	
PD - Cargo Van - Transit / Sprinter Size, Stand Up with No Windows	85,000	85,000	-	
PW - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless Body - No Sander	140,000	140,000	-	
Rec. Activity Bus - E450 Cut Away or G3500	80,000	80,000	-	
Rec. 1.0T Dump Truck - Alex Marshall - Cemeteries	80,000	80,000	-	
FD - 0.75T Crew Cab with Utility Body	100,000	100,000	-	
PW - Supervisor Truck, Pick Up 0.75 Ton w / Plow	80,000	80,000	-	
PW - 0.75T Pick Up Crew w/ Plow	80,000	80,000	-	
PW - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar)	30,000	30,000	-	
HD Altec Style Bucket Truck w/ 40" Insulated Boom	200,000	200,000	-	
Electric Ice Resurfacer	210,000	210,000	-	
Sub-Total	22,470,000	13,000,000	9,470,000	
Public Art	50,000	50,000		
Land Bank	50,000	50,000		
Sub-Total - General Fund Projects	22,570,000	13,100,000	9,470,000	
<u>ENTERPRISE FUND PROJECTS</u>				
Water Resources				
CSO- Close CSO #42	750,000	750,000	-	
CSO- Sewer / Storm Consulting and Inspection Services	400,000	400,000	-	
CMOM - Inflow and Infiltration Phase 3 Mitigation	1,000,000	1,000,000	-	
Palmer Ave Detention Basin	250,000	250,000	-	
Center St Storm Drain	2,400,000	2,400,000	-	
ESRI Conversion to Utility Network	200,000	200,000	-	
Pavement Preservation Program - Utility costs	200,000	200,000	-	
Collection System Repairs and Improvements	750,000	750,000	-	
Culvert, Outfall, and Drainage Repairs and Improvements	500,000	500,000	-	
Street Sweeper Replacement	315,000	315,000	-	
Pickup Truck Replacements	120,000	120,000	-	
Trailer 6" Pump	55,000	55,000	-	
Sub-Total - Enterprise Fund Projects	6,940,000	6,940,000	-	
TOTAL CIP	29,510,000	20,040,000	9,470,000	
<u>TOTAL APPROPRIATIONS AND FUNDING SOURCES</u>				
(1) Assigned Surplus Fund Balance	8,960,000			
(2) New Borrowing (General Fund Debt Service Repayment)	13,100,000			
(2) New Borrowing (Enterprise Fund Debt Service Repayment)	6,940,000			
(3) FY24 CIP Bond Reallocation	110,000			
(4) Transportation Impact Fees	400,000			
TOTAL	29,510,000			

MARK DION (MAYOR)
PIOUS ALI (A/L)
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**CITY OF PORTLAND
IN THE CITY COUNCIL**

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ANNA BULLETT (4)
KATE SYKES (5)

**AMENDMENT FROM COUNCILOR BULLETT TO ORDER APPROPRIATING BOND
PROCEEDS AND OTHER FUNDS IN AN AMOUNT NOT TO EXCEED \$2829,510,000 FOR
THE CITY'S FY2025 CAPITAL IMPROVEMENT PROGRAM**

IT IS HEREBY ORDERED THAT

1. Subject to paragraph 2 and 3 below, the sum of \$~~2829~~29,510,000, plus the investment earnings and original issue premium arising, if any, associated with issuance of the City's general obligation bonds, be and hereby is appropriated to finance the projects more particularly described in the project list for the City's FY25 Capital Improvement Program attached hereto as Exhibit A (the "FY25 CIP Project List"), as follows:
 - a. The sum of \$~~1213~~1,100,000 is appropriated from the proceeds of the City's general obligation bonds to be authorized by the City Council to finance a portion of the costs of the General Fund Projects included in the FY25 CIP Project List;
 - b. The sum of \$6,940,000 is appropriated from the proceeds of the City's general obligation bonds to be authorized by the City Council to finance a portion of the costs of the Enterprise Fund Projects included in the FY25 CIP Project List;
 - c. An additional amount not to exceed \$9,470,000 is appropriated as follows:
 - i. An amount not to exceed \$8,960,000 is appropriated from the City's Assigned Surplus Fund Balance – Capital Improvement to finance a portion of the projects so indicated in the FY25 CIP Project List;
 - ii. An amount not to exceed \$110,000 is reallocated and appropriated from unspent proceeds of the City's prior FY24 CIP General Obligation Bonds to finance a portion of the projects so indicated in the FY25 CIP Project List;
 - iii. An amount not to exceed \$400,000 is appropriated from the City's Transportation Impact Fees, to finance a portion of the projects so indicated in the FY25 CIP Project List.
2. The appropriations set forth in paragraphs 1(a) & (b) above are and shall be contingent upon the authorization and issuance of the City's general obligation bonds for such purposes (the amount appropriated in said paragraph 1(a) & (b) to be adjusted to reflect the principal amount of bonds so authorized), and shall include issuance costs for such bonds (or notes in anticipation thereof). The foregoing appropriations, in addition to the stated amount, shall also include any investment earnings or original issue premium associated with such bonds (or notes in anticipation thereof).

3. If the actual cost of any project included in the FY25 CIP Project List differs from the estimated cost on the attached Exhibit A, whether due to completion, delay or abandonment of the Project or for any other reason, the Director of Finance is authorized, in his discretion, to reallocate proceeds of the bonds issued therefore or the other funds appropriated therefore to any other project listed on the FY25 CIP Project List or to any project the City Council has approved or may in the future approve as part of the City's annual capital improvement plan.

GENERAL FUND PROJECTS

Department	Project	FY24 CIP Appropriation	Bond Authorization (2)	Other Funding	Other Funding Source
Assessors	Personal Property Revaluation	190,000	-	190,000	(1)
	City Wide Revaluation	750,000	-	750,000	(1)
Barron Center	Parking Lot and Walkway Lighting	75,000	75,000	-	
	New Bathroom in Laundry Building	40,000	40,000	-	
Fire Department	SCBA Replacement	600,000	-	600,000	(1)
	Central Fire Restroom and Kitchen Renovation - Funding for Completion	25,000	-	25,000	(3)
	Bramhall- Domestic Water Piping Replacement	85,000	-	85,000	(3)
	PPE - Ballistic Vests for EMS and Firefighting Personnel	50,000	50,000	-	
	Slab, Masonry and Waterproofing Repairs	50,000	50,000	-	
Information Technology	Security Camera System - Various Facilities	80,000	80,000	-	
	Segregate Highly Regulated Networks	40,000	40,000	-	
	Power Protection for Critical Switches	40,000	40,000	-	
	Wireless Access Point (wifi) refresh	50,000	50,000	-	
	Physical Host for City Hall Cluster	65,000	65,000	-	
	Spring St Parking Garage Network Refresh	70,000	70,000	-	
	Munjoy Network Refresh (EOC & Backup Dispatch)	60,000	60,000	-	
Parking / Garages	Spring St Garage Roof Deck Traffic Membrane Recoat	220,000	220,000	-	
	Temple St. Garage Roof & Level 4 Repairs	250,000	250,000	-	
Parks, Rec & Public Assembly	Title IX Construction for Payson Park	300,000	-	300,000	(1)
	Riverton Pool Repairs	2,300,000	-	2,300,000	(1)
	Back Cove Re-pave Tukey's Bridge Approach	295,000	295,000	-	
	Eastern Prom Food Truck Court Electricity	50,000	50,000	-	
	Ice Arena Chiller Refurbishment	200,000	200,000	-	
	Reiche Playground Replacement	500,000	-	500,000	(1)
	Stone Street Playground Design & Engineering	40,000	40,000	-	
	Riverside Golf Course Improvements	50,000	50,000	-	
	Riverton Gym Floor Replacement - Talbot School	150,000	150,000	-	
	Payson Tennis Court Lights	200,000	200,000	-	
Planning & Urban Develop	Congress Square Redesign	750,000	750,000	-	
Public Buildings & Waterfront	Hadlock Field - Exterior Wall Reconstruction and Mold Remediation	465,000	-	465,000	(1)
	New Sprinkler System at Cummings Center/ Munjoy Fire Station	300,000	-	300,000	(1)
	212 Canco Road Roof Replacement - Phase 1	400,000	400,000	-	
	Portland Ocean Terminal (POT) Fender Replacement	250,000	250,000	-	
	Bollard / Bit Replacement	200,000	200,000	-	
	Ongoing Pile/Pier Work at Portland Ocean Terminal	200,000	-	200,000	(1)
	Pile Jackets - Ocean Gateway	125,000	125,000	-	
Portland Public Library	PPL - Replace Air Handlers 1 and 3	450,000	-	450,000	(1)
	PPL - Replace Roof (Phase 1)	165,000	-	165,000	(1)
	Riverton Library - Dehumidification and Ventilation Upgrades	30,000	30,000	-	
	Library Facilities Study	30,000	30,000	-	
Portland Public Schools	Lincoln - Replace Heating System	800,000	800,000	-	
	CBHS/PATHS - Repair Underground Cables	500,000	500,000	-	
	Lyman Moore - Create Secure Entrance / Vestibule	185,000	185,000	-	
	Talbot - Add Security Cameras	70,000	70,000	-	
	DHS - Replace Primary Underground Cables	285,000	285,000	-	
	DHS - Repair Masonry on Exterior Walls	500,000	500,000	-	
	DHS - Upgrade Server for Camera System	25,000	25,000	-	
	Longfellow - Repair Exterior Walls	500,000	500,000	-	
	East End - Install Security Camera System	70,000	70,000	-	
	Misc. Schools - Upgrade Door Access Controls	115,000	115,000	-	
Public Works	MPI Paving Match	665,000	665,000	0	
	PACTS Collector Paving	470,000	470,000	-	
	Landfill PFAS Remediation	80,000	80,000	0	
	Pavement Preservation Program	1,700,000	-	1,700,000	(1)
	Sidewalk Rehabilitation Program	700,000	-	700,000	(1)
	Libbytown Neighborhood Renewal Project	40,000	40,000	-	
	Forest Avenue: (Woodford/Revere to Bedford)	50,000	50,000	-	
	Forest Avenue: (State/Marginal to Park/Portland)	75,000	75,000	-	
	State and High Two-Way Conversion Study	100,000	-	100,000	(4)
	PACTS RTMS - Regional Signals, Communications, and Match Money	25,000	25,000	-	
	Traffic Signal Upgrades with Paving Programs	150,000	-	150,000	(4)
	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	275,000	-	275,000	(1)
	Traffic Signals Upgrade Program	550,000	550,000	-	
	Transportation Preliminary Design	80,000	80,000	-	
	PACTS TIP - Brighton Avenue Multi-Modal Project	60,000	60,000	-	
	ADA Compliance Program	400,000	400,000	-	
	Bike Facility Safety Improvements (BBI Program)	50,000	50,000	-	
	RR Quiet Zone Compliance Program	10,000	10,000	-	
	Arterial Crossing Safety Improvements	150,000	-	150,000	(4)
	Islands Improvement Program	290,000	290,000	-	
	City Retaining Wall Repairs	100,000	100,000	-	
	Street Rehabilitation Program	100,000	100,000	-	
	High-Speed Communications for Adaptive Signal Corridors and Improved	50,000	50,000	-	
Vehicle Maintenance	Police Cruisers (8) Replacement	425,000	425,000	-	
	50 Each APX 1500 Enhanced Radio / Vehicle Radios	75,000	75,000	-	

Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles	90,000	90,000	-	
PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck #7"	85,000	85,000	-	
PW - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer	335,000	335,000	-	
PW - 2.0 Cab and Chassis w / Dump Body	150,000	150,000	-	
Rec. 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments	330,000	330,000	-	
FD - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift	85,000	85,000	-	
Parking - Small SUV - AWD	30,000	30,000	-	
1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / Articulating Aerial Platform w/ Chipper Box	275,000	275,000	-	
SS - SUV Ford Expedition or Similar	65,000	-	65,000	(1)
PW - Floor Sweeper / Electrified	30,000	30,000	-	
PD - Cargo Van - Transit / Sprinter Size, Stand Up with No Windows	85,000	85,000	-	
PW - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless Body - No Sander	140,000	140,000	-	
Rec. Activity Bus - E450 Cut Away or G3500	80,000	80,000	-	
Rec. 1.0T Dump Truck - Alex Marshall - Cemeteries	80,000	80,000	-	
FD - 0.75T Crew Cab with Utility Body	100,000	100,000	-	
PW - Supervisor Truck, Pick Up 0.75 Ton w / Plow	80,000	80,000	-	
PW - 0.75T Pick Up Crew w/ Plow	80,000	80,000	-	
PW - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar)	30,000	30,000	-	
HD Altec Style Bucket Truck w/ 40" Insulated Boom	200,000	200,000	-	
Electric Ice Resurfacer	210,000	210,000	-	
Sub-Total	22,470,000	13,000,000	9,470,000	
Public Art	50,000	50,000		
Land Bank	50,000	50,000		
Sub-Total - General Fund Projects	22,570,000	13,100,000	9,470,000	
<u>ENTERPRISE FUND PROJECTS</u>				
Water Resources				
CSO- Close CSO #42	750,000	750,000	-	
CSO- Sewer / Storm Consulting and Inspection Services	400,000	400,000	-	
CMOM - Inflow and Infiltration Phase 3 Mitigation	1,000,000	1,000,000	-	
Palmer Ave Detention Basin	250,000	250,000	-	
Center St Storm Drain	2,400,000	2,400,000	-	
ESRI Conversion to Utility Network	200,000	200,000	-	
Pavement Preservation Program - Utility costs	200,000	200,000	-	
Collection System Repairs and Improvements	750,000	750,000	-	
Culvert, Outfall, and Drainage Repairs and Improvements	500,000	500,000	-	
Street Sweeper Replacement	315,000	315,000	-	
Pickup Truck Replacements	120,000	120,000	-	
Trailered 6" Pump	55,000	55,000	-	
Sub-Total - Enterprise Fund Projects	6,940,000	6,940,000	-	
TOTAL CIP	29,510,000	20,040,000	9,470,000	
<u>TOTAL APPROPRIATIONS AND FUNDING SOURCES</u>				
(1) Assigned Surplus Fund Balance	8,960,000			
(2) New Borrowing (General Fund Debt Service Repayment)	13,100,000			
(2) New Borrowing (Enterprise Fund Debt Service Repayment)	6,940,000			
(3) FY24 CIP Bond Reallocation	110,000			
(4) Transportation Impact Fees	400,000			
TOTAL	29,510,000			

Support for CIP funding for Congress Square Park.

Annie Leahy <anniepleahy@gmail.com>

Mon, Feb 26,
9:13 AM

to publiccomment, finance

Dear Chair Trevorrow and members of the Finance Committee,

I am writing to you today as the Executive Director of Mechanics' Hall, a program partner with Friends of Congress Square Park, and a community member who has experienced firsthand the profound impact of this small square on my family and me. Please support the Planning & Urban Development Department's request for \$750,000 in CIP funding for much-needed infrastructure work for Congress Square Park.

Congress Square Park is a vital community space and a vibrant hub fostering connection and creativity. Through the tireless efforts of Friends of Congress Square Park, this public space has played a crucial role in enhancing community safety and cohesion, strengthening bonds, and fostering a sense of belonging.

Remarkably, with just one staff member and countless volunteers, Friends of Congress Square Park has achieved all of this. Their dedication proves that community investment can yield a significant impact, transforming Congress Square into a thriving cultural and social center. Continued funding for Congress Square Park is essential for its impact on neighborhood vitality and safety.

The allocated funds will facilitate the reconstruction of Congress Square and the plaza in front of the Portland Museum of Art, transforming a vehicle-dominated, inaccessible area into a world-class urban space. An extensive community-driven process informed this work over a decade. Completing it will build trust in our civic system, enhance opportunities for social connections, and foster a sense of neighborhood pride and belonging in one of Portland's densest urban neighborhoods.

Thank you for your attention and commitment to our community's vibrancy and vitality.

Sincerely,
Annie Leahy

10 Oakdale Street

In Support of CIP Funds for Congress Square Park

Edmund Gardner <ed@gardnerregroup.com>

Mon, Feb 26,
4:02 PM

to finance@portlandmaine.gov, publiccomment@portlandmaine.gov

Dear Chair Trevorrow and Members of the Finance Committee,

My name is Ed Gardner of Gardner Real Estate Group, located at 511 Congress Street and owner of 511 Plaza building. I write today in support of the City's CIP funding to help with the redesign efforts of Congress Square Park.

As you know, this city center park is the heart of the downtown district where many people come together to enjoy events and entertainment, see old and make new friends, seek safe outdoor space, and build community. This corner park has been enjoyed by many for many years but as the downtown district continues converting office spaces to residential units and build new housing buildings, the need is greater than ever, to rehab and re-energize Congress Square Park. The redesign plan will bring this park to a new level, making it safer, more attractive, and keeping it a key component to a successful city amenity for the people who live, work, and visit here.

I strongly hope that you will fund this important project so that we all can come together and celebrate our wonderful city in a world class park!

Thank you,

Ed

Ed Gardner

Broker / Owner

Gardner Real Estate Group

511 Congress Street Lobby level

Portland, Me. 04101

207-415-4493 Cell

207-GARDNER Office

GardnerREGroup.com

In Support of CIP Funds for Congress Square Park

Emily Read <emily@onelongfellowsquare.com>

Mon, Feb 26,
4:36 PM

to finance, publiccomment

Dear Chair Trevorrow and Finance Committee Members -

I am writing to support the proposed \$750,000 in CIP funds to complete the redesign of Congress Square Park. This wonderful gathering space serves such a vital role in the downtown arts district, and we at One Longfellow Square have been proud to partner with Friends of Congress Square Park to present free outdoor programming in the park over the summer months.

A redesign that improves pedestrian access and better utilizes the whole park will help this city gem serve even more constituents more comfortably. I am grateful for all that Congress Square Park currently accomplishes, and I fully support improving access and increasing the usable space to help this city resource meet the increased demands of our vibrant community.

As a programming partner, we are especially keen on the lighting enhancements that make programming in the twilight hours (surprisingly early by the end of the summer and into the fall) a more feasible endeavor. These improvements will help extend programming hours for us. Increased storage opportunities may also help facilitate greater participation in a myriad of ways.

With demand for outdoor activities and connection opportunities at what feels like an all time high, I encourage you to complete the investment in Congress Square Park. The incredible stewards (FoCSP) and community partners will ensure that this investment is returned many times over.

Thank you for your consideration.

Emily Read

Executive Director

One Longfellow Square

181 State Street | Suite 201

Portland, ME 04101

207.761.1757 x102

Congress Square Redesign support

Rhonda Perlmutter <rhondapearle@maine.rr.com>

Mon, Feb 26,
5:00 PM

to finance, publiccomment

Dear Chair Trevorrow and Finance Committee members,

Hi, I am the owner of Pearl Gallery located on Congress Street in the Arts District, across from the Portland Museum of Art.

Congress Square has the potential to be a vibrant center in Portland that will draw visitors and residents alike. The redesign of Congress Square has been an exciting project and there has been significant private capital raised for a sculpture and for landscaping in the park. We had high hopes that this project would be complete by now.

Unfortunately, the work that has been done so far has left Congress Square and the Portland Museum of Art Plaza in worse shape than prior to the construction. It is less inviting to the public especially with a big asphalt blacktop plaza in front of the PMA and loss of the trees on Congress and Free Streets.

The Planning and Urban Development Department is requesting \$750,000 in Portland's Capital Improvement Plan, funds to be allocated for the completion of the Congress Square Redesign project. I am respectfully asking the Finance Committee to consider funding this project and completing the Congress Square Redesign, as it will complete this great project and help to create a vibrant plaza in the heart of Portland.

Rhonda Pearle

Pearl Gallery
207-712-9499
594 Congress Street
Portland, Maine 04101
www.PearlGalleryMaine.com

to finance, publiccomment

Dear Chair Trevorrow and Finance Committee members:

As you know, the Planning and Urban Development Department is requesting \$750,000 in Portland's Capital Improvement Plan with the funds being used for completion of the Congress Square Redesign project.

The initial phase of construction began 2 years ago, and I had a birds eye view (3rd floor Hay Building, 594 Congress Street) of the work that Gordon Construction was performing. Not only did they do a poor job, but they did not complete the first phase of the project despite running 4 months over the expected completion time. They were forced to open High Street despite the fact the brick work and planters were not completed.

The city approved the plan to remove frontage from the Hay Building, add frontage to the PMA plaza while constructing a new traffic pattern for High, Free and Congress Streets. After removing bricks, granite blocks, and trees, the first phase of the construction resulted in a large PMA plaza with unsightly asphalt (not bricks as depicted in the Redesign Plan) and poorly constructed granite planters which collapsed and have remained empty for the past 1 ½ years. The result of the first phase of construction has left Congress Square in worse shape, both visually and functionally without a working Free Street pedestrian crosswalk sign.

Congress Square is a vibrant part of our city, community involvement in the park is second to none in the city.

The decision to redesign Congress Square has been a decade in the making, with the hopes of transforming the vehicle dominated intersection in the heart of the Arts District, into world class urban space fostering neighborhood pride for those living and working in the area. In fact, private dollars have already been raised by The Friends of Congress Square Park aiding in the project. At the present time Congress Square is hurting, businesses are leaving with several storefronts for lease and businesses even boarding up their frontage when not open.

I understand the city has many projects which need to be funded such as public bathrooms, homeless housing, etc, and I am in favor of funding those projects, however, the city should finish the project they started.

Funding for this project has broad support from the neighborhood, local businesses as well as the City Manager. Please consider approving the request in the Capital Improvement Plan budget for \$750,000 to facilitate the completion of the Congress Square Park Redesign.

Gary Perlmutter
The Hay Building
594 Congress Street

Support of CIP Funding for Congress Square Park

Christopher O'Connor chris@eccmaine.org via portlandmaine.gov

Mon, Feb 26,
5:51 PM

to finance, publiccomment

Dear Chair Trevorrow and Members of the Finance Committee,

On behalf of the Equality Community Center, located at 15 Casco Street in downtown Portland, just blocks away from Congress Square, I am writing to encourage you to approve the use of the city's CIP funding (\$750k) to help with the redesign efforts of Congress Square Park.

The ECC is working hard to create a safe and welcoming space for members of the LGBTQ+ community, as well as many other marginalized communities, and I want to be sure to highlight how important Congress Square Park is to the vitality of life in downtown Portland. Urban common spaces provide a city's residents with places to find connections, places to find community, and places to feel proud of the place they live. A re-envisioned Congress Square Park that is vibrant, safe and accessible, coupled with the dynamic programming already provided by the Friends of CSP, can be that place for Portland!

Additionally, as you may know, we are just about to embark on a new adventure to build a new affordable housing complex with 54-units serving LGBTQ+ and allied older adults (ages 55+) right next to the ECC. Congress Square Park is the closest outdoor gathering space to the Center and we want our residents to be able to enjoy the vibrancy of downtown Portland, while still feeling safe and comfortable.

The development of this space has been a LONG time need for downtown, and we are really excited about the potential that this re-design provides for our entire community!

Thank you for your careful consideration of this proposal. I hope you are able to prioritize this powerful opportunity to make Portland a more welcoming place for all.

Sincerely,

Chris O'Connor

Christopher A. O'Connor (*he/him*)

Executive Director, Equality Community Center

Address: 15 Casco Street, Portland, ME 04101

Office: 207-613-9633

Cell: 207-332-2061 Support for Funding CSP Redesign

Support for Funding CSP Redesign

Cecily Upton <friendsandfamilymaine@gmail.com>

Tue, Feb 27,
9:41 AM

to publiccomment, finance, Cary, C.J., Michael

Dear Chair Trevorrow and members of the Finance Committee,

I'm writing today to express my strong support for the financing of \$750,000 for the redesign and modernization of Congress Square Park.

For decades, Congress Square Park has been the beating heart of public spaces in our city. Recently, due to the tremendous efforts of the Friends of Congress Square Park and their partnerships with numerous cultural and civic organizations throughout the city, we've seen the remarkable impact that a cared for and well-programmed public space can have on the life of our city and residents. And they've done it on a shoestring budget with failing infrastructure and considerable safety concerns.

This investment will go a long way to preserve, protect, and modernize one of the most important public spaces in our city. Hand in hand with the infrastructure improvements to the Congress and High St intersections and the redevelopment of the Portland Museum of Art, investment in Congress Square Park will continue to support the transformation of this vehicle-dominated area into a thriving, human-centered space that will only continue to have positive ripple effects into the larger business and residential neighbors.

Please vote yes on this request.

Thank you for your consideration,

Cecily Upton

Co-Owner, Friends & Family

Congress Square Park

Jonathan Culley <jonathan@redfernproperties.com>

Fri, Mar 1,
9:38 AM

to finance@portlandmaine.gov, publiccomment@portlandmaine.gov

I am writing in support of the Congress Square Park project and urge the City Council to continue funding the development of this important public space. As you know the community has been working on this project for most of the last decade and it is a wonderful example of public-private partnership. Redfern Properties is donating to the capital campaign to meet the private financing requirement.

Congress Square is at the geographic center of the Portland peninsula and is in one of our most economically diverse neighborhoods. If completed, Congress Square will be an incredible public space for everyone. Creating great public spaces is an equity issue; these are places to celebrate our diversity.

Success of this project has been made possible by both federal funds and private donations. I urge the City Council to continue to support this important project to realize the community-driven vision!

Jonathan Culley

Redfern Properties LLC

Managing Partner

o. 207.261.5301

c. 207.776.9715

LiveRedfern.com

RedfernProperties.com

to Public, Dena

To be included for the Monday, March 18th City Council meeting packet...

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

From: **George Rheault** <george.rheault@gmail.com>

Date: Thu, Mar 14, 2024 at 8:56 AM

Subject: Public Comment - Orders 144 & 145 - 23/24: Using Precious Cash When Borrowing Is Easily Available Instead

To: Mark Dion <mdion@portlandmaine.gov>, Pious Ali <pali@portlandmaine.gov>, April Fournier <afournier@portlandmaine.gov>, Roberto Rodríguez <rrodriguez@portlandmaine.gov>, Anna Trevorrow <atrevorrow@portlandmaine.gov>, Victoria Pelletier <vpelletier@portlandmaine.gov>, Regina Phillips <rphillips@portlandmaine.gov>, Anna Bullett <abullett@portlandmaine.gov>, Kate Sykes <ksykes@portlandmaine.gov>, Danielle West-Chuhta <dwest@portlandmaine.gov>, Michael Goldman <mig@portlandmaine.gov>, Dena Libner <dlibner@portlandmaine.gov>

Cc: Ryan Scallon <scallr@portlandschools.org>

Please see attached comparison looking at last fiscal year's CIP fund sourcing and the proposed FY2025 CIP fund sourcing.

The CIP Budgeting process has been a broken mess for a very long time, but the planning for Fiscal Year 2025 has been particularly free from any rigor or meaningful analysis.

Despite the severe pressure on next year's OPERATING budget, the proposed CAPITAL budget is proposing to use a huge slug of spare cash when the City's borrowing capacity could easily absorb more debt and leave much of that cash (other than a set aside for the increased debt service anticipated from the added bonding) to help out on the operating budget, particularly the school side.

No organization (or family for that matter) looks at its long-term capital spending and borrowing needs in isolation from its short term annual operating budgets. Those things are intimately connected but yet the City of Portland has created a process where the City Council is basically not having both things in front of them at the same time when they are making key decisions about them.

This is a recipe for disaster as any "deaf, dumb, and blind" process would be.

It almost feels like someone WANTS to sabotage and kneecap the operating budget by needlessly allowing critically needed surplus cash to be deflected to the capital spending side where, once there, it cannot be used to prevent significant operating budget cuts.

The budget solution here is very simple:

1. Read the City's Debt Management Policy (see separate email): [October 2020 - Debt Management Policy](#)
2. Require the Finance Department & City Manager to produce the necessary debt capacity tests required under the Debt Management Policy using the most up-to-date available information.
3. Review the results of the debt capacity tests which will almost certainly reveal plenty of available capacity to increase bonding just enough so as to conserve surplus cash to use to help the operating budget for FY25.
4. Amend Orders 144/145 to reflect the reduction in surplus cash and increase in bonding with respect to funding the FY25 CIP.

Capital Investment Plan Budgeting Comparison

Fiscal Year 2024 (Approved)

Source of Funds	<u>\$ Amt</u>	<u>%</u>
FY24 NEW Municipal Borrowing – General Fund (Debt Service Obligation)	\$10,600,000	43.2%
FY24 NEW Municipal Borrowing – Sewer/Stormwater (Debt Service Obligation)	\$6,855,000	27.9%
Use of Assigned Fund Balance	\$2,000,000	8.2%
Portland Police Department Asset Forfeiture Funds	\$515,000	2.1%
Parks & Recreation Impact Fees	\$555,000	2.3%
Reallocation of <u>FY19</u> Capital Improvement Plan Funds	\$3,255,000	13.3%
Transportation Impact Fees	\$750,000	3.1%
GRAND TOTAL	\$24,530,000	100.0%

Fiscal Year 2025 (Proposed)

Source of Funds	<u>\$ Amt</u>	<u>%</u>
FY25 NEW Municipal Borrowing – General Fund (Debt Service Obligation)	\$12,100,000	42.4%
FY25 NEW Municipal Borrowing – Sewer/Stormwater (Debt Service Obligation)	\$6,940,000	24.3%
Use of Assigned Fund Balance	\$8,960,000	31.4%
Portland Police Department Asset Forfeiture Funds	\$0	0.0%
Parks & Recreation Impact Fees	\$0	0.0%
Reallocation of <u>FY24</u> Capital Improvement Plan Funds	\$110,000	0.4%
Transportation Impact Fees	\$400,000	1.4%
GRAND TOTAL	\$28,510,000	100.0%

to Public, Mark, Pious, April, Roberto, Anna, Victoria, Regina, Anna, Kate, Danielle, Michael, Dena, Ashley, Ryan

Please see attached the City's Debt Management Policy (I have highlighted various parts of it, but every part is required reading if the city councilors have not yet done so recently (or ever)). The document can be found at the following link: [Debt Management Policy](#)

[FYI: the policy document has a note saying it was last updated in October 2020, but it is not clear by whom and whether that means the update was via formal city council action or by staff - the Corporation Counsel and City Clerk should be keeping track of what happens with this policy document and its legislative and administrative origins/history and to what extent it is binding on staff or politicians]

The City Manager, in her transmittal letter regarding her proposed CIP budget, entirely disregarded the City's formal Debt Management Policy (she makes zero reference to any part of it), when purporting to give guidance to the City Council regarding the appropriate "borrowing target" for the upcoming fiscal year (FY2025). This is both politically and financially reckless.

The Finance Committee needs to push back on this dereliction of duty and force the City Manager and the Finance Department to do the work required by them under the currently-in-force Debt Management Policy so that the City Council can decide FOR THEMSELVES what the options are for appropriate borrowing thresholds in the context of the upcoming fiscal year. The public deserves to see that analysis and the debate and discussion that would follow from it.

Unfortunately this will cause some delay, because the Finance Department has not produced to the City Council all the necessary information needed to do the proper debt capacity tests required under the Debt Management Policy.

Our City Council deserves to be a real partner in our city's financial planning. Keeping them ignorant and unaware of important rubrics for determining fiscally responsible borrowing decisions is tantamount to insubordination and breach of the city manager's employment agreement.

The city's taxpayers want solutions not games of "hide-the-ball" where it is impossible for anyone to understand what is going on.

FYI: Below are a few examples of how the capacity tests under the Debt Management are deployed in the FY2022 Annual Report (the most recent one available to the public):

EXAMPLE 1

[Source - Page 22 of PDF - [FY2022 - Annual Comprehensive Financial Report - City of Portland](#)]

Relevant financial policies

The City has established a fund balance policy that targets its unassigned fund balance to 12.5% of expenditures. As of June 30, 2022, unassigned fund balance was fully in compliance with policy.

The City also has a debt policy which guides the future issuance of long-term debt. The policy requires the evaluation of affordability factors which include:

- Annual tax-supported debt service not to exceed 12% of general fund expenditures.
- Annual tax-supported debt service not to exceed 1.5% of per capita income.
- Net debt per capita not to exceed \$5,000.
- Total outstanding debt should not exceed 5% of the State of Maine's equalized valuation of the City.

At June 30, 2022, the City was in full compliance with the **debt management** policy.

EXAMPLE 2

[Source - Page 101 of PDF - [FY2022 - Annual Comprehensive Financial Report - City of Portland](#)]

Debt limit

The statutes of the State of Maine limit the City's long-term debt outstanding to 15% of the State's assessed valuation of the City. At June 30, 2022, \$385,631,306 (21.25%) of debt applicable to the statutory limit of \$1,814,333,000 was outstanding.



City of Portland, Maine Debt Management Policy

Policy Statement

The City borrows money to finance its Capital Improvement Program and other capital assets. It also borrows money to fund workers' compensation settlements, loan programs, non-recurring extraordinary circumstances (such as funding pension obligations) and economic development activities. The City's ability to achieve the lowest possible financing costs is tied directly to its fiscal management, including the existence and adherence to formal fiscal policies. Because of the significant annual cost of debt service, and to assure both taxpayers and bond rating agencies that debt levels and ability to pay debt service are actively managed, the City of Portland adopts this policy. This policy enacts debt limitations which are much stricter than limitations already in place under State of Maine law and the City Charter.

Purpose

The purpose of this policy is to provide the City with a guide to manage debt levels by evaluating the need for capital investment against the capacity to pay for financing the costs of meeting that need. The primary focus of this policy is to measure debt secured by the full faith and credit of the City (general obligation, or GO). The goal of this policy is to equip the City Council, administration, and taxpayers with guidelines and information that can inform good decisions on borrowing money to accomplish the fiscal and operational mission of the City.

The City currently has instances of debt issuance that are not supported by taxes. The Jetport issues debt that is secured solely by the revenues generated by the Jetport operations. These types of borrowings are not covered by this policy, as they are analyzed using commercially-based methods, such as debt service coverage ratios and other financial covenants.

The City also has instances of debt requirements that, while ultimately backed by a GO pledge of the City, are by their nature self-supporting through user fees or other non-tax sources of revenue. Examples of this include State subsidized School construction projects, Sewer Enterprise Fund debt and Stormwater Enterprise Fund debt.

Governing Factors

The City shall maintain an outstanding GO debt total that complies with State law, which currently limits long-term debt outstanding to 15% of the State assessed valuation of the City. The City Charter describes conditions that require a referendum vote to borrow funds. It also contains the conditions under which financing can be used. Issuance of General Obligation debt requires affirmative votes of seven members of the City Council.

It is understood, and imperative, that the School Department capital investment financing is included in this policy, as it is also GO debt of the City and debt service is supported by tax dollars. All calculations within this policy will also include debt service that is all or partially reimbursed, such as State School Funding.

The City shall not issue debt to fund current or ongoing operations of the City or Schools, except in the form of Tax Anticipation Notes (TANs), when applicable, in compliance with State law and in conformance with Internal Revenue Service (IRS) regulations.

The City shall not lend its borrowing capacity to or guarantee debt of any other entity.

Maturity of debt obligations must be no more than the useful life of the capital investment being financed, or than the final maturity of refunded debt; pursuant to Maine law, which may not exceed 30 years from issuance.

Refunding opportunities will be evaluated annually to achieve future interest cost savings.

Rules of borrowing and this Policy also cover lease purchases, as they are secured by the general obligation of the City.

Debt Limitations

The City's Capital Improvement Program is based on a Capital Improvement Plan. The CIP includes projections for

Debt Management Policy

replacement of assets as well as anticipating investment in new assets that may be needed. The CIP is expected to be updated periodically to reflect additions, deletions and other changes in assets or circumstances. It is expected that investment in operating equipment, fleet and technology will be transitioned such that acquisitions will be made through annual budget appropriations when applicable, as determined by management and City Council.

Borrowing capacity will be evaluated first by the Governing Principles, and then using a number of factors, specifically:

1. *Demand*—what is the need for borrowing
 - a. Demand is measured by the needs presented by the CIP. It can also be based on opportunities that arise from time to time which require capital investment by the City.
2. *Capacity*—what is the maximum amount to borrow
 - a. The maximum amount to be borrowed at any given time will be determined by evaluating the following factors:
 1. Current and projected annual debt service level, based on current outstanding debt.
 2. Market conditions (ability to access the financing market, interest rates, etc.).
 3. Economic conditions, including cost of construction.
 4. Opportunity for participation in low interest financing programs, debt, service reimbursement, grant opportunities, or other situations beneficial to the City.
3. *Affordability*—what is the fiscal impact
 - a. A projection of annual debt service impact for each borrowing will be done, incorporating the elements of Capacity. It will include budgetary impact, as well as a projection of tax impact. Debt service will be calculated as annual amount needed to satisfy principal and interest payments, net of any applicable revenue.
 1. Annual tax-backed debt service* payments should not exceed 12% of general fund expenditures.
 2. Annual tax-backed debt service* payments should not exceed 1.5% of per capita income.**
 3. Net debt per capita should not exceed the “moderate” range by Moody’s, currently at \$5,000.
 4. Total outstanding debt should not exceed 5% of the State equalized valuation of the City.
4. *Term*—length of payback period
 - a. Financing shall be secured with the goal of paying back the debt in the shortest term that is economically feasible.
5. *Payment Structure*—how payments are applied
 - a. Payments will be structured with level principal and declining interest over the life of the debt, except in instances where level debt service payments offer economic benefit, such as for rate stabilization.
6. *Advance Refundings*—bond issuance used to pay off another outstanding bond, issued at a lower rate
 - a. Opportunities for advance refunding will be reviewed when issuing other GO bonds in order to package issues.
 - b. Opportunities for advance refunding will be considered independently for issues where the net savings, after costs of issuance, is estimated to be at least \$50,000 annually for the new financing period.

Pension Obligation Bonds (POB’s)

In 2002, the city refinanced its unfunded pension liability with the Maine State Retirement system through Variable Rate Demand Obligation (VRDO) financing. The VRDO structure bears interest at a floating rate that is adjusted at specified intervals (daily, weekly, monthly) and can be redeemed at the holder’s option when the rate changes. While this financing offered the City significant saving (\$21M in debt service costs) there are also increased operating budget costs due to the required line of credit and required remarketing agent. As of October 2019 the City held a direct pay line of credit with TD Bank and also utilized TD Bank for remarketing services.

Debt Management Policy

The City faces significant annual increases in annual debt service (approximately \$1M of annual increase) in the years leading up to final POB maturity on June 1, 2026. To offset these significant increases and create a more predictable tax levy the City created a category of assigned fund balance specifically designed to offset POB debt service in the latter years of the POB. During the final years of the POB this assigned fund balance will be spent down to ensure no increases to the tax rate related to POB debt service.

Bond Ratings

Debt issuance is rated by agencies specializing in the analysis of organizations' ability to pay off their debt. The City is rated for each bond issue, and also during an annual affirmation of ratings. As of 2020 the City is rated AA+ by Standard & Poor's and Aa1 by Moody's. The City's Pension Obligation Bonds were upgraded to AAA upon signing of the new direct pay letter of credit with TD Bank in October 2020.

It is the goal of the City to maintain these ratings, as it allows easy entry into the bond sale market and favorable interest rates. This policy, in conjunction with other fiscal policies of the City and overall good fiscal management are critical in rating maintenance.

Debt Issuance

The City relies on the sale of bonds for the majority of its financing needs. These sales are conducted through the use of a financial advisory firm and recognized bond counsel. This allows the City continued access to the bond market and ensures compliance with all Securities and Exchange Commission (SEC), Municipal Securities Rulemaking Board (MSRB) and IRS regulations. The City may also enter into lease purchase agreements if it is determined to be cost effective.

Each issuance of general obligation debt will be evaluated to determine compliance with this policy, and that information will be submitted to the City Council as they deliberate actions on financing approvals.

It City's policy to not issue debt unless there is an imminent funding need. In general no debt will be issued if proceeds are not expected to be significantly expended within 24 months due. For any debt issuance tied to annual CIP size, such calculations will be based on general fund CIP only, based on new general obligation bonds authorized, net of supplemental City Manager allocations and donations, subject to an annual limit of \$50,000 of new funding per year.

Reporting

The City's debt information is part of the Comprehensive Annual Financial Report (CAFR). Annual debt service requirements are budgeted as part of the annual budget approval process. Bond ratings received by rating agencies are published and available for public review.

The Finance Committee will receive a status report on the overall debt status of the City each fiscal year. This will include a specific discussion on the status of the Pension Obligation Bonds as final retirement of the bonds approaches in June of 2026.

The City is required to provide certain information to investors periodically and financial information annually. This information is filed through the Electronic Municipal Market Access system (EMMA), provided by the MSRB.

Administration

This Policy is for use in guiding financing decisions of the City, and should be used by the City Council during discussions related to debt issuance. It is administered in conjunction with the City's other fiscal policies, including Investment and Fund Balance policies. It may be amended or revised from time to time as determined by the City Finance Director who shall make finance decisions about this policy or anything herein.

**Annual tax-backed debt service equals budgeted debt service net of fully self-supporting debt service as determined by the Finance Director (examples include fully self-supporting Enterprise Fund debt service and State reimbursed School Department debt service).*

***Per Capita Personal Income, as published by the U.S. Bureau of Economic Analysis (BEA), Bearfacts, for Portland-South Portland region.*

Last updated October 2020

Please note: this public comment was received prior to the public comment deadline but inadvertently omitted

Public Comment - Orders 144 & 145 - 23/24: Payson Park - Disgraceful Ball-Dropping on Softball Title 9 compliance

George Rheault <george.rheault@gmail.com>

Mar 16, 2024,
12:17 PM (6 days
ago)

to Public, Mark, Pious, April, Roberto, Anna, Victoria, Regina, Anna, Kate, Danielle, Michael, Dena

A good case study in how screwed up our capital improvements planning process is in Portland is that a glaring issue of inequity between girls and boys high school ball sports was allowed to remain unaddressed for well over 15 years (at least).

See attachments for the FY2025 funding request and an initial funding request from FY2015 that was not enough then to make substantial progress on the inequity problem.

It is obvious WHY this is suddenly a Parks Department priority: recent media attention (**see link below**) and the announcement over the winter that Hadlock Field that is reserved exclusively for the boys high school baseball team's use is in the early stages of getting an estimated \$10 (TEN) million dollar upgrade (**see links below and attached story**) which is being facilitated by a soon-to-be-passed state tax credit subsidy that dwarfs the money being spent for the girls softball field improvements at Payson Park.

['An issue of safety and hygiene:' Portland softball team pushes for level playing field \(wgme.com\)](#)

[Bill would give Sea Dogs a tax credit of up to \\$1 million on Hadlock Field renovations \(pressherald.com\)](#)

[Sea Dogs look for state help in financing upgrades to Hadlock Field \(pressherald.com\)](#)

FYI - this issue was fully highlighted back in 2011 (**SEE BELOW**) and it is obvious that the Parks Department has never made this a priority to assist the School Department in achieving adequate compliance and is only doing so now because the glaring disparity between the Hadlock Field use by the boys and the Payson Park conditions is about to get far FAR worse.

WHY CAN'T THE GIRLS USE HADLOCK FIELD ON A ROTATING BASIS WITH THE BOYS SO THAT BOTH GENDERS GET THE PREMIUM HADLOCK FIELD EXPERIENCE WHILE ALSO HAVING TO SHARE THE LOW-GRADE PAYSON PARK FIELD SO THEY EQUALLY EXPERIENCE THE HIGHS AND LOWS OF PORTLAND'S BALLFIELDS?

[February 2011 - Athletic Fields Task Force Planning Report](#) [can be found here: <https://www.portlandmaine.gov/1156/Master-Plans-and-Projects>]

RELEVANT EXCERPT from Page 6 of the PDF:

The School Department raised a potential Title IX issue between high school baseball and softball complexes. The School Committee hired Drummond/Woodsum to assess the School's Title IX Athletic Compliance. In their assessment they concluded that, "Portland and Deering High Schools are generally Title IX compliant with respect to locker rooms, practice, and competitive facilities. Although some locker rooms are smaller than others, and teams must share space with other groups of teams (particularly at the Expo, Payson Park and Hadlock Stadium), these disparities likely do not amount to a Title IX violation. Reasonable efforts should be taken, however, to equalize the use of smaller locker rooms and the sharing of space across boys and girls teams so that neither bears the brunt of the inconvenience. Additionally, because baseball plays at Hadlock Stadium (a professional caliber facility) and softball plays at Payson Park (a facility lacking locker rooms, showers, and adequate seating for fans) a significant disparity exists in these facilities. Affirmative steps should be taken to narrow the gap between facilities for baseball and softball."

Project Title ID 258039

Title IX Construction for Payson Park

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

The department currently has \$188k and is requesting an additional \$300k for the following improvements:

- Two vaulted toilets
- One estimated 20' x 30' prefabricated (wood or metal) building that is split in half to accommodate two changing spaces. This would be set on a slab and could use solar power for lighting.
- Improved roadway access for pump trucks
- Architecture/Engineering/permitting needs

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 152490 **Request Year** 2015

Payson Park Softball Field "A" - Amenity and Field Upgrades

Recreation and Facilities

Attachments

Division Athletic Facilities

Yes

Classification Parks, Fields, Trails

Project Description

The Office of Civil Rights through the U.S. Department of Education found Title IX issues with the field and through a deal with the Portland School System it was decided we need to make upgrades to the field, bleachers, locker rooms, storage and smaller items.

Project Justification

The City manager agreed to recommend this project for funding as part of an agreement with the Office of Civil Rights. (see attached letter)

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$10,000		\$390,000		

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>
2015		\$400,000	\$200,000	Borrowed
2016				
2017				
2018				
2019				
Total		\$400,000	\$200,000	

Other Funding Source Description

Operating Budget Impact

Sea Dogs look for state help in financing upgrades to Hadlock Field

pressherald.com/2023/12/13/sea-dogs-look-for-state-help-in-financing-upgrades-to-hadlock-field

December 13, 2023



Fans wait in a line to get into Hadlock Field for the Portland Sea Dogs home opener against Binghamton Rumble Ponies in April. *Derek Davis/Staff Photographer*

[Buy Image](#)

The Portland Sea Dogs are looking for the state's help in partially funding a new clubhouse at Hadlock Field, an upgrade needed to get the ballpark in line with Major League Baseball's requirements for its minor league affiliates.

A bill sponsored by state Senate President Troy Jackson, D-Allagash, would help raise financing toward the renovations through tax credits for the team. The Sea Dogs, who were purchased by Diamond Baseball Holdings from the Burke family in February, also would contribute toward the cost of the upgrades, a team official said.

It's unclear how much the state would provide in tax credits to the Sea Dogs if Jackson's bill passes. The bill has raised questions about whether public funds should be used to help finance capital improvements for a professional sports team.

The Sea Dogs have been a fixture in Portland since 1994, when they began play as the Double-A affiliate of the Florida Marlins. The Sea Dogs have been the Double-A affiliate of the Boston Red Sox since 2003, and their latest affiliation agreement with the Red Sox runs through the 2030 season. The Sea Dogs' lease to play at the city-owned ballpark runs through the 2028 season.

The Sea Dogs are looking to build a new home-team clubhouse down the left field line at Hadlock Field, behind what is now the visitors' bullpen. The new facility would include a double batting cage, weight room, trainers room, and kitchen, as well as locker room, coaches' office space, and bathroom facilities. The Sea Dogs' current clubhouse behind right field would become the visitors' clubhouse. Visiting teams now use facilities in the Portland Expo alongside Hadlock Field.

The impetus for the new clubhouse is to comply with Major League Baseball's requirements for the ballparks of its 120 minor league affiliates. Those including upgrades in player amenities and fan experiences, with a target date of 2025 for completion of all improvements.

COST ESTIMATE UNCLEAR

Geoff Iacuesssa, president and general manager of the Sea Dogs, said the team hopes to have final designs for the new clubhouse in February. He added that the team is waiting for final prints of the design for a total cost estimate, and that the franchise would not rely solely on taxpayer money to finance the clubhouse.

Iacuesssa said he's had discussions with Jackson and Heather Johnson, commissioner of the Maine Department of Economic and Community Development, on the project for approximately six to eight months. Jackson said he attended a meeting in Portland with the Sea Dogs scheduled by Johnson, after which he agreed to sponsor the bill. Jackson said he's not sure what the cost of the clubhouse will be, but he said the Sea Dogs mentioned \$4 million to \$5 million in the meeting.

Related

Former Sea Dogs owners share profits from sale with team's full-time staff

When asked if the \$4 million to \$5 million Jackson referenced was the total projected cost of the project, the state's cost, or what the Sea Dogs envision as their cost, Iacuesssa said he couldn't be sure until the plans take shape.

"It's tough to know at this point the exact number we are looking at until we get the prints to be able to accurately bid it," Iacuesssa said.

To Jackson, providing tax credits to the Sea Dogs is the same as supporting other Maine businesses that have been issued tax credits in recent years, including the Penobscot McCrum potato plant and Bath Iron Works. Jackson said that in meeting with the Sea Dogs, he did not get the sense the team was in danger of leaving, but he is not willing to take the chance that they could if MLB's improvement benchmarks are not met.

"It's one of those things, you just don't know," Jackson said. "I think people enjoy (the Sea Dogs). It's a small investment in making sure we have good jobs and can ensure the Sea Dogs remain in Maine. I'm not willing to play chicken on this. ... I can see another state try to lure them away."

Jackson expects the wording of the bill, which is being written by Johnson, to be complete soon. If passed, the tax credits received by the Sea Dogs would likely be tied to benchmarks the team needs to meet in the number of jobs and payroll, he said.

Iacuessa said it's his understanding that as long as the team is working toward the necessary improvements, it's not in danger of being moved from Portland by either Major League Baseball or the Red Sox.

"As far as we view that, that's not something we want to find out the answer to," Iacuessa said. "If a team is just ignoring it and not doing anything, it might be in danger (of losing affiliation), but we're fully invested in making this happen."

Mike Teevan, a spokesperson for Major League Baseball, did not say if the Sea Dogs would be in danger of moving if the new clubhouse was not completed by 2025, but did refer to the agreement all minor league franchises agreed to in February 2021 as MLB's Professional Development League license holders.

"From a player development perspective, the facility standards and improved player working conditions are an important component of the licenses," Teevan said.

Improvements the Sea Dogs already have made at Hadlock include LED lighting, new padding on the outfield walls and added protective netting down each baseline to protect fans from line drive foul balls.

OPPOSITION TO THE BILL

Diamond Baseball Holdings owns 29 minor league teams, including the Sea Dogs. Diamond also owns Boston's Single-A affiliate in Salem, Virginia, and the Triple-A affiliate in Worcester, Massachusetts. Just last week, Diamond bought the New Hampshire Fisher Cats, a rival of the Sea Dogs in the Eastern League.

A message seeking interviews with officials from Diamond Baseball Holdings was not returned Wednesday.

The prospect of using state money to help finance improvements at Hadlock Field already has met with opposition. Maura Pillsbury, a state and local tax policy analyst with the Maine Center for Economic Policy, came out against the idea with a post on X, formerly Twitter.

“Mainers do not have the housing, child care, or emergency medical services we need, but please tell me more about how these venture capitalists who own 28 minor league teams across the country need ... our tax dollars to survive,” Pillsbury posted Wednesday morning.

In a blog post outlining bills that will come before the upcoming legislative session, Jacob Posik, director of legislative affairs at the Maine Policy Institute, also criticized the proposal.

“Maine taxpayers should not be underwriting the existence of the Portland Sea Dogs, no matter how much we love them,” Posik wrote. “They sell tickets, concessions, apparel, and other goods that make them more than capable of standing on their own two feet without taxpayer support.”

The Sea Dogs’ lease calls for a payment on April 1 of \$225,000 to the city. The Sea Dogs’ lease payment is determined by the team’s attendance from the previous season. Attendance over 325,000 triggers the maximum lease payment of \$225,000. This is an increase of \$25,000 per season over the previous five seasons.

The ballclub drew 403,957 fans in the 2023 season, an average of 6,121 for each of the 66 dates at Hadlock Field. That was an increase over the average 2022 attendance of 5,744, and ranked Portland third in the Eastern League, behind Richmond and Hartford, and 18th of 120 teams in affiliated minor league baseball.

The Sea Dogs’ lease calls for the city’s approval in writing of any alterations the team makes at Hadlock. Portland spokesperson Jessica Grondin said the city has been in discussions with the Sea Dogs regarding the need for Hadlock Field improvements, and ways the team can obtain funding for those improvements. Iacuesssa said the team is working with the city to extend the lease beyond 2028. Portland’s goal is to have the Sea Dogs remain in the city for years to come, Grondin said.

“We’re still early in our negotiations. The normal process for this would be to bring a staff recommendation to the (City) Council committee and then after that to the full (City) Council for approval,” Grondin said in an email.

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Please note: this public comment was received prior to the public comment deadline but inadvertently omitted

Public Comment - Orders 144 and 145 - 23/24: Use of Fund Balance for CIP Being Done in Vacuum

George Rheault <george.rheault@gmail.com>

Sun, Mar 17, 11:40 AM
(5 days ago)

to Public, Mark, Pious, April, Roberto, Anna, Victoria, Regina, Anna, Kate, Danielle, Michael, Dena

It is clear that the City Council, including at the Finance Committee level, has not been properly educated or apprised of its discretionary decision-making authority regarding the City of Portland's fund balance policy and usage.

The Finance Committee at its most recent meeting barely scratched the surface of the various complex fund balance issues it should be considering as it attempts to negotiate a difficult upcoming FY2025 operating budget while also being asked to approve (prematurely) a capital spending budget for FY2025 in which fund balance issues are implicated.

It is impossible to have any confidence in a City Council that is being asked to rubber-stamp city staff recommendations that it has only a superficial understanding about.

At a minimum, the City Council should be reviewing the following before making any final CIP decisions:

1. Look at LAST YEAR's fund balance decisions (see attachment) and LAST YEAR's overall fiscal year appropriation (see attachment). Why is it OK to use fund balance for things that are operating budget items last year, but not this year? Also, it is clear that the school budget tax levy, which is not spent all at once, generates investment income over the course of the fiscal year, therefore helping to generate "float" income that goes into the unassigned fund balance and therefore it is entirely appropriate that some of the fund balance be sent BACK into the school budget side from time to time, especially in an environment where the City of Portland may be doing particularly well investing its short-term surplus cash. The attached orders can also be found here: [Orders as Passed Fiscal Year 2022 to 2023 | Portland, ME - Official Website \(portlandmaine.gov\)](#)
2. Review the current Fund Balance Policy available on the City's website (see attachment) and understand why the City tells bond investors it has a 12.5% fund balance policy when that number is not actually found in the written Fund Balance Policy. [*Establishing a Fund Balance Policy \(civicplus.com\)](#) found at the bottom of this city webpage: [Budget, Financial Documents & Policies | Portland, ME - Official Website \(portlandmaine.gov\)](#)
3. Review the discussion of the fund balance policy in the city's most recently available Annual Report (FY2022) which emphasizes that it is the City Council that has ultimate authority over fund balance appropriations. [Source of attachment - pages 75-76 from here: [97df67ca-b541-4fb0-81f8-e28fd2551f07 \(civicplus.com\)](#)]

Order 219-22/23

Passage as an emergency: 9-0 on 7/17/2023

Effective 7/17/2023

KATE SNYDER (MAYOR)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANDREW ZARRO (4)
MARK DION (5)

ORDER APPROPRIATING \$3,611,343 IN FUND BALANCE

ORDERED, that \$2,850,000 is hereby appropriated from Assigned Fund Balance for pension obligation bond debt service payments due in Fiscal Year 2024; and

BE IT FURTHER ORDERED, that \$761,313 is hereby appropriated from Unassigned Fund Balance for additional Cumberland County tax payments due in Fiscal Year 2024 resulting from the County's change from a calendar to a fiscal year.

Order 222-22/23

Motion to amend to add Finance Committee Recommendations 1-3: \$20,000 Increase to the City Clerk Budget; \$39,000 Increase for Corp Counsel Budget; and \$79,879, Increase for Human Resources Budget, with a Total of \$138,879: 9-0 on 7/17/2023

Motion to amend to add Amendment 4, \$175,000 Increase to Clean Elections Budget: 8-1 (Dion) on 7/17/2023

Motion to amend to add Amendment 5, \$53,581, Increase to Barron Center Budget: 9-0 on 7/17/2023

Motion to amend to add Amendment 6, \$175,000, Executive Office Reorganization: 9-0 on 7/17/2023: 8-1 (Phillips) on 7/17/2023

Passage as amended as an emergency: 9-0 on 7/17/2023

KATE SNYDER (MAYOR)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANDREW ZARRO (4)
MARK DION (5)

FISCAL YEAR 2023-2024 APPROPRIATION RESOLVE

RESOLVED, that the sum of **\$333,341,783** is hereby appropriated for Fiscal Year 2024 for **General Municipal purposes**; and

BE IT FURTHER RESOLVED, that the sum of **\$143,810,343**, is hereby appropriated for Fiscal Year **2023** for **School purposes**; and

BE IT FURTHER RESOLVED, that the Assessor of Taxes of the City of Portland be and hereby is directed to assess a tax upon all real estate liable to be taxed therein and to assess the owner of, or such other persons as may be liable by law for, personal property liable to be taxed therein on the first day of April, 2023 and not exempt from taxation, to the aggregate amount of **\$103,559,653** for municipal purposes and **\$110,850,008** for **school purposes** for a total tax levy of **\$214,409,661** for Fiscal Year 2024, in accordance with the provisions of the Statutes of Maine; and

BE IT FURTHER RESOLVED, all taxes assessed as above and committed to the Director of Finance shall be due 30 days after the City's Tax Commitment 2023, and payable in two equal installments, the first due 30 days after the City's Tax Commitment 2023, and the second installment due on the 15th day of March, 2024. The delinquency rate of interest shall be eight percent (8%) per annum on all payments received after the respective due dates and the abatement rate of interest shall be four percent (4%) per annum.

CITY OF PORTLAND, MAINE FUND BALANCE POLICY

PURPOSE OF FUND BALANCE

The purpose of this policy is to establish a key element of the financial stability of the City by setting guidelines for the General Fund balance. Unreserved fund balance is an important measure of economic stability. It is essential that the City maintain adequate levels of unreserved fund balance to mitigate financial risk that can occur from unforeseen revenue fluctuations, unanticipated expenditures and similar circumstances. The fund balance also provides cash flow liquidity for the City's general operations. **The School Department is part of the City's General Fund, and is as such included in its fund balance.**

DEFINITIONS

Fund Equity. A fund's equity is generally the difference between its assets and its liabilities. In the case of the City's general fund, its major governmental operating fund, only those financial assets – those that are cash or other liquid assets, and only certain liabilities – those expected to be liquidated in the near term – are considered in the computation of the general fund balance. Non-financial fixed assets, such as streets, and long-term liabilities, such as bonds payable, are accounted for in other funds of the City.

Fund Balance. Net assets, or the difference between assets and liabilities in a governmental fund, is considered Fund Balance.

The Governmental Accounting Standards Board (GASB), who establishes financial reporting rules for governments, separates fund balance into five classifications that comprise a hierarchy based primarily on the restrictions placed on the funds.

1. **Nonspendable.** This classification represents funds that are inherently nonspendable. Resources that must be maintained intact pursuant to legal or contractual requirements are nonspendable, such as the capital of a revolving loan fund. This can include assets that will never convert to cash such as inventory, or will not convert to cash within the current fiscal year such as the long term portion of accounts receivable.
2. **Restricted.** These funds are limited by externally enforceable limitations on use. This includes limitations from the entity providing the money, such as grantors. Also, this classification includes funds with limitations placed by law or enabling legislation, such as charter or state law.
3. **Committed.** Funds in this classification are those with limitations the government places on itself. The purpose of these funds is decided by Council action and also requires Council action to change the purpose.
4. **Assigned.** Assigned fund balance has limitations based on the intended use of the funds. The assigned use can be established by the Council or the City Manager as described in the financial statements, such as self-insurance assignments and fund balance to be used in the subsequent year's budget.

5. **Unassigned.** Residual net resources, or the balance after restricted, committed and assigned, are classified as unassigned fund balance. This is the amount of fund balance, formerly referred to as “unreserved, undesignated” fund balance, that is available to address emergencies and provide fiscal stability. This is the classification governed by this Fund Balance Policy.

Considerations. Credit rating agencies determine the adequacy of the unassigned fund balance using a complex series of financial evaluations. The size of the fund balance is an important, but not the only consideration in the City’s rating. Other important factors are the reliability of a government’s revenue sources, economic conditions, community wealth factors, cash position, debt ratios, management performance, and fiscal decisions made by the legislative body.

The Government Finance Officer’s Association of the US & Canada (GFOA) recommends, for cities of comparable size to Portland, maintaining a total fund balance of as high as 25% of annual general fund expenditures. This percentage varies depending on individual community situations, based on the above mentioned considerations and risk. Also, GFOA recommends that cities of any size maintain an unrestricted General Fund balance of no less than two months (16.66%) of regular general fund operating revenues or expenditures, whichever is more predictable.

OTHER PROVISIONS

Maintenance. In the event that the unassigned general fund balance is so calculated to be less than the policy anticipates, the City shall plan to adjust budget resources in the subsequent fiscal years to restore the balance. **Except in extraordinary circumstances**, unassigned fund balance should not be used to fund any portion of the ongoing and routine year-to-year operating expenditures of the City. It should be used primarily to insure adequate assigned balances, to respond to unforeseen emergencies, to provide cash flow, and to provide overall financial stability.

Administrative Responsibilities. The Finance Director shall be responsible for monitoring and reporting the City’s various assignments. The City Manager is directed to make recommendations to the Finance Committee of the City Council on the use of unassigned funds both as an element of the annual operating budget submission and from time to time throughout the year as needs may arise.

Annual Report. The Finance Director shall **annually report to the Finance Committee** of the City Council on status of the City’s fund balance. The Finance Director shall also provide **status reports** at other times to the Finance Committee or the City Council as may be requested.

POLICY

The City has a strong fund balance policy which aligns with municipal government best practices. The policy applies only to the General Fund and the goal of the City is to achieve and maintain unassigned fund balance at **16.66% of General Fund expenditures** (two months of expenditures) measured on a Generally Accepted Accounting Principles (“GAAP”) basis. This policy aligns with guidance from the Government Finance Officers Association (“GFOA”) which recommends, at a minimum, that general-purpose governments, regardless of size, maintain unrestricted budgetary fund balance in their general fund of no less than two months of regular general fund operating revenues or regular general fund operating expenditures.” The City considers a balance of **less than 8.33% to be cause for concern**, and will work to restore the balance as soon as possible (see “Maintenance”).

Annual Comprehensive Financial Report

For the Fiscal Year Ended June 30, 2022



City of Portland, Maine

reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt. Two items are related to the recognition of the net pension and OPEB liabilities and can include: differences between expected and actual experience, change in assumptions, the net difference between projected and actual earnings on pension and OPEB plan investments, and changes in proportion and differences between the City's contributions and proportionate share of contributions, and also City pension and OPEB contributions subsequent to the measurement date. In addition, the statement of net position also reports a deferred outflow of resources related to refunding bonds. This amount represents the difference between the reacquisition price and the net carrying amount of the refunded debt. It is being amortized over the remaining life of the bond.

In addition to liabilities, the Statement of Net Position and balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net assets that applies to a future period(s) and so will *not* be recognized as an inflow of resources (revenue) until that time. The City has several of these items. The first arises from the modified accrual basis of accounting and is reported in the governmental funds Balance Sheet as *unavailable revenue*. The governmental funds report unavailable funds in one category: property taxes. The amount deferred is recognized as an inflow of resources in the period that the amount becomes available. The government-wide financial statements, Statement of Net Position, reports items related to the recognition and of the net pension and OPEB liabilities and can include the items listed above. In the government-wide financial statements the City also reports deferred amounts related to leases.

6. Net position flow assumptions

Sometimes the City will fund outlays for a particular purpose from both restricted (bond or grant proceeds) and unrestricted sources. In order to calculate the amounts to report as restricted-net position and unrestricted-net position in the government-wide and proprietary fund financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. It is the government's policy to consider restricted net position to have been depleted before unrestricted net position is applied.

7. Fund balance flow assumptions

Sometimes the City will fund outlays for a particular purpose from both restricted and unrestricted sources (the total of committed, assigned, and unassigned fund balance). In order to calculate the amounts to report as restricted, committed, assigned, and unassigned fund balance, a flow assumption must be made about the order in which the resources are considered to be applied. It is the government's policy to consider restricted fund balance to have been depleted before using any of the components of unrestricted fund balance. Further, when the components of unrestricted fund balance can be used for the same purpose, committed fund balance is depleted first, followed by assigned fund balance. Unassigned fund balance is applied last.

8. Fund balance policies

Fund balance of governmental funds is reported in various categories based on the nature of any limitations requiring the use of resources for specific purposes. The City itself can establish

limitations on the use of resources through either a commitment (committed fund balance) or assignment (assigned fund balance).

The committed fund balance classification includes amounts that can only be used for the specific purposes determined by a formal action of the government's highest level of decision making authority. The City Council is the highest level of decision making authority that can, by the adoption of an ordinance prior to the end of the fiscal year, commit fund balance. Once adopted, the limitation imposed remains in place until a similar action (the adoption of another ordinance) is taken to remove or revise the limitation.

Amounts in the assigned fund balance classification are intended to be used by the government for specific purposes but do not meet the criteria to be classified as committed. The City Council has by resolution authorized the Finance Director to assign fund balance. Unlike commitments, assignments generally only exist temporarily. In other words, an additional action does not normally have to be taken for the removal of the assignment. Conversely, as discussed above, an additional action is essential to either remove or revise a commitment.

H. Revenues and expenditures/expenses

1. Program revenues

Amounts reported as *program revenues* include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment, and 2) grants and contributions (including special assessments) that are restricted to meeting the operational or capital requirements of a particular function or segment. All taxes, including those dedicated for specific purposes, and other internally dedicated resources are reported as general revenues rather than as program revenues.

2. Property taxes

Property taxes act as an enforceable lien on real property and are levied usually in late June or early July. Taxes are due in two installments: one in September and the second in March. Property values are based on the assessed values as of the previous April 1st as set by statute. Interest is assessed after the due dates as approved by the council. The maximum rate that can be charged is determined annually by the State of Maine Department of Revenue Services. Upon the expiration of eight months, and within one year from the date of levy, a tax lien is recorded for all delinquent real property.

3. Compensated absences

Vacation

Vacation benefits are earned based on anniversary date and length of service in amounts ranging between two to five weeks per year. City employees are allowed to carry over vacation time earned up to a maximum of 240 hours for employees hired prior to 1979 and 200 hours for all other employees. Employees are eligible for payment of 160 hours of earned vacation benefits upon termination of employment.

Please note: this public comment was received prior to the public comment deadline but inadvertently omitted

Public Comment - Orders 144 & 145 - 23/24: No visibility about existing CIP project balances and auditor concerns

George Rheault <george.rheault@gmail.com>

Sun, Mar 17, 11:55 AM
(5 days ago)

to Public, Mark, Pious, April, Roberto, Anna, Victoria, Regina, Anna, Kate, Danielle, Michael, Dena

One of the most serious aspects of the dysfunctional "CIP review" conducted by the Mayor and the Finance Committee is the absence of any information about what project balances remain outstanding to date among CIP projects already approved by the City Council in past fiscal years.

Our auditor has made it clear that transparency around CIP project balances does not exist and that the City continues to not be able to fix that. See here for March 3, 2023 Auditor Letter yet again raising concerns about this (Item 3 under "Status of Prior Year Recommendations): <https://content.civicplus.com/api/assets/93dab04b-22a5-40be-ac62-887fbf841f93?cache=1800>

Also, city staff for years have asked the City Council to relocate certain prior year project balances without even being clear what those projects are (were they canceled? were they completed under budget so that money is now freed up to spend elsewhere?).

How can the City Council intelligently decide the future of CIP spending, when they have no clear idea of where past CIP approvals currently stand?

This mess has been this way for YEARS and only got worse during the Jon Jennings era. Please postpone the CIP decision for FY2025 until the City Council has a clear picture of things so everyone is properly educated and able to make thoughtful judgments.

MEMORANDUM
City Council Agenda Item

FROM:

DATE: March 5, 2024

SUBJECT: Order 145-23/24 Appropriating Bond Proceeds and other Funds in an Amount not to Exceed \$28,510,000 for the City's Fiscal Year 2025 Capital Improvement Program - Sponsored by the Finance Committee, Anna Trevorrow, Chair

SPONSOR: The Mayor, City Manager, City Clerk, Corporation Counsel, the Planning Board, or up to three (3) members of the Council shall sponsor any orders or other items. If sponsored by a Council Committee, please include the date the committee met and the results of the vote.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading 3/4/2024

Final

Action 3/18/2024

Can action be taken at a later date: No If action cannot be taken at a later date, please explain why. Do NOT write yes or no; that will be automatically generated by the checkbox.

Does this item involve a new contract with the City: n/a

PRESENTATION: Please list the presenter(s), type, and length of presentation

I. SUMMARY

II. AGENDA DESCRIPTION

This is a companion order to the bond authorization order above.

This item must be read on two separate days. It received its first reading on March 4. Five affirmative votes are required for passage after public comment.

III. BACKGROUND

Background information that will not appear in the Agenda Description

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

V. FINANCIAL IMPACT

Please indicate whether or not there is a financial impact. Please note that per Council Rule 12, this form must have "a separate fiscal impact statement memo attached if the impact of the item is \$50,000 or more in a given fiscal year. This memo shall include details and information describing the fiscal impact including, but not limited to, projected costs, revenues or savings over a three (3) year period and/or any potential impacts on the City tax levy."

VI. STAFF ANALYSIS AND BACKGROUND

Staff Analysis that will not appear in the Agenda Description.

VII. RECOMMENDATION

VIII. LIST ATTACHMENTS

1. Order Appropriating Bond Proceeds and other Funds in an Amount not to Exceed \$28,510,000 for the City's FY25 Capital Improvement Program

2. FY25 Capital Improvement Plan Transmittal Letter
3. Assessor's Revaluation Funding Request Memo
4. FY25 - FY29 Project Request Details
5. Amendment from Councilor Bullett to FY25 CIP

Prepared by:

Date: 03/05/2024

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**ORDER APPROPRIATING BOND PROCEEDS AND OTHER FUNDS IN AN AMOUNT
NOT TO EXCEED \$28,510,000 FOR
THE CITY'S FY2025 CAPITAL IMPROVEMENT PROGRAM**

IT IS HEREBY ORDERED THAT

1. Subject to paragraph 2 and 3 below, the sum of \$28,510,000, plus the investment earnings and original issue premium arising, if any, associated with issuance of the City's general obligation bonds, be and hereby is appropriated to finance the projects more particularly described in the project list for the City's FY25 Capital Improvement Program attached hereto as Exhibit A (the "FY25 CIP Project List"), as follows:
 - a. The sum of \$12,100,000 is appropriated from the proceeds of the City's general obligation bonds to be authorized by the City Council to finance a portion of the costs of the General Fund Projects included in the FY25 CIP Project List;
 - b. The sum of \$6,940,000 is appropriated from the proceeds of the City's general obligation bonds to be authorized by the City Council to finance a portion of the costs of the Enterprise Fund Projects included in the FY25 CIP Project List;
 - c. An additional amount not to exceed \$9,470,000 is appropriated as follows:
 - i. An amount not to exceed \$8,960,000 is appropriated from the City's Assigned Surplus Fund Balance – Capital Improvement to finance a portion of the projects so indicated in the FY25 CIP Project List;
 - ii. An amount not to exceed \$110,000 is reallocated and appropriated from unspent proceeds of the City's prior FY24 CIP General Obligation Bonds to finance a portion of the projects so indicated in the FY25 CIP Project List;
 - iii. An amount not to exceed \$400,000 is appropriated from the City's Transportation Impact Fees, to finance a portion of the projects so indicated in the FY25 CIP Project List.
2. The appropriations set forth in paragraphs 1(a) & (b) above are and shall be contingent upon the authorization and issuance of the City's general obligation bonds for such purposes (the amount appropriated in said paragraph 1(a) & (b) to be adjusted to reflect the principal amount of bonds so authorized), and shall include issuance costs for such bonds (or notes in anticipation thereof). The foregoing appropriations, in addition to the stated amount, shall also include any investment earnings or original issue premium associated with such bonds (or notes in anticipation thereof).

3. If the actual cost of any project included in the FY25 CIP Project List differs from the estimated cost on the attached Exhibit A, whether due to completion, delay or abandonment of the Project or for any other reason, the Director of Finance is authorized, in his discretion, to reallocate proceeds of the bonds issued therefore or the other funds appropriated therefore to any other project listed on the FY25 CIP Project List or to any project the City Council has approved or may in the future approve as part of the City's annual capital improvement plan.

GENERAL FUND PROJECTS

<u>Department</u>	<u>Project</u>	<u>FY24 CIP Appropriation</u>	<u>Bond Authorization (2)</u>	<u>Other Funding</u>	<u>Other Funding Source</u>
Assessors	Personal Property Revaluation	190,000	-	190,000	(1)
	City Wide Revaluation	750,000	-	750,000	(1)
Barron Center	Parking Lot and Walkway Lighting	75,000	75,000	-	
	New Bathroom in Laundry Building	40,000	40,000	-	
Fire Department	SCBA Replacement	600,000	-	600,000	(1)
	Central Fire Restroom and Kitchen Renovation - Funding for Completion	25,000	-	25,000	(3)
	Bramhall- Domestic Water Piping Replacement	85,000	-	85,000	(3)
	PPE - Ballistic Vests for EMS and Firefighting Personnel	50,000	50,000	-	
	Slab, Masonry and Waterproofing Repairs	50,000	50,000	-	
Information Technology	Security Camera System - Various Facilities	80,000	80,000	-	
	Segregate Highly Regulated Networks	40,000	40,000	-	
	Power Protection for Critical Switches	40,000	40,000	-	
	Wireless Access Point (wifi) refresh	50,000	50,000	-	
	Physical Host for City Hall Cluster	65,000	65,000	-	
	Spring St Parking Garage Network Refresh	70,000	70,000	-	
	Munjoy Network Refresh (EOC & Backup Dispatch)	60,000	60,000	-	
Parking / Garages	Spring St Garage Roof Deck Traffic Membrane Recoat	220,000	220,000	-	
	Temple St. Garage Roof & Level 4 Repairs	250,000	250,000	-	
Parks, Rec & Public Assembly	Title IX Construction for Payson Park	300,000	-	300,000	(1)
	Riverton Pool Repairs	2,300,000	-	2,300,000	(1)
	Back Cove Re-pave Tukey's Bridge Approach	295,000	295,000	-	
	Eastern Prom Food Truck Court Electricity	50,000	50,000	-	
	Ice Arena Chiller Refurbishment	200,000	200,000	-	
	Reiche Playground Replacement	500,000	-	500,000	(1)
	Stone Street Playground Design & Engineering	40,000	40,000	-	
	Riverside Golf Course Improvements	50,000	50,000	-	
	Payson Tennis Court Lights	200,000	200,000	-	
Planning & Urban Development	Congress Square Redesign	750,000	750,000	-	
Public Buildings & Waterfront	Hadlock Field - Exterior Wall Reconstruction and Mold Remediation	465,000	-	465,000	(1)
	New Sprinkler System at Cummings Center/ Munjoy Fire Station	300,000	-	300,000	(1)
	212 Canco Road Roof Replacement - Phase 1	400,000	400,000	-	
	Portland Ocean Terminal (POT) Fender Replacement	250,000	250,000	-	
	Bollard / Bit Replacement	200,000	200,000	-	
	Ongoing Pile/Pier Work at Portland Ocean Terminal	200,000	-	200,000	(1)
	Pile Jackets - Ocean Gateway	125,000	125,000	-	
Portland Public Library	PPL - Replace Air Handlers 1 and 3	450,000	-	450,000	(1)
	PPL - Replace Roof (Phase 1)	165,000	-	165,000	(1)
	Riverton Library - Dehumidification and Ventilation Upgrades	30,000	30,000	-	
	Library Facilities Study	30,000	30,000	-	
Portland Public Schools	Lincoln - Replace Heating System	800,000	800,000	-	
	CBHS/PATHS - Repair Underground Cables	500,000	500,000	-	
	Lyman Moore - Create Secure Entrance / Vestibule	185,000	185,000	-	
	Talbot - Add Security Cameras	70,000	70,000	-	
	DHS - Replace Primary Underground Cables	285,000	285,000	-	
	DHS - Repair Masonry on Exterior Walls	500,000	500,000	-	
	DHS - Upgrade Server for Camera System	25,000	25,000	-	
	Longfellow - Repair Exterior Walls	500,000	500,000	-	
	East End - Install Security Camera System	70,000	70,000	-	
	Misc. Schools - Upgrade Door Access Controls	115,000	115,000	-	
Public Works	MPI Paving Match	665,000	665,000	0	
	PACTS Collector Paving	470,000	470,000	-	
	Landfill PFAS Remediation	80,000	80,000	0	
	Pavement Preservation Program	1,700,000	-	1,700,000	(1)
	Sidewalk Rehabilitation Program	700,000	-	700,000	(1)
	Libbytown Neighborhood Renewal Project	40,000	40,000	-	
	Forest Avenue: (Woodford/Revere to Bedford)	50,000	50,000	-	
	Forest Avenue: (State/Marginal to Park/Portland)	75,000	75,000	-	
	State and High Two-Way Conversion Study	100,000	-	100,000	(4)
	PACTS RTMS - Regional Signals, Communications, and Match Money	25,000	25,000	-	
	Traffic Signal Upgrades with Paving Programs	150,000	-	150,000	(4)
	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	275,000	-	275,000	(1)
	Traffic Signals Upgrade Program	550,000	550,000	-	
	Transportation Preliminary Design	80,000	80,000	-	
	PACTS TIP - Brighton Avenue Multi-Modal Project	60,000	60,000	-	
	ADA Compliance Program	100,000	100,000	-	
	Bike Facility Safety Improvements (BBI Program)	50,000	50,000	-	
	RR Quiet Zone Compliance Program	10,000	10,000	-	
	Arterial Crossing Safety Improvements	150,000	-	150,000	(4)
	Islands Improvement Program	150,000	150,000	-	
	City Retaining Wall Repairs	100,000	100,000	-	

	Street Rehabilitation Program	100,000	100,000	-	
	High-Speed Communications for Adaptive Signal Corridors and	50,000	50,000	-	
Vehicle Maintenance	Police Cruisers (8) Replacement	425,000	425,000	-	
	50 Each APX 1500 Enhanced Radio / Vehicle Radios	75,000	75,000	-	
	Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles	90,000	90,000	-	
	PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck #7"	85,000	85,000	-	
	PW - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer	335,000	335,000	-	
	PW - 2.0 Cab and Chassis w / Dump Body	150,000	150,000	-	
	Rec. 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments	330,000	330,000	-	
	FD - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift	85,000	85,000	-	
	Parking - Small SUV - AWD	30,000	30,000	-	
	1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic /	275,000	275,000	-	
	ArticulatingAerial Platform w/ Chipper Box				
	SS - SUV Ford Expedition or Similar	65,000	-	65,000	(1)
	PW - Floor Sweeper / Electrified	30,000	30,000	-	
	PD - Cargo Van - Transit / Sprinter Size, Stand Up with No Windows	85,000	85,000	-	
	PW - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless	140,000	140,000	-	
	Body - No Sander				
	Rec. Activity Bus - E450 Cut Away or G3500	80,000	80,000	-	
	Rec. 1.0T Dump Truck - Alex Marshall - Cemeteries	80,000	80,000	-	
	FD - 0.75T Crew Cab with Utility Body	100,000	100,000	-	
	PW - Supervisor Truck, Pick Up 0.75 Ton w / Plow	80,000	80,000	-	
	PW - 0.75T Pick Up Crew w/ Plow	80,000	80,000	-	
	PW - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar)	30,000	30,000	-	
Sub-Total		21,470,000	12,000,000	9,470,000	
	Public Art	50,000	50,000		
	Land Bank	50,000	50,000		
Sub-Total - General Fund Projects		21,570,000	12,100,000	9,470,000	
<u>ENTERPRISE FUND PROJECTS</u>					
Water Resources	CSO- Close CSO #42	750,000	750,000	-	
	CSO- Sewer / Storm Consulting and Inspection Services	400,000	400,000	-	
	CMOM - Inflow and Infiltration Phase 3 Mitigation	1,000,000	1,000,000	-	
	Palmer Ave Detention Basin	250,000	250,000	-	
	Center St Storm Drain	2,400,000	2,400,000	-	
	ESRI Conversion to Utility Network	200,000	200,000	-	
	Pavement Preservation Program - Utility costs	200,000	200,000	-	
	Collection System Repairs and Improvements	750,000	750,000	-	
	Culvert, Outfall, and Drainage Repairs and Improvements	500,000	500,000	-	
	Street Sweeper Replacement	315,000	315,000	-	
	Pickup Truck Replacements	120,000	120,000	-	
	Trailered 6" Pump	55,000	55,000	-	
Sub-Total - Enterprise Fund Projects		6,940,000	6,940,000	-	
TOTAL CIP		28,510,000	19,040,000	9,470,000	

TOTAL APPROPRIATIONS AND FUNDING SOURCES

(1) Assigned Surplus Fund Balance	8,960,000
(2) New Borrowing (General Fund Debt Service Repayment)	12,100,000
(2) New Borrowing (Enterprise Fund Debt Service Repayment)	6,940,000
(3) FY24 CIP Bond Reallocation	110,000
(4) Transportation Impact Fees	400,000
TOTAL	28,510,000

City of Portland | Executive Department

Danielle P. West, *City Manager*



To: Mayor Dion and Members of the Portland City Council

From: Danielle P. West, City Manager

Date: February 8, 2024

Re: FY25 Capital Improvement Plan (CIP) Budget

This is my third year making Capital Improvement Plan (CIP) recommendations to the City Council while performing the role of City Manager. It is always a difficult process due to the sheer volume of immediate capital needs (estimated to be in excess of \$70M for FY25 alone), but I have done my best to consider input from my Department Heads, elected officials, the Library Director and School Superintendent. The City Council goals, in particular the 2023 and 2024 emphasis on equity and sustainability, were considered heavily during my review of submissions. The complete list of recommended projects for FY25 are attached as Appendix A. The following is a summary of those recommendations.

We are faced with the ongoing challenge of meeting as many immediate capital needs as possible without increasing debt service costs for the City related to CIP projects. Each year the City retires older debt related to past CIP borrowings (debt is typically retired 10-20 years after original issuance), and therefore we can issue new debt in its place without increasing overall debt service cost to the City/increasing property taxes related to capital improvement. The “borrowing target” (i.e. the amount of general obligation bonds which can be issued in the upcoming fiscal year without a significant impact to general fund debt service related to capital improvement) plus additional funding sources available in addition to new debt issuance was determined to be approximately \$21M. The current year’s requests were in excess of \$70M¹ when considering all of the needs across the City, Schools, Library, and our Enterprise Funds.

Despite all of the constraints, I am pleased to bring forward a plan that again includes 100% of the projects recommended by the Portland Public Schools Board of Education in my list of CIP projects for FY25. 10 new projects are being recommended via the issuance of \$3.05M in new general obligation bonds. The Superintendent and his facilities staff took on the difficult work of trimming the complete list of PPS capital requests down to an affordable and manageable number of critical projects. The PPS Board recommendations this year have a “safe, warm and dry” theme, three of the most basic needs for any school facility. In addition to the 10 new projects being recommended in my current year CIP, the Schools have approximately \$7M of funding from prior year CIP projects to utilize for capital improvements in FY25 and beyond. I am confident these investments, combined with the soon to be completed \$64M in Buildings for our Future (“BFOF”) projects, will continue to significantly improve our Schools.

¹ Many Departments made reductions prior to submission of their FY25 requestt, pushing projects unlikely to be funded to outer years in the CIP.

Our investments in School facilities are not limited to recommendations from the Superintendent and Board of Education. City Parks and Recreation staff include all recreational facilities in their CIP priorities, including facilities located in/at or used primarily by the School Department. My FY25 CIP recommendations more than double the investment in School facilities by adding an additional \$3.1M in recommended projects. These investments include a badly needed but costly repair at the Riverton pool (\$2.3M) one of the few indoor swimming facilities in the City available to all. My recommendations also include funding to correct a Title IX equity issue via construction of new facilities at Payson Park (\$300k.) Finally, my recommendations include funding to complete construction of a brand new playground at Reiche School (\$500k) which will complement the recently completed BFOF renovation.

My CIP recommendation also includes funding for many much needed projects that impact City buildings and infrastructure. Parks & Recreation recommendations include funding to re-pave the Tukey's bridge approach on the widely used Back Cove pathway, replace a chiller at our public ice arena facility, begin design work on our Stone Street playground replacement in Bayside, add lighting at Payson Park for our tennis / pickleball courts, and add electricity to our Food Truck promenade to reduce emissions and more.

Additionally, my recommendations for the upcoming year include an approximately \$400k investment in the City's Information Technology (IT) infrastructure. Our fantastic IT team continues to save City taxpayers money by managing many of our servers, network and IT infrastructure in-house versus paying a costly annual fee for outsourcing such services. However, as we noted in prior CIP years, we are reaching the end of life for many of our servers and switches and must protect the integrity of our systems and servers.

The list of CIP projects recommended for FY25 also includes continued significant investment at the Portland Public Library. In addition to the \$500,000 recommended in FY24, \$250,000 of which is still available for use in the current year, I am recommending an additional \$675,000 to continue repairs and replacement of their air handling units, the roof, and complete a facilities study for all Library locations.

My CIP recommendation further includes a final \$750,000 investment in the Congress Square Park project as proposed by the Friends of Congress Square Park via the City's Planning & Urban Development Department. This figure is intended to be the City's final investment in the project and has been presented as the last needed amount to complete the park portion of the project. We appreciate the Friends ongoing fundraising efforts and understand any future needs for the project will be funded privately if necessary. It is also worth noting that my recommendations also include required funding for the Congress Square intersection redesign.

Although not technically a CIP item, an area of focus for the City over the last several years has been equity in tax assessment. In fact, in 2021 the Council unanimously approved a resolution to recommend revaluations to be performed at least every 5 years. Staff agrees that this item requires attention to prevent inequity in assessments and to remain in compliance with State

rules. In order to complete a revaluation for tax year FY26 work must begin on this effort this spring. Therefore, I am recommending a funding appropriation occur alongside this year's CIP funding appropriation to move the revaluation effort forward. I've included an accompanying memo from our Tax Assessor Elisa A. Marr that describes the need and request in more detail.

Other items of note within my CIP recommendations include, but are not limited to:

- A significant investment in the required replacement of our Fire Department's self-contained breathing apparatus ("SCBA") equipment. This is the first year of a two year replacement cycle;
- Various additional investments at our fire stations including funding to complete the restroom renovation project (which creates three single use restrooms from the existing large men's restroom), funding for protective equipment for first responders, funding for water piping and Bramhall, and repair work at various stations;
- Various improvements at The Barron Center including funding to correct a restroom equity issue at the laundry facility and funding to fix walkway and parking lot lighting;
- A significant investment in our vehicle fleet, including:
 - Replacement of a Social Services vehicle used to transport our most vulnerable population;
 - Significant funding for electric and hybrid vehicles and equipment;
 - Funding for replacement solid waste equipment; and
 - Funding for various winter operations, public works and parks & rec equipment;
- Funding for minor repairs at the Spring Street and Temple Street garages;
- Significant investments in City sidewalk and ADA compliance improvements;
- Funding for mold remediation and future leak prevention at Hadlock Field;
- Funding for additional traffic signal improvements;
- Funding for additional bike safety transportation improvements;
- Continued funding for the Islands Improvement Program in order to allow the Department of Public Works to complete various smaller public works related capital projects across our city islands during the fiscal year; and
- Continued funding for waterfront infrastructure improvements.

I look forward to discussing all of my recommended projects and funding sources in more detail at the Thursday, February 8th Finance Committee meeting. I will be joined by a group of City staff including various Department Heads who will assist with the presentation.

Regards,

Danielle P. West

City of Portland | Assessor's Office

Elisa A. Marr, CMA-2, Assessor



To: Danielle P. West, City Manager

From: Elisa Marr

Date: February 1, 2024

Re: FY25 Revaluation Funding Request

In order to comply with the attached City Council Resolution of June 16, 2021 and Maine property tax law, I would like to initiate the revaluation process of the City for assessment purposes. The resolution recommended that *the City Tax Assessor and the City Manager, as necessary, conduct ongoing work to support City wide revaluations every five (5) years, and that sufficient funds to support such city-wide revaluations be authorized and appropriated.* Additionally, State property tax law guidelines require municipalities to be between 70% and 110% of market value. The last revaluation was completed in 2021. The market value to assessed value certified ratio for FY25 will be 89%, and is projected to be 82% for FY26 and 74% for FY27.

It is important to note that a declining assessment ratio is an indication of a lack of equity in property tax assessments. A lower certified ratio for the coming tax years will also have several impacts including reducing the amount residents receive from the Homestead, Veterans and Blind Exemption programs. For example, in FY25, a \$25,000 Homestead Exemption will now only be valued at \$22,250.

In order to comply with the requirements above, we would need to start the revaluation process in 2024. The anticipated completion date would be the summer of 2025, and implementation would be in FY26. This work would be done with current staff, a contracted revaluation company, and updated imagery.

Our contract with the revelation company would be a multi-year reassessment contract, which would be conducted every 2 years until 2031. This will preserve equity in tax assessments through the period of the contract versus the current practice of no formal revaluation timeline.

A revaluation would more specifically include:

- Full statistical analysis to create current value market modeling and new cost and depreciation tables;
- Residential, Commercial and Industrial valuation;
- Public information and support throughout the entire project; and
- Appeals support.

In addition to a full real estate revaluation, I would also recommend a separate Personal Property revaluation. Personal Property is a State imposed tax on business equipment that every business in the State of Maine is subject to. The State has established a reimbursement program and an exemption program to aid businesses in recapturing or exempting some of the Personal Property taxes.

The total taxable value of Personal Property reported for the 2023 tax commitment was \$214,318,005. The total exempt value was \$480,201,080 with a reimbursement value of \$252,201,607. I outline these amounts to indicate the significant value of Personal Property.

The Assessing Office is responsible for the inventory and depreciation of all business equipment located within the city to establish a taxable value. The current process of sending the annual declaration forms to collect and value Personal Property would be significantly aided by a full Personal Property revaluation. A contractor would conduct a complete street canvassing of the city to identify new businesses and list the equipment of existing businesses. The cost estimate for a Personal Property revaluation is \$60 per account or \$192,000.

Attachment: Council Resolution

Resolve 10-20/21
Passage: 9-0 on 6/7/2021

Effective 6/17/2021

KATE SNYDER (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
TAE Y. CHONG (3)
ANDREW ZARRO (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

MARK DION (5)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

**RESOLUTION RECOMMENDING INCREASED FREQUENCY OF PROPERTY
REVALUATIONS FOR THE CITY OF PORTLAND**

WHEREAS, the City Council of Portland, Maine, uses assessed property values in order to appropriately levy and collect property taxes; and

WHEREAS, the Mayor and the City Council recognize and appreciate the fact that an important and primary role of the City of Portland Tax Assessor is to determine the just value for all residential and commercial real property in Portland, which helps to ensure that it is able to appropriately levy and collect those property taxes and that the burden of those taxes is shared fairly and equally among all property owners within the City; and

WHEREAS, Maine's Constitution requires that "[a]ll taxes upon real and personal estate, assessed by authority of this State, shall be apportioned and assessed equally according to the just value thereof." Me. Const. art. IX, § 8; and

WHEREAS, Maine state law similarly provides that "all property shall be assessed at the just value thereof in compliance with the laws of the State." 36 M.R.S. § 201; and

WHEREAS, Maine Constitution's Constitution further requires that "[w]hile the public expenses shall be assessed on estates, a general valuation shall be taken at least once in 10 years," Me. Const. art. IX, § 7; and

WHEREAS, prior to the current revaluation, the City of Portland's two most recent revaluations occurred in 1991 and 2006, respectively, thereby establishing a fifteen (15) year interval between each such general valuation; and

WHEREAS, Maine law additionally requires that "[a]ll municipalities . . . shall achieve the following minimum assessing standards . . . a 70% minimum assessment ratio . . ."; and

WHEREAS, the Maine Revenue Services determined Portland's 2021 assessment ratio to be 66 percent; and

WHEREAS, when the real value of properties are either undervalued or overvalued as a result of infrequent or delayed evaluation, one of the results is that owners of more

valuable properties experience the equivalent of a tax break, while owners of less valuable properties pay a relatively higher price for the same public services; and

WHEREAS, by failing to frequently assess property, government is exacerbating the large and growing inequalities in the distribution of wealth and income; and

WHEREAS, the value of real property is constantly changing due to factors including, but not limited to, location, market demand, the age and physical condition of a neighborhood, and the state of the economy, and as a result, non-uniformity in values occur may over time within tax jurisdictions whether or not property values increase or decrease; and

WHEREAS, in agreement with the City's Assessor, a longer revaluation cycle, for a growing city like Portland, creates more opportunity for inequities to grow and usually leads to much larger and unpredictable changes to property values, and a shorter cycle will reduce the chances of this happening and help make property taxes more equitable, predictable and manageable; and

WHEREAS, it should be noted, that all City of Portland revaluation notices sent in 2021 will contain information on appeal procedures, and if, after an appeal, a property owner still disagrees with the findings and assessed value of his/her property, they may file a written Application for Abatement with the City of Portland Board of Assessment Review, or look into one of the many tax relief programs available;

NOW, THEREFORE, BE IT RESOLVED, that the Portland City Council and Mayor strongly recommend that the City Tax Assessor and the City Manager, as necessary, conduct ongoing work to support City wide revaluations every five (5) years; and

BE IT FURTHER RESOLVED, that this Portland City Council and Mayor strongly further recommend allocation of sufficient funds to support such city wide revaluations every five (5) years.

Personal Property Revaluation

Assessors

Division

Classification Equipment

Project Description

Personal Property collection and valuation: A complete street canvassing of the City listing each business to ensure that all businesses are identified and valued. New businesses will be identified and added to the tax roll and out of business accounts will be verified and removed from the tax rolls. Existing business account listings will be reviewed. This project will result in an inventory of all the business equipment in the City.

Project Justification

Identifying new accounts and accounts that are not reporting or are under reporting will create fairness and equity in personal property assessing. While this project has the potential to generate considerable new revenue for the City, it is more important to create a fair and equitable personal property listing. Many businesses either do not report at all or significantly under report. The City has not had an independent review/revaluation of its personal property base in at least 30 years. There is no record of it ever being done.

NOTE: On October of 2023 Assessing Offices in Maine received correspondence from Jerome Gerard, the State Tax Assessor regarding "Reminder of Compliance with Maine Tax Laws". In this letter the State Tax Assessor states that the "Maine Constitution and Title 36 of the Maine Revised Statutes require that taxes on real and personal property be apportioned and assessed equally according to the just value thereof." Assessor Gerard further states that failure to comply with the requirement to assess personal property could directly impact the accuracy of the state valuation and MRS's certification thereof to the Secretary of State. He further requests Assessors to please review your municipality's assessment practices to ensure that all personal property is being properly assessed...

Although the City of Portland has historically assessed personal property, I believe the City may not be meeting the requirement of equal assessment regarding personal property.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$192,000				\$192,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$0	\$192,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$0	\$192,000			

Other Funding Source Description

Operating Budget Impact

Current estimate is \$192,000 or 3,200 accounts at \$60 each.

Assessors

Division

Classification Equipment

Project Description

A revaluation would provide a full statistical analysis to create current value market modeling and new cost and depreciation tables for all 24,700 +/- real estate properties; update residential, commercial and industrial valuations; provide public information and support throughout the revaluation project and provide appeal support.

Project Justification

To comply with the City Council Resolution of June 16, 2021 the City would need to initiate the process of revaluation for assessment purposes. The Resolution strongly recommended that the City Tax Assessor and the City Manager, as necessary, conduct ongoing work to support City wide revlations every five (5) years.

The last revaluation was completed in 2021. The most recent sales ratio study indicates a market value to assessed valuation ratio of 68% (certified ratio of 74%) for sales from July 1, 2023 to December 2023 . State property tax law guidelines require municipalities to be between 70% and 100% of market value. To meet State property tax guidelines, reestablish equitable assessments and to comply with the Council Resuolution, the Assesisng Office would need to start the revaluation process in 2024. The anticipated completion date would be the summer of 2025 for FY26.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$1,637,744			\$7,200	\$1,644,944

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$0	\$370,500			☐
2026	\$0	\$370,500			☐
2027	\$0	\$160,000			☐
2028	\$0	\$160,000			☐
2029	\$0	\$171,500			☐
2030	\$0	\$171,500			☐
Total	\$0	\$1,404,000			

Other Funding Source Description

Operating Budget Impact

Parking Lot and Walkway Lighting

Barron Center

Division Environmental Services

Classification Facilities

Project Description

The lighting fixtures over two of the primary parking lots at the Barron Center largely do not work (only 2 of the 12 lights are active). They fixtures are also significantly rusted. This project would replace the lighting.

Project Justification

Lighting for the parking lots is essential as a personal safety concern for staff and visitors, particularly since many Barron Center staff are arriving or leaving when it is dark out.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$78,000		\$78,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$78,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$78,000			

Other Funding Source Description

Operating Budget Impact

Patio & Walkway Repair

Barron Center

Division Environmental Services

Classification Facilities

Project Description

The front walkway and the back patio at the Barron Center currently have cracks and uneven surfaces. This project would replace the surfaces.

Project Justification

The front walkway and back patio are highly utilized by guests and visitors at the Barron Center, and present a safety issue due to their uneven surface. The current surface poses difficulties for those who are unable or have difficulty walking, and increase the risk of a fall.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$76,000		\$76,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$76,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$76,000			

Other Funding Source Description

Operating Budget Impact

Storage Garage for Wheelchairs

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Storage Garage for wheelchairs and other equipment

Project Justification

Currently the wheelchairs are stored in rooms, the dining area, and whirlpool rooms. They are difficult to access, and storage would become an issue with an increased Barron Center census.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$93,750		\$93,750

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028		\$93,750			☐
2027					☐
2026					☐
2025					☐
2030					☐
Total		\$93,750			

Other Funding Source Description

Operating Budget Impact

Paving Project Phases 2 & 3

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Resurfacing and paving of Barron Center lots. Phase 2 will cover the Center Lot & City Hospital Drive. Phase 3 will cover all remaining lots.

Project Justification

Most of the paving is cracked or loose. There are safety issues with the main road and parking lots. The staff and visitors have complained about tripping hazards.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$712,900		\$712,900

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$294,600			☐
2026		\$418,300			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$712,900			

Other Funding Source Description

Operating Budget Impact

New Bathroom in Laundry

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Install a new bathroom in the Laundry

Project Justification

The current bathroom is not enclosed at the top, which results in privacy, cleaning, and health concerns. Because of this, staff currently use the bathroom in the neighboring BC 2 building. Building an enclosed bathroom will allow staff to use facilities where they work, as well as avoid potential issues if the BC 2 building were to become unavailable to the laundry staff.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$40,000		\$40,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2025		\$40,000			☐
2029					☐
2028					☐
2027					☐
2026					☐
Total		\$40,000			

Other Funding Source Description

Operating Budget Impact

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Replace pneumatic system thermostats and valves in rooms and control heating, cooling, and exhaust fans.

Project Justification

The Barron Center needs to enhance it's energy management.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$348,000	\$348,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$348,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$348,000			

Other Funding Source Description

Operating Budget Impact

Barron Center

Division Environmental Services

Classification Equipment

Project Description

Replace one of the old tractors

Project Justification

Our current tractors are serviced too frequently.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$29,095	\$29,095

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$29,095			☐
2028					☐
2029					☐
2030					☐
Total		\$29,095			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237196

Replace the Roof Top A/C Chiller (BC 1)

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Replace the roof top on A/C Chiller

Project Justification

1 compressor is out and pipes are rusted.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$60,000	\$60,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$60,000			☐
2028					☐
2029					☐
2030					☐
Total		\$60,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237198

Replace Ceiling Unit Heaters (BC 1)

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Replace Ceiling Unit Heaters in 2nd and 3rd floor central units in BC 1.

Project Justification

The motors, actuators, and valves are not working. The unit is 39 years old.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237199

Replace Rooftop Exhaust Fans (BC 2)

Barron Center

Division Environmental Services

Classification Facilities

Project Description

Replace all roof top exhaust fans on BC 2.

Project Justification

The direct drive motors need complete replacement.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$32,000	\$32,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$32,000			☐
2029					☐
2030					☐
Total		\$32,000			

Other Funding Source Description

Operating Budget Impact

Replace Fresh Intake Grills/Actuators

Barron Center

Division Environmental Services

Classification Equipment

Project Description

Replace Fresh Intake Grills/Actuators for all Air Handling Units

Project Justification

All air handler units need the actuators/dampers replaced. There is no control of mixing inside and outside air. They are 39 years old.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$55,000	\$55,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$55,000			☐
2028					☐
2029					☐
2030					☐
Total		\$55,000			

Other Funding Source Description

Operating Budget Impact

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Repair mortar joints as needed at various fire houses and waterproof the brick. See attached photos.

Project Justification

The facilities are at a point where we're spending operating funds to address masonry repairs which are greater than the operating budget can handle. In the Spring of 2023 a large piece of concrete was removed from Central Fire Station and the section was repaired (see attached photos). The lose piece was over the door to the building and was a potentially fatal hazard. Attention needs to be put towards improving the building envelopes (including slabs) and masonry.

There's evidence of brick spawling due to failed mortar joints allowing moisture in the wall, freeze/thaw action is causing the the motar and brick to fail. All stations need "masonry maintenance" which will prevent much larger projects in the near future.

Adding waterproofing to many of the locations will extend the life of any major repairs.
Locations: Riverton, Ocean Ave, Allen Ave, Munjoy, Bramhall, Central, Stevens Ave

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027		\$100,000			☐
2026		\$100,000			☐
2025		\$100,000			☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$100,000			☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Install a sprinkler system, upgrade the HVAC system, replace all windows, and renovate the bathroom.

Project Justification

The building is using an oil-fired heating system that is near the end of its useful life. This is an opportunity to decarbonize and electrify the building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$500,000		\$575,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$575,000			☐
2028					☐
2029					☐
2030					☐
Total		\$575,000			

Other Funding Source Description

Operating Budget Impact

Overall building energy usage would decrease.

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Ceiling Demo and cleanup, HVAC Upgrades, Ventilation, Electrical/Lighting Upgrades, Sprinkler System, Fire Alarm System, bathroom renovations, windows.

Project Justification

The focus is on renovating the 2nd floor, installing a complete sprinkler system, installing a complete fire alarm system, and upgrading the heating system piping and unit heaters. The 2nd floor renovations will include new ceilings, bathroom renovations, flooring, ventilation, central cooling, and lighting. The building was built in the late 1960s and is due for a renovation.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$1,350,000		\$1,450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026	\$100,000	\$1,350,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$100,000	\$1,350,000			

Other Funding Source Description

FEMA Grant - The City would need to apply for this grant.

Operating Budget Impact

HVAC system efficiencies will drastically improved, resulting in a lower overall building energy consumption.

Project Title ID 237154

Munjoy - Interior Upgrades

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Venitlation, HVAC Upgrades, Lighting and Electrical Upgrades, Interior Partitions.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
				\$0

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐

Total

Other Funding Source Description

Operating Budget Impact

Project Title ID 247468
Central Fire Restroom and Kitchen Renovation

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Renovate 80 yr old restroom and the station's small kitchen.

Project Justification

In FY24, a Central Fire Station Bathroom Renovation CIP Project was approved for \$100,000. Central Fire Station's kitchen is in desperate need of renovation. The commercial range does not have a code compliant Type I hood. The counters and cabinets are falling apart and beyond their useful life, and the space is small and tight. Architectural drawings and specifications for a new kitchen and bathrooms are complete. The kitchen and bathroom share a wall, which would be reconfigured in the renovation and should be done as one project. This project would provide the station with a code compliant kitchen hood (suppression, exhaust, and fire alarm notification), a functional kitchen, individual bathrooms, and a utility room. This request is to reallocate \$110,000 from the unspent FY21 CIP account to this Bathroom and Kitchen Renovation Project. The overall cost estimate of the Central Station project is approximately \$210,000.

In FY21, a Bramhall Fire Station Washroom CIP project was approved for \$150,000. In 2021, the Fire Department received a FEMA grant for new personal protective gear washers and dryers. Because of the grant, the funds for the Bramhall Fire Station Washroom CIP project were not spent. This request is to reallocate the existing \$150,000 CIP funds towards the Central Fire Station Kitchen and Munjoy Fire Station Kitchen.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$0		\$210,000		\$210,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025	\$210,000				☐
Total	\$210,000				

Other Funding Source Description

Existing CIP account C24B04 (\$100,000) and reallocate CIP account C21B03 (\$110,000).

Operating Budget Impact

N/A

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Remove the existing 5,200 square foot tar and gravel roof. Install a new rubber EPDM roof with insulation.

Project Justification

The tar and gravel roof is beyond its useful life. The roof is over 50 years old and needs to be replaced with a new rubber EPDM roof. Based on a structural evaluation, insulation will be installed to meet code requirements or as much as the structural evaluation will allow.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$7,000		\$178,000		\$185,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$185,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$185,000			

Other Funding Source Description

Operating Budget Impact

Added roof insulation will improve the overall building envelope efficiency, thus saving energy usage for heating and cooling.

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Install a new commercial Type I code compliant kitchen hood system with fire suppression, exhaust, and fire alarm notification.

Project Justification

Munjoy Fire Station – Munjoy Fire Station has a commercial kitchen range without a hood. This configuration is a code violation and a Type I commercial kitchen hood should be installed. This request is to reallocate \$40,000 from the unspent FY21 CIP account to this Kitchen Hood Project. Drawings and specifications were completed in 2017, but the project was never completed. This project would provide a suppression system, exhaust, and fire alarm notification.

In FY21, a Bramhall Fire Station Washroom CIP project was approved for \$150,000. In 2021, the Fire Department received a FEMA grant for new personal protective gear washers and dryers. Because of the grant, the funds for the Bramhall Fire Station Washroom CIP project were not spent. This request is to reallocate the existing \$150,000 CIP funds towards the Central Fire Station Kitchen and Munjoy Fire Station Kitchen.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$3,000		\$37,000		\$40,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$40,000				☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$40,000				

Other Funding Source Description

Reallocate funds from CIP account C21B03 to this project.

Operating Budget Impact

N/A

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

This project would replace all of the domestic water piping on the lower level of the building.

Project Justification

The domestic water piping is failing and needs to be replaced throughout the station. In 2023, there were three different sections of piping that failed (leaked) and had to be replaced. In 2019, a section of piping was leaking and had to be replaced. The building was constructed in the late 1960s, so the copper piping is approximately 65 years old and beyond its useful life. Attached is a photo of a failed section of pipe.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$75,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 257857

Stevens Ave Fire Station - New Building

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Replace Stevens Ave Fire Station with a new building.

Project Justification

This station is in need of a complete replacement in order to meet the current demands of the Fire Department. The attached report from 2017 supports this.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$400,000		\$5,000,000		\$5,400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$5,400,000			☐
2030					☐
Total		\$5,400,000			

Other Funding Source Description

Operating Budget Impact

A new energy efficient building will consume less energy than the existing building.

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Replace windows, individual bunk room divide, ventilation, bathroom renovations, flooring, painting.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$500,000		\$575,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$575,000			☐
2028		\$0			☐
2029					☐
2030					☐
Total		\$575,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257862

Munjoy Fire Station - Interior Upgrades

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Individual room divide, bathroom renovations, flooring, new gear room, new fitness room

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$500,000		\$575,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$575,000			☐
2029					☐
2030					☐
Total		\$575,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257864

Central Fire Station - Major Renovations

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Gut Renovation

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$8,000,000		\$8,600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$8,600,000			☐
Total		\$8,600,000			

Other Funding Source Description

Operating Budget Impact

Fire Department

Division Firefighting

Classification Equipment

Project Description

Replace approximately 100 SCBA Units that will be obsolete in FY25.

Project Justification

The SCBA units will no longer meet NFPA standards and will not be considered safe for use. These units were last replaced around 2013. The replacements should have a useful life of at least ten years.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$1,200,000	\$1,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$1,200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

This expense will offset repair costs in the general fund in the first several years after they are replaced

Fire Department

Division Firefighting

Classification Equipment

Project Description

The department is seeking the purchase of 60 protective vests for calls such as active shooters, school shootings, SRT support and other high risk scenarios.

Project Justification

Currently, there are no ballistic protections in the Fire department for first responders. Most fire departments are beginning to provide vests for protection given the recent rise in mass shootings and domestic terrorism. We have already attempted to procure vests with Homeland Security Grant funding but these are not allowable expenses.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$110,000	\$110,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$110,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$110,000			

Other Funding Source Description

Operating Budget Impact

Minor cleaning and upkeep will be needed but should have a negligible impact on the budget.

Project Title ID 247611

Primary Data Center/Rm 10 - Computing Equipment

Information Technology

Division

Classification Equipment

Project Description

This is for the single point of failure at the primary data center. It will provide network redundancy for City Wide networks. IT training room near HR needs PCs refresh or remove outdated desktops - do trainings with laptops?

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$24,000	\$25,000		☒
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$32,200			☐
Total		\$56,200	\$25,000		

Other Funding Source Description

Operating Budget Impact

Information Technology

Division

Classification Equipment

Project Description

This is to add UPS battery backup for critical network switches for all our service location such as PPD and PFD as an example. Not only do they protect from outages, but they also handle power surges through intelligent power conditioning.

Project Justification

Example: Currently during a power outage the only switches that have battery backup at BC for example is the MDF, all the 1st, 2nd and 3rd floor switches reboot during a powerfailure bringing down the building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$41,500	\$41,500

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$41,500			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$41,500			

Other Funding Source Description

Operating Budget Impact

Wireless Access Point (wifi) refresh

Information Technology

Division

Classification Equipment

Project Description

Migrate from old wireless access points to enterprise grade wireless hardware.

Project Justification

As our wireless network becomes more critical and utilized it needs to be on enterprise grade hardware. Moving to new hardware will give us better insight into risky hosts on our wireless that would jeopardize our data. This will be a multiyear project due to the number of currently installed access points. Since all our access points currently have wired connections this will just be hardware costs to swap the hardware.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2026		\$50,000			☐
2027		\$50,000			☐
2028		\$50,000			☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258017

Physical Host for City Hall Cluster (1 per year)

Information Technology

Division

Classification Equipment

Project Description

Replacement Host for City Hall Cluster to keep hardware up to date and compliant with current security standards. This YoY pricing is reflected at FY25 pricing. May need to be adjusted moving forward.

Project Justification

Aging hardware at our City Hall datacenter that needs to be replaced due to the criticality of the hardware.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$390,000	\$390,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$65,000			☐
2026		\$65,000			☐
2027		\$65,000			☐
2028		\$65,000			☐
2029		\$65,000			☐
2030		\$65,000			☐
Total		\$390,000			

Other Funding Source Description

Operating Budget Impact

Parking Garage Network Refresh

Information Technology

Division

Classification Equipment

Project Description

This is to bring the Spring St location up to date with Cabling, Switching, Battery Backup, and Cable Management. Outages cause cars to be trapped in the garage. This will prevent the 4+ times a year revenue is lost due to current hardware configuration.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$71,300	\$71,300

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$71,300			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$71,300			

Other Funding Source Description

Operating Budget Impact

Munjoy Network Refresh

Information Technology

Division

Classification Equipment

Project Description

This is to bring the Munjoy location up to date with Cabling, Switching, Battery Backup, and Cable Management. This will mitigate downtime and outages that regularly impact the Backup Dispatch Center.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$62,000	\$62,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$62,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$62,000			

Other Funding Source Description

Operating Budget Impact

Information Technology

Division

Classification Vehicles

Project Description

This is for the IT Dept to be able to transport equipment and technicians to all locations The City supports. This would limit the amount of IT vehicles that park in the sport surrounding City Hall.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$35,000	\$35,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$35,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$35,000			

Other Funding Source Description

Operating Budget Impact

Information Technology

Division

Classification Equipment

Project Description

To consolidate and upgrade the camera system city wide. Our current system is out of support. Sites requested ifor this phase 2 install nclude: Ice Arena, Waterfront, District Road, Canco Road, PPD. A;so, we can't upgrade badge server until the camera system is migrated off.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$234,086	\$234,086

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$234,086			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$234,086			

Other Funding Source Description

Operating Budget Impact

Segregate Highly Regulated Networks

Information Technology

Division

Classification Equipment

Project Description

This will increase security surrounding our highly regulated networks. These networks need to be separated from all other network traffic. (Ex. CJIS, PCI, HIPAA)

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$40,000	\$40,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$40,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$40,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258032

Primary DC/ Rm 10 - Facilities Equipment

Information Technology

Division

Classification Equipment

Project Description

New sink needed in room 10 (change from bathroom to kitchen sink). Red button and security door for server room needs to be removed and FOB entry added to Server Room. This would help greatly with the moisture level in the back part of the suite. Install external outlet/ power for CH server room to use the generator truck (as is used at pumping stations) in order to get through power outages. CH has no generator. CH Server Roomm needs new AC - getting repaired monthly and not operating correctly. HVAC need is much less due to modern equipment/ may not cost too much.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$37,200	\$37,200

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$37,200			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$37,200			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 184225
Elm St. Sealants and Concreate Repairs levels 4 & 5

Parking / Garages

Division Elm Street Garage

Classification Facilities

Project Description

Sealants and Concreate Repairs levels 4 & 5 the next year

Project Justification

These are standard maintenance issues to preserve the integrity of the structure and prevent more expensive repairs and damage to vehicles, due to leaks.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$560,000		\$560,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$290,000	\$290,000		☒
2024		\$270,000	\$200,000		☒
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$560,000	\$490,000		

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 205696
Spring St Neogard Traffic membrane Recoat

Parking / Garages

Division Spring Street Garage

Classification Facilities

Project Description

Recoat of Neogard protective membrane

Project Justification

Protect concrete from deterioration

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$480,000		\$480,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$480,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$480,000			

Other Funding Source Description

none

Operating Budget Impact

Parking / Garages

Division Spring Street Garage

Classification Facilities

Project Description

Recoat existing Kelmar traffic membrane

Project Justification

Protect concrete from deterioration

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$220,000		\$220,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025		\$220,000			☐
2026		\$0			☐
2027		\$0			☐
2028		\$0			☐
2029		\$0			☐
2030		\$0			☐
Total		\$220,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 216394

Temple St Painting of Structural Steel

Parking / Garages

Division Temple Street Garage

Classification Facilities

Project Description

Painting of Structural Steel

Project Justification

Protect deterioration

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$400,000		\$400,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$400,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 216395
Spring St Painting Structural Steel

Parking / Garages

Division Spring Street Garage

Classification Structural Steel Painting

Project Description

Painting of Structural Steel

Project Justification

Prevent deterioration

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$350,000		\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$350,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237091

Temple St. Roof & Level 4 Pavement removal, concrete repairs
and deck coatings

Parking / Garages

Division Temple Street Garage

Classification Facilities

Project Description

Removing deteriorated pavement from roof and level 4 , making concrete repairs and applying new deck coatings

Project Justification

Protect the concrete

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$600,000		\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$600,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$600,000			

Other Funding Source Description

Operating Budget Impact

Kelmar recoat Level 2

Parking / Garages

Division Temple Street Garage

Classification Facilities

Project Description

Recoating Kelmar coating above retail space

Project Justification

5 year Warranty will be up

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$75,000			☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Merrill Auditorium Seating Replacement

Parks, Rec & Public Assembly

Division Merrill Auditorium

Classification Facilities

Project Description

Replacement seats for the next section of the auditorium. This project removes the old worn/damaged seats and replaces them with new ones.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$100,000	\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Merrill Auditorium Orchestra Pit Lift

Parks, Rec & Public Assembly

Division Merrill Auditorium

Classification Equipment

Project Description

Replacement of the current manual orchestra pit lift system with an automatic system.

Project Justification

By providing an automatic orchestra pit lift, promoters will require less time for setup and the use of IATSE could be reduced. This would save the users money on the overall cost of an event but would also allow the City to charge for the use of the extended stage. Since the stage would be able to be extended with the press of a button versus a couples hours of set up time, Merrill Auditorium would be viewed as a better venue to hold events and could encourage additional shows.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$275,000	\$275,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$275,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$275,000			

Other Funding Source Description

Portland Symphony Orchestra has offered to provide up to \$25,000 towards this if it would be set up by December 2024. They are also in the process of reaching out to other organizations such as Portland Ovations, the Opera and some of the ballet companies to see if they would be willing to donate towards it. These are all organizations that currently pay IATSE to install the stage extension.

Operating Budget Impact

Since they City does not pay the cost of IATSE to install the stage, there would not be any significant savings. The department would be able to charge for usage to add an additional revenue source.

Merrill Auditorium Marquee

Parks, Rec & Public Assembly

Division Merrill Auditorium

Classification Equipment

Project Description

New marquee for outside Merrill Auditorium.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

South Course Bunker Renovation

Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

Continued renovation of the bunkers on the South Courses.

Project Justification

This project would continue to improve the playing field of the golf course. All bunker on the South Course will be renovated, eliminated, or added to meet the best grading requirements to improve drainage and irrigation. This will also improve any safety concerns that may be present within or at boundaries of the course with keeping location, consistency, condition and playability in mind.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028		\$250,000			☐
2027					☐
2026					☐
2025					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

N/A

Ice Arena Improvements

Parks, Rec & Public Assembly

Division Ice Arena

Classification Facilities

Project Description

Continued improvements to the Ice Arena

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028		\$50,000			☐
2029		\$50,000			☐
2030		\$50,000			☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236911

Reiche Pool Filter Replacement

Parks, Rec & Public Assembly

Division Recreation

Classification Facilities

Project Description

Replacement of the pool filter at Reiche

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$115,000		\$115,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$115,000			☐
2029					☐
2030					☐
Total		\$115,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236995
Evergreen Cemetery and Forest City Cemetery Road
Reconstruction

Parks, Rec & Public Assembly

Division Parks
Classification Streets/Sidewalks

Project Description
Regrade and crown of all gravel roads.

Project Justification
Various roads within Evergreen Cemetery and Forest City Cemetery are in need of repairs. This project will improve the appearance and the ability to use the roads by both vehicles and pedestrians. This project could be funded with the various trusts that the Cemeteries hold.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

This project could be funded by the various trusts that the Cemeteries hold.

Operating Budget Impact

Reduction in materials needed to fill pot holes and other road maintenance.

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace existing stairs and railings.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$150,000		\$150,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Deering Oaks pond walls are in need of reconstruction and repair. PRF proposes that the work proceed in phases, prioritizing the reconstruction and repointing of the vertical wall in the first phase. The pond's vertical walls consist of two distinct wall types : 685 LF of original stacked stone wall installed in the early 1900s which requires replacement and 770 LF of 1980s-era stone faced cast-in-place concrete wall which requires repair.

The stacked stone wall runs parallel to State Street serving as a retaining wall for the fill upon which the roadway and sidewalk are built. The slope between the stacked stone wall and State Street is very steep (exceeds 2:1) and it appears that soil pressure from the roadway and slope has shifted the top of the wall inward to lean towards the pond. This wall is in poor condition with many stretches where structural stones and capstones have fallen or shifted out of place and a stretch of collapsed wall at the pond's southernmost reach. The poor condition of the wall compromises the slope and roadway behind it. In some stretches, the wall is just 7 feet from the edge of the sidewalk. In their 2017 Condition Assessment, Woodard & Curran recommended replacing the stacked stone wall with a stone-faced reinforced concrete wall matching what was installed in the 1980s. The reinforced concrete design would provide the upslope soil support required along State Street. The proposed wall would be faced with stone salvaged from the original stacked wall, supplementing with new stone only when the existing supply of usable stone is exhausted, matching the color, texture and relief pattern of existing pond walls.

The stone-faced concrete wall was installed in the 1980s and requires regrouting all joints and resetting of detached stones. This work will extend the wall's longevity and restore its appearance. This more minor work should proceed in parallel with the stacked stone wall reconstruction to reduce mobilization and general construction administration costs as the same type of contractor and skillset is required with both wall types.

Project Justification

In 2017, Woodard & Curran performed a condition assessment of the Deering Oaks Pond wall system, identifying sections of wall requiring repair/replacement, recommending repairs, prioritizing them by degree of urgency and generating a cost estimate for the engineering and construction work required. The pond is currently contained by four different wall types: stone-faced reinforced concrete wall dating to the 1980s, stacked stone walls dating to the early 1900s, granite block sloped wall and granite block terraced wall.

The oldest stretch of wall, constructed as grouted stacked-stone, is exhibiting signs of significant deterioration, collapse in some locations, horizontal deflection towards the pond in long stretches and some misaligned capstones. This stretch of wall abuts State Street and requires replacement in order to avoid detrimental effects on the adjacent street, sidewalk and utilities.

The stone-faced reinforced concrete wall constructed in the 1980s has numerous detached facing stones, block stone sliding and failed grout. While this does not affect the structural stability of the wall, it does present a visually unacceptable appearance.

The sloped and terraced granite block walls that surround the rest of the pond appear to be built out of reused roadway curbing, configured in 3-5 steps or rows. Along much of their length, these granite blocks have slid and settled out of place due to the use of unsuitable setting material at their base. The stone blocks that have shifted into the pond result in erosion of pathway material and soil along the pond's edge. The engineer's conditions assessment graded these portions of the wall as lower priority given that they continue to support the majority of the pond edge. PRF proposes to reset the stone blocks on a more structural gravel setting bed in a Phase 2 project.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$400,000		\$1,500,000		\$1,900,000

Project Title **ID** 236998

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$1,900,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total					
		\$1,900,000			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Reconstruction of old failing boat ramp.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$300,000		\$300,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$300,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237000

Fencing: Eastern Prom Sewage Treatment Plant Replacement with guardrail

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace the chain link fence along the Sewage Treatment Plant from Tukey's Bridge and 2,700 linear feet towards the East End Beach.

Project Justification

The Eastern Promenade Trail sees 250,000 trail users annually along this narrow stretch of trail that is confined by a chain link fence on the treatment plant side and a chain link fence on the water side. Having a chain link fence along the water side creates a challenging maintenance obstacle to keep the japanese knotweed and bittersweet at bay as equipment needs to go up and over the fencing. Chain link is also a difficult barrier for staff to get down the hill to attend to campsites that may have popped up.

This proposal is to replace the aged chain link fence with a galvanized i-beam post and 3"x10" pressure treated timber as the top rail. The conditions of the trail on this ledge make it challenging and cost prohibitive to install wooden posts. Having a lower guardrail along this section of the trail will also provide an easier barrier for staff to maintain the vegetation and toss snow over the edge during the Winter months.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$156,000		\$156,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026		\$156,000			☐
2025					☐
Total		\$156,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 237001

Quarry Run Dog Park Expansion and Renovation (Invasives Removal, Trail resurfacing, fence replacement)

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Expansion and renovation of dog park.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237002

Western Prom Vista Clearing and Plantings

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Clearing invasive trees and planting new ones. Stabilizing slope per master plan.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027		\$50,000			☐
2028					☐
2029		\$50,000			☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Reiche Playground Replacement

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

In spring 2023, PRF secured CIP funds for design/engineering consulting services for the Reiche playground. On the same timeline, the Reiche School PTO sponsored two design charrettes and an enrichment course focused on creatively re-envisioning the Reiche Playground as a more accessible, sustainable and engaging space for learning, playing and socializing. Over the course of summer and fall of 2023, PRF conducted two community surveys and one PPS and Recreation staff survey. These surveys were translated into five languages and received over 130 responses. The survey responses helped to identify challenges with the existing playground and prioritized areas for improvement. The surveys also allowed community members and school staff to review concept design alternatives and express preferences and priorities that ultimately shaped the preferred concept design (Option D) attached to this funding request. Over the course of winter and spring of 2024, the design consultants will further refine the design, generate construction documents and support permitting and site plan review.

The proposed scope of work involves replacing and expanding the existing playground to include both conventional play equipment and natural play environments that offer a wider range of play opportunities for children aged 2-12 as well as two bucket swings and a sand area appropriate for infants.

The proposed playground would support both highly active/physical play as well as solitary/imaginative play. The design works to preserve existing healthy trees, limiting tree removal to trees that are unhealthy and pose a risk to playground users. Site work would include redesigned pathway connections to improve ADA accessibility into and within the playground, adding internal path loops for children learning to use scooters and bikes. Notably, site improvements will also address the existing playground's significant erosion issues by reconfiguring play equipment onto flatter portions of the site and limiting slopes to planted areas. The proposed site improvements include planting a diverse array of native shrubs and trees that will result in increased shade in future years and add to the site's resilience to pests and disease.

To keep the proposed playground as cost effective as possible, the proposed improvements will maintain and protect the majority of the existing asphalt pavement that serves as the school's gathering space during fire drills and is a popular place for kids to play four square and learn to ride bikes. The design also reuses the wood from removed trees and repurposes existing boulders on site

Project Justification

Located in Portland's West End neighborhood, adjacent to Reiche Elementary School and Community Center, the Reiche Playground is one of Portland's most heavily used public playgrounds. During the school year, it serves approximately 445 students ranging from pre-K to 5th grade. The Reiche student body is incredibly diverse, representing 21 birth countries and 18 different home languages. Fifty percent of the school population are multilingual learners. Eighty-three percent of the school's students qualify for the Free and Reduced Lunch program. Eighteen percent of the students live in temporary situations and are unhoused.

The Reiche Playground serves as a safe public place for children to gather, learn, play and exercise. It also serves as an outdoor classroom for children, whether through school, daycare, or aftercare programs. Especially in the summer, the playground serves as a community gathering space for potlucks and neighborhood events.

The existing playground is approximately 20 years old and the play equipment has been repaired, replaced and, in some cases, removed due to safety concerns as it deteriorates. The playground is currently concentrated on a sloping site without adequate slope retention, resulting in ongoing erosion as well as ADA accessibility issues. As play surfacing erodes down the slope, the playground is left with inadequate safety surfacing and cross-slopes that render it inaccessible. Over time, erosion and compaction have exposed tree roots and are compromising long-term tree health around the perimeter of the schoolyard. The existing play equipment offers few options for children with mobility challenges to play alongside their classmates. The playground overall features very few areas for outdoor classes to gather and limited shady places to sit. Additionally, the existing school yard does not serve older children as they tend to prefer highly active play (such as soccer) or more stationary social engagement that would be supported by gathering spaces and seating. Given the highly urbanized neighborhood context around Reiche School, students currently have a very limited amount of open space to

Project Title ID 237003

utilize during recess compared to other Portland schools which have more open space at their disposal. The proposed design allows the Reiche Schoolyard to be much more intensively used by a wider range of ages and abilities- providing enough space and play equipment to meet the school and community needs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$220,000	\$280,000	\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$500,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Additional \$200,000 requested in CDBG funding. Total project cost will be around \$700,000.

Operating Budget Impact

The proposed playground will reduce maintenance costs and time input as it will replace deteriorating equipment with new equipment that will require fewer custom repairs. The additional planting areas will be maintained by Portland Public Schools through their contract with a landscape maintenance company.

Dougherty Field Basketball Pavilion

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Adding a picnic pavilion at Dougherty field.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$150,000			☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Libbytown NA may be interested in fundraising

Operating Budget Impact

Payson Tennis Court lights

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Adding lights on tennis courts.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237009
Park Walkway ADA Paving, various locations

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Paving various park walkways to make them ADA compliant.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$600,000		\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$200,000			☐
2027					☐
2028		\$200,000			☐
2029					☐
2030		\$200,000			☐
Total		\$600,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237011

Deering Oaks Ravine Wading Pool Rehab

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Resurface ravine wading pool

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$475,000		\$475,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$475,000			☐
2028					☐
2029					☐
2030					☐
Total		\$475,000			

Other Funding Source Description

Operating Budget Impact

Fencing: Softball field at Talbot School

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replacing current failing fence.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

This project will reconstruct the collapsed wharf at Ft Gorges, which will enable easier access for future improvement and stabilizatoin projects, as well as greater access for passenger vessels for events and pubic visitation.

Project Justification

The City has partnered with the Friends of Fort Gorges and the Maine Army National Guard to propose this project. Each year, the Maine Army National Guard selects community projects in which they can contribute equipment and labor through their "Readiness Training" program. Seletced communities with viable projects are typically repsonsible for any engineering and material costs, while the National Guard supplies equipment and labor. Multiple site vists for this project have occurred, and Fot Gorges wharf is currently being considered for 2022 implementation by the National Guard.

By funding engineering and material costs, the City of Portland can save potentially hundreds of thousands of dollars in equipment, labor, and logistcal expenses that would ordinarily be incurred to complete this project.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$21,000		\$79,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Labor and equipment provided by Army National Guard.

Operating Budget Impact

Martins Point Access Improvements

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Trails and water access at Martin's Point

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$150,000			☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Possible LWCF match

Operating Budget Impact

Project Title ID 237018

University Park Playground

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Addition of a new playground at Universty Park where there currently isn't one.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2027		\$200,000			☐
2028					☐
2029					☐
2025					☐
2026					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Back Cove Guard Rails

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace guard rails on back cove trail.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

475' linear feet of sloped pathway down from Tukey's bridge to back cove trail system needs to be changed from stone dust pathway condition to asphalt path. Existing fence on either side of the pathway is aged and exhibiting paint peeling and material degradation from exposure to elements. Fencing is important for this project as the pathway directly abuts an active edge of I-295 on the south side of the trail edge, and steep embankment conditions directly down from trail shoulder into Back Cove mudflats and tidal waters. Work will most likely entail mobilization of equipment, removal of surface and some excavation of gully/ wash out areas. If the subbase (base stone of trail) is compromised, entire excavation and rebuilding of the base will be necessary. Possibly some shoulder / embankment stabilization could be possible, but unlikely for any fence repair or replacement. At least 3" thick asphalt surface course would be required to replace failing stone dust.

Project Justification

A significant sloped portion of the multi-use trail from Tukey's bridge walkway down to the back cove trail has been made of stone dust that exhibits signs of gulying and erosion. This is a significant maintenance and safety concern for staff and public users of the trail, particularly as erosion and gulying is occurring in the centerline of the trail and is hard to avoid for any trail user. This trail sees significant pedestrian and cyclist use, and connects the peninsula to off peninsula neighborhoods, providing one of the few traffic separated crossing connections for pedestrians and cyclists in the city. This is a critical pathway of infrastructure that would benefit from a more appropriate and longer lasting path surfacing approach.

Fencing is a critical component of this effort, to both prevent inappropriate uses of shoulder and embankment conditions occurring (encampments or dangerous circulation routes). It also is necessary to keep any mishaps that may happen unexpectedly for trail users from becoming more dangerous by accidental careening over embankment edges or into interstate traffic.

By replacing a more erodible material being used in steep slope circumstances with a more durable asphalt base, the trail , if built appropriately, should have increased durability, lower maintenance costs, and be easier to maintain in winter or rainy conditions.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$295,000		\$295,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025		\$295,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$295,000			

Other Funding Source Description

Operating Budget Impact

Lower maintenance costs in terms of materials needed.

Payson Park Cross-Park Trail

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Stone dust path across field to connect trails. Connect housing to park via trail.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237026

Community Garden Fence Repairs/Additions (3-4 Gardens (CDBG potential))

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Repair and replace existing fences.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028					☐
2029		\$50,000			☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Possible CDBG funding source

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Reconstruction of the current drainage system.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$175,000		\$175,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$175,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$175,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237030

Deering Oaks Restroom: Brick and Mortar Building

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Create permanant restroom at Deering Oaks

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$400,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$400,000			☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Harborview Stairs from Circle Trail Intersection to Commercial St

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Adding stairs to complete the trail

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Lincoln Park Fence--Pearl St

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

This project will consist of removing and completely restoring the existing Lincoln Park fence along Pearl Street, which was originally installed in 1866. This Capital Improvement request is for supplemental funds to add to the existing funds already appropriated.

Project Justification

The current fence is in poor shape and the connection to the granite pillars have been lost, with many sections of the fence sitting directly on the ground with no support from the posts. Due to the presence of lead paint, the fence will have to be dismantled and taken off-site for restoration. Many of the metal fence post caps have been damaged over the past 150 years and replacement parts will need to be custom fabricated. Some of the granite pillars have been shifted off of their foundations and need se-setting. Many of the granite footings supporting the fence posts need to be replaced and re-set.

In combination with the now completed walkway restoration, fountain restoration, as well as recently re-constructed sidewalk on Congress St, this multi phased project will ultimately complete the restoration of the oldest park in Portland's park system.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$200,000			☐
Total		\$200,000			

Other Funding Source Description

A CLG Grant supplied \$50,000 that started this project in FY24.

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Payson Park Parking

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Reconstruction of parking lot at sledding hill.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$250,000		\$250,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Reconstruction of walkway to keep the historic look.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$500,000		\$500,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$250,000			☐
2027		\$250,000			☐
2028					☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Harborview Aging in Place Fitness Course

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Fitness course designed for different age groups.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$30,000		\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$30,000			☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Portable Pumptrack: moveable neighborhood skatepark

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Portable skatepark to move from park to park and neighborhood to neighborhood.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$75,000			☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

This funding will support the costs of hiring a consultant to perform the design and engineering work for the reconstruction of the Stone Street Playground in Bayside. The consultant will engage with the community to create a new design for this playground while preserving as much of the mature canopy as possible. The consultant will then propose to the City the play structure and site work costs so that Parks Staff can build that number into a future years CIP request. Additionally, the consultant will help with the bidding process, permitting and construction administration.

Project Justification

The Stone Street Playground is the next highest priority playground in need of replacement determined by the Cities 3 Certified Playground Safety Inspectors. This playground was built back in 2002 and resides in the dense Bayside Neighborhood. Neighborhood playgrounds are built to last roughly 15-20 years with average use. This particular space is the only playground within a ¼ mile to the North, a ⅓ of a mile to the East, ⅔ of a mile to the West and ½ mile to the South which puts a significant amount of pressure on the space.

There are currently multiple play elements that have been removed and/or blocked off for access due to safety concerns to the public. You will notice a board has been attached in the imagery of where a slide was removed. The West side of the playground is retained by a prefabricated stone wall along Oxford Street of which more than a foot currently resides within the Right Of Way (ROW). Part of this reconstruction will be to move that wall within the boundary of the parcel and allow for accessibility along the perimeter sidewalk. The fencing surrounding the park is in need of significant repair or replacement due to its age and abuse over the last 20 years. The gates are also not as functional as they could be. The water feature within the playground is a highly sought after element during the hot Summer months by the community. This unit is regularly seeing repairs from our crew due to its style and age.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$40,000		\$200,000	\$200,000	\$440,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$40,000			☐
2026		\$400,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$440,000			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Facilities

Project Description

Roof and drainage repairs based on the engineering report.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$1,000,000		\$1,000,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$500,000			☐
2028					☐
2029		\$500,000			☐
2030					☐
Total		\$1,000,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replacement of current sheds in community gardens.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$25,000		\$25,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$25,000			☐
2028					☐
2029					☐
2030					☐
Total		\$25,000			

Other Funding Source Description

Possible CDBG funding source

Operating Budget Impact

Lincoln Park Walkway Lights

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Addition of lights to Lincoln Park walkways.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$250,000			☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Adding a pavillion at Deering Oaks and Payson Park.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$300,000		\$300,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$150,000			☐
2028		\$150,000			☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Recreate bandstand and improve trails

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$150,000		\$150,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$150,000			☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Peaks Island Skate Park

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Adding skate park at Peaks Island.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$75,000			☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Evergreen Cemetery Repaving Roads

Parks, Rec & Public Assembly

Division Parks

Classification Streets/Sidewalks

Project Description

Repave the existing roads throughout the cemetery.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$125,000			☐
2027					☐
2028		\$125,000			☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Resurface tennis and basketball courts at Deering Oaks.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Payson Additional Basketball Court

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Adding a second basketball court at Payson Park.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$100,000			☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Lincoln Park Fence--Franklin St

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Continued reconstruction of Lincoln Park fence

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$300,000			☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Ludlow Pond Drainage

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Complete reconstruction of Ludlow Pond

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$150,000			☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237059
Western Prom "NEW" Sidewalk along Western Cemetery

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Adding sidewalk

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$250,000			☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237061
Peppermint Park--East Bayside Playground

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace existing playground.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$350,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028		\$350,000			☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237062

Will's Playground (Eastern Prom)

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace current playground

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$450,000	\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$450,000			☐
2029					☐
2030					☐
Total		\$450,000			

Other Funding Source Description

Operating Budget Impact

Riverton Gym Floor Replacement

Parks, Rec & Public Assembly

Division Recreation

Classification Facilities

Project Description

The gym floor at Riverton needs to be replaced due to normal wear and tear from many years of use.

Project Justification

The gym floor at Riverton was last replaced 26 years ago. There are numerous areas throughout the court that have split and opened up and the professional opinion from the vendor who supplied the quote is that it's beyond patching and is a safety concern.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

This space is rented out to the community for various uses. If the floor continues to deteriorate any revenue from rentals could be lost.

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Western Promenade has many historical features and landscapes. One of those is the stone wall facing Valley Street at the switchback trail. This stone wall section in need of reconstruction is about 250’ in length. Many of the veneered stones have fallen out with many more merely days from doing so.

Project Justification

The deterioration of this wall over this last year has quickly progressed to a point where it needs to be fully reconstructed instead of strictly repaired. There is a significant hillside behind this wall that has diverted large amounts of runoff behind and into the wall, which is the root cause of the defects occurring.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$115,000		\$115,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$115,000			☐
2030					☐
Total		\$115,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 237161

Improvements at 212 Canco Rd

Parks, Rec & Public Assembly

Division Canco Rd

Classification Facilities

Project Description

At this time, our 62+ Senior Program does not have a designated place to meet within a City building. When a program is planned that needs a community center gathering area, the group must travel to the City of South Portland to use their community center.

Project Justification

This project would convert the currently unused space at 212 Canco Rd that is connected to the Recreation offices, into a small gathering space for the Seniors program to meet. Improvements would consist of a small meeting space for activities as well as a kitchenette. The Public Buildings division would be giving guidance along the way as to what work can and should be done. Cost estimate was provided by Public Buildings based on discussions of our wants and needs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$150,000			☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

N/A

Fort Gorges Preservation Plan

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Structural stabilization

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$320,000		\$320,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$120,000			☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$320,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$30,000		\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$30,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$30,000				\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$30,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$45,000		\$45,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$45,000			☐
2028					☐
2029					☐
2030					☐
Total		\$45,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Recreation

Classification Facilities

Project Description

New community center location

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$200,000				\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Recreation

Classification Facilities

Project Description

New community center location

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$10,000,000		\$10,000,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$10,000,000			☐
Total		\$10,000,000			

Other Funding Source Description

Operating Budget Impact

Redesign of Office into Locker Room

Parks, Rec & Public Assembly

Division Ice Arena

Classification Facilities

Project Description

This project would convert the current office into another locker room and move the offices to the other side of the building.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$345,000		\$345,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$345,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$345,000			

Other Funding Source Description

Operating Budget Impact

Project Title

ID 247567

Sprinkler Upgrade

Parks, Rec & Public Assembly

Division Ice Arena

Classification Facilities

Project Description

Upgrade of the entire sprinkler system

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$100,000		\$100,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$150,000			☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247571

Will's Playground Design (Eastern Prom)

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000				\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Stroudwater Playground

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$150,000			☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Presumpscot Playground

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000			\$450,000	\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028		\$450,000			☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Veranda Street Waterfront Park

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Noyes Park Pathways, Seating & Trees

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Lincoln Park Fence--Federal St

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$350,000		\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$350,000			☐
2028					☐
2029					☐
2030					☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$25,000		\$25,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$25,000			☐
2030					☐
Total		\$25,000			

Other Funding Source Description

Operating Budget Impact

Eastern Prom Cutter Street/Parking Reno

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,750,000		\$2,750,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$2,750,000			☐
2028					☐
2029					☐
2030					☐
Total		\$2,750,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$75,000			☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Deering Oaks Bandstand Replacement

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$500,000		\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$500,000			☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 247598

Deering Oaks ADA Sidewalks and Curbing - Farmers Market Rd
(State to Deering)

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$300,000			☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Bell Buoy Park Design & Construction

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$750,000		\$825,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028		\$750,000			☐
2029					☐
2030					☐
Total		\$825,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$200,000		\$200,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Deering High School Field Upgrades

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Upgrades to the current school field.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$475,000		\$475,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$275,000			☐
2027					☐
2028		\$200,000			☐
2029					☐
2030					☐
Total		\$475,000			

Other Funding Source Description

Operating Budget Impact

Deering Oaks Baseball Lights

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Upgrade to the current system of lights to make them more energy efficient.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000	\$150,000	\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Repairs and upgrades to the infield and irrigation system at Deering Oaks.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$90,000		\$90,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$90,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$90,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257875
Dougherty Field Turf Renovation with Irrigation

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Renovations and upgrades to the turf and irrigation.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Paving of some existing surfaces and regrading of others to be ADA compliant.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$235,000		\$235,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$235,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$235,000			

Other Funding Source Description

Operating Budget Impact

Fitzpatrick Stadium Entrance Upgrade

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Improvements to the stadium entrance.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$75,000			☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Upgrades to the appearance of the team entrance on the Expo side.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$100,000		\$100,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$100,000			☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Resurfacing of the existing track.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$100,000		\$100,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257880

Fitzpatrick Turf Replacement

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Replacement of the existing turf field.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,200,000		\$1,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$1,200,000			☐
2029					☐
2030					☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

Fox St Irrigation Replacement

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Replacement of the existing irrigation system on the field.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$75,000	\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$75,000			☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Ludlow Baseball Field Upgrades

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Upgrades to the existing field.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$500,000		\$500,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Replacement of the concession stand at Memorial Stadium.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$250,000			☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Payson B Softball Drainage and Irrigation

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Upgrades to the drainage and irrigation at Payson B Softball field.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$110,000		\$110,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$110,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$110,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Replacement of the lighting at Riverton Softball field.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$100,000	\$155,000	\$255,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028		\$255,000			☐
2029					☐
2030					☐
Total		\$255,000			

Other Funding Source Description

Operating Budget Impact

New Synthetic Turf Field

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

New synthetic turf field with location TBD.

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$700,000	\$800,000	\$1,500,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027		\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$1,500,000			

Other Funding Source Description

Operating Budget Impact

Course Improvements

Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

This request will continue to provide funding for tee box replacements, bunker upgrades and improved ADA walkways.

Project Justification

The current CIP funding that the Golf Course has is being used for the tee boxes, bunkers and ADA walkways. Each year a couple more will be completed until the entire course is upgraded.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2026		\$50,000			☐
2027		\$50,000			☐
2028		\$50,000			☐
2029		\$50,000			☐
2030		\$50,000			☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$900,000		\$900,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$900,000			☐
2028					☐
2029					☐
2030					☐
Total		\$900,000			

Other Funding Source Description

Operating Budget Impact

Golf Course Irrigation Relpacement

Parks, Rec & Public Assembly

Division Golf Course

Classification Equipment

Project Description

Replacement of the irrigation system.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$130,000	\$130,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$130,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$130,000			

Other Funding Source Description

Operating Budget Impact

Ice Arena Chiller Refurbishment

Parks, Rec & Public Assembly

Division Ice Arena

Classification Equipment

Project Description

The chiller at the Ice Arena needs a refurbishment completed to correct the malfunctions and break downs that it is experiencing on an almost daily basis.

Project Justification

This project would replace worn and damaged parts to extend the life of the current chiller by an estimated 10 years. This will give the City time to plan for a full replacement of the unit. In the past 18 months over \$40,000 has been spent on repairs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Savings should be seen on the expenditure side with fewer service calls needed.

Replacement Interior Doors

Parks, Rec & Public Assembly

Division Merrill Auditorium

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$70,000	\$70,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$70,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$70,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Public Assembly

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Barricades for Outdoor Events

Parks, Rec & Public Assembly

Division Public Assembly

Classification Equipment

Project Description

We have been researching barricades and fortification methods and products for static events held on city streets and parks. Currently, event promoters use trucks, city and privately owned, to provide fortification and road closures. This not only requires staff but puts our vehicles in harm's way. Meridian Barriers is a well established business with clients throughout the county.

Project Justification

The goal is to provide a more efficient and safer way to protect the public static events held within the city (races, parades, festivals, etc.) and generate revenue associated with rental fees to promoters. This request is for two packages to provide the best results. The first package is the Archer Gate package. This product allows fortification with easy access to pass through. One example of a scenario where this would be used is the Exchange Street closures that we currently have. The second packages is the mobile set of eight barricades that would be able to close both ends of a street. This package comes with the barricades, a trailer, a barricade mover and different lengths of cable for easy adjustments.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$140,000	\$140,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$140,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$140,000			

Other Funding Source Description

Operating Budget Impact

Potential savings from wages as less staff time would be needed for setup and monitoring at events. This would also offer a new revenue source as a rental fee can be charged for usage at events.

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$50,000			☐
2027					☐
2028		\$50,000			☐
2029					☐
2030		\$50,000			☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Deering Oaks Tennis Court Lights

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$350,000	\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$350,000			☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257898

Dougherty Field Bike Path Improvements

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$100,000			☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257899
East End School Playground

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$350,000	\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$350,000			☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

East End School Playground Design

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000				\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$50,000			☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$300,000	\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$300,000			☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$250,000	\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$250,000			☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$75,000	\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028		\$75,000			☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Bramhall Square Reconstruction

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$450,000		\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$450,000			☐
2030					☐
Total		\$450,000			

Other Funding Source Description

\$100K from Maine Med, \$150K from Public Works CIP, and \$100K other sources

Operating Budget Impact

Project Title ID 257905
Eastern Prom Food Truck Court Electricity

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

This project would install electricity for the food trucks to use on the Eastern Prom.

Project Justification

By providing electricity to the food trucks fewer generators will be needed thus reducing some of the noise.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$50,000		\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$125,000		\$125,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$125,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$125,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$100,000		\$100,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$100,000			☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Longfellow Park Bollard Lighting

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$50,000			☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Western Prom Artistic Play Area

Parks, Rec & Public Assembly

Division Parks

Classification Facilities

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$150,000			☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257911

Western Prom Walkway Lighting

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030		\$150,000			☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027					☐
2028					☐
2029		\$150,000			☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Title IX Construction for Payson Park

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Facilities

Project Description

The department currently has \$188k and is requesting an additional \$300k for the following improvements:

- Two vaulted toilets
- One estimated 20' x 30' prefabricated (wood or metal) building that is split in half to accommodate two changing spaces. This would be set on a slab and could use solar power for lighting.
- Improved roadway access for pump trucks
- Architecture/Engineering/permitting needs

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Riverton Pool

Parks, Rec & Public Assembly

Division Aquatics

Classification Facilities

Project Description

Emergency repairs to Riverton Pool. In Spring 2023, staff temporarily shut down Riverton Pool due to a plumbing issue. After emergency repairs were completed on a tight timeline, a building inspector discovered structural issues with a pool wall and leaking water. The pool was closed indefinitely at that time so repairs could be made. Since that time, staff have contracted with an engineering firm to conduct demolition, testing, and survey work to assess the structural issues and come up with a design and cost estimate for repair. This is a vital recreational facility used by tens of thousands of patrons a year for recreational swimming, swim lessons, school swim team practices, kayak and scuba lessons, senior adult fitness, and even infant swim lessons. Repairing and opening this facility back up to the public is the highest priority for the Parks, Recreation and Facilities Department.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,500,000	\$800,000	\$2,300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$2,300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$2,300,000			

Other Funding Source Description

Operating Budget Impact

Congress Square Redesign

Planning & Urban Development**Division** Planning**Classification** Parks, Fields, Trails**Project Description**

The FY25 request is for \$750,000 to fund construction of Phase B of the Congress Square Redesign. The project will transform a car-dominated, inaccessible area into a world-class, comfortable, functional, and attractive public space in a densely populated and diverse neighborhood in Portland. This phase is highly leveraged by funding contributions in the amount of \$900,000 raised by Friends of Congress Square. Design Development was completed in 2018. Construction Documents were completed in 2022. The City Council has allocated portions of the total costs of the project over the past two CIP cycles.

The intersection design and construction will be coordinated with the DPW signal upgrade project on Congress Street. The funding request includes construction documents and construction phases; the budgets are based on design development level design and estimates prepared by consultant WRT. The project has 2 construction phases - Phase A = roadway improvements (DPW FY21) and Phase B = PMA plaza and Congress Square Park improvements (Planning FY22-23). Phase A will be constructed in 2022. The CIP entry for FY23, totaling \$2,300,000, was to construct Phase B, including the PMA Plaza and Congress Square Park improvements on both sides of Congress Street. That number was subsequently broken into multiple installments for FY23, FY24, and now FY25. Each of these phases is highly leveraged by funding from MaineDOT and contributions raised by the Friends of Congress Square.

The intersection design and construction will be coordinated with the DPW signal upgrade project on Congress Street. The funding request includes construction documents and construction phases; the budgets are based on design development level design and estimates prepared by consultant WRT. The project has 2 construction phases - Phase A = roadway improvements (DPW FY21) and Phase B = PMA plaza and Congress Square Park improvements (Planning FY22). Phase A will be constructed in 2022. The CIP entry for FY23, totaling \$2,300,000, is to construct Phase B, including the PMA Plaza and Congress Square Park improvements on both sides of Congress Street. Each of these phases is highly leveraged by funding from MaineDOT and contributions raised by the Friends of Congress Square.

Project Justification

After an extensive community-driven process dating back to 2012, the primary goal of this project is to build on the Phase A intersection reconstruction, which is currently under construction and improve accessibility, circulation, and safety at this key downtown location which serves as the primary open space, and gathering and event space for many residents in this dense and diverse neighborhood and the city as a whole. This project will create a strong identify and sense of place, improving usability and aesthetics of Congress Square Park and PMA plaza. It will also provide economic development benefits by encouraging investment in this part of Congress Street, which is lined with many businesses, including small businesses, and cultural institutions such as the Portland Museum of Art and State Theatre. Throughout the pandemic, the park has been heavily used, including events such as readings, cultural events, and family events such as smores night in partnership with local establishments, providing invaluable economic development, public health, and civic benefits for the City. After an extensive community-driven process dating back to 2012, the primary goal of this project is to build on the Phase A intersection reconstruction, which is currently under construction and improve accessibility, circulation, and safety at this key downtown location which serves as the primary open space, and gathering and event space for many residents in this dense and diverse neighborhood and the city as a whole. This project will create a strong identify and sense of place, improving usability and aesthetics of Congress Square Park and PMA plaza. It will also provide economic development benefits by encouraging investment in this part of Congress Street, which is lined with many businesses, including small businesses, and cultural institutions such as the Portland Museum of Art and State Theatre. Throughout the pandemic, the park has been heavily used, including events such as readings, cultural events, and family events such as smores night in partnership with local establishments, providing invaluable economic development, public health, and civic benefits for the City. The redesign will include an already designed public art installation, being funded through the Public Art budget and private donations. Congress Square serves all residents and visitors, but it will bring particular benefits to residents of the dense and diverse neighborhoods that abut it, including the approximately 780 new residential units expected to be constructed in the next five years within a half mile of the park, including market rate, affordable, and senior units. As a phased project that has been planned for nine years, there is tremendous impetus – in terms of substantial fundraising efforts of Friends of Congress Square, the completion of the Phase B construction drawings, the

Project Title ID 163160

designed and funded art installation, and the complementary intersection redesign currently under construction – to complete this long strived for remaking of this crucial public space. Congress Square serves all residents and visitors, but it will bring particular benefits to residents of the dense and diverse neighborhoods that abut it, including the approximately 780 new residential units expected to be constructed in the next five years within a half mile of the park, including market rate, affordable, and senior units. As a phased project that has been planned for nine years, there is tremendous impetus – in terms of substantial fundraising efforts of Friends of Congress Square, the completion of the Phase B construction drawings, the designed and funded art installation, and the complementary intersection redesign currently under construction – to complete this long strived for remaking of this crucial public space.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$105,000		\$3,250,000		\$3,355,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2029					☐
2019		\$250,000	\$5,000		☒
2022	\$50,000	\$50,000	\$50,000		☒
2023		\$2,300,000	\$900,000		☒
2024	\$900,000	\$1,400,000	\$700,000		☒
2025		\$750,000			☐
2026					☐
2027					☐
2030					☐
Total	\$950,000	\$4,750,000	\$1,655,000		

Other Funding Source Description

Private fundraising on the part of the Friends of Congress Sqaure is providing \$900,000 for Phase B construction. This project received a FY23 CIP allocation in the amount of \$900,000 and a \$700,000 FY24 allocation, splitting the project funding over three years. This third request is to complete the funding needed for construction. The request includes an additional \$50,000 over prior year budgets to reflect a rise in costs over the past several years since the initial cost estimates. A portion of the total \$3,250,000 needed for construction, with the understanding the total request would be made across two years. Previous years included Planning/Design funding, including additional contributions from Friends of Congress Square. Not included in the totals is money for a major public art installation in the square, be funded through a combination of private fundraising, National Endowment for the Arts funding, and Portland Public Art funding for an additonal \$1,400,000 of investment in the square that is not represented in the CIP request. 2024 "other funding" field represents a combination of public art and construction funding that is misleading in the totals above, but the 2022 and 2024 other funding fields represent total FOCS contributions to construction documents and construction, minus the public art work. This project is also impact fee eligible, which could potentially offset the total CIP request.

Operating Budget Impact

The changes in the intersection are anticipated to have an operating budget neutral impact. There will be changes to the roadway configuration that will result in less pavement to plow/maintain. The plaza spaces are designed to require as minimal maintenance as possible with the suggestion that the City continue to enter into a MOU with Friends of Congress Square Park for programming and some maintenance.

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

The FY2025, FY2026 and FY2027 requests of \$60,000 per year will fund construction of the Riverton and Nasons Corner Neighborhood Byways as well as complete the pavement markings and signage for several downtown Byway routes.

Project Justification

Neighborhood Byways are cost-effective means to create a network of local streets prioritized for safer walking and bicycling to connect all parts of the city. Byways address the needs of “interested but concerned” or less skilled bicyclists and pedestrians for transportation and recreation travel – a group of cyclists that if encouraged and made to feel safe and comfortable cycling on city streets, can significantly increase bike mode share. Byways emphasize improvements to local streets rather than arterial and collector streets that have higher traffic volumes and higher speed traffic. Byways complement the investment made by the city in its shared use pathway network. The Byways also focus investments at specific, high use pedestrian and bikeway crossings of arterial/collector streets.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$45,000		\$355,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$100,000	\$100,000		☒
2020		\$120,000	\$120,000		☒
2025		\$0			☐
2026		\$60,000			☐
2027		\$60,000			☐
2028		\$60,000			☐
2029					☐
2030					☐
Total		\$400,000	\$220,000		

Other Funding Source Description

Operating Budget Impact

Byways require bi-annual pavement marking and sign maintenance.

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

Phase III of the West Commercial Street Pathway extends a shared use pathway from near Beach Street to near High Street/Hobson's Landing. The project will retrofit/widen the footprint of an existing sidewalk into a shared use pathway to complete the pathway to the westerly edge of the expanding retail/commercial activity of the Old Port. The final segment of Phase II, from Beach Street to the Fore River Parkway Trail, began construction in 2023 and will be completed in 2024. The funding request for FY2027 for \$250,000 is for construction of Phase III in 2027.

Project Justification

Growing freight and motor vehicle traffic on West Commercial Street increases the need for a separated shared use pathway for bicyclists and pedestrians to safely access the peninsula to/from points west. The expansion of the International Marine Terminal and the recently approved Cold Storage facility indicate that growing truck traffic is likely to continue. This project leverages state/federal and private funding to help complete the peninsula circumferential pathway network.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$105,000		\$1,200,000		\$1,305,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020	\$150,000	\$50,000	\$50,000		☒
2025					☐
2026	\$80,000	\$25,000			☐
2028					☐
2029					☐
2030					☐
2027	\$800,000	\$200,000			☐
Total	\$1,030,000	\$275,000	\$50,000		

Other Funding Source Description

The requested CIP funds are to supplement other potential funding sources such as Impact Fees and Waterfront TIF funds, as well as potential MaineDOT funds. Existing Infrastructure Account funds will fund the design.

Operating Budget Impact

The construction of the pathway will require additional year-round maintenance by the Parks, Recreation & Facilities Department.

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

Construction of a shared use pathway/enhanced bikeway from Forest Avenue through-behind Deering Oaks Park-Hadlock This project is a multiphased path construction, with the Union Branch representing one section, from State St. to Park Ave. along the Union Branch Rail Corridor that the City of Portland acquired in April 2022 from the MaineDOT in a multiproperty land swap. As part of the land swap the City received \$2.78M for construction of the pathway in 2024. The FY2024 request funded \$100,000 for construction of portions of the Union Branch Pathway that the MaineDOT has deemed as 'ineligibles', including connections from the Union Branch pathway to Deering Oaks Park and other destinations, trees/landscaping, benches, wayfinding, etc. The second Libbytown/Parkside section, will extend from the westerly terminus of the Union Branch Pathway at Park Avenue and connect to the Fore River Parkway Trail/Portland Transportation Center. The FY2024 request funded \$40,000 in local match for final design funding, 80%, or \$160,00 of which will come from the MaineDOT. The FY2026 funding request of \$250,0000 is for local match for construction, anticipating federal and state funding of \$750,000 for construction in 2026.

Project Justification

This pathway fills a key remaining gap to fill in the City's long planned peninsula circumferential pathway network. MaineDOT recognizes the importance of the project, and is funding 100% construction of the Union branch segment and 80% of the design of the Libbytown segment, leaving the 20% matching design funds and ineligible design elements for the City to fund in order to complete these phases of the project.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$3,880,000		\$4,180,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$80,000	\$20,000	\$20,000		☒
2024	\$2,940,000	\$140,000	\$140,000		☒
2025					☐
2026	\$750,000	\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$3,770,000	\$410,000	\$160,000		

Other Funding Source Description

Funding from MaineDOT covers the design of the pathway at 80% with 20% local match. 2025 anticipated final funding is an estimate that is still subject to change based on possible interactions of this project with the Libbytown 2-way construction project; later year costs and MaineDOT matching funds totals will be updated in future requests.

Operating Budget Impact

Winter maintenance/snow clearing per MaineDOT requirements for funded pathways to be maintained and accessible year-round.

Planning & Urban Development

Division Transportation

Classification Equipment

Project Description

The funding request is for 3 types of bike parking: bike hitches within sidewalks (40, parking for 80 bikes); bike corrals for in-street bike parking (5, for parking for 50 bikes); and covered bike parking for 20 bikes for long-term/ weather-protected parking. The parking will be provided within the Downtown TOD TIF District area.

Project Justification

The provision of a sufficient quantity of publicly accessible bicycle parking is a pre-requisite for increasing the amount of bicycling. Increasing the amount of bicycling is a key strategy for the City to meet its transportation sustainability goals. The bike corrals will provide additional locations for virtual Portland Bikeshare bike parking stations.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$30,000	\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025	\$30,000				☐
Total	\$30,000				

Other Funding Source Description

Requesting these be funded by Downtown TOD TIF funds.

Operating Budget Impact

Negligible impact. Proposed to be funded by Downtown TOD TIF funds.

Project Title ID 247559
New Body Cams (Hardware & Software)

Police Department

Division Uniformd Ops Group

Classification Equipment

Project Description

Purchase of new Body Cams and associated software services

Project Justification

Our current Body Cam version of BWC is no longer being manufactured as of the end of 2022, and by 20025, servicing of our Vista BWC's will cease. PPD is looking to get ahead of the future loss of our current equipment and set aside the funds needed for new Body Cams, mounted brackets and associated software and services. This is expected to be funded in two fiscal years (2024 & 2025)

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$1,026,907	\$1,026,907

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$511,907	\$515,000		☒
2025		\$511,907			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,023,813	\$515,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 141331

Emergency Egress Access Doors/Concrete Stair Removal

Public Buildings & Waterfront

Division Exposition Building

Classification Facilities

Project Description

Replace 6 sets of emergency exit doors.

Project Justification

Egress Stair Removal - A recent walk through by the city's Life Safety office, determined the SW egress is not necessary. Capacity in the arena area remains to be 3k.

Currently the stair tread and rise do not meet code and pose potential hazards during an evacuation or just simply vacating the facility. The concrete has disintegrated beyond repair. Highly recommend removing the stairs with no replacement.

The doors are over 30 years old and create a security risk that is unacceptable in today's place of public assembly.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026		\$200,000			☐
2025					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

This would reduce the amount of staff time to maintain a safe exit, and reduce personal injuries that may occur.

Project Title ID 141338

Copper Roof Replacement - Engineering

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Repair/Replace sections as needed

Project Justification

The roof is in fair to good condition. Wall flashing and seams need to be examined and dealt with accordingly. A percentage of the panel sections will need replacement. The engineering work will provide most current funding needs for this project. The price of metal is rising daily.

At today's cost of material and labor, funding for the roof replacement is projected to be 3-3.5M.

This project should be funded over 2 yrs as the work will take approx 12-18 months.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$3,000,000		\$3,075,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$75,000			☐
2026		\$1,500,000			☐
2027		\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$3,075,000			

Other Funding Source Description

Operating Budget Impact

Once funding is secured for this project the project should go to bid so material prices can be locked in.

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

Replace East Wall windows repoint and waterproof brick

This request has been on the list for 10 yrs.

Project Justification

The windows are original to the building (50 yrs) single pane, they're extremely inefficient . This is a climate controlled building, new windows would be fixed (will not open) which will improve the air quality in the building.

Currently the windows leak due to failed seals and the lack of hardware to close the windows properly. Water and outdoor pollution Infiltrate through the windows causing poor indoor air quality.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,200,000		\$1,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$600,000			☐
2026		\$600,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

This work will create better indoor air quality reducing overall maintenance cost and utility charges. Reduce Workers Complaints regarding poor air quality.

If this property is going to be retained by the city, the windows need to be replaced asap.

Public Buildings & Waterfront

Division Waterfront

Classification Marine (i.e., piers)

Project Description

MSP- 2- 8'x 20' floats
GDI - 2- 12'x24'

AN ADDITIONAL \$100,000. in sequential years

Project Justification

Repair/replace 40' of concrete float at the MSP Public Landing. Look at how increased berthing can be achieved.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2018		\$100,000	\$100,000		☒
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000	\$100,000		

Other Funding Source Description

There is funding through SHIP Grants that applies to these floats.

Operating Budget Impact

Project Title ID 152244
Structural Repairs/Roof Covering - Hadlock

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Hadlock Stadium structural review in FY19 indicates the need for ongoing work..

Project Justification

This facility was built on a "floating slab". This causes components to move with frost and cold temps. There are signs of bent plates, twisting stair treads and stringers

These components are 26+ yrs old and have lasted well based on the facility design. It's time for replacement and upgrades where possible.

Residential grade metal roofing is well beyond it's life span. This should be covered with EPDM ASAP.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$440,000		\$440,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$190,000			☒
2021		\$150,000	\$100,000		☒
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$490,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 152255

Offices & Customer Service Areas A/C Installation
(Finance,Assesors,HR,Parking)

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Install AC/Ventilation in Finance/Assesors/HR/Parking Offices

Project Justification

This is a phased project. With the east end of the basement level and 1st fl left to complete. Heat Pumps are being added throughout city hall for heating in the spring and fall and cooling for the summer. There's a tremendous amount of work and disruption that goes into a project like this. With 85% of the building already complete this will be a huge accomplishment.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$650,000		\$650,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$200,000			☐
2022		\$150,000	\$150,000		☒
2021		\$150,000	\$115,000		☒
2020		\$150,000	\$200,000		☒
2030					☐
Total		\$650,000	\$465,000		

Other Funding Source Description

Combining CIP 2021 and allocation of requested CIP 2022 allows us to complete the next phase. (3rd fl)

Operating Budget Impact

Eliminates the need for window shakers that are the most expensive way to cool the building. Heat pumps also allow the boilers to run less in the spring and fall.

Phase this work in over the next 3 budget cycles. It's time and it's needed..

C21B08 - Reallocate remaining funds to C21B09 for a total of 130,000.
Move 2022 request to 2023.

Project Title ID 152257

Bollard/ Bit Replacement

Public Buildings & Waterfront

Division Waterfront

Classification Marine (i.e., piers)

Project Description

Maine State Pier Bollard Replacement

Project Justification

The existing bollards have proven to be inadequate for the size of the vessels that are frequenting our Port. The Portland Ocean Terminal has 10 - 40 ton bollards. I recommend we replace at least 3 of them with 100 ton bollards in the 2020 CIP.

2 Of the 40 ton bollards have snapped in the last 12 months. This is a safety issue, there's potential for multiple people to be seriously injured when this happens.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$500,000		\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$100,000	\$100,000		☒
2022		\$100,000	\$100,000		☒
2025		\$300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000	\$200,000		

Other Funding Source Description

A 2.00 dollar infrastructure fee as been implemented as of 2019. Some of this funding should be allocated to 2021.

Operating Budget Impact

Properly sized bollards are crucial for both the pier infrastructure and the vessel. Pedestrian safety is at risk

Project Title ID 152325

HVAC Phase 3 9 Basement Level

Public Buildings & Waterfront

Division Exposition Building

Classification Facilities

Project Description

All of the ventilation equipment including air handlers, ductwork, exhaust fans, dampers, etc were engineered in 1959 and installed in 1960. It is all past it's expected useful life, extremely inefficient and undersized per today's ventilation standards. This would be the final phase of HVAC systems updating and would allow for the abandonment of all steam and condensate piping in the building.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$700,000		\$750,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$750,000			☐
2028					☐
2029					☐
2030					☐
Total		\$750,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 173562

Replace sewer main in tunnel

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Replace existing 10" sewer main.

Project Justification

This line is cast iron and is showing signs of stress cracks most likely due to additional lines being added over the decades.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Hadlock Concourse Stair Stringers

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Replace Stair Stringers to field

Project Justification

The aluminum stringers and stair treads are failing due to the movement within the facility. Structural steel failure is causing concrete to spawal along main walkway.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Repoint/Waterproof Building Exterior

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

Grind and Repoint building as needed, Add waterproofing.

Project Justification

The building is good shape and will last another 50 yrs with minor issues if addressed soon.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$400,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$400,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 173579

On going pile/pier work at OG and P.O.T

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Replace failed concrete deck at head of pier. Replace pile caps, stringers as needed.
See report in attachments..

Project Justification

Engineers Recommendations

The areas of heavy spalling and rebar corrosion on the bottom of the slabs, between Stations 0+40 and 0+50, fall directly beneath the driveway into the warehouse structure. Bents 1 and 3 both have failed caps at the same location. These defects, combined with the loss of compressive strength on the top side of the concrete deck, lead us to recommend that the areas directly beneath the driveway be replaced with new concrete decking and timber caps as soon as is practicable, and that access to the remainder of the concrete deck be cordoned off and restricted.

Spans are almost entirely at ten-foot centers, and the solution utilized in 2008 has proven effective. A similar repair, with the additional replacement of timber caps, should prove cost effective and relatively easy to install. TEC Associates would be happy to work with the City on next steps should you wish.

Thank you for asking us to perform this inspection, and please do not hesitate to contact me with any questions.

Sincerely,

TEC Associates

Brendan Amy

Project Engineer

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,295,000		\$2,295,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$170,000	\$170,000		☒
2019		\$225,000	\$150,000		☒
2021		\$225,000	\$175,000		☒
2022		\$100,000	\$100,000		☒
2023		\$125,000	\$125,000		☒
2024		\$225,000	\$225,000		☒
2025		\$350,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐

Project Title **ID** 173579

Total	\$1,420,000	\$945,000
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Other Funding Source Description

Operating Budget Impact

Closure of the pier would effect lease revenues and potential cruise passenger revenues.

Project Title ID 173581

POT - Pile Survey

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Review and catagorize condition of entire pier

Project Justification

A visual inspection was done in September 2015, there are signs of deterioration in 10-15% of the pier. However there are no signs of a catastrophic failure about to take place.

The pier is due for a full inspection and should be done as the City Manager wants to market the 2nd fl office space.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$450,000				\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$150,000	\$112,500		☒
2022		\$140,000	\$140,000		☒
2025					☐
2026		\$197,500			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$487,500	\$252,500		

Other Funding Source Description

Operating Budget Impact

This space would generate 250-350k in revenue annually.

This is a must so we can determine the future cost and use of the entire structure.

Project Title ID 173582

Compass Park Ongoing pile/pier work

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Repair concrete/wood decks as needed.

Project Justification

3,000 sqft of Boardwalk needs replacing Eastside under pier needs attention. Piles and caps have failed.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$500,000		\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2018		\$100,000			☒
2020		\$100,000	\$100,000		☒
2021		\$100,000	\$100,000		☒
2022		\$200,000	\$200,000		☒
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000	\$400,000		

Other Funding Source Description

Operating Budget Impact

Metal Siding,Door,Window Replacement

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Replace existing siding, doors, windows at Sky Boxes.

Project Justification

The above items are original to the project. The items are residential type materials and have out lived their life span. Water is coming through the windows and under the doors. This is causing concrete and structural steel to fail prematurely.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$100,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Pile Jackets -OG

Public Buildings & Waterfront

Division Waterfront

Classification Equipment

Project Description

Remove the rust from the 40 yr old steel piles. Coat and wrap with a liner above the waterline.

Project Justification

"Pile Jackets" prevent exposed steel from rusting. The piles are salvageable now, however there will be a time soon that they would need to be replaced. Pile Jackets will extend the life by 10 + yrs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$450,000	\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025		\$225,000			☐
2021		\$225,000	\$225,000		☒
2029					☐
2030					☐
Total		\$450,000	\$225,000		

Other Funding Source Description

Operating Budget Impact

Add Sprinkler System

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Add Sprinkler protection throughout the building.

Project Justification

Currently the building is not sprinkled, it's covered only by the fire alarm system. Due to the lack of a second means of egress in some areas this should be a priority.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$350,000		\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$350,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$350,000			

Other Funding Source Description

I recommend this work go out to RFP to take advantage of low engineering cost. Sprinkler companies have inhouse designers that can do this work.

Operating Budget Impact

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

This facility will need master planning to carry the facility into the next 3 decades.

Project Justification

A look at how the space is currently being used and what the future space needs may be.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$200,000				\$200,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 194843

Terminal Bidg Renovation

Public Buildings & Waterfront

Division Waterfront

Classification Facilities

Project Description

Install a walkway/gangway from Moontide Park into the lower level of the terminal building.

Project Justification

This work would allow for the cruise operations to be isolated on the eastside of the facility. This will allow the upper level to be used year round. It would also allow the queueing area to be used for large venues.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$20,000		\$400,000		\$420,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$420,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$420,000			

Other Funding Source Description

Working on obtaining budget cost.

Operating Budget Impact

With the ferry leaving and the potential of removing Customs from the lower level of the terminal building, allows for year round events in the building and larger venues in the queueing lanes.

This is an opportunity to imply an "infrastructure fee" for all funtions.

Public Buildings & Waterfront

Division City Hall

Classification Equipment

Project Description

Provide mobile file storage units for planning, HR, and inspections

Project Justification

This system can quadruple the storage capacity for these departments. Each department has a need to keep files forever. Packing them in boxes and storing them in the attic does not meet the requirements nor does it provide reasonable access to retrieve files when needed.

These units are a good solution to the storage needs throughout the facility.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$80,000			☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

I suggest buying multiple units for better pricing.

Forest City Cemetry/Evergreen

Public Buildings & Waterfront

Division Other Public Buildings

Classification Facilities

Project Description

Rehab the masonry /windows/doors/roof/boiler.

Project Justification

Forest City - This facility has had no attention in 30 yrs. It's a viable structure for the operation.
Evergreen Cemetery - There are multiple buildings at this location. There are needs to make these buildings more efficient including replacing the front porch of the main building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$400,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$200,000			☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Expo - ADA Upgrades

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Update Facility Restrooms/ Add ADA service counter at concessions

Project Justification

See Oliver Tinsdale Report

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2027					☐
2028					☐
2029					☐
2030					☐
2025					☐
2026		\$75,000			☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Cover the existing 32 yr old tar and gravel roof. Install high density polyiso insulation, add EPDM rubber over the entire surface.

Approx 23,000sqft.

Project Justification

With the intense rain on 9/10-11/18 the roof had mulitple leaks. Due to the type of roof construction the water continued to leak for another 72hrs. This will create extesive roof structure damage overtime. Tar and gravel applied roofs of this vintage are impossible to repair. The consenus of why these leaks have recently appeared is from expansion due to intense sunlight. This portion of the roof is over the new offices and work area for Fleet Maintenance.

Engineering - 5,000

EPDM Roof- 120,000

Remove and patch existing vents - 15,000

Add OSHA approved access - 30,000

2025- Replace original roof on the main building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$650,000		\$650,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$200,000	\$200,000		☒
2025					☐
2026					☐
2027		\$450,000			☐
2028					☐
2029					☐
2030					☐
Total		\$650,000	\$200,000		

Other Funding Source Description

12-\$ 14.00 per sq ft based on 8/12/2018 pricing and confirmed through the estimating tool RS Means.

Operating Budget Impact

Leak calls will result in 3-5k each time the roof leaks. The unseen damage overtime will result in structual repairs.

City Hall Fire Doors for Common Areas

Public Buildings & Waterfront

Division City Hall

Classification Equipment

Project Description

Add fire doors in 5 locations.

Project Justification

City Hall has minimal fire protection. There's no separation to protect the common means of egress, this is a serious problem since the building only has an active fire alarm system and no sprinkler protection. The city's fire prevention staff has been instrumental in helping to layout a plan to bring City Hall into compliance.

* Staff on the 4th fl have only a single means of egress from their work area. Fire doors protect the main stairwell for staffs safe exit.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$45,000	\$200,000	\$245,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$245,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$245,000			

Other Funding Source Description

Operating Budget Impact

250 Canco Rd Portable Generators

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Purchase 2 Portable Trailer Type Generators 1 in 2021 the other in 2026.

Project Justification

In leiu of installing a permanent generator use a portable that is sized properly for this site. The transfer switches and e-panels are all in place as part of the renovation/addition.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$185,000	\$185,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$85,000	\$85,000		☒
2025					☐
2026					☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$185,000	\$85,000		

Other Funding Source Description

Operating Budget Impact

Using portable generators are becoming more common as fixed generators are costly, have building code challenges and tend to have extremely low hrs on them. Having the flexibility to relocate or use them for large events is far more practicle.

212 Canco Rd Parks Space/HVAC Upgrades

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Replace existing mechanical equipment. This is the largest request for buildings as it's problematic trying to heat/cool from 4 different sources.

Project Justification

The existing mechanical equipment is inadequate for business use. Current space is original to the building construction from 1988. It was used both as a showroom and office space. It's current use is strictly office space. Existing equipment consists of a large 30+yr old unit designed to serve open space, including P-Tac wall units for the 4 offices on the 1stfl. These units have a life span of 10 yrs, they're well beyond there life cycle.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$550,000		\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$600,000			☐
Total		\$600,000			

Other Funding Source Description

Operating Budget Impact

Electrical use reduction/ Efficiency Maine rebates are available for the HVAC equipment.

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Exterior masonry wall repairs

Project Justification

Prepare exterior surfaces so buildings can be repainted to protect the exterior structure. This work should not be deferred. The walls are in okay condition for their age and can last another 30yrs with minor work if addressed as requested.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$75,000		\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$75,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Replace General Admission Seats

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Replace Green Seats

Project Justification

The plastic seats and backs are failing due to the elements. The sunlight has deteritated the plastic at key connection points.

The seats had a 20 yr warranty, they've been in place for 28+yrs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$300,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$300,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 216346

Boiler Replacement

Public Buildings & Waterfront

Division Exposition Building

Classification Facilities

Project Description

Replace 30 yr old Boilers with properly sized and efficient equipment.

Project Justification

The existing boilers were used when installed 15 yrs ago and are oversized for the facility.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$20,000		\$400,000		\$420,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027		\$420,000			☐
2028					☐
2029					☐
2030					☐
Total		\$420,000			

Other Funding Source Description

Operating Budget Impact

11/2020 spent 20K retubing boiler # 1. This could be an indication of boiler #2 needing to be retubed in the near future. Also, proper sizing of the boilers could drastically reduce energy costs.

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Build 2 gantries that will work in conjunction with the existing gangway system to allow vessels with door heights up to 28' above the water to offload at the POT.

Project Justification

Were unable to maximize the use of the 900' deep water berth due to access from the ship to the pier. Vessels have been going through modifications over the past 6-8 yrs, passenger doors are higher off the water then in former designs.

This is a shovel ready project. Favorable pricing could be had if built offsite during the winter months.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 216546

Interior Renovations /Security Upgrades

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Relocation of services that allow for better security and customer service while being able to better utilize existing space for additional staffing.

Project Justification

With rapid growth and demands for additional personal at City Hall a comprehensive plan needs to be done with an emphasis on customer service and security.

This will be the time to start adding sprinklers to this facility.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$525,000		\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2027					☐
2026		\$600,000			☐
2025					☐
2029					☐
2028					☐
2030					☐
Total		\$600,000			

Other Funding Source Description

The cost estimate includes funding for building out unfinished space at 212 Canco Rd for IT to relocate

Operating Budget Impact

Berthing Load Test

Public Buildings & Waterfront

Division Waterfront

Classification Facilities

Project Description

Hire a Marine Engineer to perform required load test at P2B2 and the P.O.T

Project Justification

This is an industry standard which takes place based on use, size of vessels, ongoing maintenance, etc. The P.O.T last pull test was done back in 2010, P2B2 was placed into service in 2011.

This test is a preventive measure to be sure the facility isn't overloading the infrastructure causing potential costly damage to the infrastructure or vessel.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$80,000		\$40,000		\$120,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2029					☐
2025	\$120,000				☐
2026					☐
2027					☐
2030					☐
Total	\$120,000				

Other Funding Source Description

Operating Budget Impact

Project Title ID 226760

212 Roof Replacement (4 Phases)

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Replace sections of the EPDM(Rubber) roof in phases due to budget constraints.
Audit/Budget/Photo's attached

Project Justification

Replace Roof Areas A,B & F as proposed from roof audit 11/2020.

See attached Roof Audit.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,195,000		\$1,195,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$325,000	\$325,000		☒
2023		\$270,000	\$270,000		☒
2025		\$400,000			☐
2026					☐
2027		\$200,000			☐
2028					☐
2029					☐
2030					☐
Total		\$1,195,000	\$595,000		

Other Funding Source Description

Operating Budget Impact

Completing sections A,B & F will eliminate all roof repairs including sections
D- Completed summer 2021
E- Completion Winter 2022
Sections remaing include sections C,G as stated in the attached report.

Build out vacant space for IT or HR

Public Buildings & Waterfront

Division

Classification Facilities

Project Description

Build out 2nd fl space(unfinished space next to Public Buildings) to relocate IT.

Project Justification

Move IT into a modern facility with generator back up. Create adequate space for IT equipment repair and deployment. This opens up space at City Hall for customer service operations within City Hall. Allows for better security and control of the public once in the building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$350,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$400,000			☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237114

Admin/Ticket Office HVAC Replacement

Public Buildings & Waterfront

Division Hadlock Field

Classification Equipment

Project Description

Replace the 25 yr old equipment that has served it's life's cycle.

Project Justification

The equipment is 25 yrs old technology that is undersized for today's standards, it's gas fired and lacks efficiencies. The equipment is becoming more costly to operate and maintain as parts and License techs are harder to come by.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$15,000		\$100,000		\$115,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$115,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$115,000			

Other Funding Source Description

ARPA??

Operating Budget Impact

Efficiency Maine Rebate of 13,500.

Project Title **ID** 237211
 Paint Dome Ceiling and Replace Sprinkler Heads

Public Buildings & Waterfront

Division Merrill

Classification Facilities

Project Description

Replace recalled sprinkler heads in the barrell ceiling of the auditorium. Also, patch and paint all areas that can be reached.

Project Justification

This work will require the removal of the half wall near the stage to gain access with a certain lift to reach the ceiling. At that time all work should be completed. Getting a lift into this space should happen once every 20 yrs.

The sprinkler heads have been recalled and need to be replaced. I find this is a common problem for this industry, in most cases they would simply be replaced. It's not that simple at Merrill. This is why I suggest this project be folded in with ceiling repair and painting.

*All other recalled sprinkler heads have been replaced as of 2018

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$250,000	\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$250,000			☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

Insurance company could refuse to cover any claims as it pertains to the recalled heads.

Elevator Modernization

Public Buildings & Waterfront

Division Hadlock Field

Classification Equipment

Project Description

Replace the elevator with new technology.
See attached memo from Atlantic Elevator Inspections

Project Justification

The existing elevator is basically an exterior unit. The elements have shortened its lifespan along with the technology that was available in 1994.
Upgrading the unit will minimize the risk of expensive repairs coming out of a minimal operating budget.

There's a pattern beginning to happen of the doors not opening once the elevator has reached the requested floor. This is causing calls for fire to repond to get the doors open. Not a great experience for the fans.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$10,000		\$135,000		\$145,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026		\$145,000			☐
2025					☐
Total		\$145,000			

Other Funding Source Description

Operating Budget Impact

EXPO HVAC Installation in Arena

Public Buildings & Waterfront

Division Exposition Building

Classification Equipment

Project Description

Install 2 - 70 ton packaged gas fired units on flat roof.

Project Justification

Currently the Expo has a 70 yr old heating and ventilation system in the arena. This system does not meet post COVID air exchanges for large crowds. The 4 ceiling mounted heat sources are outdated and costly to repair with an efficiency rating of less than 80.

Yrs 2019 & 2021 over 60k has been spent to cool the arena for shelter use. This installation will eliminate future expenditures for cooling. This upgrade allows for much smaller boilers to be installed in the next 5-7yrs replacing the inefficient system currently in place. This savings will be in the 250 - 300k range.

Installation for this project requires roof system structural upgrades, masonry openings, window removal and framing replacement.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$30,000		\$1,700,000		\$1,730,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$1,730,000			☐
Total		\$1,730,000			

Other Funding Source Description

Total Project -1.7 mil

ARPA Funding 475,000 already allocated

Operating Budget Impact

Reduces operating and maintenance costs.

475k as been allocated to this project with ARPA funding. This will buy the units only.

See attached option B

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

Replace main stair well from plaza to the street

Project Justification

200k was allocated for this project in CIP 2023. Funding was short due to material prices and labor shortage. We held a prebid with 2 contractors showing up and received only 1 bid. See attached

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$170,000		\$170,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$170,000			☐
Total		\$170,000			

Other Funding Source Description

Operating Budget Impact

CIP 2023 Allocation 200k
Remaining balance 174k
Project Bid 311k.
Requesting total funding of 344k.

Replace Chiller at Merrill Auditorium

Public Buildings & Waterfront

Division Merrill

Classification Equipment

Project Description

We recommend replacing the chiller with a unit that includes "scroll" type compressors. These are significantly quieter than a "screw" type. We have recently installed this type of chiller at the Public Library and Talbot School. They are markedly quieter.

Project Justification

The chiller that was installed in 2018 is equipped with "screw" type compressors which emit a high pitched squealing sound when ramping up and down.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$400,000	\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$400,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$400,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257812

Replace (2) heat pump systems \$50,000

Public Buildings & Waterfront

Division Exposition Building

Classification Equipment

Project Description

There are (2) very old heat pump systems that serve some basement level locker rooms. They are beyond their useful life and are basically "McGuyvered" to keep them running. They use old R-22 refrigerant which is now prohibited by the EPA. These should be replaced in a planned manner before they fail.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257814

Long term file storage room(s)

Public Buildings & Waterfront

Division Canco Road

Classification Equipment

Project Description

n 2019, the City acquired a barely used "Spacesaver" mobile file system. We paid for it to be professionally disassembled and crated. The crates have been stored at 212 Canco Rd ever since, waiting for a location to present itself. The City currently outsources long term file storage for the HR dept at significant cost and there are issues with accessing the files. There are also substantial amounts of files in the City Hall attics that are not conditioned, protected against roof leaks or fire damage. We have identified an underutilized space at 212 Canco to build out a proper file storage room. The access would be through the DPW engineering suite, which also houses the archival vault.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Public Buildings & Waterfront

Division Other Public Buildings

Classification Facilities

Project Description

Install a new sprinkler system, upgrade the fire alarm panel and devices, and install a new ventilation system.

Project Justification

The Cummings Center/Munjoy Fire Station does not have a sprinkler system. There is an existing 4-Inch water service located in the boiler room of Munjoy Fire Station that serves the Observatory’s (neighboring building) sprinkler system. In 2019, Fisher Engineering reviewed the existing water supply data and configuration. They concluded that the existing 4-Inch water service was adequate to serve the Munjoy Fire Station/Cummings Center building as well.

In August 2022, FEMA awarded the City of Portland a \$100,000 grant to install a sprinkler system at 134 Congress Street. The FEMA grant deadline is August 28, 2024, but the City of Portland can request an extension. FEMA requires the installation of a complete building sprinkler system. In order to do this work, it will require the removal of certain ceilings in order to clean the space up for a sprinkler system. It makes sense to install a ventilation system while the ceilings are removed.

Additionally, the existing conventional Fire Alarm system should be upgraded with the installation of a new sprinkler system. The quantity of fire alarm devices can be reduced and the new fire alarm panel will be addressable.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$15,000		\$385,000		\$400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$100,000	\$300,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$100,000	\$300,000			

Other Funding Source Description

\$100,000 FEMA Grant. See supporting documents.

Operating Budget Impact

Regular sprinkler system inspections will be required.

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

The existing fender system on the south end of the pier is damaged, deteriorating, and in need of replacement. It is currently constructed of wood piles and wood timber chocks and wales. A new fender system consisting of steel piles with rubber fender absorbers, and UHMW berthing camels is needed so that vessels can safely berth against the end of the pier in a manner that better protects the pier structure. This final phase of construction will match and complete the rest of the fender system consisting of steel pipe piles, rubber fender absorbers, and UHMW berthing camels.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$500,000	\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
2025		\$500,000			☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Public Buildings & Waterfront

Division Hadlock Field

Classification Facilities

Project Description

Mold was found in the exterior wall in the ticket office located on the 1st floor. Ongoing testing and cleaning is being done. There is evidence of water damage in the entire wall assembly, thus leading to rot and mold. A short-term plan needs to be implemented to allow the Seadogs to operate their ticket office for the season. The long-term solution is to rebuild the brick wall completely, approximately 2,150 square feet. Additionally, it is recommended to extend the roof edge for the entire building (500 linear feet) to create an overhang, which would prevent water from running down the side of the building.

Project Justification

This is a health and safety issue that needs to be taken care of as soon as possible.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$35,000		\$430,000		\$465,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$465,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$465,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 141009

Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)

Public Works

Division Engineering

Classification Transportation

Project Description

To fund portions of the City's 2024 Combined Sewer Overflow (CSO) projects that are not State Revolving Loan Funds (SRF) eligible. Example CY2024 projects include: Hersey Street.

Hersey/Clifton = \$300,000 pavement and sidewalk installation.

Western Prom = \$90,000 Pavment only.

These projects will be expected to achieve additional improvements to infrastructure, and if SRF is used to fund the CSO objectives the City will be obligated to supply funding from CIP. These project objectives & CIP funding needs will continue to exist as long as SRF is used for the ongoing CSO Program.

Project Justification

The City's CSO program is a Federally and State mandated program.

The City's use of the State Revolving Loan Fund (SRF) limits the ability to repair and upgrade infrastructure to the City's ADA compliance and technical standards requirements. Limitations include the installation of new gravels, underdrain, granite curbing, additional paving outside of trench restoration, ADA ramps, and sidewalks. This funding is also used for the purchase of easements and property to achieve CSO project execution.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$5,980,000		\$5,980,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$500,000	\$500,000		☒
2015		\$1,000,000	\$800,000		☒
2017		\$1,000,000	\$400,000		☒
2018		\$1,000,000	\$600,000		☒
2019		\$2,000,000	\$600,000		☒
2020		\$800,000	\$500,000		☒
2021		\$500,000	\$290,000		☒
2022		\$300,000	\$300,000		☒
2023		\$600,000	\$300,000		☒
2024		\$660,000	\$300,000		☒
2025		\$390,000			☐
2026		\$500,000			☐
2027		\$500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$9,750,000	\$4,590,000		

Other Funding Source Description

Operating Budget Impact

Dependent on each project scope; there could be reduced maintenance costs of roadways, pavement markings, signal systems, and sidewalks if improvements are made to those systems as CSO abatement work progresses

Project Title ID 141009

Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)

Public Works

Division Engineering

Classification Transportation

Project Description

To fund portions of the City's 2024 Combined Sewer Overflow (CSO) projects that are not State Revolving Loan Funds (SRF) eligible. Example CY2024 projects include: Hersey Street.

Hersey/Clifton = \$300,000 pavement and sidewalk installation.

Western Prom = \$90,000 Pavment only.

These projects will be expected to achieve additional improvements to infrastructure, and if SRF is used to fund the CSO objectives the City will be obligated to supply funding from CIP. These project objectives & CIP funding needs will continue to exist as long as SRF is used for the ongoing CSO Program.

Project Justification

The City's CSO program is a Federally and State mandated program.

The City's use of the State Revolving Loan Fund (SRF) limits the ability to repair and upgrade infrastructure to the City's ADA compliance and technical standards requirements. Limitations include the installation of new gravels, underdrain, granite curbing, additional paving outside of trench restoration, ADA ramps, and sidewalks. This funding is also used for the purchase of easements and property to achieve CSO project execution.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
				\$5,980,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$500,000	\$500,000		☒
2015		\$1,000,000	\$800,000		☒
2017		\$1,000,000	\$400,000		☒
2018		\$1,000,000	\$600,000		☒
2019		\$2,000,000	\$600,000		☒
2020		\$800,000	\$500,000		☒
2021		\$500,000	\$290,000		☒
2022		\$300,000	\$300,000		☒
2023		\$600,000	\$300,000		☒
2024		\$660,000	\$300,000		☒
2025		\$390,000			☐
2026		\$500,000			☐
2027		\$500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$9,750,000	\$4,590,000		

Other Funding Source Description

Operating Budget Impact

Dependent on each project scope; there could be reduced maintenance costs of roadways, pavement markings, signal systems, and sidewalks if improvements are made to those systems as CSO abatement work progresses

Public Works

Division Engineering

Classification Transportation

Project Description

Preservation and rehab including combination of treatments ranging from crack sealing and preservation overlays to milling and resurfacing throughout the city. Scope of work also includes improvements to storm and sanitary structures, installation/improvement to ADA curb ramps as required, and other existing infrastructure. A reinventory of pavement conditions city-wide was completed in 2022 and results from that are being used to support the continued request for significant funding for improving and protecting our investment in infrastructure. All cost associated with a complete paving project are not direct paving costs. Funds are needed to maintain positive flow and safe access for driveways, adjustment of curb including work to comply with ADA, replacement/revisions to pavement markings and traffic signals (see separate Traffic signals request), adjustment/repair to sanitary/storm structures (see Sewer Fund requests).

Project Justification

Our 2022 street inventory concluded that 63% of the road segments in Portland are ranked Fair or lower requiring treatments such as overlays and mill and fills. Only 10% of the streets were deemed to be in good enough condition to only require deferred maintenance. The work to repair these streets are part of our Pavement Preservation Program equating to approximately 250 lane miles of roads. It is clear from this information, as well as the continual complaints and pothole repair requests that many streets in the City are in disrepair. The cost to maintain a road in poor condition will be four to six times higher than a road that is in good or better condition. We need to maintain the roads that are in good condition while providing upgrades to those in poor condition. Maintaining an adequate roadway system is essential to support transportation including vehicular, transit, pedestrian, and bicycle traffic throughout the city.

Keeping more streets in a good condition greatly reduces the annual maintenance costs city wide and also reduces hours needed to address concerns from residents/business regarding poor street condition.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$290,000		\$29,000,000		\$29,290,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$4,000,000	\$2,500,000		☑
2014		\$4,000,000	\$2,500,000		☑
2015		\$4,000,000	\$1,750,000		☑
2016		\$4,000,000	\$1,000,000		☑
2017		\$4,000,000	\$2,900,000		☑
2018		\$3,800,000	\$2,900,000		☑
2019		\$3,800,000	\$750,000		☑
2020		\$4,000,000	\$1,850,000		☑
2021	\$200,000	\$3,800,000	\$1,610,000		☑
2022	\$30,000	\$1,500,000	\$1,500,000		☑
2023		\$1,500,000	\$1,200,000		☑
2024		\$1,800,000	\$1,800,000		☑
2025		\$1,800,000			☐

Project Title	ID	141013	
2026		\$2,500,000	☐
2027		\$2,500,000	☐
2028			☐
2029			☐
2030			☐
Total		\$230,000 \$47,000,000 \$22,260,000	

Other Funding Source Description

NOTE - 2% of the request is made to Sewer Fund, and separate General Fund request is made for traffic signal support.

Operating Budget Impact

Saves significant hours and material costs of minimally effective pothole patching; also has an indirect savings realized with less damage to the city fleet.

Public Works

Division Engineering

Classification Transportation

Project Description

FY 2025 Request: \$350,000 for complete replacement of equipment at Stevens and Pleasant; \$200,000 for updates on High Street

Project Justification

Properly updated and coordinated signal systems, along with state-of-the-art detection and pedestrian/bicycle crossing devices, can improve traffic flow along major corridors and provide safety for all modes of travel. At this time, the City has approximately 122 active signal systems.

Portland invested heavily in its signal systems about 30 years ago, and had a very modern OSAM (DOS-based) control system. The City is now fully two-generations from this system, in its first stages of placing Advanced Traffic Control Systems (ATC), tied to an updated ATMS.now-based state-of-the-art communications system. In addition, the age of much of the equipment has gotten to the point where a number of signal control cabinets have moisture problems, controllers fail, wiring is corroding, and bases are rusting away. Some type of signal failure, ranging from lights going to flash to broken wires to complete power loss happens several times a week, usually due to the age of the equipment.

The traffic technicians have become less about regular maintenance and fine-tuning and more about emergency response, having to act, often on-call after hours, to ensure the safe and efficient passage of movement along Portland's major routes.

Furthermore, current ADA and state/federal requirements dictate having larger and brighter, LED-based lighting, pedestrian crossing buttons with audio, countdown heads with a seconds indicator, video or infrared-based camera detection, 12-inch signal heads with reflective back plates and fiber-optic interconnect to bring signal systems into the 21st century. While the RTMS-based funding from PACTS and in a separate CIP account have allowed for some corridor optimization, many locations simply do not meet current operational requirements, nor do they demonstrate adequate reliability.

This year's request and subsequent requests are part of a five-year plan to bring the City's signal systems to a reliable, modern and compliant state, and allow for better pedestrian provisions, bicycle detection, and flexible timing plans during special events. The request for State Street will begin to address issues of lack of connectivity and aging equipment, and all upgrades will be able to accommodate future changes in traffic patterns if a two-way conversion is to take place at some time in the future.

Signal equipment requests in this CIP line item as of 2018 will be for signal-specific projects.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$175,000		\$8,440,000		\$8,615,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2014		\$168,500	\$165,000		✓
2015	\$195,000	\$230,000	\$230,000		✓
2017		\$200,000	\$200,000		✓
2018		\$900,000	\$600,000		✓
2019		\$675,000	\$500,000		✓

Project Title	ID	141023		
2020		\$525,000	\$525,000	☒
2021		\$575,000	\$300,000	☒
2022		\$500,000	\$500,000	☒
2023		\$500,000	\$100,000	☒
2024		\$300,000	\$300,000	☒
2025		\$550,000		☐
2026		\$700,000		☐
2027		\$750,000		☐
2028		\$1,000,000		☐
2029		\$1,000,000		☐
2030		\$1,000,000		☐
Total		\$195,000	\$9,573,500	\$3,420,000

Other Funding Source Description

Operating Budget Impact

Reduction in call back and service calls. Lower eletrical operating costs with LED installations. Safer pedestrian crossings meeting ADA compliance.

Sidewalk Rehabilitation Program

Public Works

Division Engineering

Classification Transportation

Project Description

2025: Funds requested this year would be used to continue addressing a \$120M+ backlog in poor condition sidewalk and pedestrian facilities. Projects will be selected based on lack of ADA compliance, poor condition, roadway classification, key pedestrian routes, proximity to transit, schools and neighborhood centers. Funds may also be used to supplement other, larger projects (ie. Street resurfacing or water resource work) if outcomes align with the goals and priorities of the Sidewalk & ADA Rehabilitation Program.

Project Justification

2025: Based on our Citywide condition inventory database and small improvements made during the last several construction seasons, the \$120M+ backlog remains before all sidewalks and ramps in the city achieve an acceptable SCI rating of 80 or higher. At current funding levels, only a very small number of locations could be addressed depending on their complexity. This program will continue to select projects based on poor existing condition, roadway classification, key pedestrian routes, proximity to transit, schools and neighborhood centers and in areas with patterns of accidents. Funds may also be used to collaborate on other, larger projects (ie. Street resurfacing or water resource work) if outcomes align with the goals and priorities of the Sidewalk Rehabilitation Program.

Worst condition existing facilities along arterial and collector roadways, and in areas of high pedestrian use or demand and those with patterns of safety incidents.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$10,850,000		\$22,360,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$850,000	\$700,000		☒
2016		\$700,000	\$500,000		☒
2017		\$600,000	\$500,000		☒
2018		\$600,000	\$600,000		☒
2019		\$750,000	\$700,000		☒
2020		\$1,000,000	\$650,000		☒
2021		\$1,000,000	\$500,000		☒
2022		\$600,000	\$600,000		☒
2023		\$600,000	\$700,000		☒
2024		\$800,000	\$730,000		☒
2025		\$1,000,000			☐
2026		\$1,200,000			☐
2027		\$1,400,000			☐
2028					☐
2029					☐
2013		\$700,000	\$700,000		☒

Project Title	ID	141030		
2014		\$700,000	\$700,000	☒
2030				☐
Total		\$12,500,000	\$7,580,000	

Other Funding Source Description

Paving Preservation

TIF

CDBG

Operating Budget Impact

In-house staff may be asked to help with small scale repairs that are not a good fit or are too small for a larger contract. New sidewalk segments may be added to winter sidewalk plow routes and increase operating costs. Rehabilitation of sidewalks and ramps in poor condition will reduce operating costs related to temporary repairs, and may reduce liability claims.

Sidewalk Rehabilitation Program

Public Works

Division Engineering

Classification Transportation

Project Description

2025: Funds requested this year would be used to continue addressing a \$120M+ backlog in poor condition sidewalk and pedestrian facilities. Projects will be selected based on lack of ADA compliance, poor condition, roadway classification, key pedestrian routes, proximity to transit, schools and neighborhood centers. Funds may also be used to supplement other, larger projects (ie. Street resurfacing or water resource work) if outcomes align with the goals and priorities of the Sidewalk & ADA Rehabilitation Program.

Project Justification

2025: Based on our Citywide condition inventory database and small improvements made during the last several construction seasons, the \$120M+ backlog remains before all sidewalks and ramps in the city achieve an acceptable SCI rating of 80 or higher. At current funding levels, only a very small number of locations could be addressed depending on their complexity. This program will continue to select projects based on poor existing condition, roadway classification, key pedestrian routes, proximity to transit, schools and neighborhood centers and in areas with patterns of accidents. Funds may also be used to collaborate on other, larger projects (ie. Street resurfacing or water resource work) if outcomes align with the goals and priorities of the Sidewalk Rehabilitation Program.

Worst condition existing facilities along arterial and collector roadways, and in areas of high pedestrian use or demand and those with patterns of safety incidents.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$10,310,000		\$22,360,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$850,000	\$700,000		☒
2016		\$700,000	\$500,000		☒
2017		\$600,000	\$500,000		☒
2018		\$600,000	\$600,000		☒
2019		\$750,000	\$700,000		☒
2020		\$1,000,000	\$650,000		☒
2021		\$1,000,000	\$500,000		☒
2022		\$600,000	\$600,000		☒
2023		\$600,000	\$700,000		☒
2024		\$800,000	\$730,000		☒
2025		\$1,000,000			☐
2026		\$1,200,000			☐
2027		\$1,400,000			☐
2028					☐
2029					☐
2013		\$700,000	\$700,000		☒

Project Title	ID	141030		
2014		\$700,000	\$700,000	☒
2030				☐
Total		\$12,500,000	\$7,580,000	

Other Funding Source Description

Paving Preservation

TIF

CDBG

Operating Budget Impact

In-house staff may be asked to help with small scale repairs that are not a good fit or are too small for a larger contract. New sidewalk segments may be added to winter sidewalk plow routes and increase operating costs. Rehabilitation of sidewalks and ramps in poor condition will reduce operating costs related to temporary repairs, and may reduce liability claims.

Public Works**Division** Engineering**Classification** Transportation**Project Description**

2025: Funds requested this year will be invested in infrastructure projects to achieve federally required Americans with Disability Act (ADA) compliance in our right of way. This includes continued inventory and analysis of where non-compliant facilities exist and development of a plan to work toward compliance. Funds will also be used to address the most critical barriers to accessibility that exist in our ROW.

Project Justification

2025: In 2023, the US Access Board issued the Final Rule on Public Right-of-Way Accessibility Guidelines which addresses access to sidewalks, streets, crosswalks, curb ramps, pedestrian signals, on-street parking and other components of the public right-of-way. These guidelines were effective as of September 7th, 2023 and will be enforceable when adopted by the USDOT and USDOJ. In preparation for this enforcement, these funds will focus on the most critical barriers to accessibility and provide funds to support ADA compliance work on larger infrastructure projects, demonstrating a pattern of commitment to complying with the ADA.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$7,280,000		\$22,360,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$850,000	\$700,000		☒
2016		\$700,000	\$500,000		☒
2017		\$600,000	\$500,000		☒
2018		\$600,000	\$600,000		☒
2019		\$750,000	\$700,000		☒
2020		\$1,000,000	\$650,000		☒
2021		\$1,000,000	\$500,000		☒
2022		\$600,000	\$600,000		☒
2023		\$600,000	\$700,000		☒
2024		\$800,000	\$730,000		☒
2025		\$1,000,000			☐
2026		\$1,200,000			☐
2027		\$1,400,000			☐
2028					☐
2029					☐
2013		\$700,000	\$700,000		☒
2014		\$700,000	\$700,000		☒
2030					☐
Total		\$12,500,000	\$7,580,000		

Other Funding Source Description

Paving Preservation

TIF

CDBG

Operating Budget Impact

In-house staff may be asked to help with small scale repairs that are not a good fit or are too small for a larger contract. New sidewalk segments may be added to winter sidewalk plow routes and increase operating costs. Rehabilitation of sidewalks and ramps in poor condition will reduce operating costs related to temporary repairs, and may reduce small liability claims as well as overall litigation for non-compliance.

Public Works

Division Engineering

Classification Transportation

Project Description

Quad Gates at Brighton Avenue: \$1,000,000 Estimate

12/12/23: Discussions with CSX suggest larger improvements to at-grade crossings and potential of the City seeking federal funds with RR support.

12/8/20: Pan Am being purchased and taken over by CSX - next phases of work and outcomes unclear until changeover completed.

10/12/18 Need to hire consultant study the corridor to analyze need for quad crossing versus other solutions.

10/17/17: Railroad Quiet Zones (RRQZ) are designated railroad locations or corridors that restrict trains from using their train horns as warnings as the train enters the RRQZ.

Pan Am Railroad Company operates in three (3) Portland RRQZs over a total of twenty (20) public highway/railroad at grade crossings in the City. Many of our crossings are very close to residential areas such as in the Deering Highlands area, Woodfords' Corner and some North Deering neighborhoods as well. While certainly not wanting to compromise safety, the ability to restrict the rail carrier from automatic horn or whistle activation allows these neighborhoods and districts to maintain quality of living elements while reducing excessive noise. The three (3) Quiet Zones in the City of Portland are as defined as follows:

RRQZ 1-Portland Mountain Division II. The crossings in the Portland Mountain Division II Quiet Zone are: Congress Street; Frost Street; Rand Road; and Pine Tree Industrial Parkway.

RRQZ 2- Portland WN & P II. The crossings in the Portland WN&P Quiet Zone are: Forest Avenue and Bishop Street.

RRQZ 3- Portland ST. Maine Line II. The crossings in the Portland St Maine Line II are: Congress Street; Brighton Avenue; Prospect Street; Ashmont Street; Coyle Street; Lincoln Street; Revere Street; Woodfords Street; Saunders Street; Forest Avenue; Walton Street; Read Street; Allen Avenue; Riverside Street.

The Federal Rail Authority (FRA) requires that RRQZ be in compliance with safety guidelines and if not the municipality must implement Supplemental Safety Measurements (SSM) to maintain the RRQZ. Since funding for SSM's is not available through any State or Federal agency and there are no grant funds available, staff believes that it is prudent to budget \$800,000 a year for each of the next five years in the City's CIP. Recent conversations with Pan Am have indicated that they may agree to a four-gate equipment upgrade system, which provides a significant reduction in risk without the property impacts associated with a median treatment or the higher costs associated with full quad gates. Current funding should allow for completion of work at Brighton Avenue and Walton Street. This request would be for a four-gate system to be provided at the Allen Avenue crossing.

\$800,000 funded in FY 2017.

Project Justification

Pan Am Railroad lines and crossings were upgraded to accommodate the 2012 extension of the Downeaster passenger train service between Portland and Brunswick with two (5) round trips per day going through the Portland corridor. For comparisons, presently there can be as many as eight (8) freight trains that travel through this Portland corridor daily now there will be at least 14 trips through the corridor. The train speed of the Downeaster within the City limits will be 30 mph from Congress Street to Allen Avenue and outside of the City limits, from Allen Avenue to past Falmouth Road will be 60 mph. Each of the crossings will be equipped with standard equipment including video monitoring, grade crossing predictors, crossing monitor and recording technology, gates, electronic bells, 12 inch flashing lights as well as the ability to record positive gate down status. The FRA does regular inspections and evaluations for rail safety in RRQZ the threshold for requiring improvements in the RRQZ are different than where train horns are allowed. Portland RRQZ still meets FRA requirements but any incident on the system could be problematic so improvements need to be implemented.

The Federal Rail Administration (FRA) is responsible for enforcement of the Quiet Zone designation in cities and towns, and conducts regular compliance evaluations of a community's quiet zone status to assess if that Quiet Zone needs to be modified, continue as is or be removed. These inspections, known as Risk Reviews, evaluate relevant train transportation

Project Title ID 141708

and accident data within 5 years preceding the annual risk review. Additionally, the State and the City are responsible for inventory updates that reflect any changes to the crossings, including items such as traffic counts, train frequency and speeds and any local accident data that may not have been reported to the FRA. The FRA attaches a risk assessment number to each crossing that reflects their survey and that supplied by the state and municipality. This risk number is then compared to the National Risk Assessment index. If a quiet zone measurement is higher than the national risk assessment, then the entire Quiet Zone is out of compliance and the Municipality must install Supplemental Safety Measurements (SSM's) to maintain the zone.

There are 14 types of SSM's available for mitigation, but many offer a small risk reduction decrease for a large investment. Others may not be used a certain locations. Because our Quiet Zone with the most crossings – The Maine Line II, goes right through concentrated business and residential areas, we are further confined to a few choices.

The City expects to submit a new inventory and affirmations to the FRA at the end of this year. We expect that increased vehicle and train counts as well as increased speeds will increase our overall risk index. This comes at a time when the National Risk Index is expected to drop, making compliance even more difficult.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$1,335,000		\$1,410,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2014		\$100,000	\$100,000		☒
2015		\$400,000	\$400,000		☒
2017		\$1,000,000	\$800,000		☒
2018		\$50,000	\$25,000		☒
2019		\$25,000	\$25,000		☒
2024		\$10,000	\$10,000		☒
2025		\$10,000			☐
2026		\$10,000			☐
2027		\$10,000			☐
2028		\$10,000			☐
2029		\$10,000			☐
2030					☐
Total		\$1,635,000	\$1,360,000		

Other Funding Source Description**Operating Budget Impact**

As there are no alternative sources for quiet zone funds, any work completed in order to maintain Quiet Zone compliance must be accomplished via local funding sources.

Project Title ID 141740

PACTS RTMS - Regional Signals, Communications, and Match
Money for Projects

Public Works

Division Engineering

Classification Transportation

Project Description

RTMS = Regional Transportation Management Systems

FY2025: \$25k for local match toward RTMS Phase III, Part 1

Local support to augment PACTS UPWP funding for regional transportation system upgrades. Includes money for new equipment and especially improved communications. Anticipate requiring approximately \$200,000 to \$300,000 per year, which includes PACTS funding when a project from PACTS requires a match. In FY18 the City began on a project solely dedicated to updates on Auburn Street and Washington Avenue, solely funded with local money. This request would aid in supplying capital for the communications portion of the work.

The FY16 funding request is for component and communications upgrades for the intersections of Congress/India, Congress/Washington, and Washington/Cumberland. The equipment is generally out of date, and in some cases, begun to malfunction. The total request is for \$271,770 in equipment upgrades, plus the PACTS match of \$5,500, for \$277,270. The existing FY15 funds will be allotted between the local match for the Congress Street work (\$82,500), with the remainder going to Washington Avenue and Auburn Street improvements.

Project Justification

The City of Portland has partnered with Portland Area Comprehensive Transportation Study (PACTS), as well as the Cities of Westbrook, South Portland, Biddford, Saco and the Town of Scarborough to oversee the deployment of transportation management systems for the more efficient flow of traffic and improved detection for all modes along the City's major travel corridors. Work to date has included upgrades along Riverside Street, Brighton Avenue and Forest Avenue.

Significant work remains to be done along several major arterials, as well as in-town corridors. Longer-term, the region anticipates upgrading technology to allow for up-to-date emergency vehicle and transit vehicle pre-emption systems.

The FY2025 Request is for an annual match of PACTS work, so \$25,000.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$1,622,500		\$1,922,500

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2014	\$22,000	\$78,000	\$80,000		✓
2015	\$22,000	\$167,000	\$165,000		✓
2016	\$269,500	\$277,270	\$100,000		✓
2017	\$22,000	\$222,000	\$222,000		✓
2018	\$30,000	\$260,000	\$260,000		✓
2019		\$270,000	\$270,000		✓
2020		\$200,000	\$200,000		✓
2021	\$0	\$20,000	\$20,000		✓
2023		\$20,000	\$20,000		✓

Project Title	ID	141740		
2024		\$70,000	\$70,000	☒
2025		\$25,000		☐
2026		\$25,000		☐
2027		\$25,000		☐
2028		\$25,000		☐
2029		\$25,000		☐
2030		\$25,000		☐
Total	\$365,500	\$1,734,270	\$1,407,000	

Other Funding Source Description

Operating Budget Impact

This funding will help to supplement the limited money from PACTS and MaineDOT for RTMS upgrades, as well as reducing the strain on the capital available for City signal equipment.

Public Works

Division Engineering

Classification Transportation

Project Description

\$150,000 for updates at:

Baxter Boulevard/Preble Street Extension - updated vehicle detection and new cabinet (\$75,000)

Stevens Avenue and Woodford Street - updated vehicle detection (\$50,000)

India and Congress Street - additional pedestrian equipment (\$25,000)

Project Justification

This request will be to provide updates at Preble and Baxter and Stevens and Pleasant in association with pending paving work by the City and MaineDOT.

The City and MaineDOT's paving programs expects to continue a robust period of street repair in coming funding cycles, using CIP requests, as well as anticipated locally-funded projects, and City-Administered paving projects (through the MaineDOT and PACTS MPI programs). However, in the past these type of corridor paving projects have often been saddled with various non-paving costs, like traffic signal features such as video detection, pavement loops, and pedestrian buttons (ADA requirement).

Beginning in FY17, the City sought to keep separate various types of funding for each "type" of corridor improvement.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$150,000			\$2,460,000	\$2,610,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$185,000	\$150,000		☒
2018		\$210,000	\$210,000		☒
2019		\$800,000	\$500,000		☒
2020		\$300,000	\$100,000		☒
2021		\$150,000	\$100,000		☒
2023		\$150,000	\$150,000		☒
2024		\$150,000	\$150,000		☒
2025		\$150,000			☐
2026		\$200,000			☐
2027		\$200,000			☐
2028		\$200,000			☐
2029		\$250,000			☐
2030		\$250,000			☐
Total		\$3,195,000	\$1,360,000		

Other Funding Source Description

Project Title **ID** 173596

\$50,000 for Walton at Stevens detection updates

\$100,000 for Brighton at Barron Center for detection, wiring, new cabinet

Operating Budget Impact

This work will reduce overtime calls to these deficient locations, reducing overtime costs, and also keep operating budget requests for basic signal items from being saddled with much larger needs at this location. Addition of detection technologies here will also make for improved performance.

Public Works

Division Engineering

Classification Transportation

Project Description

CY2025: \$25,000 for additional consultant support on funding applications

Y2024: Local funding of \$50,000 needed for updated concept design work and outreach, to match IN funds.

CY2023: Match Money for Franklin at Marginal Signal Project - based on current expectation of a \$450,000 project with a 20% local match. Also includes transportation outcomes associated with Water Resources project under separate request

CY2021-2022: DOT Project to update signal equipment to modern ATC platform, add new structures, and provide connected vehicle technology from Marginal Way to Congress Street. Includes geometric changes at Marginal Way to improve operations. City to add funding for signal structure updates at Middle and Fore.

Future changes to Franklin Street as per the approved Transportation Master Plan will be determined in following years.

Project Justification

This project will accomplish the following short-term:

- 1.) Updated signal equipment.
- 2.) Added vehicular capacity for approach lanes on Marginal Way.

This project will accomplish the following long-term:

- 1.) Significant improvements to vehicular capacity from Somerset to I-295.
- 2.) A safer cross-section from Middle to Commercial.
- 3.) Safety and capacity improvements at Cumberland and Congress.
- 4.) Improved access at Oxford, Newbury and a full access at Federal.
- 5.) Expansion of historic Lincoln Park.
- 6.) Improved sidewalk and bicycle facilities.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$625,000		\$7,000,000		\$7,625,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$250,000	\$50,000		☒
2025	\$25,000	\$50,000			☐
2026	\$2,000,000	\$500,000			☐
2027		\$5,000,000			☐
2028					☐
2029					☐
2030					☐
Total	\$2,025,000	\$5,800,000	\$50,000		

Other Funding Source Description

MaineDOT to pay \$370k for signal work at Marginal / Franklin outcome in FY23

\$500k being requested in separate CIP entry for Somerset / Franklin signal upgrade

\$930k available from impact fees

\$200k available from Bayside TIF

Project Title **ID** 184138

Operating Budget Impact

This project would result in completely updated facilities, and reduce the amount of maintainance currently needed.

Public Works

Division Engineering

Classification Transportation

Project Description

This program would focus on streets that require more than just paving. Street selected for reconstruction would have pavement condition ratings of "Failed," "Serious," or "Very Poor," based on pavement condition index (PCI) ratings in the most recent pavement management inventory.

Stormwater and sewer adjustments will be requested separately. In addition, this will trigger ADA upgrades which are included in the requested cost.

Project Justification

This project is needed to address streets where the pavement has failed, or is in very poor condition, as a result of deferred maintenance, old age, and poor original construction.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$1,850,000		\$1,950,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2018		\$500,000	\$200,000		☒
2019		\$250,000	\$250,000		☒
2020		\$250,000	\$250,000		☒
2024		\$100,000	\$100,000		☒
2025		\$100,000			☐
2026		\$250,000			☐
2027		\$250,000			☐
2028		\$250,000			☐
2029		\$300,000			☐
2030					☐
Total		\$2,250,000	\$800,000		

Other Funding Source Description

30% of the estimated project costs are attributed to Sewer and/or Stormwater costs; they are requested separately via CIP Sewer Fund. General Fund requests are for 70% of total project estimates.

Operating Budget Impact

This project should reduce the need for City resources needed for "pothole" repairs and other such street repairs that typically have short service lives and relatively high unit cost.

Marginal Way Signal Upgrades

Public Works

Division Engineering

Classification Transportation

Project Description

A new traffic signal will be installed at Chestnut Street and Marginal Way and the existing RRFB in this location will be relocated to the mid-block crosswalk between Forest Ave and Preble Street. In addition, a new mast arm will be installed at Elm Street and Marginal Way. All curb ramps will be evaluated and upgraded as needed to meet ADA requirements. Minor adjustments will be made to curbing as necessary to facilitate these improvements and existing drainage issues.

Project Justification

There has been several years of recent adjacent site development along Marginal Way and several large improvement projects including utility upgrades in and across Marginal Way with underground sewer, stormwater, gas and water utilities. Adding to that, the existing condition of the street surface and several sections of sidewalk are poor and at times impassable due to ponding water. Lane usage compliance on Marginal Way continues to be a challenge and there are several key connections missing in terms of providing full ADA compliant facilities. This request is for signal work and pedestrian facility upgrades, the actual paving project has been requested through a separate CIP request. Design funds were secured thru Bayside TIF money in the amount of \$75,000.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$40,000		\$375,000		\$415,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026					☐
2027	\$65,000	\$350,000			☐
2028					☐
2029					☐
2030					☐
Total	\$65,000	\$350,000			

Other Funding Source Description

(TIF Bayside / Downtown) \$75,000 in TIF for work here (\$10,000 allocated to the paving portion of the project). There may be more TIF available but at this time we have not been able to verify an amount.

Operating Budget Impact

This work will require less maintenance funding for sidewalk improvements.

Project Title ID 194914
Bike Facility Safety Improvements (BBI Program)

Public Works

Division Engineering

Classification Transportation

Project Description

Provision of improved bicycle facilities, including provision of green conflict markings, enhanced symbols, added signage, and use of flex posts, among other types of improvements.

Project Justification

The recently completed Park Avenue Separated Bike Lane project has highlighted the need for better bike facility connectivity to the west. By improving the intersection of St. John Street and Park Ave and implementing an on-road bike facility on Frederic St, Marston St and the one-way portion of Park Ave, cyclists will have a designated route between the PTC and Downtown. Improvements at the St. John / Park intersection in particular will address several comments, requests and concerns received by the public following the Park Ave project and will connect the bike lanes on St. John St installed in October 2019.

FY2025: \$50,000 to improve bicycle facilities on Baxter Boulevard north of reconstruction portion of roadway completed in 2023.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$75,000		\$500,000		\$575,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$100,000			☒
2023		\$50,000	\$50,000		☒
2024		\$50,000	\$50,000		☒
2025		\$50,000			☐
2026		\$50,000			☐
2027		\$50,000			☐
2028		\$75,000			☐
2029		\$75,000			☐
2030		\$75,000			☐
Total		\$575,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Additional annual costs for pavement markings will result.

Project Title ID 194933

Monument Way & Square Rehabilitation

Public Works

Division Engineering

Classification Transportation

Project Description

Replace Brick, Upgrade to ADA Standard, Replace Benches, Trash Cans Trees & Lights

Project Justification

One of the busiest pedestrian locations in the City needs rehabilitation to sidewalks and replacement of amenities that have not ben replaced in many years. Hope to work with buffering businesses to augment some of the costs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$250,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$250,000	\$100,000		☒
2025					☐
2026		\$200,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$450,000	\$100,000		

Other Funding Source Description

Possible Public Private Partnerships

Operating Budget Impact

None anticipated.

Project Title ID 195004

Morrills Corner (State Route 302 and 100)

Public Works

Division Engineering

Classification Transportation

Project Description

Reconstruction of Forest Avenue, Allen Avenue, Stevens Avenue and Warren Avenue Intersection.

Project Justification

Considered the busiest Intersection in the City on a major State Route. Preliminary Engineering Design work based on recommended concept design from Portland/South Portland Smart Corridor Study. This location has significant congestion, and a corridor study completed for the City in 2018 has resulted in a specific series of recommendations to modify, modernize, and make this high-priority area more efficient. MaineDOT shares these goals and intends to partly fund as well as manage design and construction of this effort.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000	\$25,000	\$5,585,000		\$6,210,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021	\$105,000	\$105,000	\$105,000		☒
2025					☐
2026					☐
2027	\$4,500,000	\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total	\$4,605,000	\$1,605,000	\$105,000		

Other Funding Source Description

MaineDOT: Assumes Design funding only until CY2023/FY2024

Operating Budget Impact

Much of the infrastructure at this location is aging, and sidewalks are in poor condition. The use of capital funds, leveraged at an estimated 50% with MaineDOT would decrease future operational and borrowing costs that would be borne entirely by Portland.

Public Works

Division Engineering

Classification Transportation

Project Description

Design of a different intersection configuration at Pearl and Fore streets.

Project Justification

A recent signal warrant analysis completed at the intersection of Fore and Pearl has revealed that this traffic signal is not warranted. At some time this traffic signal should be removed.

However, the current intersection geometrics are based on traffic signal operation, and the layout of this location will need to change post signal removal. This being said, the intersection is located between Boothby Square and the Customs House, one of the most historically and design significant parts of the City thus safety, historic influence and functionality play into the new configuration of the intersection.

DPW would expect something like a small roundabout at this location, with design details similar to those at Boothby Square.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$65,000		\$600,000		\$665,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027		\$600,000			☐
2026		\$65,000			☐
2025					☐
2030					☐
Total		\$665,000			

Other Funding Source Description

Other funding may come in the form of removing existing roadway and sidewalk, etc. as part of Water Resources project. To be determined in CY2020.

Operating Budget Impact

This intersection would result in elimination of a traffic signal, which represents ongoing maintenance and electrical costs.

Public Works

Division Engineering

Classification Transportation

Project Description

Assuming match funds in FY25.

Project Justification

2019: This project now needs enhanced project scoping with MDOT and PACTS to further define the project, which will then inform the design process.

2018: This project has been developed through the PACTS Complex Projects process. The scope of work is planned to include replacement of signal equipment at six intersections, including ramp and ADA modifications, bicycle detection and transit priority as needed. Sidewalk rehabilitation to bring sidewalks into good condition and ADA compliance. Mill and fill paving, and provision of enhanced bicycle facilities along Route 25. Modifications in the Rosemont area as needed to support the proposed METRO Husky Lane. The project includes elements of Preservation (roadway and sidewalks) and Modernization (traffic/pedestrian/transit priority signals, roadway/bikeway striping-pavement markings, transit stop upgrades, and achieving ADA compliance along Brighton Ave).

The intended result is to initiate this agreement and begin the project by holding a joint kick-off meeting. These PACTS projects provide key transportation outcomes by matching local dollars with three dollars of Federal and State money. This program provides us with maximum benefit at a minimum cost and provides significant improvements to our vital Transportation system.

The first round of funding is for Preliminary Design, followed by Final Design and Right of Way, with Construction Likely in 2021.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$350,000		\$5,970,250		\$6,320,250

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022	\$146,250	\$123,750	\$124,000		☒
2025		\$60,000			☐
2026		\$50,000			☐
2027	\$4,500,000	\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total	\$4,646,250	\$1,733,750	\$124,000		

Other Funding Source Description

MaineDOT/PACTS funding for design and construction. Assumes paving will be completed as part of a separate MaineDOT heavy arterial treatment project, likely in CY 2025.

Operating Budget Impact

Project Title ID 215875

High-Speed Communications for Adaptive Signal Corridors and Improved Coordination

Public Works

Division Engineering

Classification Transportation

Project Description

Funding for high-speed communications for Adaptive Signal System Support.

Year 1: Forest Avenue - Falmouth Street to Woodfords Corner - COMPLETE

Year 2: Forest Avenue - Additional funding for to integrate new signal at Baxter/Vannah - COMPLETE

Year 3: Forest Avenue - Ocean to Walton

Year 4: Forest Avenue - Walton to Warren

Year 5: Brighton Avenue - St. John Street to Nasons Corner

Year 6: Brighton Avenue - Nasons Corner to Taft Street

Year 7: Forest Avenue - Morrill's Corner to Riverton School

Year 8: Forest Avenue - Riverton School to Riverside Street

Project Justification

With the exception of Washington Avenue/Auburn Street off-peninsula, the City's signal system along its primary arterials is served by aging twisted-pair copper wire, which is decades old and has limited bandwidth.

As per a summary report prepared by RapidFlow, one of the companies providing adaptive technologies to the Portland signal system, in September 2019:

Network communication continues to be a concern for both Rapid Flow and the City of Portland.

The use of Ethernet over copper communications is, in general, sufficient for good Surtrac operation, but downtime coming from poor communication will have an effect on Surtrac performance. The Actelis network devices can only be as reliable as the 30+ year copper interconnect that runs throughout the city.

As such, the request is to bring the City's signal communications system where adaptive equipment is being installed up to modern communications and reliability standards.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$5,000		\$545,000		\$550,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$100,000	\$100,000		☒
2023		\$50,000	\$50,000		☒
2025		\$50,000			☐
2026		\$100,000			☐
2027		\$125,000			☐
2028		\$125,000			☐
2029					☐
2030					☐
Total		\$550,000	\$150,000		

Other Funding Source Description

Operating Budget Impact

Fewer communications failures and traffic operations staff call-ins. More effective and robust timing plans, reducing time moving through the City.

Project Title **ID** 216552
Commercial Street Sidewalk Improvements

Public Works

Division Engineering

Classification Transportation

Project Description

Sidewalk improvements from DiMillos to Ri Ra's that includes widening and reseting curb. Other sidewalk, crosswalk and lighting improvements along commercial street

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$250,000		\$300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026		\$150,000			☐
2025					☐
2023		\$50,000	\$50,000		☒
2021		\$400,000	\$100,000		☒
2029					☐
2030					☐
Total		\$600,000	\$150,000		

Other Funding Source Description

Operating Budget Impact

Public Works

Division Engineering

Classification Streets/Sidewalks

Project Description

2020: This PACTS funded project includes street resurfacing, ADA-compliant sidewalk & ramp reconstruction, the addition of bike lanes with durable pavement markings, pedestrian signal equipment upgrades, and transit stop improvement beginning at the State Street intersection and continuing approximately 800 LF to High Street. New sidewalk will also be constructed on the west side of High Street, between York Street and Commercial Street. The local match required for this project is estimated at \$250,000.

Project Justification

2020: PACTS funding was requested for this work in order to improve regional pedestrian and bicyclist safety and accessibility along a Priority Corridor. This will be achieved by installing a segment of sidewalk where none exists but where there is demonstrated demand, reconstruct sidewalks that are in poor condition (SCI ranges from 33 to 80 within project scope), address signal, ramp and sidewalk ADA compliance issues, improve access and safety for bicyclists and pedestrians using the Casco Bay Bridge, add a crosswalk at Park Street to improve pedestrian connectivity between the West End and Commercial Street and improve the transit stop at York and State Street.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$250,000		\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

75% PACTS match (\$75,000) for PDR in 2021. Request based on estimated 75% PACTS match (\$1,000,000) for construction funds.

Operating Budget Impact

This project will significantly improve a section of York Street, reducing overall medium-term maintenance needs. Additional pavement markings will slightly increase the operating budget for pavement markings.

Public Works

Division Engineering

Classification Transportation

Project Description

This funding is to allow the preparation of preliminary design plans, for use with funding applications, including potential federal grants and/or stimulus funds, in keeping with PACTS Complex Project requirements. This will likely include various intersection and corridor redesigns to improve operations and safety at key locations.

Project Justification

As per a revised PACTS policy in 2023, any projects submitted for construction funding approval in the TIF will REQUIRE 20% (HVAC) level design for consideration. As such, the City must begin to fund this work to obtain regional approval for projects not completely funded with City money.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$680,000				\$680,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030		\$150,000			☐
2029		\$150,000			☐
2028		\$100,000			☐
2027		\$100,000			☐
2026		\$100,000			☐
2025		\$80,000			☐
Total		\$680,000			

Other Funding Source Description

Operating Budget Impact

The ability to seek outside grants creates newer infrastructure, reducing the burden on costly annual maintenance and interventions.

Forest Avenue: (State/Marginal to Park/Portland)

Public Works

Division Engineering

Classification Transportation

Project Description

Redesign of Forest Avenue from State to Park for improved multi-modal accommodations
Funded for PDR in FY21.

Project Justification

Forest Avenue from Marginal Way to Park Avenue functions as a de-facto barrier between Bayside and Parkside. It is four to six lanes in width, with no access or crossings for pedestrians anywhere except along its ends. Access is limited at Kennebec Street, which is currently one-way only, and High Street's route through Deering Oaks cuts off the historic Rose Garden from the Forest Avenue frontage.

The Smart Corridor Study, completed in 2019, provided recommendations to resolve many of these issues, including realignment of Kennebec Street, shifting High Street's access point with Forest Avenue to the south to improve intersection spacing, and adjustments to the Forest Avenue/Park Avenue intersection to right-size its curb to curb footprint relative to its traffic volume and pedestrian volume and make it a more compact urban intersection. The Bayside Trail would be extended through Forest Avenue at the realigned Kennebec Street, providing access to Deering Oaks and points south and west.

The benefits of the project include:

Improve intersection/traffic signal efficiency via better spacing of signals by relocating High Street

Increase pedestrian access along and across Forest Avenue at its intersections by reducing crossing distances, making intersections ADA-compliant and eliminating the slip lane at Park Avenue

This project was submitted for preliminary design to PACTS in 2021 and is now funded for PDR.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$350,000	\$100,000	\$3,045,000		\$3,495,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027	\$2,505,000	\$825,000			☐
2026					☐
2025		\$75,000			☐
2030					☐
Total	\$2,505,000	\$900,000			

Other Funding Source Description

Operating Budget Impact

The project will result in new sidewalk, pavement, signals, and more efficient configurations of Kennebec at Forest as well

as High at Forest. This is expected to reduce maintenance in this area.

Forest Avenue: (Woodford/Revere to Bedford)

Public Works

Division Engineering

Classification Transportation

Project Description

Funding request for EPS in FY22

Funding for additional design in FY25

Anticipated match of \$150,000 in FY26

Anticipated \$5,000,000 project for FY27

The scope of work includes the following elements:

- ** Adjustments to travel lane configurations
- ** Traffic signal equipment & intersection modifications
- ** Sidewalk/ADA improvements
- ** Pedestrian accessibility along and across Forest Avenue
- ** High quality bicycle facilities
- ** Improved transit facilities/efficiency (queue jumps, transit signal priority, bus stops, etc.)
- ** Improved streetscape including pedestrian scale lighting and green stormwater infrastructure opportunities.

Project Justification

The Forest Avenue Smart Corridor Phase IV project area extends on Forest Avenue from Revere Street to Bedford Street, with an area of influence from north of Woodfords Corner to Marginal Way to the south. This portion of Forest Avenue had a series of preliminary recommendations set forth in the PACTS Smart Corridor Study, completed in 2017.

As part of this and other previous studies, numerous issues have been identified in this segment of Forest Avenue.

- ** Four-lane cross-section with challenges for safety and turns in particular
 - 18 collisions with cyclists resulting in 15 injuries in the past ten years
 - 24 collisions with pedestrians, resulting in 21 injured and one killed in the past ten years
 - 241 motor vehicle crashes in the past three years with four high crash locations (HCL's) in the study area
- ** Four lanes creates the 'double threat' to pedestrians
- ** Lack of bike facilities
- ** Older traffic signal equipment, wiring and structures
- ** ADA and sidewalk conditions vary widely
- ** Inconsistent/lacking streetscape quality
- ** Barrier effect between easterly and westerly sides of the street

The project could provide numerous benefits:

- ** Enhanced transit access, operational efficiency and supportive infrastructure
- ** Safer pedestrian access along and across Forest Avenue and to transit stops
- ** Safer and more comfortable bicycle facilities on Forest Avenue and connection to other bikeway facilities
- ** Improved motor vehicle safety
- ** Improved streetscape aesthetics and supportive economic development and transit-supportive environment.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$290,000		\$4,850,000		\$5,140,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2029					☐

Project Title	ID	236964	
2028	\$3,640,000	\$1,250,000	☐
2027			☐
2026	\$150,000	\$50,000	☐
2030			☐
Total	\$3,790,000	\$1,350,000	

Other Funding Source Description

\$60k in existing City and PACTS funds for FY23

\$125k in match money for FY24

Operating Budget Impact

New pavement, bicycle facilities and signals should reduce maintenance costs for the foreseeable future.

Comprehensive Parking Analysis, Recommendations, and Signage
Funding for Peninsula

Public Works

Division Engineering

Classification Transportation

Project Description

Analysis and Implementation of On-Street Parking Needs and Changes on Portland Peninsula

Project Justification

The downtown peninsula has seen significant land changes in the past ten years or so. As a result, many streets have posted signage and restrictions that don't reflect current land use demand, ranging from time restrictions to metering to overall supply.

This funding will allow for field checks of existing asset data, discussions with neighborhoods and stakeholders, including the disabled community, preparation of graphics suitable for converting into work orders, and funding for installation of new signs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$100,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027		\$100,000			☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

New signage will reduce the need for operating funds for sign changes for a few years.

Arterial Crossing Program

Public Works

Division Engineering

Classification Transportation

Project Description

Arterial crossings provide high-quality, safe crossings at unsignalized crossings for pedestean along Portland's busiest streets.

This is a program that was disctontinued due to budget adjustments following FY20 and is being re-requested following significant public request for improved crossings at key locations.

Project Justification

Portland's arterials have a long record of challenging crossings of its arterials, in some cases resulting in pedestrian injuries and even deaths. Providing crossings with median islands, flashing beacons, and, in some cases, hybrid beacons have been demonstrated to significantly improve pedestrian safety. However, the project costs preclude these outcomes being funded by the general sidewalk/ADA program.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$150,000		\$825,000		\$975,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$150,000	\$150,000		☒
2029		\$175,000			☐
2028		\$175,000			☐
2027		\$175,000			☐
2026		\$150,000			☐
2025		\$150,000			☐
2030					☐
Total		\$975,000	\$150,000		

Other Funding Source Description

Operating Budget Impact

Updated crossings and ramps will likely reduce time and expense for DPW's Streets and Sidewalks program for general maintenance.

Public Works

Division Engineering

Classification Transportation

Project Description

The design and future construction for reconfigured Congress Street and Park Avenue in Libbytown, as well as change at St. John Street. This could include streetscape, lighting, and intersection improvements.

MaineDOT is working on this effort with the City, and in September of 2023 applied for federal funds via the Reconnecting Communities and Neighborhoods Program, which would leverage \$25,200,000 of federal and state money with \$2,800,000 in City funds to construct \$28,000,000 in improvements.

Project Justification

The City has long studied changes in this neighborhood, to create safer and more community-oriented streets. PACTS and DOT have committed to design and future construction of this project.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$390,000		\$27,950,000		\$28,340,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$135,000	\$65,000	\$65,000		☒
2024		\$100,000	\$100,000		☒
2025		\$40,000			☐
2026	\$25,200,000	\$2,800,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$25,335,000	\$3,005,000	\$165,000		

Other Funding Source Description

Applied for award from FHWA and MaineDOT of \$25,200,000 Note that \$2,800,000 noted in FY25 funding was technically approved by the Council in FY24, so additional funds may not be needed.

Operating Budget Impact

Updates to signals, intersections, roadway paving, sidewalks, and other features will reduce maintenance on what is, in many cases, rapidly deteriorating infrastructure.

City Retaining Wall Repairs

Public Works

Division Engineering

Classification Transportation

Project Description

Various retaining wall repairs need including along Federal Street and more recently the wall between Commercaill and York Street that needs reinforcement.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$20,000		\$180,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
2023		\$100,000	\$100,000		☒
Total		\$200,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Islands Improvement Program

Public Works

Division Engineering

Classification Transportation

Project Description

Funding to be used for infrastructure related improvements on Cliff, GDI, LDI, and Peaks Islands. Some potential projects include (Note: these projects are subject to change based on need/priority): Rebuild 3 miles of roadway on Cliff, replace 175 feet of boardwalk with seawall on GDI, replace fencing, paving and ferry landing improvements on Peaks Island

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$950,000		\$1,050,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$550,000	\$100,000		☒
2025		\$250,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$800,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Public Works

Division Engineering

Classification Transportation

Project Description

Provision of urban streetscape lighting in various locations, such as Woodfords Corner

Project Justification

Many urbanized neighborhoods will benefit from smaller-scale lighting, which can be focused at key locations, in particular, to provide enhanced safety at night and in poor weather conditions

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$860,000		\$960,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$140,000	\$140,000		☒
2030		\$20,000			☐
2029		\$200,000			☐
2028		\$150,000			☐
2027		\$150,000			☐
2026		\$150,000			☐
2025		\$150,000			☐
Total		\$960,000	\$140,000		

Other Funding Source Description

Operating Budget Impact

This lighting would reduce the need for as many larger scale, overhead lights, and may reduce energy costs

MPI Paving Match

Public Works

Division Engineering

Classification Transportation

Project Description

This is a municipal match for MPI Paving Projects. A percentage of the project is paid by PACTS or MaineDOT and the City matches the rest. Canco Road is the project planned for this year but this funding may be used for other MPI Projects in the future. The current match is \$250,000 provided by PACTS and is approximately 26% of the estimated project costs. Work on these projects typically includes milling, paving, ADA upgrades to ramps within the project limits, sidewalk repair to areas that are in need, and some curb reset or replacement. Some minor stormwater improvements will be included (requested separately) as well as striping. 10% contingency is included in this request.

Project Justification

The roads typically chosen for this program have low PCI's and are either Collectors or Arterials. Canco Road was evaluated in 2022 and reported to have a PCI of 54 which is considered Poor; this is quite low for a heavily travelled Collector road. In addition, improvements to the sidewalk and ramps here will improve pedestrian access for a heavily trafficked pedestrian area. As part of the MPI program, a portion of project costs will be paid for by the MPO which is a good way to leverage City funds.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$950,000		\$950,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$288,500	\$661,500			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$288,500	\$661,500			

Other Funding Source Description

\$250,000 in PACTS funding provided by the MPO (26% of estimated project costs); \$38,500 in stormwater funds for manhole adjustments requested separately. 10% contingency is included in this request.

Operating Budget Impact

Improving this road will reduce the maintenance required on this road such as pothole repair.

PACTS Collector Paving

Public Works

Division Engineering

Classification Transportation

Project Description

Municipality match for PACTS Collector Paving Program. The current roads scheduled for this program in FY25 are Ocean Avenue, Riverside Street, and Washington Avenue Extension. PACTS provides 75% of the cost on these projects and the municipality provides a 25% match. The work is part of a pavement preservation program and includes milling, paving, striping, and manhole adjustments. The cost for manhole adjustments are 100% municipality cost and are requested as a separate item. 20% contingency is included in this request.

Project Justification

The PACTS Collector Paving program is one of the best ways to leverage City funds because the Municipality is only required to match 25% of the estimated construction cost. In addition, MaineDOT runs the projects so these projects do not require as much in-house City staff allowing them to work on other local projects. In addition, to the paving improvements, improvements to the ADA ramps within the project limits will improve pedestrian access and meet Federally required ADA improvements. As part of the Collector Paving program, 75% of the project costs will be paid for by the MPO which is a good way to leverage City funds.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$57,750		\$1,662,250		\$1,720,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$1,249,050	\$470,950			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$1,249,050	\$470,950			

Other Funding Source Description

\$73,800 in manhole adjustments requested separately as a water resources request. \$1,175,250 in PACTS Federal Funding through the PACTS Collector Program (75% of project costs excluding manhole adjustments and 20% contingency).

Operating Budget Impact

Improving the roads and sidewalks will reduce maintenance required on this road such as pothole repair and will make it easier for plowing and snow removal operations.

Public Works

Division Engineering

Classification Transportation

Project Description

New programmatic funding request to fund street safety and traffic calming outcomes including but not limited to: speed tables, additional striping, additional signage, and bollards.

Project Justification

The City continues to get speeding complaints and traffic calming requests. Speeds have increased in the past few years in all states, including Maine which cause more accidents and especially more accidents that cause injury. The use of these funds will be to implement traffic calming devices (where warranted) throughout the City.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$150,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

There may be some increase in operating costs to maintain additional striping/signs/bollards however slower speeds will deteriorate pavement slower and there should be less staff time to respond to speeding complaints.

Public Works

Division Engineering

Classification Transportation

Project Description

Preliminary Engineering for Two-Way Conversion: CY2024
Final Engineering for Two-Way Conversion: CY2025
Construction: CY2025-2026

Project Justification

Conversion of State and High Streets from the one-way pair that has been in existence from the early 1970's to today has long been eyed to be converted back to two-way operation since the opening of Fore River Parkway as a method of diverting through traffic to and from the Casco Bay Bridge.

The City previously conducted a feasibility study in 2015 that suggested a two-way conversion. Since then, the City has retained consultant services to revisit the previous study with updated data, which shows lower volumes on the streets since 2015. This suggests that two-way remains feasible.

Determining a refined design and estimate of construction cost is crucial to determine in 2024, as MaineDOT has a signal replacement project scheduled for CY2025/CY2026. In addition, the City is managing a project to redesign York Street from State to High and MaineDOT is managing a project to redesign Forest Avenue from State to High to Park, so a design and a decision on direction will be critical to three major projects and likely well over \$10,000,000 in capital construction dollars.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000				\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Out year costs past FY2025 are yet to be determined.

Operating Budget Impact

Newer facilities from this project will be less maintenance cost in future years relative to the existing, older infrastructure.

Landfill PFAS Remediation

Public Works

Division Engineering

Classification Facilities

Project Description

Install three (3) residential water services due to private wells testing high in PFAS. Allegedly, the contamination is a result of the Ocean Ave landfill. DEP will contribute 90% of the cost upto \$40,000 per water service. Installation costs are expected to be high due to existing ledge that needs to be removed. Estimating \$300,000 (\$120,000 DOT Grant, \$80,000 City)

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$120,000	\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$120,000	\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 141804

#1 Fleet Priority - Police Cruisers (08 EA) Replacement

Vehicle Maintenance

Division Police Department

Classification Vehicles

Project Description

#1 Fleet Priority - Police Cruisers (08 EA) Replacement Aaron Peppin PD.

Project Justification

PD Priority #1 - Scheduled replacement / requesting 08 EA for CIP25. Police Cruiser SUV Hybrids - \$45,000 + 1 Light Kit \$8,000 X 8 = \$424,000.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$3,814,895	\$3,814,895

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025		\$424,000			☐
2024		\$381,000	\$380,000		☒
2023		\$360,895	\$335,000		☒
2021		\$301,000	\$301,000		☒
2019		\$266,000	\$266,000		☒
2018		\$266,000	\$266,000		☒
2017		\$266,000	\$152,000		☒
2016		\$266,000	\$160,000		☒
2015		\$266,000	\$265,000		☒
2014		\$266,000	\$265,000		☒
2029					☐
2030					☐
Total		\$3,062,895	\$2,390,000		

Other Funding Source Description

Operating Budget Impact

Reduced fuel consumption by replacing 7 gasoline engines with 7 hybrids. Ford estimates 40% fuel savings over the gasoline engines.

Project Title ID 236966

#4 Fleet Priority - PFD 0.5 Ton Crew Cab - Short Box and Cap -
"Service Truck #7"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#4 Fleet Priority - PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck #7" Chad Johnston PFD

Project Justification

This vehicle is used by the on duty Marine Division crew for land based items such as maintenance, attending training, transportation to staff Engine 7, etc. This vehicle would replace asset #0222 which is a 2006 Chevy Suburban with 110,000 miles at the time of this entry. The Replacement vehicle would be a new Ford F150 Crew Cab, Short box and a cap.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$85,000	\$85,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$85,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$85,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236969

#27 Fleet Priority - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "Cushing Fire Engine"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#27 Fleet Priority - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "Cushing Fire Engine" Chad Johnston

Project Justification

PFD Priority #7 - This vehicle is placed on the island 6-8 months a year to be used by Fire Crews responding from the mainland to the island. Currently there is a 1981 MACK fire engine (#0293 Mack MC487F mileage unknown / odometer in-op) that was purchased in 2015 from Windham FD. The truck is in poor condition, however should be replaced with a more suitable type of truck. The replacement vehicle would be a 1.0 Ton single cab with skid pump & tank.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$125,000	\$125,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$125,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$125,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236970

Fleet Priority N/A - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "LDI Fire Engine"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

Fleet Priority N/A - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "LDI Fire Engine" Chad Johnston

Project Justification

PFD Priority #8 - This vehicle is placed on the island 6-8 months a year to be used by Fire Crews responding from the mainland to the island. Currently there is a 1988 FORD F-350 Mini Pumper with 111,000 miles. The truck is in poor condition, however should be replaced with a more suitable type of truck. The Replacement vehicle would be a 1.0 Ton single cab with skid pump & tank. Replacing #0202.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$125,000	\$125,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$125,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$125,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236971

Fleet Priority N/A - PFD - Class A Pumper Truck - "GDI Fire Engine"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

Fleet Priority N/A - PFD - Class A Pumper Truck - "GDI Fire Engine" Chad Johnston PFD

Project Justification

PFD Priority #9 - This vehicle resides on GDI 24/7 at the Fire Station. GDI has people on the island trained to operate the engine prior to the arrival of the mainland firefighters. The current 1996 E-ONE pumper (#0263 with 67,000 miles) previously served as a mainland pumper. The truck is in fair condition however should be replaced with a class A pumper much like what Peaks & Cliff received in 2004.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$600,000	\$600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$600,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$600,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236973

#18 Fleet Priority - FD5 - 0.75T Crew Cab with Utility Body

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#18 Fleet Priority - FD5 - 0.75T Crew Cab with Utility Body - Chad Johnston - PFDto replace Unit #63 - 2006 GMC 1 Ton w/ Utility Box w/ 125,000 miles.

Project Justification

FD Priority #5 - This vehicle is used by the Fire Alarm technician. To replace Unit #63 - 2006 GMC 1 Ton w/ Utility Box w/ 125,000 miles. This vehicle is in fair condition and should be replaced. The replacement vehicle would be of similar design.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$100,000	\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$100,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 236977

#19 Fleet Priority - Supervisor Truck, Pick Up 0.75 Ton w / Plow

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

#19 Fleet Priority - Supervisor Truck, Pick Up 0.75 Ton w / Plow - Streets and Sidewalks Marc Spiller

Project Justification

DPW Priority #4 - Required to replace active unit #2184 / Year - 2000 - Miles - 80,000

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237072

#13 Fleet Priority - Cargo Van - Transit / Sprinter Size, Stand Up
with No Windows

Vehicle Maintenance

Division Police Department

Classification Vehicles

Project Description

#13 Fleet Priority - Cargo Van - Transit / Sprinter Size, Stand Up with No Windows - Aaron Peppin - Evidence Technicians

Project Justification

PD Priority #2 - Cargo Van - Transit / Sprinter Style. Will also have to retrofit the cargo area as required by the Police Department. The new van will then go to the Evidence Technician's re-assigning their Mercedes Sprinter to the Crisis Negotiation Team which means the "turn in" will be the 2001 Ford F-350 (#0181) with an ambulance body that has 70,029 Miles which had been operated by the Evidence Technicians.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$85,000	\$85,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$85,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$85,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237094

Fleet Priority N/A - 0.75 Ton Utility Van Public Buildings

Vehicle Maintenance

Division Recreation and Facilities

Classification Facilities

Project Description

Fleet Priority N/A - 0.75 Ton Utility Van Public Buildings - Facilities - Alex Marshall

Project Justification

PRF Priority #7 - to replace #2053 Chevy Express 2008 Year / 88,000 miles

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$75,000	\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$75,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237214

#21 Fleet Priority - HD ALTEC Style Bucket Truck w/ 40' Insulated Boom - Traffic Department Kevin Thomas

Vehicle Maintenance

Division Public Works

Classification Vehicle - New (Not Replacement)

Project Description

#21 Fleet Priority - HD ALTEC Style Bucket Truck w/ 40' Insulated Boom - Traffic Department Kevin Thomas

Project Justification

DPW Priority #7 - 01 EA HD ALTEC Style Bucket Truck w/ 40' Insulated Boom - "Add On" due to increased work load and with #2517 a 2009 Diesel Tier IV engine that has constant issues with the SCR system issues.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237215

Fleet Priority N/A - Snow Blower Tier IV - RPM220 T4 or Suitable Equivalent

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

Fleet Priority N/A - Snow Blower Tier IV - RPM220 T4 or Suitable Equivalent - Marc Spiller - Streets and Sidewalks

Project Justification

DPW Priority #1 - Snow Blower replacement required for Snow Blower #7108 which is a 1999 model year and is no longer economically repairable.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$250,000	\$250,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$250,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$250,000			

Other Funding Source Description

Operating Budget Impact

#9 Fleet Priority - Small SUV - AWD

Vehicle Maintenance

Division Parking / Garages

Classification Vehicles

Project Description

#9 Fleet Priority - Small SUV - AWD for Joh Peverada / Parking Division

Project Justification

Required to replace #2168 2010 Ford Ranger with 98,299 miles.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$30,000	\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2026					☐
2027					☐
2028					☐
2029					☐
2025		\$30,000			☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247424

#10 Fleet Priority - 1.5 Ton 19,500GVW Truck w/ Insulated 44'
Telescopic / ArticulatingAerial Platform w/ Chipper Box

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

#10 Fleet Priority - 1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / ArticulatingAerial Platform w/ Chipper Box ADD
ON - Alex Marshall - Forestry & Horticulture.

Project Justification

PRF Priority #1 - 1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / ArticulatingAerial Platform w/ Chipper Box - Add
ON for Forestry & Horticulture. There is no turn in asset for this piece of equipment. Peninsula area tree pruning is
extremely challenging with large equipment as the streets are narrow and on street parking is heavily relied upon. This
truck will allow us to send two maintenance crews out to prune and do removals, doubling work output.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$275,000	\$275,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$275,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$275,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247425

#8 Fleet Priority - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift Gate.

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#8 Fleet Priority - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift Gate.

Project Justification

Fleet Priority #8 - FD Priority #2 - This vehicle is used by the Training Captain. This vehicle would replace a replacing #1011 which is a PD turn in being used by the FD - Year 2016 with 110,000 miles and is worn out that is currently used by the Fire Marshall, The training Captains current vehicle would go to the Fire Marshall. The Replacement vehicle would be a new Ford F150 Crew Cab, Short box and a lift gate.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025	\$50,000				☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total	\$50,000				

Other Funding Source Description

Funding to be received by Street Openings revenues.

Operating Budget Impact

Project Title **ID** 247433

Fleet Priority N/A - 11' Wide Area Rotary Mower

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

Fleet Priority N/A - 11' Wide Area Rotary Mower - Marc Spiller DPW

Project Justification

DPW Priority #5 - To mow the "Cap" off of Fredrick Street at old dump on Presumpscott.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$135,000	\$135,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2030					☐
2025		\$135,000			☐
2026					☐
2027					☐
2028					☐
Total		\$135,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247460

#23 Fleet Priority - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar)

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

#23 Fleet Priority - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar) - Marc Spiller PDD

Project Justification

DPW Priority #9 - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar) required by Marc Spiller PDD to replace Ford Ranger #2010 that is 12 years old with 100,000 miles on it.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$30,000	\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$30,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247470

Fleet Priority N/A - PFD - "Medium" - 42' RESCUE BOAT

Vehicle Maintenance

Division Fire Department

Classification Marine

Project Description

Fleet Priority N/A - This would be the replacement of the 1993 42' rescue boat. This Vessel "Marine #2" is 30 years old and given its limited speed, capabilities and age it does not meet the demands to provide the best emergency services PFD can provide to Casco Bay and the Islands.

Project Justification

FD Priority #6 - Casco Bay has seen exponential growth in the number of vessels utilizing and visiting the harbor. In the past 30 years, Casco Bay has seen tremendous growth in the number of pleasure craft on the water, the size and number of marinas on Casco bay and the continually increasing commercial traffic such as container and cruise ships coming and going in the harbor. This is in addition to the surge of residents and visitors enjoying, living and staying on the islands at all times of the year. Many locations can be as much as 45 minutes away from the mainland and pose complex issues for us to safely access and remove patients if need be. Our ability to respond quickly and still have access to shallow and remote island locations are some of our greatest challenges. A new vessel capable of greater response speeds, designed with the ability to access remote and shallow areas, provide safe access and egress on and off remote beaches as well as to provide state of the art fire suppression and search and rescue capabilities would allow us to provide the proper care and services to our residents and visitors for many years to come.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$1,200,000	\$1,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$1,200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

Project Title

ID 247474

#17 Fleet Priority - FD3 - PFD - Ambulance / Complete Package

New ADD ON

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

#17 Fleet Priority - FD3 - PFD - Ambulance Chad Johnston PFD.

Project Justification

FD Priority #3 - This would be a new ambulance and would follow suit with the plan of remounting an ambulance every 5 years and replacing it after 10 years. This would be an eighth ambulance which would allow us to continue to remount as well as always have seven ambulances on hand.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$500,000	\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$500,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247528

#5 Fleet Priority - MACK - W/ McNeilus 25 Yard Rear Loader -
Trash Packer

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#5 Fleet Priority - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer - Dawn Davidson / Solid Waste.

Project Justification

DPW Priority #1 This request will replace Packer #4050 which is a 2007 with 110,000 miles.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$335,000	\$335,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$330,000	\$330,000		☒
2030					☐
2029					☐
2028					☐
2027					☐
2026					☐
2025		\$335,000			☐
Total		\$665,000	\$330,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 247542

Fleet Priority N/A - 02 EA Variable Message Boards - Tow Behind -
3 Line / Kevin Thomas Traffic Department

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

Fleet Priority N/A - 02 EA Variable Message Boards - Tow Behind - 3 Line / Kevin Thomas Traffic Department to update old technology and increase on ground total to 4 VMB's.

Project Justification

DPW Priority - ?? - (per Mike Murray 12/21/23 - these requests will be made through Operating Budgets!) - 02 EA Variable Message Boards - Tow Behind - 3 Line / Kevin Thomas Traffic Department. One of these would replace our large older unit and the other would increase our number to four. My goal in the next year would be to replace our other older unit so that the fleet of these would be less than four years old. Seeing no need to purchase any for the foreseeable future at that point. The two oldest units we have now are over 20 years old and software isn't supported and it's extremely hard to get parts even if they are available.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$50,000	\$50,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$50,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 247609

#7 Fleet Priority - 02 EACH Sidewalk Tractor TRACKLESS w/
Attachments

Vehicle Maintenance

Division Recreation and Facilities

Classification Equipment

Project Description

#7 Fleet Priority - 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments - Alex Marshall - Parks

Project Justification

PRF Priority 0 - Our sidewalk machines are aging quickly. These 2 purchases would replace - #8106 2008 Trackless w/ 5000hrs. #8114 2013 Holder w/ 6000hrs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$330,000	\$330,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$330,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$330,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 247610

Fleet Priority N/A - Tracked Skidsteer w/Bucket, Grapple, Forks,
Snow Blower - ADD ON NEW

Vehicle Maintenance

Division Recreation and Facilities

Classification Equipment

Project Description

Fleet Priority N/A - Tracked Skidsteer w/Bucket, Grapple, Forks, Snow Blower - ADD ON NEW, requested by Alex Marshall

Project Justification

PRF Priority N/A - Tracked Skidsteer w/Bucket, Grapple, Forks, Snow Blower - ADD ON NEW, requested by Alex Marshall for use in the Parks Department. There is currently no Skidsteer type equipment available for use in that department. With the expense of hiring a contractor to do all of our large vegetation removals and material movements this machine would save us tens of thousands of dollars annually.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 247619
Fleet Priority N/A - Loader / Backhoe - Golf Course

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Loader / Backhoe - Golf Course for Ryan Scott requested by Alex Marshall.

Project Justification

PRF Priority ? - Loader / Backhoe - Golf Course for Ryan Scott requested by Alex Marshall. Essential for golf course operation, moving materials. Existing Loader #4610 a 1995 Model Year will be turned in.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257986

#6 Fleet Priority - 2.0 Cab and Chassis w / Dump Body

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

#6 Fleet Priority - 2.0 Cab and Chassis w / Dump Body for Marc Spiller Streets and Sidewalks

Project Justification

DPW Priority #2 - To replace #3105, a 1999 Ford F450 SD w/ Dump 111,000 miles. Lifecycle exceeded.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257988

#25 Fleet Priority - Tool Cat

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#25 Fleet Priority - Tool Cat replacement for Marc Spiller - PDD

Project Justification

DPW Priority 10 - Tool Cat for Marc Spiller - PDD to replace #5105 - 2003 Tool Cat - Worn Out. Lifecycle exceeded.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$90,000	\$90,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$90,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$90,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257989

#14 Fleet Priority - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless Body - No Sander (will re-utilize sander from #3136)

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

#14 Fleet Priority - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless Body - No Sander (will re-utilize sander from #3136) Marc Spiller Public Works.

Project Justification

DPW Priority #6 - To replace #3136 2007 GMC 5500 Plow Truck w28,000 miles - Parts Obsolete. Unable to perform repairs. Lifecycle exceeded due to age.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$140,000	\$140,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$140,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$140,000			

Other Funding Source Description

Operating Budget Impact

Project Title

ID 257990

#11 Fleet Priority - SUV Ford Expedition or Similar

Vehicle Maintenance

Division Social Services

Classification Vehicles

Project Description

#11 Fleet Priority - SUV Ford Expedition or Similar - Aaron Geyer HHS

Project Justification

HHS Priority #1 - To Replace #1013 which is a 2010 Ford Expedition with 160,000 miles on it. Lifecycle exceeded.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$65,000	\$65,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025		\$65,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$65,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257991

#3 Fleet Priority - Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

#3 Fleet Priority - Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles Joe Fournier Fleet Services

Project Justification

Fleet Priority #3 - City is currently leasing 04 Ea Hyundai Kona's that have a 3 year Lease which expires 4/28/24.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$90,000	\$90,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$90,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$90,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257992

#26 Fleet Priority - Compact Road Grader (USED) - 16,900 LB
Operating Weight / 120 HP / 10' to 12' Blade

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#26 Fleet Priority - Compact Road Grader (USED) - 16,900 LB Operating Weight / 120 HP / 10' to 12' Blade - Bill Patnude
ISLANDS

Project Justification

DPW Priority #11 - The Islands budget is currently renting this piece of equipment on a yearly basis for 6 months at a time at \$4,400 per month which is \$26,400 per year. There is no "turn in" available for this purchase. Turn in for this purchase would be #5056 - 1970 Allis Chalmers Grader.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$125,000	\$125,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$125,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$125,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257993

#2 Fleet Priority - 50 Each APX 1500 Enhanced Radio / Vehicle
Radios

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#2 Fleet Priority - 50 Each APX 1500 Enhanced Radio / Vehicle Radios - Joe Fournier Fleet Services.

Project Justification

Fleet Priority #2 - Current Fleet radios in vehicles will be unrepairable / parts obsolete by 2025. Motorola will no longer carry the parts to refurbish. Radios will continue to work however. Must replace all vehicle radios with APX Enhanced type by Motorola. 200 needed / 10 ordered using fleet operating budget under req#69036. Balance of 190 EA still required. Multi year CIP request of 50 per year starting here in CIP25.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$150,000	\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030					☐
2025		\$150,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257994

#12 Fleet Priority - Floor Sweeper / Electrified

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

#12 Fleet Priority - Floor Sweeper / Electrified - Joe Fournier Fleet Services

Project Justification

DPW Priority #3 -To replace asset #7502 - which is a 2001 Tennant model 6100 sweeper that is no longer economically repairable. Lifecycle exceeded.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$30,000	\$30,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$30,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$30,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257995
Fleet Priority N/A - 1.5 - 2.0 Ton Dump Body

Vehicle Maintenance

Division Public Works
Classification Streets/Sidewalks

Project Description
Fleet Priority N/A - 2.0 Ton Dump Body - Marc Spiller Streets and Sidewalks

Project Justification
DPW Priority #2 - To replace #3002 - 2006 GMC 3500HD w/ Dump 85,000 miles. Exceeded lifecycle.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$140,000	\$140,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$140,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$140,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257996
#22 Fleet Priority - 0.75T Pick Up Crew w/ Plow

Vehicle Maintenance

Division Public Works
Classification Streets/Sidewalks

Project Description
#22 Fleet Priority - 0.75T Pick Up Crew w/ Plow - Marc Spiller Streets and Sidewalks

Project Justification
DPW Priority #8 - To replace #2131 - 2009 Ford F250 w/ 50,000 miles. Exceeded lifecycle.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 257997

Fleet Priority N/A - Ride-On-Roller (USED), 5 Ton 54" Single Drum

Vehicle Maintenance

Division Public Works

Classification Equipment

Project Description

Fleet Priority N/A - Ride-On-Roller (USED), 5 Ton 54" Single Drum - Bill Patnaude Islands

Project Justification

DPW Priority #? - The Islands budget is currently renting this piece of equipment on a yearly basis for 6 months at a time at \$1,980 per month which is \$7,920 per year. The turn in would be a 1964 Gallion Grader with no asset number available.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

#24 Fleet Priority - 11' Wide Rough Mower

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

#24 Fleet Priority - 11' Wide Rough Mower - Alex Marshall Golf Course

Project Justification

PRF Priority #2 - NO TURN IN - The Golf Course currently only has 1 Rough Mower, and the gangs are falling off and taped together. Without this replacement, we can not mow the rough and the course will be inadequate and unusable. Gangs were replaced by Gene Pierotti about 10 years ago with aftermarket parts, the tractor pulling the gangs is from 1985. This is our top priority for 2024 and is an urgent request.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$120,000	\$120,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$120,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$120,000			

Other Funding Source Description

Operating Budget Impact

#15 Fleet Priority - Activity Bus - E450 Cut Away or G3500

Vehicle Maintenance

Division Recreation and Facilities

Classification Transportation

Project Description

#15 Fleet Priority - Activity Bus - E450 550 Cut Away - Alex Marshall / Portland Youth Corps Program

Project Justification

PRF Priority #3 - Two Activity Buses have been decomissioned the past few years (2700/2703). The expansion of the Portland Youth Corps program to needing a Full time bus in the Summer restricts our 62+ program to having 2 Buses for trips in the busiest months of the year for programming. This isn't feasible for the size of our program and the expanding PYC program.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Fleet Priority N/A - Stump Grinder

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Stump Grinder - Alex Marshall - Forestry

Project Justification

PRF Priority #4 - To replace #8006 Vermeer 665 Stump Grinder 1999. Exceeded lifecycle.

The current condition of our stump grinder is less than ideal and how it is towed and used is even more of a challenge as it needs to be towed and backed into place. We have hundreds of stumps needing to be ground and they are not all in great locations. Having a mobile grinder that is transported on a trailer will allow us to get to these more effectively and safely.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$45,000	\$45,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$45,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$45,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258003

#20 Fleet Priority - Electric Ice Resurfacer

Vehicle Maintenance

Division Recreation and Facilities

Classification Equipment

Project Description

#20 Fleet Priority - Electric Ice Resurfacer - Alex Marshall - Troubh Ice Arena

Project Justification

PRF Priority #5 - Department has a turn in / however they are asking to keep it.

Current unit is on last legs and needs immediate replacement. Have been borrowing and renting units for past two years due to continued breakdowns. Current unit has been in Minnesota for 2 months for extensive repairs. 12-18 month lead time for new orders. Jake O'Donal asking to keep old resurfacer so if one goes down, there exists a back up to keep the ice tended to.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$235,000	\$235,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$235,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$235,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258004

Fleet Priority N/A - Tracked Mini EX w/ Bucket, Thumb, Grapple and Stump Grinder

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Tracked Mini EX w/ Bucket, Thumb, Grapple and Stump Grinder - Alex Marshall / Parks

Project Justification

PRF Priority #8 - NO TURN IN - NEW ADD ON - This is a shared piece of equipment between Cemeteries and Forestry that is used for digging tree wells and grave sites as well as hauling pallets of materials for bench installations, etc.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$175,000	\$175,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$175,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$175,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258005

Fleet Priority N/A - 0.75T Pick Up w/ water tank, cleaning kit, trash bin

Vehicle Maintenance

Division Recreation and Facilities

Classification Facilities

Project Description

Fleet Priority N/A - 0.75T Pick Up w/ water tank, cleaning kit, trash bin - Alex Marshall / Facilities

Project Justification

PRF Priority #9 - NO TURN IN - NEW ADD ON - Would eliminate current rental performing this job.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$75,000	\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$75,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258006
Fleet Priority N/A - Sidewinder Rough Mower

Vehicle Maintenance

Division Recreation and Facilities

Classification Equipment

Project Description

Fleet Priority N/A - Sidewinder Rough Mower - Alex Marshall / Golf Course

Project Justification

PRF Priority #10 - To replace Toro Groundmaster #7315 that is a 2016 model year with 3500 hours of use. The lifecycle of this machine is nearing its end.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$60,000	\$60,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$60,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$60,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258007

#16 Fleet Priority - 1.0T Dump Truck - Alex Marshall - Cemeteries

Vehicle Maintenance

Division Recreation and Facilities

Classification Vehicles

Project Description

#16 Fleet Priority - 1.0T Dump Truck - Alex Marshall - Cemeteries

Project Justification

PRF Priority #11 - To replace #3117 - 2000 GMC Dump Truck w/ 40,000miles. Exceeded lifecycle.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258008

Fleet Priority N/A - Wheeled Backhoe Loader - Alex Marshall - Parks

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Wheeled Backhoe Loader - Alex Marshall - Parks

Project Justification

PRF Priority #12 - To replace #7011 - 2004 JD w/ 4500hrs. Exceeded lifecycle.

This is to allow our crews to perform a lot of the work that we contract out currently. Whether it is brush mowing, playground installations, hauling boulders/granite, or even some tree plantings.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$165,000	\$165,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$165,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$165,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258009
Fleet Priority N/A - 0.75T Crew Cab Pick Up Truck

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - 0.75T Crew Cab Pick Up Truck - Alex Marshall - Parks

Project Justification

PRF Priority #14 - NO TURN IN - ADD ON - With the Park Rangers job duties increasing due to the homeless crisis, they need another vehicle to tow their team around in and haul debris. It will become especially hard once they are at the Castle and needing to come to Canco for meetings while also have staff out in the field with only 1 truck.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$70,000	\$70,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$70,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
2026					☐
Total		\$70,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258010

Fleet Priority N/A - Electric Utility Vehicle (Kona or similar)

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Fleet Priority N/A - Electric Utility Vehicle (Kona or similar) - Alex Marshall - Athletic Fields

Project Justification

PRF Priority #14 - NO TURN IN - ADD ON - The Playgrounds Crew has been asking for a small electric vehicle for three years now. When they have a seasonal on staff, this allows that person to handle the ravine and other small jobs while not tying up the other trucks they have. This would be more seasonal use for them if we have an idea on how to utilize it outside of that. I am assuming the Deputy will need another vehicle of some kind as well?

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258011

Fleet Priority N/A - 0.75T Utility Van

Vehicle Maintenance

Division Recreation and Facilities

Classification Facilities

Project Description

Fleet Priority N/A - 0.75T Utility Van Alex Marshall - Facilities

Project Justification

PRF Priority #12 - To replace old Ford Van. Was decommissioned asset number unknown.

Existing unit was decommissioned prior to COVID. Staff have been using personal vehicles to transport inventory and equipment.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$75,000	\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$75,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258012

Fleet Priority N/A - Electric SUV

Vehicle Maintenance

Division Recreation and Facilities

Classification Facilities

Project Description

Fleet Priority N/A - Electric SUV - Alex Marshall - Public Buildings

Project Justification

PRF Priority #16 - To replace #1006 - 2009 Jeep Libery w/ 56,000 miles.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 258020

Fleet Priority N/A - 0.75 Ton Crew w/ Plow

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

Fleet Priority N/A - 0.75 Ton Crew w/ Plow Marc Spiller Streets and Sidewalks

Project Justification

DPW Priority #4 - To replace #2131 2009 Ford F250 w/ 50,000 miles

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$80,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Design and construction of added Green Infrastructure systems, storm drainage piping, catch basins and other improvements addressing street and property flooding, combined sewer capacity in the West End and erosion issues as well as stormwater pipe failures. Project funds would be used within public rights of way, on public property, and within private property affecting public right of way, where existing drainage systems are inadequate.

Project Justification

The project funds would address on going complaints about drainage system deficiencies within the City's storm drainage system and addresses issues that the Department receives request to correct from residents, City Councilors and or staff, including many from off peninsula neighborhoods. The department is also looking to utilize Green Infrastructure within combined sewershed areas to address capacity issues that have resulted in a high frequency of overland Sanitary Sewer overflows. The proposed storm water utility program if adopted would fund improvements and system corrections on a sustained basis.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,622,000		\$2,622,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2029					☐
2030					☐
2024		\$200,000	\$200,000		☒
2025					☐
2026		\$200,000			☐
2027		\$200,000			☐
2019		\$272,000	\$272,000		☒
2020		\$750,000	\$750,000		☒
2016		\$200,000	\$200,000		☒
2017		\$200,000	\$200,000		☒
2018		\$200,000	\$200,000		☒
2022		\$200,000	\$200,000		☒
2023		\$200,000	\$200,000		☒
Total		\$2,622,000	\$2,222,000		

Other Funding Source Description**Operating Budget Impact**

Water Resources

Division Sewer

Classification Wastewater

Project Description

Do a detailed study of the Capisic sewer system and watershed to determine where and how storm water is entering into the sewer system and causing sewer overflows at CSO#42. Overflows at CSO #42 were supposed to be eliminated at the completion of Tier 2 but they are still occurring even after completing all of the projects outlined in Tier 2 and the CSO Master Plan. This study would involve hiring a consultant and also installing numerous flow meters within the system for the first year. Subsequent years will involve actual design and construction of action items determined by the study to fully close CSO #42.

This project has been added to the Inflow and Infiltration and the initial investigation has been completed. Work is ongoing to design and address connected roof leaders. Additionally, the interceptor in the City owned wetland north of Warren Avenue will likely need rehabilitation.

Project Justification

The completion of Tier 2 separation projects within the Capisic Brook Watershed was supposed to close CSO#42. This action was not successful and more work needs to be done in order to obtain complete closure. The CSO Long Term Control Plan Tier 3 update did not propose any new projects or studies of Capisic Brook because it was thought that at the completion of Tier 2 CSO #42 would be closed. Since this CSO is still overflowing on rain events and we did not meet the goal of Tier 2 a new CIP request has been made in order to correct this and meet our long term control plan and consent decree. By still overflowing at CSO #42 we are not in compliance with our consent decree and DEP may take action due to this.

Additional \$600,000 is needed to complete the Warren Ave - Hicks to Hemmingway project and another 150,000 to remove Warren Ave Roofs

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$125,000		\$2,500,000		\$2,625,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$75,000	\$75,000		☒
2019		\$100,000	\$100,000		☒
2020		\$250,000	\$250,000		☒
2022		\$500,000	\$500,000		☒
2023		\$200,000	\$200,000		☒
2024		\$750,000	\$750,000		☒
2025		\$750,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$2,625,000	\$1,875,000		

Project Title **ID** 152384

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

This budget request is to meet EPA Administrative Order requirements based on recommendations from the CMOM report which was done by Woodard and Curran.

The following projects remain to be completed:

Riverton Replacement with Submersible Pump Station

Castine Replacement of Security Fence

Franklin Street Wet Well Coating

Riverton Street Pump Station Force Main Condition Assessment

SCADA and Hardware Updates

Flowmeters at Pump Stations

Security upgrades at Pump Stations (fencing, gates, lighting)

Project Justification

CIP Year 2023 Projects: Riverton Street Pump Station, Riverside Force Main Condition Assessment, Additional flow meters at Pump Stations, and SCADA upgrades.

The Riverton Pump Station Replacement project is currently under design and will be bid in December 2021. Expected to use most of the existing funds for this project.

Future year CIP work includes a condition assessment of the Riverside Pump Station Force Main, the replacement of coating for the wet well at Franklin Street Pump Station, flow meter installation at the remaining pump stations, ventilation alarms, pump replacements, gate replacement, and various other upgrades as required including SCADA systems and security features.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$9,770,000		\$9,770,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$682,000	\$680,000		☒
2016		\$670,000	\$670,000		☒
2017		\$1,100,000	\$1,100,000		☒
2018		\$670,000	\$670,000		☒
2019		\$670,000	\$670,000		☒
2020		\$2,000,000	\$2,000,000		☒
2021		\$750,000	\$750,000		☒
2022		\$670,000	\$670,000		☒
2023		\$670,000	\$670,000		☒
2024		\$1,220,000	\$1,220,000		☒
2025		\$0			☐
2026		\$670,000			☐

Project Title	ID	152461	
2027			☐
2028			☐
2029			☐
2030			☐
Total		\$9,772,000	\$9,100,000

Other Funding Source Description

Operating Budget Impact

Project Title**ID** 173621

Somerset Street Flood Mitigation Project (Franklin Street Storm Drain)

Water Resources**Division** Stormwater**Classification** Stormwater**Project Description**

Install separated storm drainage in Franklin Street to provide flood mitigation in the bayside neighborhood.

Project Justification

Franklin Street, rebuilt from a local urban street to a broad, vehicle-dominated thoroughfare in the late 1960's, has long been cited as a major roadway in dire need of redesign. To date, an initial feasibility study was completed for the roadway several years ago, and a second study was completed, with the City Council approving the redesign as a City Transportation Master Plan.

Currently, a preliminary design report product is underway for the portion of Franklin from Oxford to I-295.

The MaineDOT, a partner in the current study process with the City and PACTS, has made it clear that funding for the complete redesign is very unlikely to be totally derived from federal funding. As such, the City will be investigating other funding strategies, including use of local CIP money. While the scope and cost of future design work is still preliminary, it is anticipated that those costs will be significant.

However the Water Resources Division would like to proceed with the installation of the separated storm drain system which will help alleviate flooding in the Somerset Street/Whole Foods area. This project will also help the City continue to mitigate CSO activity in the area.

Another benefit of this project is to reduce stormwater flows that will currently flow into the future Back Cove South Storage Facility tank. Currently a 42" separated storm drain system from Somerset Street and Marginal Way ties downstream of the CSO #18- Franklin Street CSO diversion structure which will direct a significant amount of separated stormwater into the new CSO facility, thus reducing its level of performance. The Franklin Street Street storm drain design is proposing to tie this existing storm drain line into the new storm drain which will discharge into Back Cove through a new separated stormwater outfall near 295-Exit 7. The new outfall box culvert is being installed as part of the Back Cove South Storage Facility project.

The water resources division has completed a preliminary design of a new separated storm drain system throughout the corridor and would like to implement the project in phases.

Phase 1: Marginal Way to Lancaster Street which will include installing a separated drain on Lancaster Street from Franklin Street to Mayo street to capture existing storm drains in Boyd and Mayo street that had been previously separated and reconnected into the combined sewer.

Phase 2: Lancaster Street to Congress Street including providing separation for the top of the Old Port parking lot.

Phase 3: Congress Street to Middle Street.

Franklin Street, rebuilt from a local urban street to a broad, vehicle-dominated thoroughfare in the late 1960's, has long been cited as a major roadway in dire need of redesign. To date, an initial feasibility study was completed for the roadway several years ago, and a second study was completed, with the City Council approving the redesign as a City Transportation Master Plan.

Currently, a preliminary design report product is underway for the portion of Franklin from Oxford to I-295.

The MaineDOT, a partner in the current study process with the City and PACTS, has made it clear that funding for the complete redesign is very unlikely to be totally derived from federal funding. As such, the City will be investigating other funding strategies, including use of local CIP money. While the scope and cost of future design work is still preliminary, it

is anticipated that those costs will be significant.

However the Water Resources Division would like to proceed with the installation of the separated storm drain system which will help alleviate flooding in the Somerset Street/Whole Foods area. This project will also help the City continue to mitigate CSO activity in the area.

Another benefit of this project is to reduce separated stormwater flows that will currently flow into the new Back Cove South Storage Facility tank system. An existing stormwater system in Somerset Street and Marginal Way currently connects to the new CSO tank system, which will fill the a portion of the tank with non-CSO stormwater thus reducing the new storage tanks CSO storage performance level. The Somerset Street flood mitigation Project design is proposing to tie this existing storm drain line into the new storm drain in Franklin Street which will discharge into Back Cove through a new separated stormwater outfall near 295-Exit 7. The new outfall box culvert is being installed as part of the Back Cove South Storage Facility project.

The utility/stormdrain design for the project is at the 95% design level and will be ready for bidding by early winter.

As of the summer of 2021 the transportation division of DPW has decided to reduce the scope of the roadway project and try to complete overall cooridor improvements from Marginal Way to Lancaster Street concurrently with the storm drain project. These improvements are under design by Gorriill Palmer. Transportation funding for the roadway/signal improvements will be made as part of a separate general fund CIP request.

Current Project Phasing:

Phase 1: Marginal Way to Cumberland Avenue which will include installing a seperated drain on Lancaster Street from Franklin Street to Mayo street to capture existing storm drains in Boyd and Mayo street that had been previously separated and reconnected into the combined sewer.

Phase 3: Congress Street to Middle Street. (Separate CIP Account to be requested in future years).

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$7,000,000		\$7,300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026		\$7,000,000			☐
2025		\$0			☐
2018		\$300,000	\$300,000		☒
2030					☐
Total		\$7,300,000	\$300,000		

Other Funding Source Description

Operating Budget Impact

The reconstruction of this street would allow for the development of land along side the roadway, likely increasing the overall taxable property for the City. In addition, the age and condition of Franklin has begun to require costly maintenance work, including two City-funding paving projects in the last two years.

Project Title ID 194901

CSO- Sewer / Storm Consulting and Inspection Services

Water Resources

Division Sewer

Classification Wastewater

Project Description

To be used for consulting services that are not SRF eligible, including but not limiting to; test pits, CCTV, borings, geo-technical, etc.

Project Justification

Due to the cities current procurement procedures some services are not SRF eligible. This would be used to cover those services.

Inspection services for the following:

Hersey Street = \$200k

Back Cove West = \$300K

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$2,000,000		\$1,900,000		\$3,900,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$500,000	\$500,000		☒
2022		\$1,500,000	\$1,500,000		☒
2023		\$500,000	\$500,000		☒
2024		\$500,000	\$500,000		☒
2025		\$400,000			☐
2026		\$500,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$3,900,000	\$3,000,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205658

Monument Way & Square Sewer / Storm

Water Resources

Division Sewer

Classification Wastewater

Project Description

Transportation is rehabilitating Monument Way and Square. This same area will need sewer main replacement as well as new storm drains.

Project Justification

Storm water is combined in this area and the sewers need replacement

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$1,000,000		\$1,100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$100,000	\$100,000		☒
2025		\$0			☐
2026		\$1,000,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,100,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Marine

Project Description

Monitoring and rehabilitation of existing dam

Project Justification

Replace exsisting Sluice Gate, Drill 3 Peizometers with Data Loggers,
Set 3 Monuments, Construct Bar Screen up stream of Sluice gate, and Repointing of Downstream Face.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$5,000		\$200,000		\$205,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$100,000	\$50,000		☒
2023		\$155,000	\$155,000		☒
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$255,000	\$205,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

The Inflow and Infiltration Program is a multi-year three phase program to identify and remove extraneous flows to the sanitary sewer system. Phase 3 is the mitigation of sewers found to be deficient and a source of infiltration into the system. All work is based on the Inflow and Infiltration Program Final Report which provides a three phase mitigation strategy to address Inflow and Infiltration.

Project Justification

Phase three of the Inflow and Infiltration Program is the mitigation phase to address sources of extraneous flows identified in both Phase one and Phase two. For the most part, mitigation measures will utilize Trenchless Technologies to address leaky pipes and manholes. Additional consideration will be made to address connected sump pumps and leaky laterals.

Mitigation Phase 1 Estimated Cost = \$8,864,857 (includes engineering and contingency costs). Full program esitimated to cost \$18,813,821 over three phases.

Will utilize existing Sewer System Renewal Accounts (3173019504, C20512, C21505) for 3.3 million of the estimated costs for the first phase. Current request have been based on rehabilitation estimate not including engineering and contingency costs. As the Mitigation Phase 1 is underway and completed, future funding requests may be revised.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$7,600,000		\$7,600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$1,100,000	\$1,100,000		☒
2023		\$1,650,000	\$1,100,000		☒
2024		\$1,100,000	\$1,100,000		☒
2025		\$1,000,000			☐
2026		\$1,650,000			☐
2027		\$1,650,000			☐
2028					☐
2029					☐
2030					☐
Total		\$8,150,000	\$3,300,000		

Other Funding Source Description

Operating Budget Impact

All funding will come from CIP accounts.

Project Title ID 216232

Center St Storm Drain

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Center Street was separated in 1976 with a storm drain which reconnects to the combined sewer in commercial street. The project will remove the connection to the combined sewer and discharge into the Fore River as a separated outfall.

Project Justification

This project will work towards separating the existing drain line to help reduce CSO volumes at CSO #25-Long Wharf.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$3,650,000		\$3,950,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$200,000	\$200,000		☒
2023		\$100,000	\$100,000		☒
2024		\$2,000,000	\$250,000		☒
2025		\$3,400,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$5,700,000	\$550,000		

Other Funding Source Description

Operating Budget Impact

ESRI Conversion to Utility Network

Water Resources

Division Sewer

Classification Wastewater

Project Description

Transition from ArcMap and the geometric network to ArcGIS Pro and the Utility Network, along with transitioning all of the current tools that we use to the newer versions. Crews will be able to edit and trace the path of the network data in the field. The technology can handle modern data needs and makes it easy to share information securely with those who need it.

Project Justification

In the next 5+ years Esri will be transitioning its development and resources to ArcGIS Pro and the Water Resources GIS (along with the rest of the City) will need to start to move towards that transition. This transition will affect GIS, Cityworks, ITpipes as well as our ArcGIS Enterprise system and services.

The first step would be to work with the ESRI team to determine what components, additional software, other systems would be affected and what the level of effort would be. The following years would be implementation of the upgrade.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$750,000				\$750,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$25,000	\$25,000		☒
2022		\$225,000	\$225,000		☒
2023		\$100,000	\$100,000		☒
2024		\$200,000	\$200,000		☒
2025		\$200,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$750,000	\$550,000		

Other Funding Source Description

Operating Budget Impact

There will likely be annual licensing fees.

Project Title ID 216241

CSO- #26 Sewershed - Maple Street

Water Resources

Division Sewer

Classification Wastewater

Project Description

This is an initial investigation to eliminate the sanitary sewer overflows (SSOs) occurring at CSO # 26.

Project Justification

As part of the City's CMOM program the EPA requires the City to identify and eliminate SSO's all over the City. This investigation will help kickoff that effort in this sewershed.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$200,000		\$1,250,000		\$1,450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$200,000	\$200,000		☒
2025					☐
2026		\$1,250,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,450,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

Morrills Corner Sewer Replacement

Water Resources

Division Sewer

Classification Wastewater

Project Description

Investigation for replacement or rehabilitation of existing sewer and storm drain within the future MDOT project area.

Project Justification

The water resources division has identified existing vitrified clay sewer pipes within this intersection to be nearing the end of the infrastructure's service life. MDOT has a scheduled project to reconfigure and repave the intersection in 2023. The water resources division would like to replace or rehabilitate the lines prior to that project occurring.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,000,000		\$1,000,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026		\$1,000,000			☐
2025					☐
2030					☐
Total		\$1,000,000			

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

Implementation of sewer separation projects in the downtown district to mitigate CSO discharge into Portland Harbor

Project Justification

Part of the Water Resources Integrated Plan

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$2,300,000		\$2,300,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2025					☐
2026		\$2,300,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$2,300,000			

Other Funding Source Description

C20505 Thames St Stormwater Outfall \$123,346.54 reallocation
C20518 Pearl St Sewer Replacement \$44,292.82 reallocation
C23508 Pearl Street Sewer/ Storm Drain \$32,000.00 reallocation

Operating Budget Impact

CSO- Franklin St Sewer Separation- Middle to Congress

Water Resources

Division Sewer

Classification Wastewater

Project Description

This project will separate the existing combined sewer system in Franklin Street from Middle Street to Congress by installing new storm drains in the street. The project will consider the use of Green Infrastructure to provide water quality treatment.

Project Justification

The sewer separation completed in this project will continue the City's efforts to reduce CSO discharge into Casco Bay and start to help address CSO discharges into the Commercial Street/Portland harbor waterfront. This project is listed as a target sewer separation project in the Water Resources integrated planning document.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,600,000		\$1,600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025					☐
2026		\$100,000			☐
2027		\$1,500,000			☐
2028					☐
2029					☐
2030					☐
Total		\$1,600,000			

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

This project will complete the separation of the existing combined sewer system in Ocean Ave from Irving Street to Forest as well as separating Hersey Street. \$4,000,00 WR construction. \$200,000 inspections, \$600,000 Non Sewer Items IE: paving/curb/etc.

Project Justification

The sewer separation completed in this project will continue the City's efforts to reduce CSO discharge into Back Cove. This project was identified in the Mackworth CSO project design as is necessary to reduce CSOs. Back Cove West SC installed the pipe up Vannah into Clifton St. This project will be extending that pipe to Hersey and then up to Ocean Ave and towards Irving Street.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,600,000		\$2,600,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2029					☐
2028					☐
2027					☐
2026					☐
2025					☐
2024	\$600,000	\$2,000,000	\$2,000,000		☒
2030					☐
Total	\$600,000	\$2,000,000	\$2,000,000		

Other Funding Source Description

General Fund Sewer Inelligibles - Overlay Irving, Ocean Ave box cut, concrete sidewalks on Ocean. Consider reallocation of \$1.4M from 3137517504 (Woodford Street).

Operating Budget Impact

CSO- West End Sewer Separation

Water Resources

Division Sewer

Classification Wastewater

Project Description

Implementation of sewer separation projects in the West End district to mitigate CSO discharge into Portland Harbor

Project Justification

Part of the Integrated Plan sewer separation strategy

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$200,000		\$4,000,000		\$4,200,000

Funding Source

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2024		\$200,000	\$200,000		☒
2025					☐
2026		\$2,000,000			☐
2027		\$2,000,000			☐
2028					☐
2029					☐
2030					☐
Total		\$4,200,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

Funding to update the City's India Street and Fore River pump station SWMM models.

Project Justification

Integrated plan mandate from MDEP and EPA to analyze the potential for CSO reduction at the Fore river pump station and Portland Harbor waterfront.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$500,000				\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$500,000	\$500,000		☒
2025					☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$500,000	\$500,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Congress to Quebec

Project Justification

This project proposes to replace a failing storm drain system in Eastern Promenade from Congress Street to Quebec Street which has 9 class 5 defects based on the NASSCO pipe rating system. This project will also upsize storm drain capacity in this coordior to prevent flooding issues in at the Congress Street/Eastern Promenade intersection which has periodically resulted in stormwater to flow down the Eastern Promenade Embankment causing erosion issues.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$40,000		\$500,000		\$540,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$40,000	\$40,000		☒
2025					☐
2026		\$500,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$540,000	\$40,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 247475

Palmer Ave Detention Basin

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Reconstructing an existing detention basin

Project Justification

MS4 Permit required maintenance on a detention basin

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$70,000		\$250,000		\$320,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$70,000	\$70,000		☒
2025		\$250,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$320,000	\$70,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

This is a yearly recurring need from years past that wasn't carried over. Used to supplement the pavement preservation programs costs for raising frames and covers and other water resources utility needs.

Project Justification

Part of the General Funded Pavement Preservation program need for raising frames and covers during their paving projects.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,200,000		\$1,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2030		\$200,000			☐
2029		\$200,000			☐
2028		\$200,000			☐
2027		\$200,000			☐
2026		\$200,000			☐
2025		\$200,000			☐
Total		\$1,200,000			

Other Funding Source Description

Operating Budget Impact

Street Sweeper Replacement

Water Resources

Division Stormwater

Classification Vehicles

Project Description

Replacement sweeper for unit 7512

Project Justification

Consistent with our plan to rotate a new sweeper in once a year in a 5 year rotation.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$315,000	\$315,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$315,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$315,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 257917
Collection System Repairs and Improvements

Water Resources

Division Sewer

Classification Wastewater

Project Description

Several smaller collection system improvement projects require funding. Examples of some potential projects include:

Curtis Rd underdrain installation
Concord St West underdrain installation
Vaill St storm sewer point repairs (SWDP-1199)
Frost St Manhole installation
26 Beaumont St catch basin replacement (SWIN-0551)
Westlawn Rd catch basin replacement (SWIN-2647)
Diamond St catch basin installation by Coffee By Design
Ludlow St underdrain installation
Ball Park Dr outfall repair (SWDP-0948)
West Commercial St manhole improvement (SSMH-3692)
Kenilworth St manhole installation to allow for sewer rehabilitation (SSGM-03790)

Project Justification

There are several areas throughout the City that have been identified as needing minor improvements. This request is to allow the City to go out to bid to have several of them completed. These projects include drainage improvements and manhole repair or installations.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,100,000		\$1,100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$750,000			☐
2026		\$350,000			☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$1,100,000			

Other Funding Source Description

3137013501 Deering St Wastewater \$232,070.47 reallocation
3137019518 Bell St Sewer Replacement \$343,897.25 reallocation
31375M1309 Deering St Sewer \$554,079.47 reallocation

Operating Budget Impact

Project Title ID 257918

Culvert, Outfall, and Drainage Repairs and Improvements

Water Resources

Division Stormwater

Classification Stormwater

Project Description

The City has identified several culverts that need to be rehabilitated or replaced. Identified culverts include:

Rand Road

Trolley Park

Washington Ave at Summit Street

There are several outfalls in the Capisic Brook Watershed that need to be rebuilt.

Project Justification

There are several culverts and outfalls that need rehabilitation or replacement so funding is being requested to allow for the work to happen as required.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$250,000		\$1,250,000		\$1,500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2029					☐
2030					☐
2025		\$500,000			☐
2026		\$1,000,000			☐
2027					☐
Total		\$1,500,000			

Other Funding Source Description

3137014505 Culvert Replacement Washington \$115,989.19 reallocation

C20506 Riverton Culvert Replacement \$312,888.69 reallocation

C21513 Riverton Drive Culvert \$150,000.00 reallocation

Operating Budget Impact

Project Title ID 258018

Pickup Truck Replacements

Water Resources

Division Sewer

Classification Vehicles

Project Description

Funding to replace 1/2 ton and/or 3/4 ton pickup trucks as part of planned vehicle rotation.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$120,000	\$120,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$120,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$120,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 258019

Trailerred 6" Pump

Water Resources

Division Stormwater

Classification Equipment

Project Description

Project Justification

A trailerred 6" pump would assist in dealing with flooding issues greater than what our current pumps can handle.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$55,000	\$55,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2025		\$55,000			☐
2026					☐
2027					☐
2028					☐
2029					☐
2030					☐
Total		\$55,000			

Other Funding Source Description

Operating Budget Impact



December 19, 2023

To: Brendan O'Connell - City of Portland Director of Finance, Tiffany Mullen – City of Portland Sr. Executive Assistant

From: Sarah Moore – Executive Director, Portland Public Library and Marianne Sensale-Guerin – Interim Director of Finance

Subject FY25 Portland Public Library CIP request

Greeting Brendan and Tiffany,

Portland Public Library would like to submit for consideration the following CIP projects for FY25.

As you are aware, the 5 Monument Sq location has several failing building systems that affect the overall integrity of the building and the safety of our staff and patrons. In FY23 we saw the failure of the roof top chiller that was installed in 1999 and required an emergency replacement.

The air handlers are near or at the end of their useful life and are costing thousands in repair just to keep them cobbled together and running. There are roof failures, paving needs, dehumidification, and ventilation needs at various locations.

We are also very cognizant of the limitations of the City to provide funding to many buildings that the City serves. Below are the CIP requests that we feel are most pressing to the integrity and safety of the library buildings.

Replace Air Handlers 1 and 3 - 5 Monument Square

In consultation with our vendor Trane, it has been determined that the air handlers that should be replaced as soon as possible are air handlers 1 and 3. The estimated cost to replace this equipment is **\$450,000.**

Replace roof 11, 4, 5 – 5 Monument Square

In FY24 there was a request to replace roof 11, 4 and 5. An estimate of the repairs has been sent and is included in this transmission as well. The rain and snow melt infiltration into the building is not merely an issue of the roof failing but also cause for alarm for the health and safety of staff and patrons. As we saw with the mold situation at the Talbot School (Riverton Branch) this year the cost to remediate the occurrence of mold is costly and can be avoided by repairing the areas of the roof that are causing the water infiltration. The estimated cost to repair/replace is **\$315,000.**

In FY21 there was a request for the replacement of the Portland Room fire protection. I am under the understanding that his project was approved for funding but has yet to be completed. I am not certain as to how to go about accessing these funds from FY21. Below is the original justification for the ask. The current market cost to replace is **\$125,000.**

Replace Portland Room Fire Protection

The Portland Room, with its special collections, is protected by a Halon system that was installed when the building was constructed in the late 1970's. In the ensuing 40-plus years, halon has been discontinued as a viable fire suppression tool because of its effect on the ozone layer. Moreover, the equipment itself is old and there is a risk of failure. If the current system were to discharge, it cannot be refilled as halon has been outlawed. In addition, there is a separate, adjacent archive space that has no fire protection that an updated system should be extended into.

Dehumidification and ventilation upgrades – Riverton Branch (Talbot School)

In FY24 the Riverton Branch, along with the Talbot School, had the need to remediate mold due to moisture in the space. The cost to the library for this unanticipated expense was \$22,100. To avoid this situation in the future, and for the safety of staff and patrons, we must address the high moisture content in the space. This would be a two-part process; first upgrade the ventilation system that serves the library space, second, install a commercial wall mounted dehumidifier that accommodates the square footage of the library. These projects would be done and tandem and are estimated at **\$30,000**.

Pavement of the loading dock parking lot at 5 Monument Square and Parking Lot at 277 Stevens Avenue

This request was made with the FY23 CIP and is being included with the FY25 request for approval. Both parking lot areas are in disarray with multiple cracks and crumbling pavement. There are safety and liability concerns for staff and patrons that access these areas. Pictures were provided with the FY23 request and can be supplied again if necessary. Estimated cost to repair \$30,000

ADA considerations at 5 Monument Square

The library has been looking at signage regarding accessibility and ADA compliance. The current signage has been assessed and a plan to update building's public floors has been completed. In addition, the leaking caused by a faulty air handler in early 2023 caused damage to existing carpet in the children's area that resulted in water-damaged and uneven carpet. Estimated cost to be \$25,000.

Facilities Study for all locations

As stated previously, many of the library's buildings are in disrepair and are relying on equipment that is likely far past their expected lifespan. With so many needs it can be difficult to prioritize and plan for the future repair of the building without more information. A facilities study of all library locations will help us to prioritize and plan for future needs in the most efficient and effective way possible. Estimated cost to be \$30,000

In summary, the library buildings need several life safety upgrades. We have only provided the most pressing needs at this time.

Lincoln Middle School Proposed Project

Replace heating system (Warm)

\$800,000

Rationale:

- Identified through 2016 Assessment as near the end of its service life
- Replacement was slated for FY23 but was put off due to problems that arose with the boilers at PATHS that had to be prioritized
- Breaks down frequently and requires ongoing repair



Casco Bay HS/PATHS

Repair underground cables (Safe)

\$500,000

Rationale:

- Cable was buried without a conduit and is deteriorating
- As a result, lights in the parking lot do not work, creating a safety hazard



Lyman Moore Middle School

Create secure entrance vestibule (Safe)

\$188,000

Rationale:

- Unlike at other schools, people walking into Moore enter directly into the school lobby rather than entering through a secure vestibule, creating a potential security concern
- Project was identified by the 2016 Assessment as a priority to be completed between 2018 and 2022 but is still outstanding
- As we roll out an updated Comprehensive Emergency Management Plan, it is essential that we address significant gaps such as this



Talbot Community School

Add security cameras (Safe)

\$70,000

Rationale:

- **The school currently has no security cameras to monitor the facilities**
- **As we roll out an updated Comprehensive Emergency Management Plan, it is essential that we address significant gaps such as this**



Deering High School

Replace primary underground electrical cable into building (Safe)

\$285,000

Rationale:

- Identified by 2016 Assessment as a priority between 2023 and 2037, noting that the equipment set-up was “obsolete”
- Electrical issues are high priority from a safety perspective and for ensuring stable functioning of the school



Deering High School

Repair masonry on exterior walls (Dry)

\$500,000

Rationale:

- Water is leaking into the building through exterior walls
- 2016 Assessment identified as a priority due to the walls being near the end of service life



Deering High School

Upgrade server for camera system (Safe)

\$25,000

Rationale:

- The server is at the end of its service life and is essential for supporting the camera systems in four schools (Deering High School, Lincoln Middle School, Longfellow Elementary School, and Rowe Elementary School)



Longfellow Elementary School

Repair exterior walls (Dry)

\$500,000

Rationale:

- **Water is leaking in through exterior walls**
- **Identified by 2016 Assessment as a priority for 2018-2022 due to walls being at the end of their service life**
- **Recent Buildings For Our Future investment in the school's interior could be jeopardized by exterior leaks**



East End Community School

Install security camera system (Safe)

\$70,000

Rationale:

- The school does not currently have a functioning camera system (the old one is obsolete)
- As we roll out an updated Comprehensive Emergency Management Plan, it is essential that we address significant gaps such as this



Multiple Schools

Upgrade door access controls (Safe)

\$115,000

Rationale:

- **High-functioning door access controls are essential for security management**
- **The controls at Deering High School need upgrading and some other schools need detailed improvements**



FY25-FY29 General Fund CIP Requests								
Classification	Department	Division	ProjectTitle	2025	2026	2027	2028	2029
Revaluation	Assessors		Personal Property Revaluation	190,000.00				
Revaluation	Assessors		City Wide Revaluation	750,000.00		300,000.00		300,000.00
Facilities	Barron Center	Environmental Services	Parking Lot and Walkway Lighting	75,000.00				
Facilities	Barron Center	Environmental Services	New Bathroom in Laundry	40,000.00				
Facilities	Barron Center	Environmental Services	Patio & Walkway Repair		76,000.00			
Facilities	Barron Center	Environmental Services	Storage Garage for Wheelchairs				93,750.00	
Facilities	Barron Center	Environmental Services	Paving Project Phases 2 & 3		294,600.00	418,300.00		
Facilities	Barron Center	Environmental Services	Energy Management Systems		348,000.00			
Equipment	Barron Center	Environmental Services	John Deere Lawn Tractor/Snow Blower			29,095.00		
Facilities	Barron Center	Environmental Services	Replace the Roof Top A/C Chiller (BC 1)			60,000.00		
Facilities	Barron Center	Environmental Services	Replace Ceiling Unit Heaters (BC 1)			50,000.00		
Facilities	Barron Center	Environmental Services	Replace Rooftop Exhaust Fans (BC 2)				32,000.00	
Equipment	Barron Center	Environmental Services	Replace Fresh Intake Grills/Actuators			55,000.00		
Equipment	Fire Department	Firefighting	SCBA Replacement	600,000.00	600,000			
Facilities	Fire Department	Building Maintenance	Central Fire Restroom and Kitchen Renovation - Funding for Completion	25,000.00				
Facilities	Fire Department	Building Maintenance	Bramhall Fire Station - Domestic Water Piping Replacement	75,000.00				
Equipment	Fire Department	Firefighting	PPE - Ballistic Vests for EMS and Firefighting Personnel	60,000.00				
Facilities	Fire Department	Building Maintenance	Slab, Masonry and Waterproofing Repairs	50,000.00	100,000.00	100,000.00		
Facilities	Fire Department	Building Maintenance	Ocean Ave - Windows and Interior Renovations				575,000.00	
Facilities	Fire Department	Building Maintenance	Bramhall Fire Station - Interior Renovations			1,350,000.00		
Facilities	Fire Department	Building Maintenance	Stevens Ave Fire Station - Roof Replacement		185,000.00			
Facilities	Fire Department	Building Maintenance	Munjoy Fire Station - Kitchen Suppression Hood					
Facilities	Fire Department	Building Maintenance	Fire Museum - Boiler Upgrade Oil to Natural Gas				100,000.00	
Facilities	Fire Department	Building Maintenance	Stevens Ave Fire Station - New Building					5,400,000.00
Facilities	Fire Department	Building Maintenance	Riverton - Windows and Interior Renovations				575,000.00	
Facilities	Fire Department	Building Maintenance	Munjoy Fire Station - Interior Upgrades					575,000.00
Facilities	Fire Department	Building Maintenance	Central Fire Station - Major Renovations					
Equipment	Information Technology		COP Security Camera System	80,000.00	80,000.00	80,000.00	40,000.00	40,000.00
Equipment	Information Technology		Segregate Highly Regulated Networks	40,000.00				
Equipment	Information Technology		Power Protection for Critical Switches (for buidlings with 10+ staff)	40,000.00				
Equipment	Information Technology		Wireless Access Point (wifi) refresh	50,000.00	50,000.00	50,000.00	50,000.00	
Equipment	Information Technology		Physical Host for City Hall Cluster (1 per year)	65,000.00	65,000.00	65,000.00	65,000.00	65,000.00
Equipment	Information Technology		Spring St Parking Garage Network Refresh (Revenue Protection)	70,000.00				
Equipment	Information Technology		Munjoy Network Refresh (EOC & Backup Dispatch Protection)	60,000.00				
Vehicles	Information Technology		IT Travel Vehicle - including lockable storage		35,000.00			
Equipment	Information Technology		Redundancy for City Hall (currently has single point of failure)		30,000.00			
Equipment	Information Technology		Primary Data Center/Rm 10 - Facilities Equipment		35,000.00			

Facilities	Parking / Garages	Elm Street Garage	Elm St. Sealants and Concreate Repairs levels 4 & 5					
Facilities	Parking / Garages	Spring Street Garage	Spring St Roof Deck Traffic Membrane Recoat	220,000.00				
Facilities	Parking / Garages	Temple Street Garage	Temple St. Roof & Level 4 Pavement removal, concrete repairs and deck coa	250,000.00	250,000.00			
Facilities	Parking / Garages	Temple Street Garage	Temple St Painting of Structural Steel			400,000.00		
Structural Steel Painti	Parking / Garages	Spring Street Garage	Spring St Painting Structural Steel			350,000.00		
Facilities	Parking / Garages	Spring Street Garage	Spring St Neogard Traffic membrane Recoat		480,000.00			
Facilities	Parking / Garages	Temple Street Garage	Kelmar recoat Level 2				75,000.00	
Facilities	Parking / Garages	Temple Street Garage	Future Conditional Appraisal Recommendations				150,000.00	200,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Title IX Construction for Payson Park	300,000.00				
Facilities	Parks, Rec & Public Assembly	Aquatics	Riverton Pool	2,300,000.00				
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Back Cove Re-pave Tukey's Bridge Approach	295,000.00				
Equipment	Parks, Rec & Public Assembly	Parks	Eastern Prom Food Truck Court Electricity	50,000.00				
Equipment	Parks, Rec & Public Assembly	Ice Arena	Ice Arena Chiller Refurbishment	200,000.00				
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Reiche Playground Replacement	500,000.00				
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Stone Street Playground Design & Engineering	40,000.00	400,000.00			
Facilities	Parks, Rec & Public Assembly	Golf Course	Course Improvements	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Payson Tennis Court lights	200,000.00				
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Pond - Stacked Wall Reconstruction Phase 1		1,900,000.00	400,000.00		
Facilities	Parks, Rec & Public Assembly	Recreation	Riverton Gym Floor Replacement		150,000.00			
Facilities	Parks, Rec & Public Assembly	Canco Rd	Improvements at 212 Canco Rd		150,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lincoln Park Fence--Pearl St		200,000.00			
Streets/Sidewalks	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery and Forest City Cemetery Road Reconstruction		100,000.00			
Equipment	Parks, Rec & Public Assembly	Public Assembly	Barricades for Outdoor Events		140,000.00			
Equipment	Parks, Rec & Public Assembly	Merrill Auditorium	Merrill Auditorium Orchestra Pit Lift		275,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Valley Street Stone Retaining Wall Repair/Rebuild		115,000.00			
Facilities	Parks, Rec & Public Assembly	Merrill Auditorium	Merrill Auditorium Seating Replacement			100,000.00		
Equipment	Parks, Rec & Public Assembly	Merrill Auditorium	Merrill Auditorium Marquee				200,000.00	
Facilities	Parks, Rec & Public Assembly	Golf Course	South Course Bunker Renovation				250,000.00	
Facilities	Parks, Rec & Public Assembly	Ice Arena	Ice Arena Improvements		50,000.00			50,000.00
Facilities	Parks, Rec & Public Assembly	Recreation	Reiche Pool Filter Replacement				115,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Baxter Boulevard Safety Enhancements --Stairs and Railings		150,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	East End Recreational Boat Ramp Reconstruction		300,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fencing: Eastern Prom Sewage Treatment Plant Replacement with guardrail		156,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Quarry Run Dog Park Expansion and Renovation (Invasives Removal, Trail resurfacing, fence replacement)			100,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Vista Clearing and Plantings			50,000.00		50,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Dougherty Field Basketball Pavilion					150,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Park Walkway ADA Paving, various locations		200,000.00		200,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Ravine Wading Pool Rehab			475,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fencing: Softball field at Talbot School				50,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fort Gorges Wharf Reconstruction		100,000.00			

Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Martins Point Access Improvements				150,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	University Park Playground			200,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Back Cove Guard Rails			100,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Park Cross-Park Trail		100,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Community Garden Fence Repairs/Additions (3-4 Gardens (CDBG potential))				50,000.00	50,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Longfellow Basketball Drainage and Reconstruction		175,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Restroom: Brick and Mortar Building					
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Harborview Stairs from Circle Trail Intersection to Commercial St		50,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Park Sledding Hill & Skating Rink Improvements		75,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Park Parking		250,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Upper Park Walkway Reconstruction			250,000.00		250,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Harborview Aging in Place Fitness Course			30,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Portable Pumptrack: moveable neighborhood skatepark				75,000.00	
Facilities	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery Wilde Chapel Masonry			500,000.00		500,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Community Garden Shed Replacements					
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lincoln Park Walkway Lights				250,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Picnic Pavillion: Deering Oaks and Payson Park				150,000.00	150,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Bandstand & Toboggan Run Improvements					150,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Peaks Island Skate Park			75,000.00		
Streets/Sidewalks	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery Repaving Roads		125,000.00		125,000.00	
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Deering Oaks Tennis and Basketball Court Resurface			200,000.00		
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Payson Additional Basketball Court				100,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lincoln Park Fence--Franklin St				300,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Ludlow Pond Drainage				150,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom "NEW" Sidewalk along Western Cemetery				250,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Peppermint Park--East Bayside Playground			50,000.00	350,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Will's Playground (Eastern Prom)				450,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fort Gorges Preservation Plan		120,000.00	200,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery Green Burial Area Development			30,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Evergreen Cemetery Pond Restoration Engineering				30,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Bayside Community Garden Relocation		50,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Various Community Garden Shed Replacements			45,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Bayside Basketball Court - New Construction		75,000.00			
Facilities	Parks, Rec & Public Assembly	Recreation	Community Center Planning			200,000.00		
Facilities	Parks, Rec & Public Assembly	Recreation	Community Center Construction					
Facilities	Parks, Rec & Public Assembly	Ice Arena	Redesign of Office into Locker Room				345,000.00	
Facilities	Parks, Rec & Public Assembly	Ice Arena	Sprinkler Upgrade			100,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Back Cove Trail Reconstruction and Stone Dust Resurfacing				150,000.00	
Equipment	Parks, Rec & Public Assembly	Parks	Will's Playground Design (Eastern Prom)		75,000.00			
Equipment	Parks, Rec & Public Assembly	Parks	Stroudwater Playground					150,000.00
Equipment	Parks, Rec & Public Assembly	Parks	Presumpscot Playground			50,000.00	450,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Veranda Street Waterfront Park		150,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Noyes Park Pathways, Seating & Trees				150,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lincoln Park Fence--Federal St			350,000.00		

Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Harborview Concrete Stair and Plaza: Resurfacing with Granite					25,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Eastern Prom Cutter Street/Parking Reno			2,750,000.00		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Eastern Prom Cleeves Accident Fence Reconstruction		50,000.00			
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Rose Circle Entrance--Convert to Brick					75,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Bandstand Replacement					500,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks ADA Sidewalks and Curbing - Farmers Market Rd (State to Deering)					300,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Bell Buoy Park Design & Construction		75,000.00		750,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Park Front Entrance Improvements		200,000.00			
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Deering High School Field Upgrades				200,000.00	275,000.00
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Deering Oaks Baseball Lights		250,000.00			
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Deering Oaks Infield Upgrades and Irrigation		90,000.00			
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Dougherty Field Turf Renovation with Irrigation		250,000.00			
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick Paving and ADA Improvements			235,000.00		
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick Stadium Entrance Upgrade					
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick to Expo Team Entrance Landscape Upgrades					
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick Track Resurfacing			100,000.00		
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Fitzpatrick Turf Replacement				1,200,000.00	
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Fox St Irrigation Replacement				75,000.00	
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Ludlow Baseball Field Upgrades					500,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Memorial Stadium Concession Stand Replacement				250,000.00	
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Payson B Softball Drainage and Irrigation			110,000.00		
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Riverton Softball Lighting Replacement				255,000.00	
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	New Synthetic Turf Field					1,500,000.00
Facilities	Parks, Rec & Public Assembly	Golf Course	Cart Building Replacement - North & South Courses			900,000.00		
Equipment	Parks, Rec & Public Assembly	Golf Course	Golf Course Irrigation Relpacement		130,000.00			
Facilities	Parks, Rec & Public Assembly	Merrill Auditorium	Replacement Interior Doors			70,000.00		
Facilities	Parks, Rec & Public Assembly	Public Assembly	Expo Renovations					50,000.00
Facilities	Parks, Rec & Public Assembly	Athletic Facilities	Court Resurfacing: Various Tennis, Pickleball & Basketball		50,000.00		50,000.00	
Equipment	Parks, Rec & Public Assembly	Athletic Facilities	Deering Oaks Tennis Court Lights					
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Dougherty Field Bike Path Improvements					100,000.00
Equipment	Parks, Rec & Public Assembly	Parks	East End School Playground					
Equipment	Parks, Rec & Public Assembly	Parks	East End School Playground Design					50,000.00
Equipment	Parks, Rec & Public Assembly	Parks	Fox Field Playground					300,000.00
Equipment	Parks, Rec & Public Assembly	Parks	Hesletine Park Playground					
Equipment	Parks, Rec & Public Assembly	Parks	Playground Equipment Replacement: Various Locations				75,000.00	
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Bramhall Square Reconstruction					450,000.00
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Eastern Prom Cleeves Monument ADA Plaza		125,000.00			
Facilities	Parks, Rec & Public Assembly	Parks	Fort Gorges Composting Toilets					
	Parks, Rec & Public Assembly							
Equipment	Parks, Rec & Public Assembly	Parks	Longfellow Park Bollard Lighting			50,000.00		
Facilities	Parks, Rec & Public Assembly	Parks	Western Prom Artistic Play Area					
Equipment	Parks, Rec & Public Assembly	Parks	Western Prom Walkway Lighting					
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Western Prom Walkway Reconstruction Phase II					150,000.00

Parks, Fields, Trails	Planning & Urban Development	Planning	Congress Square Redesign	750,000.00				
Transportation	Planning & Urban Development	Transportation	West Commercial Street Pathway - Phase III		25,000.00	200,000.00		
Transportation	Planning & Urban Development	Transportation	Parkside to Libbytown Pathway Phase II		250,000.00			
Transportation	Planning & Urban Development	Transportation	Neighborhood Byway City-wide Network Implementation			60,000.00	60,000.00	60,000.00
Facilities	Public Buildings & Waterfront	Hadlock Field	Exterior Wall Reconstruction and Mold Remediation	465,000.00				
Facilities	Public Buildings & Waterfront	Other Public Buildings	New Sprinkler System at Cummings Center/ Munjoy Fire Station	300,000.00				
Facilities	Public Buildings & Waterfront	Canco Road	212 Roof Replacement (4 Phases)	400,000.00		200,000.00		
Marine	Public Buildings & Waterfront	Waterfront	Portland Ocean Terminal (POT) Fender Replacement	250,000.00	250,000.00			
Marine (i.e., piers)	Public Buildings & Waterfront	Waterfront	Bollard/ Bit Replacement	200,000.00				
Marine	Public Buildings & Waterfront	Waterfront	On going pile/pier work at OG and P.O.T	200,000.00	350,000.00	350,000.00	350,000.00	350,000.00
Equipment	Public Buildings & Waterfront	Waterfront	Pile Jackets -OG	125,000.00	100,000.00			
Equipment	Public Buildings & Waterfront	City Hall	City Hall Fire Doors for Common Areas		245,000.00			
Facilities	Public Buildings & Waterfront	Public Safety	Public Safety Stair Project (Additional Funding Request)		170,000.00			
Equipment	Public Buildings & Waterfront	Merrill	Replace Chiller at Merrill Auditorium		400,000.00			
Facilities	Public Buildings & Waterfront	Canco Road	Build out vacant space for IT or HR			400,000.00		
Facilities	Public Buildings & Waterfront	City Hall	Copper Roof Replacement - Engineering		75,000.00	1,500,000.00	1,500,000.00	
Facilities	Public Buildings & Waterfront	Canco Road	212 Canco Rd Parks Space/HVAC Upgrades		600,000.00			
Facilities	Public Buildings & Waterfront	Public Safety	Window Replacement Phase 1 of 2			600,000.00	600,000.00	
Facilities	Public Buildings & Waterfront	City Hall	Offices & Customer Service Areas A/C Installation (Finance,Assesors,HR,Parking)		200,000.00			
Facilities	Public Buildings & Waterfront	City Hall	Add Sprinkler System		350,000.00			
Facilities	Public Buildings & Waterfront	Waterfront	Berthing Load Test					
Facilities	Public Buildings & Waterfront	Other Public Buildings	Forest City Cemetry/Evergreen		200,000.00	200,000.00		
Equipment	Public Buildings & Waterfront	Exposition Building	EXPO HVAC Installation in Arena			1,730,000.00		
Facilities	Public Buildings & Waterfront	Public Safety	Repoint/Waterproof Building Exterior		400,000.00			
Facilities	Public Buildings & Waterfront	Merrill	Paint Dome Ceiling and Replace Sprinkler Heads		250,000.00			
Facilities	Public Buildings & Waterfront	Hadlock Field	Replace General Admission Seats		300,000.00			
Facilities	Public Buildings & Waterfront	Hadlock Field	Hadlock Concourse Stair Stringers		100,000.00			
Facilities	Public Buildings & Waterfront	Canco Road	212/250 Canco Rd Exterior Wall Maintenance			75,000.00		
Facilities	Public Buildings & Waterfront	Canco Road	250 Canco Rd Roof Replacement Phase 1 of 2				450,000.00	
Facilities	Public Buildings & Waterfront	Canco Road	250 Canco Rd Portable Generators				100,000.00	
Facilities	Public Buildings & Waterfront	City Hall	Interior Renovations /Security Upgrades			600,000.00		
Equipment	Public Buildings & Waterfront	City Hall	Mechanical Assist Mobile Storage for Planning				80,000.00	
Facilities	Public Buildings & Waterfront	City Hall	Replace sewer main in tunnel				200,000.00	
Facilities	Public Buildings & Waterfront	Exposition Building	Emergency Egress Access Doors/Concrete Stair Removal			200,000.00		
Facilities	Public Buildings & Waterfront	Exposition Building	HVAC Phase 3 9 Basement Level					750,000.00
Facilities	Public Buildings & Waterfront	Canco Road	Expo - ADA Upgrades			75,000.00		
Facilities	Public Buildings & Waterfront	Exposition Building	Boiler Replacement				420,000.00	
Facilities	Public Buildings & Waterfront	Hadlock Field	Metal Siding,Door,Window Replacement			100,000.00		
Facilities	Public Buildings & Waterfront	Hadlock Field	Structural Repairs/Roof Covering - Hadlock			150,000.00		
Facilities	Public Buildings & Waterfront	Public Safety	Master Plan			200,000.00		
Marine	Public Buildings & Waterfront	Waterfront	POT - Pile Survey			197,500.00		

Marine	Public Buildings & Waterfront	Waterfront	Compass Park Ongoing pile/pier work					
Marine (i.e., piers)	Public Buildings & Waterfront	Waterfront	Floats at Maine State Pier/Great Diamond Island			100,000.00		
Facilities	Public Buildings & Waterfront	Waterfront	Terminal Bldg Renovation			420,000.00		
Marine	Public Buildings & Waterfront	Waterfront	Gangway Extentions			200,000.00		
Equipment	Public Buildings & Waterfront	Hadlock Field	Admin/Ticket Office HVAC Replacement			115,000.00		
Equipment	Public Buildings & Waterfront	Hadlock Field	Elevator Modernization			145,000.00		
Equipment	Public Buildings & Waterfront	Canco Road	Long term file storage room(s			200,000.00		
	Portland Public Library	Main Library	Replace Air Handlers 1 and 3	450,000.00				
	Portland Public Library	Main Library	Replace Air Handlers		500,000.00	500,000.00	500,000.00	500,000.00
	Portland Public Library	Main Library	Replace Roof (Phase 1)	165,000.00				
	Portland Public Library	Main Library	Replace Roof		400,000.00	900,000.00		
	Portland Public Library	Riverton	Dehumidification and ventilation upgrades	30,000.00				
	Portland Public Library	Multiple	Pavement of the loading dock parking lot		30,000.00			
	Portland Public Library	Main Library	ADA Considerations		25,000.00			
	Portland Public Library	Multiple	Facilities Study	30,000.00				
	Portland Public Schools	Lincoln	Replace Heating System	800,000.00				
	Portland Public Schools	CBHS/PATHS	Repair Underground Cables	500,000.00				
	Portland Public Schools	Lyman Moore	Create Secure Entrance / Vestibule	185,000.00				
	Portland Public Schools	Talbot	Add Security Cameras	70,000.00				
	Portland Public Schools	DHS	Replace Primary Underground Cables	285,000.00				
	Portland Public Schools	DHS	Repair Masonry on Exterior Walls	500,000.00				
	Portland Public Schools	DHS	Upgrade Server for Camera System	25,000.00				
	Portland Public Schools	Longfellow	Repair Exterior Walls	500,000.00				
	Portland Public Schools	East End	Install Security Camera System	70,000.00				
	Portland Public Schools	Multiple	Upgrade Door Access Controls	115,000.00				
	Portland Public Schools	Multiple	Future Board Recommended CIP Projects	0.00	3,000,000	4,000,000	3,000,000	3,000,000
Transportation	Public Works	Engineering	MPI Paving Match	665,000.00				
Transportation	Public Works	Engineering	PACTS Collector Paving	470,000.00				
Facilities	Public Works	Engineering	Landfill PFAS Remediation	80,000.00				
Transportation	Public Works	Engineering	Pavement Preservation Program	1,700,000.00	2,500,000.00	2,500,000.00		
Transportation	Public Works	Engineering	Sidewalk Rehabilitation Program	700,000.00	1,200,000.00	1,400,000.00		
Transportation	Public Works	Engineering	Libbytown Neighborhood Renewal Project	40,000.00	2,800,000.00			
Transportation	Public Works	Engineering	Forest Avenue: (Woodford/Revere to Bedford)	50,000.00	50,000.00		1,250,000.00	
Transportation	Public Works	Engineering	Forest Avenue: (State/Marginal to Park/Portland)	75,000.00		825,000.00		
Transportation	Public Works	Engineering	State and High Two-Way Conversion Study	100,000.00				
Transportation	Public Works	Engineering	PACTS RTMS - Regional Signals, Communications, and Match Money for Proj	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
Transportation	Public Works	Engineering	Traffic Signal Upgrades with Paving Programs	150,000.00	200,000.00	200,000.00	200,000.00	250,000.00
Transportation	Public Works	Engineering	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	275,000.00	250,000.00	250,000.00		

Transportation	Public Works	Engineering	Traffic Signals Upgrade Program	550,000.00	700,000.00	750,000.00	1,000,000.00	1,000,000.00
Transportation	Public Works	Engineering	Transportation Preliminary Design	80,000.00	100,000.00	100,000.00	100,000.00	150,000.00
Transportation	Public Works	Engineering	PACTS TIP - Brighton Avenue Multi-Modal Project	60,000.00	50,000.00	1,500,000.00		
Transportation	Public Works	Engineering	ADA Compliance Program	100,000.00	100,000.00	100,000.00		
Transportation	Public Works	Engineering	Bike Facility Safety Improvements (BBI Program)	50,000.00	50,000.00	50,000.00	75,000.00	75,000.00
Transportation	Public Works	Engineering	RR Quiet Zone Compliance Program	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00
Transportation	Public Works	Engineering	Arterial Crossing Program	150,000.00	150,000.00	175,000.00	175,000.00	175,000.00
Transportation	Public Works	Engineering	Islands Improvement Program	150,000.00				
Transportation	Public Works	Engineering	City Retaining Wall Repairs	100,000.00				
Transportation	Public Works	Engineering	Street Rehabilitation Program	100,000.00	250,000.00	250,000.00	250,000.00	300,000.00
Transportation	Public Works	Engineering	High-Speed Communications for Adaptive Signal Corridors and Improved Co	50,000.00	100,000.00	125,000.00	125,000.00	
Transportation	Public Works	Engineering	Franklin Street Design Update		50,000.00	500,000.00	5,000,000.00	
Transportation	Public Works	Engineering	Pedestrian and Urban Scale Street Lighting and Safety Program		150,000.00	150,000.00	150,000.00	150,000.00
Transportation	Public Works	Engineering	Monument Way & Square Rehabilitation		200,000.00			
Transportation	Public Works	Engineering	Morrills Corner (State Route 302 and 100)			1,500,000.00		
Transportation	Public Works	Engineering	Intersection Redesign at Fore and Pearl		65,000.00	600,000.00		
Streets/Sidewalks	Public Works	Engineering	PACTS York St Sidewalk and Street Rehab		250,000.00			
Transportation	Public Works	Engineering	Commercial Street Sidewalk Improvements		150,000.00			
Transportation	Public Works	Engineering	Marginal Way Signal Upgrades			350,000.00		
Transportation	Public Works	Engineering	Comprehensive Parking Analysis, Recommendations, and Signage Funding for Peninsula		100,000.00	100,000.00		
Transportation	Public Works	Engineering	Traffic Calming/Street Safety Initiatives		150,000.00			
Vehicles	Vehicle Maintenance	Police Department	#1 Fleet Priority - Police Cruisers (08 EA) Replacement	425,000.00				
Equipment	Vehicle Maintenance	Public Works	#2 Fleet Priority - 50 Each APX 1500 Enhanced Radio / Vehicle Radios	75,000.00	75,000.00			
Vehicles	Vehicle Maintenance	Public Works	#3 Fleet Priority - Lease Buyout - Hyundai Kona Ultimate / Electric Passenger	90,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#4 Fleet Priority - PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck	85,000.00				
Equipment	Vehicle Maintenance	Public Works	#5 Fleet Priority - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer	335,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#6 Fleet Priority - 2.0 Cab and Chassis w / Dump Body	150,000.00				
Equipment	Vehicle Maintenance	Recreation and Facilities	#7 Fleet Priority - 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments	330,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#8 Fleet Priority - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box	85,000.00				
Vehicles	Vehicle Maintenance	Parking / Garages	#9 Fleet Priority - Small SUV - AWD	30,000.00				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	#10 Fleet Priority - 1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / Ar	275,000.00				
Vehicles	Vehicle Maintenance	Social Services	#11 Fleet Priority - SUV Ford Expedition or Similar	65,000.00				
Equipment	Vehicle Maintenance	Public Works	#12 Fleet Priority - Floor Sweeper / Electrified	30,000.00				
Vehicles	Vehicle Maintenance	Police Department	#13 Fleet Priority - Cargo Van - Transit / Sprinter Size, Stand Up with No Wind	85,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#14 Fleet Priority - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless	140,000.00				
Transportation	Vehicle Maintenance	Recreation and Facilities	#15 Fleet Priority - Activity Bus - E450 Cut Away or G3500	80,000.00				
Vehicles	Vehicle Maintenance	Recreation and Facilities	#16 Fleet Priority - 1.0T Dump Truck - Alex Marshall - Cemeteries	80,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#18 Fleet Priority - FD5 - 0.75T Crew Cab with Utility Body	100,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#19 Fleet Priority - Supervisor Truck, Pick Up 0.75 Ton w / Plow	80,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#22 Fleet Priority - 0.75T Pick Up Crew w/ Plow	80,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	#23 Fleet Priority - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or	30,000.00				
Equipment	Vehicle Maintenance	Recreation and Facilities	#20 Fleet Priority - Electric Ice Resurfacer		235,000.00			

Vehicle - New (Not Re	Vehicle Maintenance	Public Works	#21 Fleet Priority - HD ALTEC Style Bucket Truck w/ 40' Insulated Boom - Traffic Department K	200,000.00				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	#24 Fleet Priority - 11' Wide Rough Mower	120,000.00				
Equipment	Vehicle Maintenance	Public Works	#25 Fleet Priority - Tool Cat	90,000.00				
Equipment	Vehicle Maintenance	Public Works	#26 Fleet Priority - Compact Road Grader (USED) - 16,900 LB Operating Weight / 120 HP / 10' t	125,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#27 Fleet Priority - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "Cushing F	125,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	Fleet Priority N/A - 0.75 Ton Crew w/ Plow	80,000.00				
Facilities	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - 0.75 Ton Utility Van Public Buildings	75,000.00				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - 0.75T Crew Cab Pick Up Truck	70,000.00				
Facilities	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - 0.75T Pick Up w/ water tank, cleaning kit, trash bin	75,000.00				
Facilities	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - 0.75T Utility Van	75,000.00				
Equipment	Vehicle Maintenance	Public Works	Fleet Priority N/A - 02 EA Variable Message Boards - Tow Behind - 3 Line / Kevin Thomas Traffi	50,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	Fleet Priority N/A - 1.5 - 2.0 Ton Dump Body	140,000.00				
Streets/Sidewalks	Vehicle Maintenance	Public Works	Fleet Priority N/A - 11' Wide Area Rotary Mower	135,000.00				
Facilities	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Electric SUV	80,000.00				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Electric Utility Vehicle (Kona or similar)	80,000.00				
Vehicles	Vehicle Maintenance	Fire Department	#17 Fleet Priority - FD3 - PFD - Ambulance / Complete Package New ADD ON		500,000.00			
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Loader / Backhoe - Golf Course		150,000.00			
Marine	Vehicle Maintenance	Fire Department	Fleet Priority N/A - PFD - "Medium" - 42' RESCUE BOAT		1,200,000.00			
Vehicles	Vehicle Maintenance	Fire Department	Fleet Priority N/A - PFD - 1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "LDI Fire Engine"		125,000.00			
Vehicles	Vehicle Maintenance	Fire Department	Fleet Priority N/A - PFD - Class A Pumper Truck - "GDI Fire Engine"		600,000.00			
Equipment	Vehicle Maintenance	Public Works	Fleet Priority N/A - Ride-On-Roller (USED), 5 Ton 54" Single Drum		80,000.00			
Equipment	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Sidewinder Rough Mower		60,000.00			
Streets/Sidewalks	Vehicle Maintenance	Public Works	Fleet Priority N/A - Snow Blower Tier IV - RPM220 T4 or Suitable Equivalent		250,000.00			
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Stump Grinder		45,000.00			
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Tracked Mini EX w/ Bucket, Thumb, Grapple and Stump Grinder		175,000.00			
Equipment	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Tracked Skidsteer w/Bucket, Grapple, Forks, Snow Blower - ADD ON NEW		150,000.00			
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Fleet Priority N/A - Wheeled Backhoe Loader - Alex Marshall - Parks		165,000.00			
			Current list of City General Fund Capital Requests by Year	21,470,000	29,229,600	39,454,895	24,620,750	19,200,000
			Target New General Obligation Bond Issuance by Year	\$12,000,000	\$11,000,000	18,000,000	18,000,000	18,000,000
			Anticipated Use of Other Funding Sources by Year	9,470,000	7,500,000	7,500,000	6,000,000	1,000,000
			Additional Estimated Cuts Required by Year	\$0	\$10,729,600	\$13,954,895	\$620,750	\$200,000

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**AMENDMENT FROM COUNCILOR BULLETT TO ORDER
AUTHORIZING GENERAL OBLIGATION BONDS
TO FINANCE A PORTION OF THE CITY'S FISCAL YEAR FY25 CAPITAL
IMPROVEMENT PROGRAM IN AN AMOUNT NOT TO EXCEED \$1920,040,000**

FOLLOWING a public hearing of the City Council of the City of Portland, Maine, held upon due notice pursuant to Article VII, Section 9 of the City Charter, **IT IS HEREBY ORDERED THAT:**

There is hereby authorized and approved a borrowing by the City of Portland in the aggregate principal amount not to exceed Nineteen-Twenty Million Forty Thousand Dollars (\$1920,040,000), such borrowing to be evidenced by the City's general obligation bonds (the "Bonds") and temporary notes in anticipation thereof (the "Notes), to finance the items identified in the City's FY25 Capital Improvement Program attached hereto as Exhibit A and all other costs (as defined herein) related and ancillary thereto (the "Projects").

BE IT FURTHER ORDERED:

1. That the Bonds and Notes shall be executed in the name of and on behalf of the City by the Director of Finance and the Mayor, either or both of whose signatures may be by facsimile to the extent permitted by law, and shall bear the City seal thereon, attested by its Clerk.

2. That the Director of Finance is hereby authorized, in the name of and on behalf of the City of Portland, to prepare, issue, and sell such Bonds and Notes through a public offering (on a competitive or negotiated basis or a combination thereof) or a private placement, or a combination thereof, and such Bonds may be issued in serial form or as term bonds, or some combination thereof, may be issued as physical certificates or in book-entry form pursuant to the Depository Trust Company Book-Entry Only System, and may issued at one time or from time to time, as one or more separate bond issues, all as the Director of Finance shall determine to be appropriate in his sole discretion.

3. That the Director of Finance is hereby authorized, in the name of and on behalf of the City, to establish, determine and approve the form, dates, maturities (with the last maturity not to exceed the maximum term permitted by law), denominations, interest rates, places of payment, provisions for early redemption, with or without a premium, prior to the stated maturity date(s), and all other details, including the timing and manner of their sale and award, such establishment, determination and approval to be conclusively evidenced by the execution thereof.

4. That the Director of Finance is hereby authorized, in the name of and on behalf of the City, to do or cause to be done all such acts and things, including to select a financial advisor, underwriter, or paying agent /registrar for such Bonds and Notes, and to execute, deliver and approve all contracts, loan agreements, investment agreements, tax compliance agreements or arbitrage certificates, closing certificates, instruments, Preliminary Official Statement, Official Statement or other offering

document, a Letter of Representation necessary to qualify the Bonds or Notes for the Depository Trust Company Book-Entry Only System, a continuing disclosure undertaking pursuant to Securities and Exchange Commission Rule 15c2-12 and any other documents or agreements (the "Bond Documents") as may be necessary or advisable, in connection with the financing of the Projects and the offering, sale, issuance, and delivery of the Bonds and Notes, and the investment of the proceeds thereof, which Bond Documents shall be in such form and contain such terms and provisions including, without limitation, the waiving of the District's sovereign or governmental immunity with respect to the enforceability of any of the forgoing, which waiver of sovereign or governmental immunity is hereby authorized, confirmed and approved, and such other details as he shall establish, determine and approve, such establishment, determination and approval to be conclusively evidenced by the execution thereof.

5. That if the Bonds or Notes, or any part of them, are issued on a tax-exempt basis, the Director of Finance is hereby authorized, in the name of and on behalf of the City, to covenant and certify that:

- (A) No part of the Projects shall be used directly or indirectly, in a manner that would cause the Bonds or Notes to be "private activity bonds" within the meaning of Section 141 of the Internal Revenue Code of 1986, as amended (the "Code"), and that no part of the proceeds of the Bonds and Notes shall be used directly or indirectly to acquire any securities or obligations, the acquisition of which or the investment yield on which would cause such Bonds or Notes to be "arbitrage bonds" within the meaning of Section 148 of the Code; and
- (B) The City will file any required reports and take any other action that may be necessary to insure that interest on the Bonds and Notes will remain exempt from federal income taxation, and that the City will refrain from any action that would cause interest on the Bonds or Notes to be subject to federal income taxation.

6. That the term "cost" or "costs" as used herein and applied to the Projects, or any portion thereof, includes, but is not limited to (1) the cost to design, acquire, construct, renovate, improve, furnish and equip the Projects, or any portion thereof; (2) the cost of land, easements and other real property interests, landscaping and site preparation, including demolition and environmental remediation work on any existing building or structure and on the property where the Projects are located, utility extensions and site improvements, and all appurtenances and other fixtures, facilities, buildings and structures either on, above, or under the ground which are used or usable in connection with the Project; (3) the cost of feasibility studies, surveys, environmental studies and assessments, engineering, plans and specifications, legal and other professional services associated with the Project; (4) issuance costs, including premiums for insurance, capitalized interest and other fees and expenses relating to the issuance and delivery of the Bonds and Note.

7. That if the actual cost of any Project differs from the estimated cost on the attached Exhibit A, whether due to completion, delay or abandonment of such Project or for any other reason, the Director of Finance is hereby authorized, in the name of and on behalf of the City, in his discretion, to reallocate proceeds of the Bonds and Notes to any other Project listed on the attached Exhibit A, or to any other project or improvement that the City Council has approved or may in the future approve as part of the City's annual capital improvement plan.

8. That if the Director of Finance, Mayor or Clerk are for any reason unavailable to approve and execute the Bonds or Notes or any other Bond Document necessary or convenient to the issuance, execution and delivery of the Bonds or Notes, the person or persons then acting in such capacity, whether on an interim or acting basis, as an assistant, a deputy, or otherwise, is authorized, in the name of and on behalf of the City, to act for such official with the same force and effect as if such official had performed such act.

9. That if any of the officers or officials of the City who have signed or sealed the Bonds or Notes shall cease to be such officers or officials before the Bonds or Notes so signed and sealed shall have been actually authenticated or delivered by the City, such Bonds or Notes nevertheless may be authenticated, issued, and delivered with the same force and effect as though the person or persons who signed or sealed such Bonds or Notes had not ceased to be such officer or official; and also any such bonds or notes may be signed and sealed on behalf of the City by those persons who, at the actual date of the execution of such Bonds or Notes, shall be the proper officers and officials of the City, although at the nominal date of such Bonds or Notes any such person shall not have been such officer or official.

10. That to the extent not payable from other funds, an amount sufficient for the payment of the annual payments of principal and interest on the Bonds or any Notes issued hereunder shall be included in the tax levy of each year until the debt represented by said Bonds or Notes is extinguished.

11. That if any of the Bonds or Notes are issued through the State of Maine Clean Water Revolving Loan Fund (CWSRF), the following resolutions required by Section C(4)(e) of the CWSRF Rules, Chapter 595 (the "SRF Regulations"), administered by the Department of Environmental Protection and the Maine Municipal Bond Bank (the "Bond Bank"), be and hereby are adopted:

- a. That a Project Account shall be created for the Projects which shall be separate from all other accounts of the City. If operating revenues are to be used to retire the debt, a sub-account will be established;
- b. That the Project Account shall be maintained in accordance with standards set forth by the Bond Bank and in accordance with generally accepted government account standards;
- c. That a final accounting shall be made to the Bond Bank of the total cost of each Project upon completion of the Project performance certification as set out in Section G(3) of the SRF Regulations and the City acknowledges that the Bond Bank reserves the right at its sole discretion to be provided with a cost certification of the Project as built;
- d. That an annual audit of the City, prepared by a certified public accountant or licensed public accountant be provided to the Bond Bank for the term of the loan;
- e. That the City shall maintain insurance coverage on the Projects in an amount adequate to protect the Bond Bank's interest for the term of the loan with the Bond Bank named as loss payee;
- f. That the City will comply with any special conditions specified by the Department of Environmental Protection's environmental determination until all financial obligations to the State have been discharged;

- g. That the City certify to the Bond Bank that it has secured all permits, licenses and approvals necessary and that it has a dedicated source of revenue for repayment;
- h. That the City establish a rate, charge or assessment schedule in order to pay principal and interest. Such rate change or schedule shall provide total operations and debt service coverage at a level at which the coverage for the Bond Bank is sufficient;
- i. That the City must demonstrate the ability to pay reasonably anticipated costs of operating and maintaining the financed Project; and
- j. That the City abide by the SRF Regulations, as revised and amended and relevant State statutes of the State of Maine.

12. That during the term any of the Bonds (or bonds issued to refund such Bonds) are outstanding, the Director of Finance is hereby authorized, in the name of and on behalf of the City, to issue and deliver refunding bonds to refund some or all of the Bonds then outstanding, and to establish, determine and approve the time of the sale, award and settlement of such refunding bonds, the form, date, maturities (not to exceed the maximum term permitted by law), denominations, interest rates, payment dates, and all other details of such refunding bonds, and to provide that any of such refunding bonds may be made subject to call for redemption, with or without premium, before their stated maturity dates, such establishment, determination and approval to be conclusively evidenced by his execution thereof, and to execute and deliver, in the name of and on behalf of the City, such additional Bond Documents as may be reasonable or necessary with respect to such refunding, and each refunding bond issued hereunder shall be signed in the same manner as the Bonds.

13. That the City may pay certain costs of the Projects prior to the issuance of the Bonds and Notes (referred to as "original expenditures"); to that end, the City hereby declares its official intent to reimburse itself for such original expenditures from the proceeds of such bonds and notes, and this Resolution shall constitute the City's declaration of official intent pursuant to Treasury Regulation §1.150-2.

GENERAL FUND PROJECTS

Department	Project	FY24 CIP Appropriation	Bond Authorization (2)	Other Funding	Other Funding Source
Assessors	Personal Property Revaluation	190,000	-	190,000	(1)
	City Wide Revaluation	750,000	-	750,000	(1)
Barron Center	Parking Lot and Walkway Lighting	75,000	75,000	-	
	New Bathroom in Laundry Building	40,000	40,000	-	
Fire Department	SCBA Replacement	600,000	-	600,000	(1)
	Central Fire Restroom and Kitchen Renovation - Funding for Completion	25,000	-	25,000	(3)
	Bramhall- Domestic Water Piping Replacement	85,000	-	85,000	(3)
	PPE - Ballistic Vests for EMS and Firefighting Personnel	50,000	50,000	-	
	Slab, Masonry and Waterproofing Repairs	50,000	50,000	-	
Information Technology	Security Camera System - Various Facilities	80,000	80,000	-	
	Segregate Highly Regulated Networks	40,000	40,000	-	
	Power Protection for Critical Switches	40,000	40,000	-	
	Wireless Access Point (wifi) refresh	50,000	50,000	-	
	Physical Host for City Hall Cluster	65,000	65,000	-	
	Spring St Parking Garage Network Refresh	70,000	70,000	-	
	Munjoy Network Refresh (EOC & Backup Dispatch)	60,000	60,000	-	
Parking / Garages	Spring St Garage Roof Deck Traffic Membrane Recoat	220,000	220,000	-	
	Temple St. Garage Roof & Level 4 Repairs	250,000	250,000	-	
Parks, Rec & Public Assembly	Title IX Construction for Payson Park	300,000	-	300,000	(1)
	Riverton Pool Repairs	2,300,000	-	2,300,000	(1)
	Back Cove Re-pave Tukey's Bridge Approach	295,000	295,000	-	
	Eastern Prom Food Truck Court Electricity	50,000	50,000	-	
	Ice Arena Chiller Refurbishment	200,000	200,000	-	
	Reiche Playground Replacement	500,000	-	500,000	(1)
	Stone Street Playground Design & Engineering	40,000	40,000	-	
	Riverside Golf Course Improvements	50,000	50,000	-	
	Riverton Gym Floor Replacement - Talbot School	150,000	150,000	-	
	Payson Tennis Court Lights	200,000	200,000	-	
Planning & Urban Develop	Congress Square Redesign	750,000	750,000	-	
Public Buildings & Waterfront	Hadlock Field - Exterior Wall Reconstruction and Mold Remediation	465,000	-	465,000	(1)
	New Sprinkler System at Cummings Center/ Munjoy Fire Station	300,000	-	300,000	(1)
	212 Canco Road Roof Replacement - Phase 1	400,000	400,000	-	
	Portland Ocean Terminal (POT) Fender Replacement	250,000	250,000	-	
	Bollard / Bit Replacement	200,000	200,000	-	
	Ongoing Pile/Pier Work at Portland Ocean Terminal	200,000	-	200,000	(1)
	Pile Jackets - Ocean Gateway	125,000	125,000	-	
Portland Public Library	PPL - Replace Air Handlers 1 and 3	450,000	-	450,000	(1)
	PPL - Replace Roof (Phase 1)	165,000	-	165,000	(1)
	Riverton Library - Dehumidification and Ventilation Upgrades	30,000	30,000	-	
	Library Facilities Study	30,000	30,000	-	
Portland Public Schools	Lincoln - Replace Heating System	800,000	800,000	-	
	CBHS/PATHS - Repair Underground Cables	500,000	500,000	-	
	Lyman Moore - Create Secure Entrance / Vestibule	185,000	185,000	-	
	Talbot - Add Security Cameras	70,000	70,000	-	
	DHS - Replace Primary Underground Cables	285,000	285,000	-	
	DHS - Repair Masonry on Exterior Walls	500,000	500,000	-	
	DHS - Upgrade Server for Camera System	25,000	25,000	-	
	Longfellow - Repair Exterior Walls	500,000	500,000	-	
	East End - Install Security Camera System	70,000	70,000	-	
	Misc. Schools - Upgrade Door Access Controls	115,000	115,000	-	
Public Works	MPI Paving Match	665,000	665,000	0	
	PACTS Collector Paving	470,000	470,000	-	
	Landfill PFAS Remediation	80,000	80,000	0	
	Pavement Preservation Program	1,700,000	-	1,700,000	(1)
	Sidewalk Rehabilitation Program	700,000	-	700,000	(1)
	Libbysville Neighborhood Renewal Project	40,000	40,000	-	
	Forest Avenue: (Woodford/Revere to Bedford)	50,000	50,000	-	
	Forest Avenue: (State/Marginal to Park/Portland)	75,000	75,000	-	
	State and High Two-Way Conversion Study	100,000	-	100,000	(4)
	PACTS RTMS - Regional Signals, Communications, and Match Money	25,000	25,000	-	
	Traffic Signal Upgrades with Paving Programs	150,000	-	150,000	(4)
	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	275,000	-	275,000	(1)
	Traffic Signals Upgrade Program	550,000	550,000	-	
	Transportation Preliminary Design	80,000	80,000	-	
	PACTS TIP - Brighton Avenue Multi-Modal Project	60,000	60,000	-	
	ADA Compliance Program	400,000	400,000	-	
	Bike Facility Safety Improvements (BBI Program)	50,000	50,000	-	
	RR Quiet Zone Compliance Program	10,000	10,000	-	
	Arterial Crossing Safety Improvements	150,000	-	150,000	(4)
	Islands Improvement Program	290,000	290,000	-	
	City Retaining Wall Repairs	100,000	100,000	-	
	Street Rehabilitation Program	100,000	100,000	-	
	High-Speed Communications for Adaptive Signal Corridors and Improved	50,000	50,000	-	
Vehicle Maintenance	Police Cruisers (8) Replacement	425,000	425,000	-	
	50 Each APX 1500 Enhanced Radio / Vehicle Radios	75,000	75,000	-	

Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles	90,000	90,000	-	
PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck #7"	85,000	85,000	-	
PW - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer	335,000	335,000	-	
PW - 2.0 Cab and Chassis w / Dump Body	150,000	150,000	-	
Rec. 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments	330,000	330,000	-	
FD - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift	85,000	85,000	-	
Parking - Small SUV - AWD	30,000	30,000	-	
1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / Articulating Aerial Platform w/ Chipper Box	275,000	275,000	-	
SS - SUV Ford Expedition or Similar	65,000	-	65,000	(1)
PW - Floor Sweeper / Electrified	30,000	30,000	-	
PD - Cargo Van - Transit / Sprinter Size, Stand Up with No Windows	85,000	85,000	-	
PW - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless Body - No Sander	140,000	140,000	-	
Rec. Activity Bus - E450 Cut Away or G3500	80,000	80,000	-	
Rec. 1.0T Dump Truck - Alex Marshall - Cemeteries	80,000	80,000	-	
FD - 0.75T Crew Cab with Utility Body	100,000	100,000	-	
PW - Supervisor Truck, Pick Up 0.75 Ton w / Plow	80,000	80,000	-	
PW - 0.75T Pick Up Crew w/ Plow	80,000	80,000	-	
PW - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar)	30,000	30,000	-	
HD Altec Style Bucket Truck w/ 40" Insulated Boom	200,000	200,000	-	
Electric Ice Resurfacer	210,000	210,000	-	
Sub-Total	22,470,000	13,000,000	9,470,000	
Public Art	50,000	50,000		
Land Bank	50,000	50,000		
Sub-Total - General Fund Projects	22,570,000	13,100,000	9,470,000	
<u>ENTERPRISE FUND PROJECTS</u>				
Water Resources				
CSO- Close CSO #42	750,000	750,000	-	
CSO- Sewer / Storm Consulting and Inspection Services	400,000	400,000	-	
CMOM - Inflow and Infiltration Phase 3 Mitigation	1,000,000	1,000,000	-	
Palmer Ave Detention Basin	250,000	250,000	-	
Center St Storm Drain	2,400,000	2,400,000	-	
ESRI Conversion to Utility Network	200,000	200,000	-	
Pavement Preservation Program - Utility costs	200,000	200,000	-	
Collection System Repairs and Improvements	750,000	750,000	-	
Culvert, Outfall, and Drainage Repairs and Improvements	500,000	500,000	-	
Street Sweeper Replacement	315,000	315,000	-	
Pickup Truck Replacements	120,000	120,000	-	
Trailerred 6" Pump	55,000	55,000	-	
Sub-Total - Enterprise Fund Projects	6,940,000	6,940,000	-	
TOTAL CIP	29,510,000	20,040,000	9,470,000	
<u>TOTAL APPROPRIATIONS AND FUNDING SOURCES</u>				
(1) Assigned Surplus Fund Balance	8,960,000			
(2) New Borrowing (General Fund Debt Service Repayment)	13,100,000			
(2) New Borrowing (Enterprise Fund Debt Service Repayment)	6,940,000			
(3) FY24 CIP Bond Reallocation	110,000			
(4) Transportation Impact Fees	400,000			
TOTAL	29,510,000			

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**AMENDMENT FROM COUNCILOR BULLETT TO ORDER APPROPRIATING BOND
PROCEEDS AND OTHER FUNDS IN AN AMOUNT NOT TO EXCEED \$2829,510,000 FOR
THE CITY'S FY2025 CAPITAL IMPROVEMENT PROGRAM**

IT IS HEREBY ORDERED THAT

1. Subject to paragraph 2 and 3 below, the sum of \$~~2829~~29,510,000, plus the investment earnings and original issue premium arising, if any, associated with issuance of the City's general obligation bonds, be and hereby is appropriated to finance the projects more particularly described in the project list for the City's FY25 Capital Improvement Program attached hereto as Exhibit A (the "FY25 CIP Project List"), as follows:
 - a. The sum of \$~~1213~~1,100,000 is appropriated from the proceeds of the City's general obligation bonds to be authorized by the City Council to finance a portion of the costs of the General Fund Projects included in the FY25 CIP Project List;
 - b. The sum of \$6,940,000 is appropriated from the proceeds of the City's general obligation bonds to be authorized by the City Council to finance a portion of the costs of the Enterprise Fund Projects included in the FY25 CIP Project List;
 - c. An additional amount not to exceed \$9,470,000 is appropriated as follows:
 - i. An amount not to exceed \$8,960,000 is appropriated from the City's Assigned Surplus Fund Balance – Capital Improvement to finance a portion of the projects so indicated in the FY25 CIP Project List;
 - ii. An amount not to exceed \$110,000 is reallocated and appropriated from unspent proceeds of the City's prior FY24 CIP General Obligation Bonds to finance a portion of the projects so indicated in the FY25 CIP Project List;
 - iii. An amount not to exceed \$400,000 is appropriated from the City's Transportation Impact Fees, to finance a portion of the projects so indicated in the FY25 CIP Project List.
2. The appropriations set forth in paragraphs 1(a) & (b) above are and shall be contingent upon the authorization and issuance of the City's general obligation bonds for such purposes (the amount appropriated in said paragraph 1(a) & (b) to be adjusted to reflect the principal amount of bonds so authorized), and shall include issuance costs for such bonds (or notes in anticipation thereof). The foregoing appropriations, in addition to the stated amount, shall also include any investment earnings or original issue premium associated with such bonds (or notes in anticipation thereof).

3. If the actual cost of any project included in the FY25 CIP Project List differs from the estimated cost on the attached Exhibit A, whether due to completion, delay or abandonment of the Project or for any other reason, the Director of Finance is authorized, in his discretion, to reallocate proceeds of the bonds issued therefore or the other funds appropriated therefore to any other project listed on the FY25 CIP Project List or to any project the City Council has approved or may in the future approve as part of the City's annual capital improvement plan.

GENERAL FUND PROJECTS

Department	Project	FY24 CIP Appropriation	Bond Authorization (2)	Other Funding	Other Funding Source
Assessors	Personal Property Revaluation	190,000	-	190,000	(1)
	City Wide Revaluation	750,000	-	750,000	(1)
Barron Center	Parking Lot and Walkway Lighting	75,000	75,000	-	
	New Bathroom in Laundry Building	40,000	40,000	-	
Fire Department	SCBA Replacement	600,000	-	600,000	(1)
	Central Fire Restroom and Kitchen Renovation - Funding for Completion	25,000	-	25,000	(3)
	Bramhall- Domestic Water Piping Replacement	85,000	-	85,000	(3)
	PPE - Ballistic Vests for EMS and Firefighting Personnel	50,000	50,000	-	
	Slab, Masonry and Waterproofing Repairs	50,000	50,000	-	
Information Technology	Security Camera System - Various Facilities	80,000	80,000	-	
	Segregate Highly Regulated Networks	40,000	40,000	-	
	Power Protection for Critical Switches	40,000	40,000	-	
	Wireless Access Point (wifi) refresh	50,000	50,000	-	
	Physical Host for City Hall Cluster	65,000	65,000	-	
	Spring St Parking Garage Network Refresh	70,000	70,000	-	
	Munjoy Network Refresh (EOC & Backup Dispatch)	60,000	60,000	-	
Parking / Garages	Spring St Garage Roof Deck Traffic Membrane Recoat	220,000	220,000	-	
	Temple St. Garage Roof & Level 4 Repairs	250,000	250,000	-	
Parks, Rec & Public Assembly	Title IX Construction for Payson Park	300,000	-	300,000	(1)
	Riverton Pool Repairs	2,300,000	-	2,300,000	(1)
	Back Cove Re-pave Tukey's Bridge Approach	295,000	295,000	-	
	Eastern Prom Food Truck Court Electricity	50,000	50,000	-	
	Ice Arena Chiller Refurbishment	200,000	200,000	-	
	Reiche Playground Replacement	500,000	-	500,000	(1)
	Stone Street Playground Design & Engineering	40,000	40,000	-	
	Riverside Golf Course Improvements	50,000	50,000	-	
	Riverton Gym Floor Replacement - Talbot School	150,000	150,000	-	
	Payson Tennis Court Lights	200,000	200,000	-	
Planning & Urban Develop	Congress Square Redesign	750,000	750,000	-	
Public Buildings & Waterfront	Hadlock Field - Exterior Wall Reconstruction and Mold Remediation	465,000	-	465,000	(1)
	New Sprinkler System at Cummings Center/ Munjoy Fire Station	300,000	-	300,000	(1)
	212 Canco Road Roof Replacement - Phase 1	400,000	400,000	-	
	Portland Ocean Terminal (POT) Fender Replacement	250,000	250,000	-	
	Bollard / Bit Replacement	200,000	200,000	-	
	Ongoing Pile/Pier Work at Portland Ocean Terminal	200,000	-	200,000	(1)
	Pile Jackets - Ocean Gateway	125,000	125,000	-	
Portland Public Library	PPL - Replace Air Handlers 1 and 3	450,000	-	450,000	(1)
	PPL - Replace Roof (Phase 1)	165,000	-	165,000	(1)
	Riverton Library - Dehumidification and Ventilation Upgrades	30,000	30,000	-	
	Library Facilities Study	30,000	30,000	-	
Portland Public Schools	Lincoln - Replace Heating System	800,000	800,000	-	
	CBHS/PATHS - Repair Underground Cables	500,000	500,000	-	
	Lyman Moore - Create Secure Entrance / Vestibule	185,000	185,000	-	
	Talbot - Add Security Cameras	70,000	70,000	-	
	DHS - Replace Primary Underground Cables	285,000	285,000	-	
	DHS - Repair Masonry on Exterior Walls	500,000	500,000	-	
	DHS - Upgrade Server for Camera System	25,000	25,000	-	
	Longfellow - Repair Exterior Walls	500,000	500,000	-	
	East End - Install Security Camera System	70,000	70,000	-	
	Misc. Schools - Upgrade Door Access Controls	115,000	115,000	-	
Public Works	MPI Paving Match	665,000	665,000	0	
	PACTS Collector Paving	470,000	470,000	-	
	Landfill PFAS Remediation	80,000	80,000	0	
	Pavement Preservation Program	1,700,000	-	1,700,000	(1)
	Sidewalk Rehabilitation Program	700,000	-	700,000	(1)
	Libbytown Neighborhood Renewal Project	40,000	40,000	-	
	Forest Avenue: (Woodford/Revere to Bedford)	50,000	50,000	-	
	Forest Avenue: (State/Marginal to Park/Portland)	75,000	75,000	-	
	State and High Two-Way Conversion Study	100,000	-	100,000	(4)
	PACTS RTMS - Regional Signals, Communications, and Match Money	25,000	25,000	-	
	Traffic Signal Upgrades with Paving Programs	150,000	-	150,000	(4)
	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	275,000	-	275,000	(1)
	Traffic Signals Upgrade Program	550,000	550,000	-	
	Transportation Preliminary Design	80,000	80,000	-	
	PACTS TIP - Brighton Avenue Multi-Modal Project	60,000	60,000	-	
	ADA Compliance Program	400,000	400,000	-	
	Bike Facility Safety Improvements (BBI Program)	50,000	50,000	-	
	RR Quiet Zone Compliance Program	10,000	10,000	-	
	Arterial Crossing Safety Improvements	150,000	-	150,000	(4)
	Islands Improvement Program	290,000	290,000	-	
	City Retaining Wall Repairs	100,000	100,000	-	
	Street Rehabilitation Program	100,000	100,000	-	
	High-Speed Communications for Adaptive Signal Corridors and Improved	50,000	50,000	-	
Vehicle Maintenance	Police Cruisers (8) Replacement	425,000	425,000	-	
	50 Each APX 1500 Enhanced Radio / Vehicle Radios	75,000	75,000	-	

Lease Buyout - Hyundai Kona Ultimate / Electric Passenger Vehicles	90,000	90,000	-	
PFD 0.5 Ton Crew Cab - Short Box and Cap - "Service Truck #7"	85,000	85,000	-	
PW - MACK - W/ McNeilus 25 Yard Rear Loader - Trash Packer	335,000	335,000	-	
PW - 2.0 Cab and Chassis w / Dump Body	150,000	150,000	-	
Rec. 02 EACH Sidewalk Tractor TRACKLESS w/ Attachments	330,000	330,000	-	
FD - 0.5 Ton (Ford F150 or equivalent) Crew Cab and Short box w/ Lift	85,000	85,000	-	
Parking - Small SUV - AWD	30,000	30,000	-	
1.5 Ton 19,500GVW Truck w/ Insulated 44' Telescopic / Articulating Aerial Platform w/ Chipper Box	275,000	275,000	-	
SS - SUV Ford Expedition or Similar	65,000	-	65,000	(1)
PW - Floor Sweeper / Electrified	30,000	30,000	-	
PD - Cargo Van - Transit / Sprinter Size, Stand Up with No Windows	85,000	85,000	-	
PW - 2.0 Ton Plow Truck w/front plow only (no wing) - Stainless Body - No Sander	140,000	140,000	-	
Rec. Activity Bus - E450 Cut Away or G3500	80,000	80,000	-	
Rec. 1.0T Dump Truck - Alex Marshall - Cemeteries	80,000	80,000	-	
FD - 0.75T Crew Cab with Utility Body	100,000	100,000	-	
PW - Supervisor Truck, Pick Up 0.75 Ton w / Plow	80,000	80,000	-	
PW - 0.75T Pick Up Crew w/ Plow	80,000	80,000	-	
PW - Pick-Up Truck 6,000 to 7,000 GVW (Small - Ford Ranger or similar)	30,000	30,000	-	
HD Altec Style Bucket Truck w/ 40" Insulated Boom	200,000	200,000	-	
Electric Ice Resurfacer	210,000	210,000	-	
Sub-Total	22,470,000	13,000,000	9,470,000	
Public Art	50,000	50,000		
Land Bank	50,000	50,000		
Sub-Total - General Fund Projects	22,570,000	13,100,000	9,470,000	
<u>ENTERPRISE FUND PROJECTS</u>				
Water Resources				
CSO- Close CSO #42	750,000	750,000	-	
CSO- Sewer / Storm Consulting and Inspection Services	400,000	400,000	-	
CMOM - Inflow and Infiltration Phase 3 Mitigation	1,000,000	1,000,000	-	
Palmer Ave Detention Basin	250,000	250,000	-	
Center St Storm Drain	2,400,000	2,400,000	-	
ESRI Conversion to Utility Network	200,000	200,000	-	
Pavement Preservation Program - Utility costs	200,000	200,000	-	
Collection System Repairs and Improvements	750,000	750,000	-	
Culvert, Outfall, and Drainage Repairs and Improvements	500,000	500,000	-	
Street Sweeper Replacement	315,000	315,000	-	
Pickup Truck Replacements	120,000	120,000	-	
Trailered 6" Pump	55,000	55,000	-	
Sub-Total - Enterprise Fund Projects	6,940,000	6,940,000	-	
TOTAL CIP	29,510,000	20,040,000	9,470,000	
<u>TOTAL APPROPRIATIONS AND FUNDING SOURCES</u>				
(1) Assigned Surplus Fund Balance	8,960,000			
(2) New Borrowing (General Fund Debt Service Repayment)	13,100,000			
(2) New Borrowing (Enterprise Fund Debt Service Repayment)	6,940,000			
(3) FY24 CIP Bond Reallocation	110,000			
(4) Transportation Impact Fees	400,000			
TOTAL	29,510,000			

MEMORANDUM
City Council Agenda Item

FROM: Mary Davis, Division Director

DATE: February 28, 2024

SUBJECT: Order 149-23/24 Accepting and Adopting the 2024 Jill C. Duson Housing Trust Fund Annual Plan - Sponsored by the Housing and Economic Development Committee, Councilor Pious Ali, Chair

SPONSOR: Sponsored by the Housing and Economic Development Committee, Councilor Pious Ali, Chair. The Committee met on February 27, 2024 and voted 4-0 to recommend approval by the City Council.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading 3/18/2024

Final

Action 3/18/2024

Can action be taken at a later date: Yes If action cannot be taken at a later date, please explain why. Do NOT write yes or no; that will be automatically generated by the checkbox.

Does this item involve a new contract with the City: N/A

PRESENTATION: Mary Davis will be available to answer any questions.

I. SUMMARY

City Ordinance requires that the City Council adopt a housing trust fund annual plan that establishes the goals and priorities for the use of the funding available in the Jill C. Duson Housing Trust Fund.

II. AGENDA DESCRIPTION

The Housing and Economic Development Committee met on February 27, 2024, and voted 4-0 to recommend to the City Council approval of the 2024 Jill C. Duson Housing Trust Fund Annual Plan.

The Jill C. Duson Housing Trust Fund Annual Plan is amended annually by the City Council's Housing and Economic Development Committee, after public comment, with a referral to the council for adoption (per Section 18.3 of the Land Code). The plan establishes the priorities in which the current balance of the Housing Trust Fund would be allocated. The Plan will make available \$1,565,297 for the development of affordable housing (\$2,065,297 less \$500,000 minimum balance).

Priority for the use of the funds will be to support public/private partnerships that create workforce housing units that are affordable to households earning at or below 100% (\$119,500 for a 4-person household) of the area median income, with a preference for households earning at or below 80% (\$94,600 for a 4-person household) of the area median income; mixed income projects with a mix of bedroom size, including family size units of 3+ bedrooms; shovel ready projects that have received funding approvals from federal, state, local or private sources and demonstrates the ability to move to a construction loan closing by January 2025.

Five affirmative votes are required for passage after public comment.

III. BACKGROUND

Resources available in the Jill C. Duson Housing Trust Fund (HTF) are made available through an application process. The 2024 Affordable Housing Development and Tax Increment Financing Application is amended on

an annual basis and incorporates the goals and priorities outlined in the HTF annual plan. The 2024 Council Common Goal to use an equity analysis in order to recommend the most qualified application(s) will be incorporated in both the HTF Plan and the Application. The HTF Annual Plan identifies eligible projects as those that create housing units which promote economic diversity with the development and within the neighborhood in which the development is located.

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

Approval of the 2024 Annual Plan for the Jill C. Duson Housing Trust Fund

V. FINANCIAL IMPACT

N/A

VI. STAFF ANALYSIS AND BACKGROUND

VII. RECOMMENDATION

Staff is seeking City Council approval of the 2024 affordable housing investment priorities, goals for distribution of funds, and eligible project guidelines incorporated into the 2024 Jill C. Duson Housing Trust Fund Annual Plan. Additionally, staff is requesting that the City Council adopt the 2024 Jill C. Duson Housing Trust Fund Annual Plan as required under the Housing Trust Fund Ordinance.

VIII. LIST ATTACHMENTS

1. Accepting and Adopting the 2024 Jill C. Duson Housing Trust Fund Annual Plan
2. Jill C Duson Housing Trust Fund Annual Plan 2.23.2024

Prepared by:

Mary Davis, Division Director

Date: 02/28/2024

MARK DION (MAYOR)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

ORDER ACCEPTING AND ADOPTING
THE 2024 JILL C. DUSON HOUSING TRUST FUND ANNUAL PLAN

ORDERED, that the 2024 Jill C. Duson Housing Trust Fund Annual Plan, attached hereto, is
hereby accepted and adopted.

JILL C. DUSON HOUSING TRUST FUND **2024 ANNUAL PLAN**

The Jill C. Duson Housing Trust Fund (also referred to as Housing Trust Fund or HTF) is established by Chapter 14, Section 18.3 of the City's Code of Ordinances. Section 18.3.4 states that "each fiscal year the city council shall adopt a housing trust fund annual plan" and that the "housing committee of the city council or such other committee as the council shall designate shall conduct public hearings on the recommended plan and refer the matter to the council for action."

The Annual Plan establishes the priorities in which the current balance of the Housing Trust Fund would be allocated and should be in conformity with the 2024 City Council Common Goals.

2024 ANNUAL PLAN

City Ordinance requires that the Jill C. Duson Housing Trust Fund Annual Plan include a description of funding priorities, the amount of funds budgeted, and a description of how funds will be distributed among very-low, low, and moderate income households.

Funding Budget

The funding budget is based on the balance ~~of \$4,204,156~~ in the Housing Trust Fund as of February 20, 2024~~March 1, 2024~~. ~~It has been the City Council's practice to The Housing Trust Fund designs to~~ maintain a minimum balance of \$500,000 in order to have resources to act quickly when there is an emergency, such as a need to cure a potential mortgage default that could result in loss of an affordable unit. This right to cure will be included in the affordable housing covenants that are recorded in the Cumberland County Registry of Deeds for each affordable unit.

~~In addition to the funding noted above, the Portland City Council allocated \$1,000,000 from the first tranche of American Rescue Plan Act (ARPA) funding and \$4,110,000 from the second tranche of ARPA funding for housing development. These funds are to be administered through the Jill C. Duson Housing Trust Fund.~~

The funding available from the Jill C. Duson Housing Trust Fund is \$1,565,2973,704,156 (\$2,065,2974,204,156 less \$500,000) ~~plus \$5,110,000 for a total of \$8,814,156~~. See Attachment 2.

Funding Priorities

Housing Trust Fund resources should focus on opportunities where other funding sources do not work or are not effective, such as projects designed to create housing affordable to households earning at or below 8050% of the area median income (i.e. \$94,60055,850 for a four person household), or projects designed to create housing affordable to households earning up to 100% of the area median income (i.e. \$ 119,500111,700 for a four person household).

Priority for the use of Housing Trust Funds will be to support public/private partnerships that create workforce housing units that are affordable to households earning up to 100% of the area median income with preference for households earning 8050% of the area median income and below. Shovel ready projects with a mix of bedroom size are strongly encouraged.

The term shovel ready is defined as a project that has received all other funding approvals from federal, state, local, or private sources and demonstrates the ability to move to a construction loan closing by January 2025⁴.

Funding Distribution

Housing Trust Funds will be distributed through a competitive application process. The *Affordable Housing Development and Tax Increment Financing Application* will be issued, at a minimum, on an annual basis to notify potential applicants that the application is available. Applications will be reviewed by an evaluation team of City of Portland staff who will evaluate and score each application utilizing the scoring factors outlined in Attachment #1 as well as the 2024 City Council Common Goal requirement to use an equity analysis in order to recommend the most qualified applicant based on the information submitted~~a lens that prioritizes racial, social and justice equity in order to recommend the most qualified application based on the information submitted.~~

Recommendations will be forwarded to the City Council's Housing and Economic Development Committee for review. Housing and Economic Development Committee recommendations will be forwarded to the City Council for final review and approval.

Goals for Distribution

The goal for the distribution of these funds is for the "promotion, retention, and creation of an adequate supply of housing, particularly affordable housing, for all economic groups and to limit the net loss of housing units in the city" (Chapter 14 Section 18.3.B of the City's Code of Ordinances). Development should be consistent with the Annual City Council Common Goals, the City's Comprehensive Plan and the HUD Five-Year Consolidated Plan. The City of Portland seeks development projects that create contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods. Projects should not require a contract or conditional zone (although other rezoning consistent with the City's Comprehensive Plan may be considered). Resolution of any zoning issues is required before City Council approval of the applicants funding request. Developments should incorporate quality, sustainable design.

Eligible Projects

Projects receiving Housing Trust Funds must create housing units that promote economic diversity with the development and within the neighborhood in which the development is located. New construction, conversion of non-residential property to housing and rehabilitation of existing units that creates or maintains affordable units is eligible

In this Plan, adaptive reuse is defined as creating housing in an existing building that was originally built or designed for a use other than housing.

Housing Trust Fund resources are also intended to promote the retention of affordable housing. Housing Trust Fund resources should also be made available, if necessary, to exercise the City's

right of first refusal in connection with potential foreclosure issues with affordable homeownership units. The City shall have a right of first refusal if an affordable unit is forced to sell due to increased fees or has become delinquent in its payments and is in risk of foreclosure or any other legal threats to the Unit's affordability restrictions. The City shall also have the option of using Housing Trust Funds to support affordable units facing large special assessments that may pose a risk to the owner household's ability to maintain their unit's affordability. The City of Portland shall have the right of first refusal to purchase any affordable unit that is in jeopardy of losing its affordability restrictions due to foreclosure, delinquency of condominium fee payments, or any other cause outside of the agreed upon term of restriction. The City's Right of First Refusal is not intended to infringe upon the ability of a mortgage lender to recapture any money owed by the affordable unit owner. The intent is to ensure affordability of the unit for eligible households.

Financing Parameters

Housing Trust Funds should be a resource of last resort and should be focused on opportunities where other funding sources do not work or are not effective. Applicants requesting financial assistance from the Housing Trust Fund must provide documented efforts made to obtain other private, federal, state or local resources for the project.

Form of Awards

A variety of funding mechanisms will be utilized including no-interest loans, below-market loans, forgivable loans, and grants. Type of funding will be determined after review of a number of factors including amount necessary to make the project feasible, the project type, income targeting, number of affordable units, and duration of the affordability period.

Maximum Award Amount

Awards will be determined on a per affordable unit basis. The average City investment per unit, excluding TIF financing, is approximately \$10,000. The City contribution per unit will not exceed \$18,000. This amount may be adjusted at the discretion of the City Council, only for unusual circumstances where a larger amount is the only way a project that meets other City goals can move forward ~~is needed~~. In those cases, the higher cost per unit ~~ratio~~ must be tied into the goals outlined in the City's Comprehensive Plan and/or City Council Common Goals.

Affordability Restrictions

Affordability restrictions are required. In the case of rental or cooperative units, the units must remain affordable for the life of the housing unit, which is presumed to be a minimum of thirty (30) years but may be longer. In the case of ownership housing, the units must remain affordable for the longest feasible time while maintaining an equitable balance between the interests of the owner and the interest of the City of Portland. These restrictions must be secured by a declaration of covenants and restrictions recorded in the Cumberland County Registry of Deeds

Affordable Housing Agreement

In the case of ownership housing, the owner of each affordable unit will be required to sign and record in the Cumberland County Registry of Deeds an Affordable Housing Agreement (AHA) with the City and to include the affordability restrictions as a covenant to the project's deed. The Affordable Housing Agreement shall be referenced directly in the property's deed unless prohibited by federal, state, or local law. In order to guarantee affordability in homeownership units, this recorded covenant will limit increases in sales price according to the calculation defined by the City as defined in the implementation regulations. It will limit the incomes of subsequent buyers to the same income limits initially applied. It will also provide a right of first refusal and other purchase rights to the City or its designee (e.g. another eligible household, or a nonprofit corporation).

Sales must be made through an arms-length arrangement. No employee, agent, stockholder, officer, director, servant, or family member of the Owner or its Management Company, or its employees, agents, or servants thereof, related either by blood, marriage, or operation of law may qualify for a unit financed with Housing Trust Funds or receive any benefit related in any way to the administration or compliance with the conditions contained therein.

Affordability

Affordable means that the percentage of income a household is charged in rent and other housing expenses, or must pay in monthly mortgage payments (including insurance and taxes), does not exceed 30% of a household's income, or other amount established in city regulations that does not vary significantly from this amount.

Right of First Refusal

The City of Portland shall have the right of first refusal to purchase any affordable unit that is in jeopardy of losing its affordability restrictions due to foreclosure, delinquency of condominium fee payments, or any other cause outside of the agreed upon term of restriction. The City's Right of First Refusal is not intended to infringe upon the ability of a mortgage lender to recapture any money owed by the affordable unit's owner. The intent is to ensure affordability of the unit for eligible households.

Implementing Regulations

Regulations to further specify the details of the parameters outlined in this Annual Plan, maybe developed, including, but not limited to:

1. Specific methodology for income verification; and
2. Underwriting criteria.

Attachments

- 1) Point System for Evaluating and Scoring Applications
- 2) Sources and Uses of Jill C. Duson Housing Trust Fund

Attachment 1

Point System for Evaluating and Scoring Applications (Max 115)

Policy Objectives: Total 50 Points

Proposed use of funds to achieve the City of Portland's goals and address demonstrated need. **26 points**

Maximum points will be awarded for those applications that:

1. Market Demand - 4 points
 - a. 4 points - high demand, meets the City's income targeting and rental housing priority, and preferences noted above,
 - b. 1 point - moderate demand, sufficiently meets the City's income targeting priority
 - c. 0 points - does not demonstrate sufficient market demand, does not meet the City's income targeting priority
2. Zoning - 8 points
 - a. 8 points - development requires no zoning amendments or contract or conditional zone
 - b. 5 points - development requires a zoning amendment which is consistent with the City Comprehensive Plan
 - c. 0 points - development requires rezoning that is not consistent with the City's Comprehensive Plan
3. Economic diversity - 6 points
 - a. 6 points - creates housing options which promote economic diversity within the development and within in the neighborhood in which the development is located, while meeting the income preferences noted above.
 - b. 5 points – creates housing options which promote economic diversity within the neighborhood in which the development is located, while meeting the income preferences noted above.
 - c. 4 points – creates housing options which promote economic diversity within the development (a mixed-income development), while meeting the income preferences noted above.
 - d. 0 points does not promote economic diversity
4. CHDO - 2 points
 - a. 2 points - developer and owner are both controlled by CHDO
 - b. 1 points - either developer or owner are controlled by CHDO
 - c. 0 points neither developer nor owner are controlled by CHDO
5. City Subsidy - 6 points
 - a. 6 points - investment from City is <\$10,000/unit
 - b. 5 points - investment from City is > or = \$10,000 and <\$12,000/unit
 - c. 4 points - investment from City is > or = \$12,000 and <\$14,000/unit
 - d. 3 points - investment from City is > or = \$14,000 and <\$16,000/unit
 - e. 2 points - investment from City is > or = \$16,000 and <\$18,000/unit
 - f. 0 points - investment from City is > or = \$18,000/unit

Impact on surrounding neighborhood, including design compatibility and environmental issues. **24 points**

Maximum points will be awarded for those applications where:

1. Site Selection - 7 points
 - a. 7 points – fully appropriate for use, project supports Comprehensive Plan goal for development along transit nodes and corridors
 - b. 5 point – appropriate, some concerns
 - c. 0 points – significant concerns, project does not support Comprehensive Plan goal for development along transit nodes and corridors
2. Exterior Design - 5 points
 - a. 5 points - the design is fully consistent with neighborhood design characteristics,
 - b. 3 points - the design is an adequate fit with the neighborhood design,
 - c. 0 points - the design is a significant outlier
3. Amenities and unit design - 7 points
 - a. 7 points -amenities & unit design are well thought out and appropriate for residents,
 - b. 5 points - amenities & unit design are adequate,
 - c. 0 points -amenities and unit design raise significant concerns that resident needs will not be adequately addressed
4. Environmental - 5 points
 - a. 5 points – Phase I identifies no environmental issues
 - b. 3 points - Phase I identifies an environmental issue, but a Phase II shows a feasible, economically viable resolution which is included in the budgets;
 - c. 0 points - there are significant unresolved environmental issues, or no Phase I has been received.

Underwriting Criteria: Total 65 Points

Financial feasibility, including cost, development budget operating pro forma and the provision of secured and leverage funds. 20 points

Maximum points will be awarded for those applications that:

1. Development budget & sources and uses - 10 points
 - a. 10 points - EVERY development budget line item for which there is a City of Portland guideline complies with that guideline AND all other line items are reasonable and customary;
 - b. 8 points - ONE budget line item falls outside City guidelines or outside the standard of “reasonable & customary”;
 - c. 6 points - TWO budget line items item falls outside City guidelines or outside the standard of “reasonable & customary”;
 - d. 0 points - more than two budget items fail to meet City guidelines or fall outside “reasonable and customary”
2. Operating pro forma – 10 points
 - a. 10 points - EVERY operating pro forma line item for which there is a City of Portland guideline complies with that guideline AND all other line items are reasonable and customary;
 - b. 8 points - ONE budget line item falls outside City guidelines or outside the standard of “reasonable & customary”;

- c. 6 points - TWO budget line items item falls outside City guidelines or outside the standard of “reasonable & customary”;
- d. 0 points - more than two budget items fail to meet City guidelines or fall outside “reasonable and customary”

Applicant's ability to complete and operate project, including development team experience, capacity, property management track record, project readiness and timeframe for completion. 45 points

Maximum points will be awarded for those applications that:

1. Readiness to proceed - 10 points
 - a. 10 points – project meets the shovel ready definition noted in the Funding Priorities section above.
 - b. 7 points - at least one letter of commitment or interest is included and ALL projected sources are projected at terms and conditions consistent with the City’s prior experience with the funder.
 - c. 5 points - ALL projected sources of funding include letters of commitment, letters of interest, or, if no letter is included, are projected at terms and conditions consistent with the City’s prior experience with this funder.
 - d. 0 points - one or more sources are projected on terms that are not consistent with the City’s prior experience with the funder and are not documented by letter(s) from funder(s).
2. Construction Time Line – 5 points
 - a. 5 points – There is a strong likelihood the project could proceed into construction within the first six months of the year following funding appropriation based on the timeline, narrative, and supporting documents;
 - b. 2 points -There is a small likelihood the project could proceed into construction within the first six months of the year following funding appropriation based on the timeline, narrative, and supporting documents;
 - c. 0 points -it is unlikely the project could proceed into construction within the first six months of the year following funding appropriation based on the timeline, narrative, and supporting documents
3. Track record of development team - 10 points
 - a. 10 points - every development team member has a successful track record with this type of project and at this scale
 - b. 7 points - all but one development team members have a successful track record with this type of project and at this scale; one development team member has relevant experience but at a smaller scale or not of this project type
 - c. 3 points - two development team members, while having relevant experience, are new to this type of project or this scale of development
 - d. 0 points - the development team does not meet the criteria above
4. Current Capacity of development team - 10 points
 - a. 10 points - development team members have exceptional depth of human and financial resources to complete this project;
 - b. 8 points - development team members have the human and financial resources to complete this project;

- c. 3 points - development team has a staffing gap in a significant role and a plan to address that gap, OR there are some concerns about the financial resources of the team to move the development forward;
- d. 0 points - the development team does not meet the criteria described above

5. Sound Property Management - 10 points

- a. 10 points – property manager agent demonstrates a successful track record in projects of similar size, scale, type and complexity to the proposed project. Properties under the agent’s management are violation free, have not been issued an IRS form 8823 within the last three years, and have scored above average or better in physical inspection scores;
- b. 5 points -property manager agent demonstrates a successful but limited track record in projects of similar size, scale, type and complexity to the proposed project. Properties under the agent’s management are violation free, have not been issued an IRS form 8823 within the last three years, and have scored satisfactory in physical inspection scores;
- c. 0 points – the property manager agent has either on-going violations, or has been issued an IRS form 8823 in the last three years, or has scored below average or lower

Attachment 2

	Sources and Uses of Jill C. Duson Housing Trust Fund				
YEAR	DEPOSITS		YEAR	EXPENDITURES	
2002/03	Maine Medical Center HRO	\$ 315,580.00	2011	Avesta Oak Street Lofts	\$ (380,585)
2002	Sportsman's Grill HRO	\$ 40,000.00	2014	Housing First Pre-Development RFP	\$ (75,000)
2009	Berlin City Auto HRO	\$ 116,000.00	2015	65 Hanover & 52 Alder Sts Feasibility Study	\$ (9,250)
2010	Stop n Shop HRO 2010	\$ 289,250.00	2017	65 Munjoy Street	\$ (175,000)
2012	Rockbridge/Eastland Park HRO	\$ 42,500.00	2018	37 Front Street	\$ (55,500)
2012	Riverwalk/Ocean Gateway HRO	\$ 250,000.00	2018	63 Front Street (not yet spent)	\$ (37,000)
2012	118 Congress LLC Easement	\$ 3,500.00	2018	977 Brighton Avenue (Wessex Woods)	\$ (300,000)
2017	91 & 97 Belfort Street (sale of TAP)	\$ 86,423.99	2019	60 Parris Terr. Downpayment Assistance	\$ (24,000)
2017	116 Upper A Street (sale of TAP)	\$ 78,526.74	2019	83 Middle Street	\$ (136,734)
2017	443 Congress Street IZ	\$ 280,000.00	2019	18 Luther Street	\$ (36,000)
2018	62 India Street IZ	\$ 276,500.00	2020	200 Valley Street	\$ (49,154)
2018	Short Term Rental Fee transfer	\$ 33,138.80	2022	200 Valley Street	\$ (442,386)
2018	0 Thames Street (WEX) sale	\$ 1,000,000.00	2020	Affordable Rental Housing Incentive Program	\$ (1,000)
2019	20 Thames Street IZ & Easement	\$ 270,000.00	2021	155 Danforth	\$ (15,000)
2019	20 Thames Street (for balcony overhang)	\$ 7,500.00	2022	37 Front Street	\$ (499,500)
2019	Short Term Rental Penalty	\$ 15,200.00	2023	155 Danforth Street	\$ (135,000)
2020	Short Term Rental Penalty	\$ 200.00	2023	Riverton Park - (not yet spent)	\$ (910,103)
2020	Short Term Rental Penalty	\$ 7,500.00	2023	Dougherty Commons Condos (not yet spent)	\$ (1,500,000)
2019	Short Term Rental Fee transfer	\$ 176,118.00	2023	63 Front Street	\$ (333,000)
2019	56 Hampshire Street Easement fee	\$ 12,123.00	2023	45 Dougherty (not yet approved/spent)	\$ (1,200,000)
2019	121 Middle Street HOTEL IZ	\$ 41,866.00	2023	Lambert Woods South (not yet approved/spent)	\$ (4,000,000)
2019	17 Sumac Street (sale of TAP)	\$ 79,617.86	2023	HOPE Program Funding (not yet spent)	\$ (229,385)
2020	99 Capisic Street (sale of TAP)	\$ 163,168.93			
2020	Short Term Rental Fee transfer	\$ 122,964.50		Total	\$ (10,543,597)
2020	22 Bramhall Street (MMC overhang)	\$ 3,799.00			
2020	50 Monument Square IZ	\$ 222,789.00			
2020	121 Middle Street HOTEL IZ	\$ 30,448.00			
2020	Order 89 20/21 Appropriation	\$ 500,000.00			
2021	56 Hampshire Street IZ	\$ 198,928.00			
2021	40 Free Street IZ	\$ 10,609.00			
2021	1 Center Street HOTEL IZ	\$ 513,810.00			
2021	Short Term Rental Fee transfer	\$ 109,681.26			
2021	Newell Street sale	\$ 900.00			
2021	10 Hammond Street (IZ)	\$ 169,744.00			
2021	22 Hope Avenue (IZ)	\$ 150,000.00			
2021	ARP Allocation Order 84 21/22	\$ 1,000,000.00			
2022	5 India Street (IZ)	\$ 261,086.40			
2022	18 Luther Street (repayment of loan)	\$ 36,000.00			
2022	Short Term Rental Fee transfer	\$ 79,459.60			
2022	City Manager Allocation	\$ 250,000.00			
2022	ARP Allocation Order 100 22/23	\$ 4,110,000.00			
2022	Newell Street (sale of TAP)	\$ 8,100.00			
2022	Stroudwater (partial IZ fee)	\$ 16,233.90			
2022	75 Chestnut IZ	\$ 587,444.00			
2023	Short Term Rental Transfer Fee	\$ 129,378.47			
2023	218 Washington Ave IZ	\$ 461,250.00			
	Previous INTEREST EARNED	\$ 51,555.81			
	Total Deposits	\$12,608,894.26		BALANCE	\$2,065,297.26
HRO - Housing Replacement Ordinance; IZ = Inclusionary Zoning Fee-in-lieu; TAP = Tax Acquired Property					
as of 2.20.2024					

MEMORANDUM
City Council Agenda Item

FROM: Mary Davis, Division Director

DATE: February 28, 2024

SUBJECT: Order 150-23/24 Approving the 2024 Affordable Housing Development and Tax Increment Financing Application - Sponsored by the Housing and Economic Development Committee, Councilor Pious Ali, Chair

SPONSOR: Housing and Economic Development Committee, Councilor Pious Ali, Chair; the HEDC met on February 27, 2024 and voted 4-0 to recommend approval by the City Council

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading 3/18/2024

Final

Action 3/18/2024

Can action be taken at a later date: Yes If action cannot be taken at a later date, please explain why. Do NOT write yes or no; that will be automatically generated by the checkbox.

Does this item involve a new contract with the City: No

PRESENTATION: Mary Davis will be available to answer questions

I. SUMMARY

The 2024 Affordable Housing Development and Tax Increment Financing Application is presented for City Council Approval

II. AGENDA DESCRIPTION

The Housing and Economic Development Committee met on February 27, 2024, and voted 4-0 to forward this item to the City Council with a recommendation for passage.

The City of Portland has made the development of affordable housing a priority, as identified in the City of Portland's 2022-2026 HUD 5-Year Consolidated Plan, City Council Common Goals, and the Comprehensive Plan. To accomplish this priority, the City issues the Affordable Housing Development and Tax Increment Financing Application for the allocation of city resources budgeted for the development of affordable housing. The application establishes the goals for distribution of funds and/or the designation of an affordable housing tax increment financing district.

The Affordable Housing Development and Tax Increment Financing Application is amended on an annual basis to reflect the City Council's housing policy goals. Since 2002, the City of Portland has utilized an annual application and/or RFP process for the allocation of city resources budgeted for the development of affordable housing. In 2013, with the approval of the City Council's Housing Committee, the current application format was implemented. The application establishes the goals for distribution of funds and/or the designation of an affordable housing TIF.

Utilizing the 2024 Affordable Housing Development and Tax Increment Financing Application, the City will make available an estimated \$1,961,008 (estimated HOME funding of \$395,711 + \$1,565,297 from the Jill C. Duson Housing Trust Fund) along with access to the City's Affordable Housing Tax Increment Financing Program. City staff will determine which funding source(s) is best for each project and then make funding

recommendations to the Housing and Economic Development Committee and ultimately the City Council for final approval.

Five affirmative votes are required for passage after public comment.

III. BACKGROUND

The Application will be distributed and made available to the public in several different ways. The Housing and Economic Development Department has several interested parties lists. The application will be distributed through these email lists. In addition, HCD staff will work with the City's Communication office to utilize all available public notice and social media tools. The application will be available on the City's website as well as through an online portal called Neighborly. Staff will be available to provide technical assistance to any person or organization interested in completing the application.

Shovel ready projects are strongly encouraged. The term shovel ready is defined as a project that has received funding approvals from federal, state, local or private sources and demonstrates the ability to move to a construction loan closing by January 2025.

Priority for the use of Jill C. Duson Housing Trust Funds will be to support public/private partnerships that create workforce housing units that are affordable to households earning at or below 100% (\$119,500 for a 4-person household) of the area median income, with a preference for households earning at or below 80% (\$94,600 for a 4-person household) of the area median income.

Priority for the use of HOME Program funds will be given to developments that provide rental housing units to households earning at or below 50% (\$59,150 for a 4-person household) of the area median income and below.

Priority for the use of the Affordable Housing Tax Increment Financing Program (AHTIF) will be to support projects receiving assistance through the Low-Income Housing Tax Credit Program or projects that create housing units that are affordable to households earning at or below 80% of the area median income. To comply with the AHTIF Statute's requirements, at least 33% of the housing units in the district shall be affordable housing.

Projects with mixed income targeting and a mix of bedroom size, including family size units of 3+ bedrooms, are strongly encouraged.

Applications will be reviewed by an evaluation team of City of Portland staff who will evaluate and score each application utilizing the scoring factors outlined in the Scoring Section as well as the 2024 City Council Common Goal requirement to use an equity analysis in order to recommend the most qualified application based on the information submitted.

The City of Portland seeks development projects that create contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods. Projects should not require a contract or conditional zone (although other rezoning consistent with the City's Comprehensive Plan may be considered). Resolution of any zoning issues is required before City Council approval of the applicants' funding request. Developments should incorporate quality, sustainable design.

Projects receiving HOME, HTF or an AHTIF Credit Enhancement Agreement funding must create housing units which promote economic diversity within the development and within the neighborhood in which the development is located. HOME funds will be awarded to projects creating rental units.

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

Issuance of the 2024 Affordable Housing Development and Tax Increment Financing Application establishes the priorities of funding allocation and the use of City resources including those available through the HOME Program, the Jill C. Duson Housing Trust Fund and the City's Affordable Housing Tax Increment Financing Program. The application supports the 2024 Council Common Goal to use an equity analysis in order to recommend the most qualified application based on information submitted.

V. FINANCIAL IMPACT

N/A

VI. STAFF ANALYSIS AND BACKGROUND

VII. RECOMMENDATION

Staff is seeking City Council approval to establish the 2024 affordable housing investment priorities, goals for distribution of funds, and eligible project guidelines for incorporation into the 2024 Affordable Housing Development and Tax Increment Financing Application and is requesting that the City Council vote to recommend that the City Council approve and adopt the 2024 Affordable Housing Development and Tax Increment Financing Application.

VIII. LIST ATTACHMENTS

1. Approving the Issuance of the 2024 Affordable Housing Development
2. Draft 2024 Affordable Housing Development and TIF Application 2232024

Prepared by:

Mary Davis, Division Director

Date: 02/28/2024

MARK DION (MAYOR)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**ORDER APPROVING THE 2024
AFFORDABLE HOUSING DEVELOPMENT
AND TAX INCREMENT FINANCING APPLICATION**

ORDERED, that the attached Affordable Housing and Tax Increment Financing Application is hereby approved.

Overview

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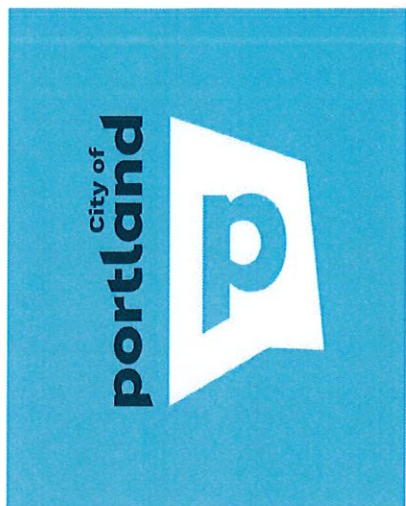
Case Id:

Name: DRAFT 2.22.2024

Address:

Overview

Please provide the following information.



City of Portland Affordable Housing Development and Tax Increment Financing Application

Housing & Economic Development
Department
Victoria Volent
389 Congress St
Portland, ME 04101
207-874-5028
Vvolent@portlandmaine.gov

GENERAL INFORMATION

Availability of Funding

Housing is a necessity within our community to preserve human dignity, provide shelter and safety, ensure quality of life, and promote self-determination and economic growth.

- The City of Portland has made the development of affordable housing a priority, as identified in the City of Portland's draft 2022-2026 HUD 5-year Consolidated Plan, City Council Common Goals, and the Comprehensive Plan. To accomplish this priority, the City of Portland will accept applications for financial assistance that facilitate the development of affordable housing in the City of Portland.
- The City of Portland strongly encourages BIPOC and women developers to apply for the resources made available through this application. Staff from the City's Housing and Community Development Division are available to provide assistance throughout the application process. Information regarding the City's Housing Development programs and resources is Available Here
- Certified Community Housing Development Organizations (CHDO's) or organizations eligible for CHDO certification are strongly encouraged to apply. The HUD definition of a CHDO organization is [Available Here](#)
- The City of Portland's Division of Housing and Community Development uses an application process to ensure that public funds are utilized for maximum public benefit to accomplish specific objectives and provide fair access to all applicants. Applications for the development of affordable housing utilizing HOME and/or Housing Trust Funds will be accepted until all budgeted funds are allocated.
- The City of Portland reserves the right to partially fund application requests or deny any application that does not meet the application criteria. Material changes to the application after approval of the award of funds may result in the cancellation of award and recapture of awarded funds. Cancellation shall be at the sole discretion of

Printed By: Mary Davis on 2/20/2024

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the City of Portland.

- The approval process to establish an Affordable Housing Tax Increment Financing (AHTIF) District involves three steps. First, the City Council's Housing and Economic Development Committee provides a recommendation to the City Council regarding the establishment of an Affordable Housing TIF district. If the City Council approves the recommendation, the City submits an application to the Maine State Housing Authority. MaineHousing reviews the application from the City to ensure compliance with MRS Title 30-A, §5245-5250-G. The process begins with the submission of a completed Affordable Housing Development and Tax Increment Financing application to the City of Portland.
- The City of Portland is making available a combination of FY 202~~43~~⁵⁴ HUD Home Investment Partnership Program (HOME) funds (which includes a mandatory set-aside for CHDO organizations or organizations eligible for CHDO certification) and local funds from the Jill C. Duson Housing Trust Fund (HTF) for Affordable Housing Development. City staff will determine which funding source is best for each project and then make funding recommendations to the City Council for final approval.
- Estimated Total Funding Available: \$~~395,711,458,270~~ (HOME) + \$~~1,565,2978,814,156~~ (HTF) = \$~~1,961,0089,272,426~~

General Guidelines

- Developments shall provide decent, safe, and sanitary dwellings such as single-family homes, apartments, condominiums, or other living accommodations for households whose income does not exceed 120% of the median income for the area as defined by the U.S. Department of Housing and Urban Development (HUD). Affordable housing does not include facilities such as shelters, nursing homes, convalescent homes, hospitals, residential treatment facilities, correctional facilities, student dormitories, or unattached mobile homes, regardless of income level. Projects must show that the development meets an identified community housing need, the City's participation is financially necessary in order for the project to proceed, and the applicant has the financial capacity to support their project.

View % Median Income adjusted for household size [HERE](#)

- Priority for the use of HOME Program funds will be given to developments that provide rental housing units to households earning at or below 50% of the area median income and below (\$~~59,1505,850~~ for a four-person household).
- Priority for the use of Housing Trust Funds will be to support public/private partnerships that create workforce housing units affordable to households earning up to 100% of the area median income (\$~~119,500111,700~~ for a four-person household) with preference for households earning ~~80~~⁵⁰% of the area median income (~~\$94,600 for a four-person household~~) and below. Shovel ready projects with mixed income targeting and a mix of bedroom size, including family size units of 3+ bedrooms, are strongly encouraged. The minimum term of affordability depends on the funding source, but is not generally less than 30 years, and in some cases may be 90 years. The affordability term is to be secured by a declaration of covenants and restrictions recorded in the Cumberland County Registry of Deeds. HOME and HTF resources cannot be used to finance a developer's minimum obligations under the city's Inclusionary Zoning ordinance.
- The term shovel ready is defined as a project that has received all other funding approvals from federal, state, local or private sources and demonstrates the ability to move to construction loan closing by January 202~~53~~⁵⁴.
- Priority for the use of the Affordable Housing Tax Increment Financing Program (AHTIF) will be to support projects receiving assistance through the Low Income Housing Tax Credit Program or projects that create housing units affordable to households earning up to ~~80~~¹⁰⁰% of the area median income with preference for

households earning 50% of the area median income or below. At a minimum, to comply with MRS Title 30-A, §5250, at least 33% of the housing units in the district shall be affordable housing. Tax increment financing cannot be used to finance the requirements of the City's Inclusionary Zoning ordinance. However, tax increment financing can be used to provide affordability that exceeds Inclusionary Zoning requirements. The ongoing affordability period will match the length of the term of the district. The affordability term is to be secured by a declaration of covenants and restrictions recorded in the Cumberland County Registry of Deeds. A minimum of \$500,000 in new taxable investment property value for affordable housing development is needed to qualify for an Affordable Housing TIF.

- For purposes of this application and the use of Housing Trust Funding or the AHTIF, affordable means that the percentage of income a household is charged in rent and other housing expenses including utilities, or must pay in monthly mortgage payments (including real estate taxes, mortgage insurance, condominium/HOA fees, insurance and utilities), does not exceed 30% of a household's gross income, or other amount established in city regulations that does not vary significantly from this amount. See Exhibit #2 [Available Here](#).
- Projects seeking funding through these City resources must also apply for Inflation Reduction Act (IRA) Green/Clean energy related funding, even if those funds become available after submission of the application to the City.

Federal Requirements

The following requirements apply for any project that is awarded HOME or other federal funding.

- **Environmental Review Requirements**

Projects receiving HOME funding are subject to environmental review, clearance, and release of funds by the U.S. Department of Housing and Urban Development. Once an application has been submitted to the City of Portland, the applicant cannot take any "choice limiting actions" prior to receiving notification from the City that the environmental review process, including historic preservation review and clearance, has been completed and a release of funds has been received from the U.S. Department of Housing and Urban Development. *A Phase I ESA along with a lead and asbestos testing report is required before HUD Environmental Review Requirements can be completed.*

Choice limiting actions include, but are not limited to, (1) actions having an adverse impact – e.g. demolition, dredging, filling, excavation, including soliciting bids for these activities; (2) actions limiting the choice of reasonable alternatives – e.g. execution of a legally binding agreement; signing a purchase and sale agreement; signing an option agreement that does not allow the purchaser to elect to terminate the option agreement if the property is not desirable; entering into real property acquisition (including making bids on auctioned properties); leasing, rehabilitation, demolition, environmental remediation, related site improvements, relocating buildings or structures, conversion of land or buildings/structures (including soliciting bids to undertake these activities).

- **Federal Labor Standards and Other Wage Rate Requirements**

As may be applicable, projects receiving HOME or AHTIF funding must ensure that they and all contractors and subcontractors meet requirements for federal or state prevailing wage rates specified under the Davis-Bacon Act and the City's TIF policy, respectively. The Davis-Bacon and Related Acts require all laborers and mechanics employed by contractors or subcontractors in the performance of construction work over \$2,000, financed in whole or in part with assistance received under HUD programs, shall be paid the prevailing wage as determined by the Secretary of Labor in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-5). Projects that include 12 or more HOME-assisted units must meet the requirements of the Davis-Bacon and Related Acts. Any project approved for a site-specific tax increment financing district (AHTIF) utilizing a credit enhancement agreement must ensure that any firms employed in the construction phase of a TIF-assisted project compensate

all employees the current wage rates and fringe benefits as required under applicable state prevailing wage law under 26 M.R.S. §1306, or Portland City Ordinance Ch. 33 §33-1 to 33-12, whichever is greater. **State prevailing wage rates may exceed Davis-Bacon wage rates.**

- Section 3

All HOME projects must comply with Section 3 regulations at 24 CFR Part 75. Contractors and subcontractors performing work on Section 3 covered projects must provide, to the greatest extent feasible, contracting and other economic opportunities to low- and very low-income persons, especially recipients of government assistance for housing, and to the businesses that provide economic opportunities to low- and very low-income persons. Projects that utilize over \$200,000 in HUD federal funding from any source or combination of sources, including MaineHousing, must report on Section 3 accomplishments. Developers can search for Section 3 eligible workers and business concerns at <https://hudapps.hud.gov/OpportunityPortal/>.

- Minority and Women Owned Business (MWBE) Participation

All HOME projects must complete, track, and report on outreach and contracts given to women- and minority-owned businesses to ensure their inclusion, to the maximum extent possible, in the procurement of property and services. Applicants are encouraged to utilize firms certified as a Minority Business Enterprise or Women's Business Enterprise as part of the development team. The development team members include the developer, architect, attorney, general contractor, and management agent. Forms will be provided to the developer for tracking.

- Lead-Based Paint

All HOME funded residential rehabilitation, adaptive re-use and construction activities must comply with 24 CFR Part 35 and Section 401(b) of the Lead-Based Paint Poisoning Prevention Act.

- Access to the Internet

All new construction and substantial rehabilitation projects of multifamily rental housing will be required to provide the installation of broadband internet access to its residents to help narrow the digital divide for households in need.

- Fair Housing and Equal Opportunity

[Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.) (HUD implementation regulations 24 CFR Part 1); The Fair Housing Act (42 U.S.C. 3601-3620)(24 CFR Part 100-115); Equal Opportunity in Housing (Executive Order 11063, as amended by Executive Order 12259)(24 CFR Part 107); Age Discrimination Act of 1975, as amended (42 U.S.C. 6101)(24 CFR Part 146).]

The Fair Housing Act prohibits discrimination in all housing-related transactions based on race, color, national origin, religion, sex, disability, age or familial status. It also includes minimum accessibility design requirements for all new construction and rehabilitation projects and requires that reasonable accommodations be made in rules, policies, practices, services and reasonable structural modifications. Section 504 of the Rehabilitation Act of 1973 prohibits discrimination based on disability and requires that everyone have equal opportunity to obtain housing built with federal funds.

- Affirmative Marketing

Developers must have tenant selection policies and criteria to ensure that tenants are selected for occupancy at the property in a fair and equitable manner. Tenant selection policies must be based on objective criteria that expressly prohibit bias. Tenant selection procedures should be clear and easily understood by prospective tenants. An affirmative marketing plan is required to ensure that the property serves a diverse cross-section of

the population of the market area, must consist of actions to provide information and otherwise attract eligible persons in the housing market area that might not otherwise apply without special outreach, and ensure that the housing is available to qualified applicants without regard to race, color, national origin, religion, sex, disability, or familial status.

- Violence Against Women Act

Developers must comply with the Violence Against Women Act (VAWA) requirements in 24 CFR §92.359 and 24 CFR Part 5, subpart L. The Violence Against Women Act was reauthorized in 2022 with increased protections for victims of domestic violence, dating violence, sexual assault, and stalking. HUD is currently formulating guidance on compliance with the reauthorization. Projects receiving funding during this program year will be required to follow this guidance, regardless of whether it is released after award.

- Relocation and Displacement

Developers must comply with all applicable federal requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, for any persons or businesses displaced at any point during the project.

- Equal Employment Opportunity

All projects shall comply fully with the Nondiscrimination and Equal Opportunity Provisions of the Workforce Investment Act of 1998, as amended (WIA, 29 CFR part 37); the Nontraditional Employment for Women Act of 1991; title VI of the Civil Rights Act of 1964, as amended; section 504 of the Rehabilitation Act of 1973, as amended; the Age Discrimination Act of 1975, as amended; title IX of the Education Amendments of 1972, as amended; and with all applicable requirements imposed by or pursuant to regulations implementing those laws, including but not limited to 29 CFR part 37.

- Build America Buy America (BABA) Requirements

Developers must comply with the requirements of the Build America, Buy America (BABA) Act, 41 USC 8301 note, and all applicable rules and notices, as may be amended, if applicable to the infrastructure project. Pursuant to HUD's Notice, "Public Interest Phased Implementation Waiver for FY 2022 and 2023 of Build America, Buy America Provisions as Applied to Recipients of HUD Federal Financial Assistance" (88 FR 17001), any funds obligated by HUD on or after the applicable listed effective dates, are subject to BABA requirements, unless excepted by a waiver.

On November 15, 2021, the Build America, Buy America Act (the Act) was enacted as part of the Infrastructure Investment and Jobs Act (IIJA). Pub. L. 117-58. The Act establishes a domestic content procurement preference, the BAP, for Federal programs that permit Federal financial assistance to be used for infrastructure projects. In Section 70912, the Act further defines a project to include "the construction, alteration, maintenance, or repair of infrastructure in the United States" and includes within the definition of infrastructure those items traditionally included along with buildings and real property. Starting May 14, 2022, new awards of Federal financial assistance from a program for infrastructure, and any of those funds obligated by the grantee, are covered under the Build America, Buy America (BABA) provisions of the Act, 41 U.S.C. 8301 note.

US Department of Housing and Urban Development (HUD) has implemented a department wide public interest de minimis, Small Grants, and Minor Components waiver to the BAP requirement as applied to iron, steel, manufactured products, and construction materials of the Act for recipients of Federal Financial Assistance, with the threshold for the waiver being set at \$250,000.00 for total project development cost.

This means that if the total project development cost is \$249,999.99 or less, the project is currently exempt from

BABA requirements. If the total project development cost totals \$250,000.00 or more, the project is subject to BABA requirements.

Conditions for Approval

Designation of an Affordable Housing Development TIF District is subject to the following conditions.

1. Projects must comply with the City of Portland's Tax Increment Financing Policy.
2. At least 25%, by area, of the real property within an Affordable Housing Development district must be suitable for residential use; be a blighted area; or in need of rehabilitation or redevelopment.
3. The Affordable Housing Development program must show that the development meets an identified community housing need.
4. The district must be primarily a residential development on which at least 33% of the dwelling units are affordable for households at or below 120% of Area Median Income (AMI) and that may be designed to be compact and walkable and to include internal open space, other common open space and one or more small-scale nonresidential uses of service to the residents of the development.
5. Projects approved for a site-specific tax increment financing district utilizing a credit enhancement agreement must ensure that any firms employed in the construction phase of a TIF-assisted project compensate all employees the current wage rates and fringe benefits as required under applicable state prevailing wage law under 26 M.R.S.A. §1306, or Portland City Ordinance Ch. 33, §33-1 to 33-12, whichever is greater. State prevailing wage rates may exceed Davis-Bacon wage rates. Projects that are required to meet the local TIF policy wage rate requirements and federal Davis-Bacon wage requirements must use the higher wage rate based on job classification.

Goals for the Distribution of HOME and Jill C. Duson Housing Trust Funds (HTF) or the Designation of an Affordable Housing TIF District

The goal for the distribution of HOME and HTF funds, or the designation of an Affordable Housing TIF district, is to increase, preserve, and modify the overall supply of housing citywide to meet the needs, preferences and financial capabilities of all Portland residents. Development should be consistent with the Annual City Council Goals, the City's Comprehensive Plan and the HUD Five-Year Consolidated Plan. The City of Portland seeks development projects that create contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods. Projects should not require a contract or conditional zone (although other rezoning consistent with the City's Comprehensive Plan may be considered). Resolution of any zoning issues is required before City Council approval of the applicant's funding request; may impact scoring outcome. Developments should incorporate quality, sustainable design. The City will prioritize rental housing projects with a preference for projects that create units affordable at or below 50% of the area median income.

Applications will be reviewed by an evaluation team of City of Portland staff who will evaluate and score each application utilizing the scoring factors outlined in the Scoring Section as well as the 2024⁴³ City Council Common Goal requirement to use a lens that prioritizes racial, social and justice equity in order to recommend the most qualified application based on the information submitted.

Disbursement of Funds

The developer may not request disbursement of funds until the funds are needed for the payment of specified and actual costs. The amount of each request must be limited to the amount needed for the payment of actual costs. The City will disburse up to 90% of the loan proceeds during construction at 50% of completion. The remaining 10% will be disbursed upon receipt of an architect's certificate of substantial completion of the project. Any modification to the

disbursement schedule must be agreed to by the City in writing prior to closing.

SCOPE OF SERVICES

All applications submitted for this funding must meet the following criteria to be considered further in the review process.

Eligible Projects

- Projects receiving HOME, HTF or AHTIF Credit Enhancement Agreement funding must create ~~rental~~ housing units which promote economic diversity within the development and within the neighborhood in which the development is located. New construction, conversion of non-residential property to housing, and rehabilitation of existing rental units that creates accessible units or maintains affordable units is eligible. Projects that have previously received HOME funds are not eligible for additional HOME assistance. HOME funds will be awarded to projects creating rental units.
- ~~Projects receiving HTF Funds or an AHTIF District Credit Enhancement Agreement must create housing units that promote economic diversity within the development and within the neighborhood in which the development is located. New construction, conversion of non-residential property to housing and rehabilitation of existing units that creates or maintains affordable units is eligible.~~
- All projects must meet the affordability targets referenced ~~in~~ in the General Guidelines -Section ~~1.B.~~ along with all applicable income and rent restrictions of the City's funding source (HOME, HTF or AHTIF Programs).
- Projects must ensure that the affordable units within a mixed income development will be equal in square footage and comparable to the market rate units.
- Housing First developments are encouraged.
- Single Room Occupancy (SRO) and other supportive housing projects specifically for special needs populations are eligible under this application.
- Projects receiving funding through this application must include a written occupancy policy that prohibits smoking in the units and the interior common areas of the project in addition to including a non-smoking clause in the lease for every household and making educational materials on tobacco treatment programs available to residents through the residence service coordinator, occupancy specialist, or property manager, such as the phone number for the statewide Maine Tobacco HelpLine.
- HOME eligible projects receiving funding through this application must set aside 10% of the units in the project for individuals or families residing in a Portland shelter. The City's Health and Human Services Department would be responsible for providing referrals, providing or coordinating supportive services and financial resources to assist with monthly rent payments. A Supportive Housing Agreement between the City and the Developer would document the services and expectations. At the time of loan closing or prior to disbursement of the City's funding, the requirements would be secured by a Declaration of Covenants which will be recorded in the Cumberland County Registry of Deeds.
- Projects receiving assistance through this application are encouraged to participate in the Public Housing Authority Family Self Sufficiency Program.

Site Information and Criteria

- Site Control: Land or buildings proposed as part of a project under this application must have site control at the time the application is submitted in the form of title, purchase and sale agreement, option, long-term lease for a minimum of 90 years, or other acceptable method. At a minimum, site control must extend through December 31, 2024~~3~~.
- Local Approvals: Local land use approval is not required prior to submission of the application, however approval is required before the City Council will approve the funding request or AHTIF request. The applicant must submit

an analysis of the project in relation to local land use regulations and site feasibility; the analysis must include the completion of the Site Information and Criteria Table available as [Exhibit #3](#).

- Applications must not require a contract or conditional zone. Resolution of any zoning issues is required before City Council approval of the applicants funding request or Affordable Housing TIF request.

Financial Feasibility

- Financial applications must be developed in accordance with the underwriting guidelines of the primary funding source, including adequate cash flow and debt coverage ratio, and conform to the City of Portland's underwriting criteria.
- Use of Funds: All projects will be reviewed for the proposed use of funds compared to other resources. Applicants must describe the proposed mortgage and security position for the City of Portland's funding. The average City investment per unit, excluding TIF financing, is approximately \$10,000. The City contribution per unit will not exceed \$18,000. This amount may be adjusted at the discretion of the City Council, only for unusual circumstances where a larger amount is the only way a project that meets other City goals is needed. In those cases, the higher cost per unit ratio must be tied to the goals outlined in the City's Comprehensive Plan.

Market Demand

- Applicants must show that the development meets an identified community housing need and provide an analysis and discussion of market demand justifying the need for the proposed project.

Applicant Capacity

All applicants must demonstrate capacity to develop, own and manage the proposed project. All applications must provide evidence of a development team with the capacity to successfully complete the project including:

- Key staff members assigned to the project with the abilities and experience to successfully complete the project within the proposed time frame.
- An architect, general contractor, and professionals on the team with the experience and capacity to complete the project.
- A management team with qualified personnel and the capacity and experience to operate, manage, and maintain the affordable rental property of size and mix of the proposed project. Applicants should demonstrate that properties under the property management team's responsibility are violation free, have not been issued an IRS form 8823 within the last three years and have scored above average or better in physical inspection scores.
- Qualified staff with the capacity to perform ongoing property ownership requirements such as budgeting, tax accounting, and oversight of management and maintenance.
- A portfolio of current affordable housing projects that are financially sound and meeting their established goals.
- Support Services: Applications containing rental units targeted to special needs populations must include commitments for support services to be provided to the residents and have in place a policy to make accessible units available when needed if units are occupied by someone that does not need the accessible features.

Term of Affordability

- Rental housing projects funded with HOME and/or Housing Trust Funds must have a minimum affordability period of 90 years, secured by a land use restriction covenant in the deed.
- Projects receiving HOME funding may be charged an annual fee to cover the actual costs of federally required HOME monitoring, per 24 CFR 92.214(b)(1)(i).

- AHTIF projects must have an affordability period that matches the term of the district and is secured by a declaration of covenants and restrictions recorded in the Cumberland County Registry of Deeds.

Financing Terms

The following are general guidelines and the City reserves the right to partially fund application requests or deny any application that does not meet the application criteria, and adjust the terms of funding on a case-by-case basis based on changes in conventional lending and other financing sources.

The City's funding is generally in the form of soft "gap" financing. To allow for future investment in affordable and workforce housing, the City seeks to achieve a reasonable return of capital and where possible a return on investment based on the financing features of each funding request. The City allows flexibility for creativity by development teams by establishing funding terms based on the financial structure of each development project.

A key tool used to perform the financial analysis is the Debt Coverage Ratio (DCR). The City will underwrite to a 1.15 DCR in year 1 for capital subsidy and TIF.

Capital Subsidy: Capital subsidy repayment is a priority for the City. Amortizing repayment of capital subsidy is expected. During the underwriting process, capital subsidy repayment terms will be determined based on projected cashflow available in year 1 and year 6 of projected operations. Based on a financial analysis of the development project, funding in the form of loans may range from:

- 30-year amortizing loans with interest rates of up to 5%, to
- Up to a 5-year deferral prior to start of amortizing payments, to
- non-amortizing, deferred loans at 0%. Projects serving substantially underserved households may receive grants or deferred loans based on the demonstrated needs of the project.

TIF: Per the TIF legislative standard of financial necessity, TIFs will be sized to meet the projected needs of the project. Reducing project reliance on TIF subsidy over the term of the TIF subsidy is a priority for the City.

- During the underwriting process, the City will evaluate the level of the TIF at year 11 and 21 of projected operations. The percentage of the TIF will be adjusted downward if projections show a DCR above 1.20 in those years.
- For projects serving substantially underserved households, in the unusual event that a year 1 DCR of 1.15 results in a negative DCR in the 30-year operating projections, a TIF may be sized to up to 1.20 in year 1 to maintain positive DCR through the 30-year period.

For 2024, the definition of "substantially underserved households" are households with incomes below 30% AMI and unhoused people.

Affordable Housing TIF: During the term of the Affordable Housing District and the Development Program, tax increment revenues from the Affordable Housing District claimed by the City as captured assessed value may be used to pay authorized project costs. Authorized project costs are noted in 30-A M.R.S.A. §5249. Tax increment revenues will be paid by the City to the Project owner pursuant to a Credit Enhancement Agreement to be entered into by and between the City and the Project owner.

Financing Terms

The following are general guidelines and the City reserves the right to partially fund application requests or deny any application that does not meet the application criteria, and adjust the terms of funding on a case-by-case basis based on changes in conventional lending and other financing sources.

The City's funding is generally in the form of soft "gap" financing. To allow for future investment in affordable and workforce housing, the City seeks to achieve a reasonable return of capital and where possible a return on investment based on the financing features of each funding request. The City allows flexibility for creativity by development teams

by establishing funding terms based on the financial structure of each development project.

Funding in the form of loans may range from 30 years non-amortizing, deferred at 0% interest, to 30 year, amortizing loans based on a financial analysis of the development project. A key tool used to perform the financial analysis is the Debt Coverage Ratio (DCR). Projects with a DCR greater than or equal to 1.25 will be considered for a fully amortizing loan with a corresponding rate that either achieves a DCR of 1.15.

Other DCR features are as such:

- Projects that have a DCR of less than 1.25 will be considered for interest only loans. The interest rate will be set at a percentage rate that will achieve a DCR of 1.15.
- Projects that are submitted at a DCR of 1.15 will be considered for a deferred cash flow loan.
- Grants may be considered when a project serves a substantially underserved population.
- A project with a sustained DCR greater than 1.5, after the application of a fully amortizing loan will be considered over subsidized. The funding request will be reduced to achieve a sustained DCR of no more than 1.4. This may result in the funding request being reduced to zero. Projects of this nature are candidates for private financing.

~~Affordable Housing TIF: During the term of the Affordable Housing District and the Development Program, tax increment revenues from the Affordable Housing District claimed by the City as captured assessed value may be used to pay authorized project costs. Authorized project costs are noted in 30-A M.R.S.A. §5249. Tax increment revenues will be paid by the City to the Project owner pursuant to a Credit Enhancement Agreement to be entered into by and between the City and the Project owner.~~

Design Compatibility

Projects must be designed to contribute to the character of their neighborhood and adhere to the following general guidelines.

Project designs:

MUST comply with all applicable City Codes and Ordinances, including but not limited to the City's Green Building Code (Chapter 6, Article VII, Sec. 6-165, as amended by Referendum, 11-3-2020) and the Affordable Housing Section of the City's Land Use Ordinance (Chapter 14 Article 18.2, as amended by Referendum, 11-3-2020). Please note that the Green Building Code may be more restrictive than the requirements in Maine Housing's Quality Standards and Procedure Manual. Applicants must provide evidence reasonably satisfactory to the City of Portland demonstrating that the project was designed, constructed and rehabilitated in accordance with the Green Building Code.

PLEASE NOTE: An application for a building permit must include the documentation outlined in the Green Building Code Section 6-168. A Certificate of Occupancy will not be issued until the terms of Section 6-169 of the Green Building Code have been met.

Should establish a building form, scale, massing and rhythm appropriate for the surrounding neighborhood.

Should provide a quality design that, where possible, reinforces the public realm of open space, sidewalks and streets through appropriately scaled entries that orient to the street instead of interior blocks or parking lots, and incorporate porches, fenestration, landscaping, and architectural details.

MUST meet the accessibility requirements of the Fair Housing Act and Section 504 of the Rehabilitation Act of 1973, and the Maine Human Rights Act for multi-family housing. Provide for universal accessibility to the extent possible.

Should provide visual and acoustical privacy between units while maximizing natural light and ventilation within units.

Time Frame

The applicant must describe projected dates by which commitments will be obtained; the closing will take place, construction start-up, substantial completion, final completion and occupancy. Timeframes must be realistic and achievable. All funded projects must be able to start construction within 12 months of notice of award.

APPLICANT REQUIREMENTS

The City of Portland will consider applications on a rolling basis. Those who require a conditional commitment of funds as part of other financing applications must apply as soon as possible because the application process can be lengthy. Applicants may contact the City of Portland to confirm the availability of funds prior to submitting an application.

Planning Board approval will be required before a funding award can be made. Applicants are *highly encouraged* to file the required Major Site Plan and Subdivision application with the Planning Department as soon as possible, in order to provide sufficient time for the local land use approval process to occur. Applicants should budget approximately four months from the date of application filing to Planning Board approval and submit all materials accordingly. Please be advised that timelines may be impacted based on the quality of application materials received and reviewed by the Planning Department. Please contact Kevin Kraft, Deputy Director, at kkraft@portlandmaine.gov for additional specifics on the land use approval process.

POINT SYSTEM FOR EVALUATING AND SCORING APPLICATIONS (MAX 115)

Policy Objectives: Total 50 Points

Proposed use of funds to achieve the City of Portland's goals and address demonstrated need. 26 points

Maximum points will be awarded for those applications that:

1. Market Demand - 4 points
 - o 4 points - high demand, meets the City's income targeting priority and preferences noted above
 - o 1 point - moderate demand, sufficiently meets the City's income targeting priority
 - o 0 points - does not demonstrate sufficient market demand, does not meet the City's income targeting priority
2. Zoning - 8 points
 - o 8 points - development requires no zoning amendments or contract or conditional zone
 - o 5 points - development requires a zoning amendment which is consistent with the City Comprehensive Plan
 - o 0 points - development requires rezoning that is not consistent with the City's Comprehensive Plan
3. Economic diversity - 6 points
 - o 6 points - creates housing options which promote economic diversity within the development and within in the neighborhood in which the development is located, while meeting the income preferences noted above
 - o 5 points – creates housing options which promote economic diversity within the neighborhood in which the development is located, while meeting the income preferences noted above
 - o 4 points – creates housing options which promote economic diversity within the development (a mixed-income development), while meeting the income preferences noted above
 - o 0 points does not promote economic diversity
4. CHDO - 2 points
 - o 2 points - developer and owner are both controlled by CHDO
 - o 1 points - either developer or owner are controlled by CHDO
 - o 0 points neither developer nor owner are controlled by CHDO
5. City Subsidy - 6 points
 - o 6 points - investment from City is <\$10,000/unit
 - o 5 points - investment from City is > or = \$10,000 and <\$12,000/unit
 - o 4 points - investment from City is > or = \$12,000 and <\$14,000/unit
 - o 3 points - investment from City is > or = \$14,000 and <\$16,000/unit
 - o 2 points - investment from City is > or = \$16,000 and <\$18,000/unit

- 0 points - investment from City is > or = \$18,000/unit

Impact on surrounding neighborhood, including design compatibility and environmental issues. 24 points

Maximum points will be awarded for those applications where:

1. Site Selection - 7 points
 - 7 points – fully appropriate for use, project supports Comprehensive Plan goal for development along transit nodes and corridors
 - 5 point – appropriate, some concerns
 - 0 points – significant concerns, project does not support Comprehensive Plan goal for development along transit nodes and corridors
2. Exterior Design - 5 points
 - 5 points - the design is fully consistent with neighborhood design characteristics
 - 3 points - the design is an adequate fit with the neighborhood design
 - 0 points - the design is a significant outlier
3. Amenities and unit design - 7 points
 - 7 points -amenities & unit design are well thought out and appropriate for residents
 - 5 points - amenities & unit design are adequate
 - 0 points -amenities and unit design raise significant concerns that resident needs will not be adequately addressed
4. Environmental - 5 points
 - 5 points – Phase I identifies no environmental issues
 - 3 points - Phase I identifies an environmental issue, but a Phase II shows a feasible, economically viable resolution which is included in the budgets
 - 0 points - there are significant unresolved environmental issues, or no Phase I has been received

Underwriting Criteria: Total 65 Points

Financial feasibility, including cost, development budget operating pro forma and the provision of secured and leverage funds. 20 points

Maximum points will be awarded for those applications that:

1. Development budget & sources and uses - 10 points
 - 10 points - EVERY development budget line item for which there is a City of Portland guideline complies with that guideline AND all other line items are "reasonable and customary"
 - 8 points - ONE budget line item falls outside City guidelines or outside the standard of "reasonable & customary"
 - 6 points - TWO budget line items item falls outside City guidelines or outside the standard of "reasonable & customary"
 - 0 points - more than two budget items fail to meet City guidelines or fall outside "reasonable and customary"
2. Operating pro forma – 10 points
 - 10 points - EVERY operating pro forma line item for which there is a City of Portland guideline complies with that guideline AND all other line items are reasonable and customary
 - 8 points - ONE budget line item falls outside City guidelines or outside the standard of "reasonable & customary"
 - 6 points - TWO budget line items item falls outside City guidelines or outside the standard of "reasonable & customary"
 - 0 points - more than two budget items fail to meet City guidelines or fall outside "reasonable and

customary”

Applicant's ability to complete and operate project, including development team experience, capacity, property management track record, project readiness and timeframe for completion. 45 points

Maximum points will be awarded for those applications that:

1. Readiness to proceed - 10 points
 - 10 points – project meets the shovel ready definition noted in the Funding Priorities section above
 - 7 points - at least one letter of commitment or interest is included and ALL projected sources are projected at terms and conditions consistent with the City's prior experience with the funder
 - 5 points - ALL projected sources of funding include letters of commitment, letters of interest, or, if no letter is included, are projected at terms and conditions consistent with the City's prior experience with this funder
 - 0 points - one or more sources are projected on terms that are not consistent with the City's prior experience with the funder and are not documented by letter(s) from funder(s)
2. Construction Time Line – 5 points
 - 5 points – There is a strong likelihood the project could proceed into construction within the first six months of the year following funding appropriation based on the timeline, narrative, and supporting documents
 - 2 points - There is a small likelihood the project could proceed into construction within the first six months of the year following funding appropriation based on the timeline, narrative, and supporting documents
 - 0 points - It is unlikely the project could proceed into construction within the first six months of the year following funding appropriation based on the timeline, narrative, and supporting documents
3. Track record of development team - 10 points
 - 10 points - every development team member has a successful track record with this type of project and at this scale
 - 7 points - all but one development team members have a successful track record with this type of project and at this scale; one development team member has relevant experience but at a smaller scale or not of this project type
 - 3 points - two development team members, while having relevant experience, are new to this type of project or this scale of development
 - 0 points - the development team does not meet the criteria above
4. Current Capacity of development team - 10 points
 - 10 points - development team members have exceptional depth of human and financial resources to complete this project
 - 8 points - development team members have the human and financial resources to complete this project
 - 3 points - development team has a staffing gap in a significant role and a plan to address that gap, OR there are some concerns about the financial resources of the team to move the development forward
 - 0 points - the development team does not meet the criteria described above
5. Sound Property Management - 10 points
 - 10 points – property manager agent demonstrates a successful track record in projects of similar size, scale, type and complexity to the proposed project. Properties under the agent's management are violation free, have not been issued an IRS form 8823 within the last three years, and have scored above average or better in physical inspection scores
 - 5 points - property manager agent demonstrates a successful but limited track record in projects of similar size, scale, type and complexity to the proposed project. Properties under the agent's management are violation free, have not been issued an IRS form 8823 within the last three years, and have scored satisfactory in physical inspection scores;
 - 0 points – the property manager agent has either on-going violations, or has been issued an IRS form

8823 in the last three years, or has scored below average or lower

A. Organization Information

No data saved

Case Id:
Name: Draft 2.22.2024
Address:

A. Organization Information

Please provide the following information.

ORGANIZATION INFORMATION		AUTHORIZED REPRESENTATIVE INFORMATION	
A.1. Organization Name/Developer/Agency		A.6. Authorized Representative Name	
A.2. Address		A.7. Authorized Representative Title	
A.3. Federal Tax ID No:		A.8. Phone Number	
A.4. UEI # - SAM.GOV		A.9. Email	
A.5. Type of Organization			

B. Project Information

No data saved

Case Id:

Name: Draft 2.22.2024

Address:

B. Project Information

Please provide the following information.

B.1. Property Address

B.2. Project Name

B.3. Tax chart, block, and lot number

B.4. Zoning Designation

B.5. Is the requested funding type HOME/HTF?

B.6. Requested amount of Affordable Housing Development Funding
\$0.00

B.7. Is the requested funding type AHTIF?

B.8. Total number of housing units to be constructed:

B.9. Total number of housing units to be rehabilitated:

B.10. Total Number of market rate units:

B.11. Total number of deed restricted units:

B.12. Total number of Units at 120% AMI:

B.13. Total number of Units at 110% AMI:

Printed By: Mary Davis on 2/20/2024

B.14. Total number of Units at 100% AMI:

B.15. Total number of Units at 80% AMI:

B.16. Total number of Units at 60% AMI:

B.17. Total number of Units at 50% AMI:

B.18. Total number of Units at 40% AMI:

B.19. Housing Type

B.20. Total number of studio/efficiency units:

B.21. Total number of one-bedroom units:

B.22. Total number of two-bedroom units:

B.23. Total number of three-bedroom units

B.24. Total number of four-bedroom units

B.25. Total number of five-bedroom units

B.26. Property Manager

B.27. When is construction expected to begin?

B.28. Please use the box below to answer the remaining questions and provide a narrative description of the project that includes:

- Description of municipal housing need and how the development addresses that need;
- Requested amount of Affordable Housing Development Funding;
- Description of how City's participation is financially necessary in order for the project to proceed;
- Description of allowed uses in the zone;
- Description of residential and non-residential uses in the area;
- Description of accessory uses relating to residential use, if any;
- Indicate if this project requires relocation of existing commercial or residential tenants;
- Description of relocation plan for persons temporarily or permanently displaced by development activities;
- Description of how the development is consistent with the Comprehensive Plan
- Description of how housing and facilities in the development will be operated after completion;
- Description of planned uses of tax increment revenues from the district (AHTIF projects only).

C. Funding

No data saved

Case Id:

Name: Draft 2.22.2024

Address:

C. Funding

Please provide the following information.

C.1. Total Funding Request

\$0.00

C.2. Does your application include a request for Affordable Housing Tax Increment Financing?

C.3. Is your organization planning to apply for LIHTC for this project?

C.4. In your organizations preceding completed fiscal year, did the organization receive:

1. 80 percent or more of its annual gross revenues in U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements; and
2. \$25,000,000 or more in annual gross revenues from U.S. federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements?

C.5. Does the public have access to information about the compensation of the executives in the organization through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (18 U.S.C. 78m(a), 78o(d) or section 6104 of the Internal Revenue Code of 1986?

D. Required Documents

Case Id:

Name: Draft 2.22.2024

Address:

No data saved

D. Required Documents

Please provide the following information. If something is not applicable to your project, please upload a document with a statement about why it is not applicable.

Documentation

☐

Evidence of Site Control ***Required**

****No files uploaded**

☐

Zoning Opinion ***Required**

****No files uploaded**

☐

Green Building Code Evidence ***Required**

****No files uploaded**

☐

Site Location Map and Photographs of the Site and Area ***Required**

****No files uploaded**

☐

Site and Floor Plans ***Required**

****No files uploaded**

☐

Project Schedule ***Required**

****No files uploaded**

☐

Corp/partnership Articles and By-Laws ***Required**

****No files uploaded**

☐

Organizational Chart ***Required**

****No files uploaded**

☐

Team Summary Description ***Required**

****No files uploaded**

☐

Organization's UEI number Registration ***Required**

****No files uploaded**

☐ Audits and Tax Returns with Attachments for 3 Most Recent Years ***Required**

****No files uploaded**

☐ Income and Expense Report ***Required**

****No files uploaded**

☐ CHDO Documentation ***Required**

****No files uploaded**

☐ Evidence of Financial Commitments ***Required**

****No files uploaded**

☐ Evidence of Commitment of Supportive Services ***Required**

****No files uploaded**

☐ Construction Cost Estimate ***Required**

****No files uploaded**

☐ Capital Needs Assessment, Completed by an Independent Party, for Renovation Projects ***Required**

****No files uploaded**

☐ Management Plan ***Required**

****No files uploaded**

☐ Relocation Plan and Budget ***Required**

****No files uploaded**

☐ Market Demand Study ***Required**

****No files uploaded**

☐ Phase I ESA ***Required**

****No files uploaded**

☐ MaineHousing Multifamily Housing Finance and LIHTC Application with 30 Year Operating Pro Forma with inflators of 2% on income and 3% on expenses, and Operating Budget with debt service coverage ratio over the 30 year timeline ***Required**

****No files uploaded**

Submit

No data saved

Case Id:

Name: Draft 2.22.2024

Address:

Submit

Please provide the following information.

☐ The UNDERSIGNED hereby declares that he/she or they are the only person(s), firm or corporation interested in this application as principal, that it is made without any connection with any other person(s), firm or corporation submitting an application for the same.

☐ The UNDERSIGNED hereby declares that they have read and understand all conditions as outlined in the invitation for bids, and that their application is made in accordance with same.

☐ The UNDERSIGNED hereby declares that any person(s) employed by the City of Portland, Maine, who has direct or indirect personal or financial interest in this application or in any portion of the profits that may be derived there from, has been identified and the interest disclosed by separate attachment. (Please include in your disclosure any interest which you know of. An example of a direct interest would be a City of Portland employee who would be paid to perform services under this application. An example of indirect interest would be a City of Portland employee who is related to any officers, employees, principal or shareholders of your firm or to you. If in doubt as to status or interest, please disclose to the extent known).

Authorized Signature

***Not signed*

Name and Title

MEMORANDUM
City Council Agenda Item

FROM: Melissa Graffam
DATE: March 4, 2024
SUBJECT: Order 151-23/24 Accepting and Appropriating a \$64,000 Grant from the Maine Department of Transportation for the Bicycle/Pedestrian Program on Forest Avenue - Sponsored by Danielle P. West, City Manager

SPONSOR: Danielle P. West, City Manager
(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:
1st Reading 3/18/2024

Final
Action 4/8/2024

Can action be taken at a later date: No MaineDOT needs to know which communities are interested in pursuing these funds in order to advance formal agreements and distribute funds statewide.

Does this item involve a new contract with the City: No

PRESENTATION: N/A

I. SUMMARY

City Council is being asked to support this funding award from MaineDOT's Bicycle/Pedestrian Program which will authorize the Department to proceed with development of a Municipal Partnership Agreement and advancement of this project.

II. AGENDA DESCRIPTION

Endorsing this award will enter the City of Portland into a LAP agreement with MaineDOT for the design and right-of-way process associated with enhanced pedestrian crossings on Forest Avenue. The requested Council action is to accept this municipal award and agree to this effort being a Locally Administered Project (LAP). The estimated Planning Level Project Cost totals \$80,000, of which \$64,000 (80%) would be Federally Funded and \$16,000 (20%) would be required as a Local Match.

This item must be read on two separate days. This is its first reading.

III. BACKGROUND

This corridor segment is approximately three quarters of a mile long and is an important arterial link between commercial and residential areas and several educational, recreational and community centers. Multiple intersections within the project scope have historically been defined as High Crash Locations by the DOT, have Crash Rate Factors as high as 3.4 (or 3.4 times the crash rate of a similar location in the state of Maine) and are not currently part of any other ongoing study or active project. Outer Forest Avenue experiences high volumes of not only vehicle & truck traffic, but also transit service and pedestrian activity. An increase in new development and redevelopment in the area has contributed to an overall uptick in pedestrian activity, yet many of the public facilities on the corridor are in poor condition and fail to meet ADA requirements. The project area encompasses 11 existing pedestrian crossings on Forest Avenue at the following intersections: Riverside Street, Riverton Drive, Wellesley Estates driveway, Castine Avenue, Tucker Avenue/Brandon Street, Bailey Avenue, and Newton Street/Talbot School driveway.

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

This project will ensure that all 11 crossings and several sidewalk segments are ADA compliant and that those needing additional safety enhancements, such as signage, RRFB's, or lighting, are improved.

V. FINANCIAL IMPACT

This project will become a Locally Administered Project (LAP) where the City administers the project and receives 80% funding from the state. The total estimated cost of the design phase of this project is \$80,000. Through the two-party partnership agreement MaineDOT is obligated to pay for 80% of the estimated project cost. For the design and ROW phase, that will be \$64,000. The City is obligated to commit 20% of this estimated cost, \$16,000, in matching funds. The City funded portion will come from Arterial Crossing funds (C24112).

VI. STAFF ANALYSIS AND BACKGROUND

Forest Avenue is a Principal Arterial in the City of Portland and connects key pedestrian, bicyclist, transit and commuter corridors in the City. As required in the application, DPW staff consulted with the MaineDOT Bicycle/Pedestrian program director prior to submission and presented several City locations for funding consideration, but based on several program elements at the state level, scope identified, corridor characteristics and surrounding uses, Forest Avenue was recommended.

VII. RECOMMENDATION

The Department of Public Works recommends this award be accepted so that the formal Municipal Partnership Agreement process can begin.

VIII. LIST ATTACHMENTS

1. Accepting and Appropriating Funding from the Maine Department of Transportation for the Bicycle-Pedestrian Program on Forest Avenue
2. 3.2023 BikePed Program Funding Application_Portland
3. 2.2024_AwardNotification - Portland_ForestAve
4. 1. Project Area Map Exhibit B (1)

Prepared by:

Melissa Graffam

Date: 03/04/2024

MARK DION (MAYOR)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**ORDER ACCEPTING AND APPROPRIATING A \$64,000 GRANT
FROM THE MAINE DEPARTMENT OF TRANSPORTATION FOR
THE BICYCLE/PEDESTRIAN PROGRAM ON FOREST AVENUE**

ORDERED, that a \$64,000 grant from the Maine Department of Transportation is hereby accepted and that amount appropriated for the initial design of Bicycle/Pedestrian Program on Forest Avenue; and

BE IT FURTHER ORDERED, that the City shall provide a \$16,000 match for the Grant; and

BE IT FURTHER ORDERED, that the City Manager or designee is hereby authorized to execute a grant agreement and whatever other documents are necessary to effect the intent and purpose of this order.



MaineDOT BikePed Program Funding Application

Date Application
Received

For MaineDOT Use Only

Note: Separate and complete application(s) are required for each project proposal

Section 1: General Information

Applicant Name(s): City of Portland			
Contact Person: Jennifer Ladd			
Mailing Address: 212 Canco Road			
City: Portland	State: ME	Zip: 04103	County: Cumberland
Daytime Phone: 207-874-8894	Alternate Phone:	Email: jwl@portlandmaine.gov	

NOTE: Your responses on this application should provide detailed and specific project-related information. If warranted, pictures, maps, exhibits, diagrams, survey summaries, etc., should be included with the application. Please be concise. If additional space is required, please attach supplemental sheets and/or documents.

Section 2: Eligibility Criteria

The following questions reflect basic eligibility criteria for consideration under this program. The applicant certifies that they are in agreement and that answers to the following questions are correct.

YES	NO	
☒	☐	1. Applicant is an eligible entity to receive Transportation Alternatives (TA) funding and has the authority to enter into an agreement with the state. (Eligible entities include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools and school districts, tribal governments, local or regional governmental agencies with responsibility for oversight of transportation or recreational trails, and nonprofit entities responsible for the administration of local transportation safety programs.)
☒	☐	2. Project application is complete and provides all of the required information. • Application adequately describes and justifies the need for the project • Cost estimate is accurate, realistic, and has sufficient detail • Application addresses Right of Way (ROW), Utilities, Environmental Permitting, Railroad, and/or Drainage Concerns
☒	☐	3. The federal share for this proposed project is less than or equal to \$720,000.
☒	☐	4. Proposed project will be ready to be constructed within the next 3 years.
☒	☐	5. The applicant certifies that it has secured the required non-federal matching funds for the project.

YES	NO	
☒	☐	6. The applicant has committed to maintaining the proposed project's improvements (including winter maintenance) for the next 20 years.
☒	☐	7. The project application funds an activity from a MaineDOT Priority area. <i>Though federal guidelines permit TA funding to be utilized for other activities, MaineDOT prioritizes the use of this funding for the following 3 areas:</i> a) <i>Safe Routes to School (Grades Pre-K – 12)</i> b) <i>Pedestrian & Bicycle Facilities</i> c) <i>Utilization of Transportation Corridors for BikePed Trails</i>

Section 3: Project Overview

The following questions provide the reviewers with background information on the applicant community and its history with MaineDOT projects, as well as on the proposed project. This information may be used by the review committee as part of its final recommendations of what projects should be funded in a given year.

YES	NO	
☒	☐	1. Does the applicant community have a full-time qualified individual who has been certified by MaineDOT to be a Local Project Administrator?
☐	☒	2. Is the applicant currently working on any other projects or initiatives that would compromise its ability to move this project forward at this time? (limited time, staffing, resources, funding, etc.)
☒	☐	3. Will the funds requested in this application fund the entire project? (as opposed to partial funding of the anticipated need or funding only a phase of a larger project – please explain) ■ If allocated funds are insufficient, scope with either be adjusted or supporting City funds will be used to supplement.
☒	☐	4. Project has sufficient length and scope to be a cost-effective and viable participant in MaineDOT's Bicycle and Pedestrian Program?
☒	☐	5. Is the applicant willing to contribute more than the required 20% match to help ensure that the project is funded and/or to cover project cost over-runs?
☒	☐	6. Is the applicant community located within the capital area of one of Maine's four Metropolitan Planning Organizations?
68,408		7. Applicant's current population based upon the most recent census data.
11	Years Ago	8. When was the last time the applicant received funding under the <i>Safe Routes to School</i> , <i>Transportation Enhancements</i> , <i>Quality Community</i> , or <i>Transportation Alternatives</i> Programs? A "0" indicates that funding has never been received.

Applicant Certification: The applicant certifies that they have been authorized by the community to submit this application, that the community agrees to all the program requirements, and that all the information provided is an accurate representation from the community.

Applicant's Signature: _____
Date: _____

Section 4: Project Description, Background, and Overview

4-A. Brief summary of the Proposed Improvements *(Outline proposed improvements in 40 words or less):*

The City of Portland proposes to assess and improve the safety and accessibility of its pedestrian facilities and crossings on Forest Avenue / Route 302. This will include ADA ramp and sidewalk reconstruction, enhanced crossing treatments and improved lighting.

4-B. Specific Location of Project: Provide street name(s), beginning and ending location(s), and additional relevant project location information. *Attach designs/ diagrams, maps, etc. that will help provide a clear description of the proposed scope and location. If possible, divide proposed project into logical sections if the project could potentially be funded or proceed in steps or phases:*

The project scope area will encompass the existing crosswalks on Forest Avenue at and between Riverside Street and Newton Street/Talbot School driveway. This corridor segment is approximately three quarters of a mile and serves not only as a gateway to Portland, but an important arterial link between commercial and residential areas and educational and community centers. The existing crossing locations on Forest Avenue are at Riverside Street, Riverton Drive, Wellesley Estates driveway, Castine Avenue, Tucker Avenue/Brandon Street, Bailey Avenue, and Newton Street/Talbot School driveway. This project will ensure that all 11 crossings are ADA compliant and that those needing additional safety enhancements, such as signage, RRFB's, or lighting, are improved.

4-C. Can the applicant community manage this project and why? Include information on individuals who are LPA (Local Project Administration) Certified, projects administered in the past, and the relevant qualifications of municipal employees to be involved in the project (i.e., ROW Training, Project Management Experience, Professional Engineering License Information). If the community seeks MaineDOT's management of the project, please explain why this assistance may be needed. Please also demonstrate why MaineDOT should fund and manage this project when it could fund a project managed by another local community.

The City of Portland has multiple staff who are LPA certified and combined, have a successful record of administering a variety of locally administered projects in Portland. These include the York Street Bicycle and Pedestrian Project, West Commercial Street Pathway, the Washington Avenue Streetscape Project, the Deering Avenue Roundabout, the Somerset Street Reconstruction Project and the Bayside Trail Extension Project which are either in progress or have been completed within the last five years. LPA certified staff include Jeremiah Bartlett, Lauren Andersen, Janine Ba, Emily Bolt and Jennifer Ladd who have managed the above projects. Staff have years' worth of combined project management and ADA compliance experience, PE and PTOE licensure, and have each been involved with at least one of the above mentioned projects. If successfully funded, City staff have the capability and capacity to manage this project as an LAP.

4-D. Specifically identify the proposed scope of the improvements (e.g. 1,000 linear feet of concrete sidewalk that is 5 feet wide, 50 linear feet of granite curbing, etc.):

- a) Reconstruct up to 22 ADA compliant curb ramps to facilitate 11 different crosswalks
- b) 1,000 linear feet of bituminous sidewalk reconstruction
- c) Three RRFB unit installations or replacements
- d) Upgrade pedestrian equipment at two signalized intersections

- e) Street lighting improvements at up to three crossing locations

4-E. Provide a brief overview of the project's transportation value(s) and purpose(s): *Each project should primarily serve transportation purposes, as opposed to recreation purposes. A project serves valid transportation purposes if it serves as a connection between origins and destinations, increases safety, connects people to education or employment, and/or relates directly to the transportation system.*

The Forest Avenue corridor is an important arterial connection between multiple housing developments, social services, commercial centers, natural and recreational spaces, and schools. Beyond the scope of this project, it serves as a major connection between downtown Portland and other communities to the north and west. As a key transit route, safe and accessible bus stops are critical for all users of this corridor. There are several existing crossings at bus stops that are poorly lit or lacking adequate curb ramps, often times forcing people waiting for or getting off the bus to walk in the street until they can safely access the sidewalk network. Winter maintenance of pedestrian facilities in this area is difficult due to poor sidewalk conditions. This project would eliminate many of these risks by reconstructing key pieces of the pedestrian infrastructure.

4-F. Specifically describe the proposed timeline for design and/or construction of the applicant project:

If successfully funded in January of 2024, the following schedule is anticipated:

Winter/Spring 2024 – Preliminary Design
Summer 2024 – 2025 ROW Phase
Fall/Winter 2025 – Final Design & Bid Advertisement
Spring 2026 - Construction

Section 5: Detailed Scoring Criteria Information (*Please note – Your response to each question must address the scoring criteria provided for that question. Points will not be awarded for any missing information that may have been provided in response to other questions. Duplicate info within multiple responses is encouraged as appropriate*)

5-A. Provide a detailed description of how this proposed project will impact your local and surrounding communities. (15 points)

Please be sure to fully address each of the following:

- Community Support / Social Feasibility (7 pts)
 - How it provides access to employment and/or education (2 pts)
 - How it provides a regional impact (2 pts)
 - Whether the project is located with a focus county (4 pts)
- This project will improve pedestrian safety and transit access along one of Portland's major arterials and to the entire Riverton neighborhood. The focus segment of Forest Avenue includes four bus stops for METRO's Route 2 service, which doubles as the public bus service for Portland's high schools. Improving each transit stop and the remaining arterial crossings in this area to be fully ADA compliant will ensure that all people living and working on this stretch of outer Forest Ave have full and safe access to regional transit and active modes of transportation.
 - This project, by way of its pedestrian infrastructure and transit network, connects the commercial activity on Riverside Street and several dense neighborhoods with the Talbot

elementary school, pool and community center. Transit users can continue on with the same service to reach UNE, USM, downtown Portland and have multiple opportunities to transfer to other METRO bus routes with continuing access to the entire Greater Portland region.

- Portland is located in Cumberland County, which is not identified as a county with problematic health outcomes according to the 2023 data provided by the [County Health Rankings & Roadmaps](#).

5-B. Describe how the proposed project will increase mobility and accessibility within the community, especially for children, older adults, vulnerable populations, and those with disabilities. (20 points)

Please be sure to fully address each of the following:

- Specifically how the project improves safety and accessibility of the community as a whole (4 pts)
 - Specifically how the project improves safety and accessibility of disabled individuals (4 pts)
 - Specifically how the project improves safety and accessibility of older adults (4 pts)
 - Specifically how the project improves safety and accessibility of children (4 pts)
 - Specifically how the project improves safety and accessibility of vulnerable populations (other than those listed above) and identifies who they are (4 pts)
- The nature of safety and ADA improvements at arterial crossings are, by design, to benefit all. This proposed project will achieve that by:
 - o Ensuring ADA compliance (benefits the elderly, the young, the differently abled and the community at large)
 - o Installing proper lighting and MUTCD compliant signage (benefits older pedestrians & drivers, the visually challenged, all cultural backgrounds & non English speakers)
 - o Enhancing a corridor that provides a direct connection between multiple low income housing communities and key Riverton/Talbot community resources that include an elementary school, community garden, library, pool, athletic fields, community center and newly renovated, fully accessible playground. This will be a benefit to the community at large.
 - o Providing pedestrian improvements at the closest key intersection (Forest at Riverside) to the City's new Homeless Service Center on Riverside Street.

5-C. If this project closes an existing gap within your local network, please describe the existing conditions as well as how this proposed project improves the local transportation system – especially for bicyclists and pedestrians. (10 points)

Please be sure to fully address each of the following:

- Specifically how the project provides a safe connect between ped generators (3 pts)
 - Specifically how the project completes a connection between existing bikeped facilities (3 pts)
 - Specifically how the project is part of a more comprehensive plan for the community (2 pts)
 - Specifically how the project provides a connection to transit (2 pts)
- The low income housing communities at Riverton Park (141 units) and Wellesley Estates (41 units) are each less than a 1 mile and 15 minute walk to the Talbot School and Community Center that includes an elementary school, community garden, library, pool,

athletic fields, community center and newly renovated, fully accessible playground. Combined, the housing communities provide a Head Start program, Community Room, Boys & Girls Club, Community Policing, and a public health clinic. There are two other large established neighborhoods within similar proximity to the same location; all of which require traveling on Forest Avenue. There are portions of the sidewalk infrastructure in poor condition (scores range from 49 to 54 out of 1-100) and multiple crosswalks across Forest Avenue with missing or poor condition ramps. Reconstructing these would eliminate several barriers and safety risks to people traveling between these destinations.

- As depicted on the attached Portland Bikeway Network Map, this segment of Forest Avenue provides an important link for cycling facilities. Forest Avenue has dedicated bike lanes and provides connections at Newton Street to the City's Neighborhood Byway System of improved lower speed, lower volume bike routes. The proposed improvements will strengthen the connection between these bike facilities and the pedestrian generators described above.
- The City uses the Neighborhood Byway System map in conjunction with our database for the condition of ramps and sidewalks in conjunction with proximity to schools and transit to help prioritize active transportation improvements in Portland. This project meets all of these criteria.
- METRO's Bus Route 2 provides service on Forest Avenue and the adjacent and surrounding residents will directly benefit from the improved crossings included in this project. See attached METRO route map for reference.

5-D. Please describe any known safety concerns or issues existing within the project scope area. Provide a detailed outline of how this proposed project improves conditions and/or addresses safety concerns. (15 points)

Please be sure to fully address each of the following:

- Specifically how the project increases separation or provides a barrier from traffic (5 pts)
 - Specifically how the project addresses crossing safety issues (5 pts)
 - Specifically how the project incorporates proven safety countermeasures (5 pts)
- This project will help increase the separation from traffic for vulnerable users by addressing some of the barriers now in place that often make users choose to travel on the roadway instead of on the sidewalk. In instances of poor sidewalk condition or poor condition or missing ramps, sometimes people choose to walk short distances on the roadway or use driveways or intersections to get from the sidewalk to a crossing. This is prevalent in the winter when snowbanks, icy conditions or puddles form more often as a result of poor condition infrastructure that is difficult to maintain.
 - Forest Avenue has factored AADTs that range from 13000 to 16000 with two or more lanes of traffic. Given these conditions, improved crossing treatments are warranted. This project intends to improve crosswalk safety and make associated improvements, like sections of sidewalk reconstruction or lighting, to support that goal.
 - This project will upgrade the RRFB units and/or lighting as necessary at the Riverton Drive crossing and implement additional countermeasures, like high-quality pavement markings, ramp reconstruction, lighting, or RRFBs at the other non-signalized crossings. For crossings at signalized intersections, improvements will be made for ADA compliance and additional countermeasures, like lead-pedestrian intervals will be considered.

5-E. Is this project located within 2 miles of a public or private school (Grades Pre-K – 12)? If yes, please elaborate on how this proposed project improves or creates a “Safe Route to School.” (20 points)

Please be sure to fully address each of the following:

- Specifically demonstrate how the project is located within 2 miles of a Grade K-8 school (3 pts)
 - Specifically describe how the project connects neighborhoods, elementary and middle schools, and before-/after-school programs including the types of housing or programs and where they are located (5 pts)
 - Specifically describe how and why students would use this facility to get between these locations (5 pts)
 - Specifically describe how this project would make these trips safer for students (7 pts)
- The entire project is less than 1 mile from the Talbot School (K-5) and Community Center.
 - This project intends to improve the direct connection between two low income housing communities (Riverton Park and Wellesley Estates), the Terrace Pond apartment complex, the Tucker Ave/Bailey Ave/Stuart St/Newton St neighborhood, and the greater Lane Ave neighborhood with the Talbot School and Community Center. The Talbot School and Community Center, the Riverton Park and Wellesley Estates developments combine to offer this area with K-5 education, a community garden, library, pool, athletic fields, community center, fully accessible playground, a Head Start program, additional community meeting space, a Boys & Girls Club, Community Policing, and a public health clinic. METRO's Route 2 that operates on Forest Avenue allows easy access to these amenities for people beyond 2 miles and also direct connection to Portland's middle and high schools.
 - All of these community offerings are located within less than a mile, which is a very walkable distance for most. The bike lanes and Byway routes along and through this project location, mean it is also easily accessible by bike. For those traveling from further away or those with mobility or other physical challenges, METRO's transit access is available. All of these modes: by foot, by bike or by transit, will benefit from this projects improvements.
 - Any students needing to cross Forest Avenue in this area, use the sidewalk or who use the bus to get to school elsewhere in Portland, will benefit from this projects improvements.

5-F. Please identify all the physical or social challenges and obstacles that the proposed project will face as it moves toward completion. Be sure to address each of the following impacts. Also include additional issues you have identified. (15 points)

- | | | |
|----------------------------|---------------------------------|---------------------------------------|
| • right of way | • handicapped | • community resistance |
| • utilities | • accessibility | • construction window |
| • environmental permitting | • elevation changes and sloping | • impacts to historic areas |
| • drainage | • high project cost | • local administration of the project |
| • railroads | • public process | |

For each challenge and obstacle listed above, identify whether it would be a factor on this project and why. Elaborate on how the town will address and resolve these concerns. Please provide the following Right of Way information – **total number of abutters / parcels of land** in which this project will come in contact. Also provide copies of **local tax maps** for the project area, with the proposed project overlaid on the maps to verify ROW impacts. Please indicate **which parcels** the applicant anticipates the project **will impact** and which ones **will only abut** the proposed project.

Please be sure to fully address each of the following:

- Identifies Right of Way impacts and abutting properties. Provides tax maps with project and impacts overlaid (4 pts)
 - o 18 parcels are directly adjacent the project area. No permanent ROW impacts are anticipated due to the available ROW width and reconstructive nature of the project. It is anticipated that only temporary access agreements will be necessary.
 - o **See attached table for a summary of abutting parcels.**
- Identifies and describes all relevant challenges and defines what the project/municipality needs to do to overcome them (8 pts)
 - o **Answers provided with prompts below.**
- Based upon the complexity of the project, the challenges faced, and the viability of mitigating activities, the application will receive for the following:
 - o Limited or no obstacles to overcome (3 pts)
 - o Obstacles that will require additional resources (-2 pts)
 - o Substantial obstacles that may be difficult or impossible to overcome (-10 pts)

Right of Way: Due to the existing ROW width and the reconstruction nature of this project, it is anticipated that only Temporary Construction Easements will be necessary.

Utilities: Utility consideration is always a factor during construction, but there is no utility relocation anticipated as part of this project. Utility coordination will be handled by the City's project manager and LPA, all who meet regularly with local and regional utilities.

Environmental Permitting: All proposed improvements are located within the ROW and in a developed urban setting. No environmental permitting is anticipated.

Drainage: No changes to the drainage system are proposed as part of this project.

Railroads: There are no railroads or rail crossings within the scope of this project.

Handicapped Accessibility: This project is intended to improve long term handicap accessibility. During construction, MUTCD-compliant work zone protections will be required to facilitate handicap accessibility.

Elevation Changes and Sloping: Significant grade changes are not anticipated and minor adjustments to elevation or grading will be handled within the existing ROW or identified during design and accommodated through the formal ROW process.

High Project Cost: The project scope can be tailored to fit within the allowable budget. The City has some additional resources to help in the event of high construction pricing.

Public Process: A public neighborhood meeting is anticipated and City staff are prepared to facilitate public outreach and input on this project.

Community Resistance: No significant resistance is anticipated, as this project will occur within the existing ROW of Forest Avenue and addresses requests from the community.

Construction Window (Construction within 3 years of starting the project): Construction will be focused in the summer months and is expected to be completed during one construction season. City of Portland has adequate staff capacity to deliver this project consistent with the schedule provided in this application.

Impacts to Historic Areas: No impacts to historic areas are anticipated because all work will be focused in the ROW.

Local Administration of the Project: The City of Portland is experienced in the delivery of LAPs and has sufficient staff capacity for this work.

5-G. Please describe any of your community's BikePed Projects that are currently in MaineDOT's queue and yet to be delivered. Provide additional details on that project's status, delivery timeline and elaborate on any delays experienced or expected.

The City of Portland has several BikePed projects underway in partnership with MaineDOT. These include the York Street Bicycle and Pedestrian Project, West Commercial Street Pathway, and the Washington Avenue Streetscape Project. The West Commercial Street and Washington Ave projects are scheduled for completion in 2023. The York Street project is complex due to its proximity and relationship to several other DOT projects and history as a partnered project with neighboring communities. This project is now advancing as a Portland-only project and is scheduled to be advertised in 2024.

5-H. Please identify and describe any previous MaineDOT BikePed Projects in the community that have been cancelled without being completed. Include information on the challenges faced and why the project was cancelled.

Portland has a long history of delivering successful BikePed projects in partnership with MaineDOT.

Section 6: Project Budget Summary – Estimated 3 Years Out

Please enter whole dollar amounts.

Please Note: *MaineDOT currently estimates that most projects require at least \$400 per linear foot for design and construction.*

6-A.	Design/Engineering/Permitting (20% of Construction or \$20,000 - whichever is greater):	\$35,000
6-B.	Right of Way (\$15,000 or \$5,000 per parcel of land impacted by the project and \$2,500 for all parcels that abut the proposed project, whichever is greater)	\$45,000
6-C.	Construction	\$350,000
6-D.	Construction Oversight/Engineering (10% of Construction or \$20,000 - whichever is greater):	\$35,000
6-E.	Contingency (10% of Construction or \$25,000 - whichever is greater):	\$35,000
6-F.	TOTAL ESTIMATED COST OF THE PROPOSED PROJECT	\$500,000

6-G. Non-Federal Match: Under this program, there is a minimum non-federal match of 20%. However, applicants may choose to contribute more than the minimum amount required as a demonstration of the local commitment to the importance of this proposed project. (Note: Bonus consideration may be given to applications that offer additional match beyond any applicable required local match.)

6-G.1	Total Estimated Cost of the Proposed Project from Line 6-F	\$500,000
6-G.2	Estimated minimum local (non-federal) match – (20% of Line 6-G.1)	\$100,000
6-G.3	Funds requested from MaineDOT (Line 6-G.1 – Line 6-G.2 or \$720,000 – whichever is less)	\$400,000
6-G.4	Additional funding necessary because of total project cost exceeding MaineDOT's funding cap (Line 6-G.1 – Line 6-G.2 – Line 6-G.3)	\$0.00
6-G.5	Total local contribution to this project (Line 6-G.2 + Line 6-G.4)	\$100,000

Please Note: The total of the funds requested from MaineDOT plus the actual non-federal match and cost overage committed by the applicant must equal the total estimated cost of the proposed project identified on line 6-F.

6-H – Please describe the applicant's process for calculating the total estimated cost of the proposed project (Line 6-F.)

The total construction estimate was based on current unit pricing and project administrative costs for similar contracted work in Portland. The estimate carries cost for ramp and sidewalk reconstruction, pavement markings, signage, RRFBs, lighting enhancements and traffic signal modifications for pedestrians, as outlined in this application.

Section 7: Preliminary Estimate Project Budget Detail

If available, please attach a preliminary detailed line item estimated budget for all items identified on Line 6-C. (Explain how you came up with your total construction cost.)

See attached estimate.

Section 8: Authorized Signatures

These signatures indicate the willingness/ability to provide the designated level of matching funds and a willingness to enter into a municipal/State agreement with the Department requiring the municipality/applicant/sponsor to administer the development, design, and construction of the project abiding to federal, State, and local requirements. The applicant will also be responsible for future maintenance (including snow removal) of the completed project for the 20-year life cycle. Note that design should meet all applicable federal and State Standards as well as all ADA Guidelines.

A municipal/state agreement with the Maine Department of Transportation is required for the development, design, and construction of the project in accordance with federal, state, and local requirements.

Note: Information on Locally Administered Project (LAP) requirements can be found at:

<http://www.maine.gov/mdot/lpa/>

An authorized representative of the city/town

Municipal Official:

Name(s): Jeremiah Bartlett

Title: Transportation Systems Engineer

Phone#: 207-874-8891

Email: jbartlett@portlandmaine.gov

Signature(s)

Date

Local Project Municipal Contact (likely to be the Local Project Administrator)

Name: Jennifer Ladd

Title: Senior Transportation Engineer

Phone#: 207-874-8894

Email: jwl@portlandmaine.gov

Submit an electronic version of your application via email to dakota.hewlett@maine.gov or via mail to:

Active Transportation Planner

MaineDOT Division of Public Outreach and Planning

16 State House Station

24 Child Street

Augusta, ME 04333-0016

(207) 592-3384

Portland Bikeway Network

April 2023



Legend

Bikeways

- Existing Neighborhood Byway
- Existing Bike Lane
- Existing Shared Use Path
- Existing Paved Shoulder
- Existing Shared Lane
- Planned Neighborhood Byway
- Planned Shared Use Path
- Planned On-street Bikeway
- Existing Trail

0 1,000 2,000 4,000 Feet

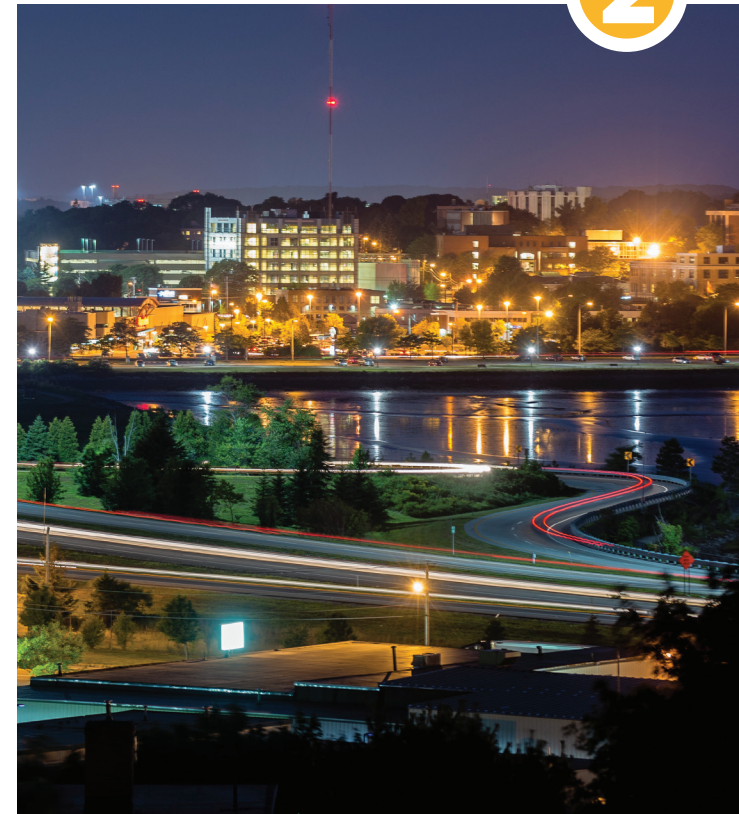
DRAFT 4/27/2023



Effective August 28, 2022

Riverton FOREST AVENUE

2



GREATER PORTLAND
metro
207.774.0351 gpmetro.org

Effective August 28, 2022

SATURDAY OUTBOUND TO PRIDE'S CORNER

METRO Pulse A	Woodford's Corner B	Morrill's Corner C	Hannaford/Riverton D	Pride's Corner E	To Route
6:20	6:28	6:33	X	6:45	2
7:20	7:28	7:33	7:40	X	3
8:15	8:23	8:28	X	8:40	2
9:15	9:23	9:28	9:33	X	3
10:15	10:23	10:28	X	10:40	2
11:15	11:23	11:28	11:35	X	3
12:20	12:28	12:33	X	12:45	2
1:20	1:28	1:33	1:40	X	3
2:20	2:28	2:33	X	2:45	2
3:20	3:28	3:33	3:40	X	3
4:20	4:28	4:33	X	4:45	2
5:20	5:28	5:33	5:40	X	3
6:30	6:38	6:43	X	6:55	2
7:20	7:28	7:33	7:40	X	3
8:30	8:38	8:43	X	8:55	2
9:40	9:48	9:53	10:00	X	2

SATURDAY INBOUND TO DOWNTOWN PORTLAND

Pride's Corner E	Hannaford/Riverton D	Morrill's Corner C	Woodford's Corner B	METRO Pulse A
6:50	X	7:00	7:05	7:15
X	7:45	7:55	8:00	8:10
8:45	X	8:55	9:00	9:10
X	9:45	9:55	10:00	10:10
10:45	X	10:55	11:00	11:10
X	11:50	12:00	12:05	12:15
12:50	X	1:00	1:05	1:15
X	1:55	2:05	2:10	2:20
2:50	X	3:00	3:05	3:15
X	3:50	4:00	4:05	4:15
4:50	X	5:00	5:05	5:15
X	6:05	6:13	6:18	6:28
6:55	X	7:05	7:10	7:20
X	7:50	7:58	8:03	8:18
9:00	X	9:10	9:15	9:25
X	10:00	10:08	10:13	10:23

SUNDAY OUTBOUND TO PRIDE'S CORNER

METRO Pulse Elm St A	Woodford's Corner B	Morrill's Corner C	Hannaford/Riverton D	Pride's Corner E
8:20	8:28	8:33	X	8:45
9:20	9:28	9:33	9:40	X
10:20	10:28	10:33	X	10:45
11:20	11:28	11:33	11:40	X
12:20	12:28	12:33	X	12:45
1:20	1:28	1:33	1:40	X
2:20	2:28	2:33	X	2:45
3:20	3:28	3:33	3:40	X

SUNDAY INBOUND TO DOWNTOWN PORTLAND

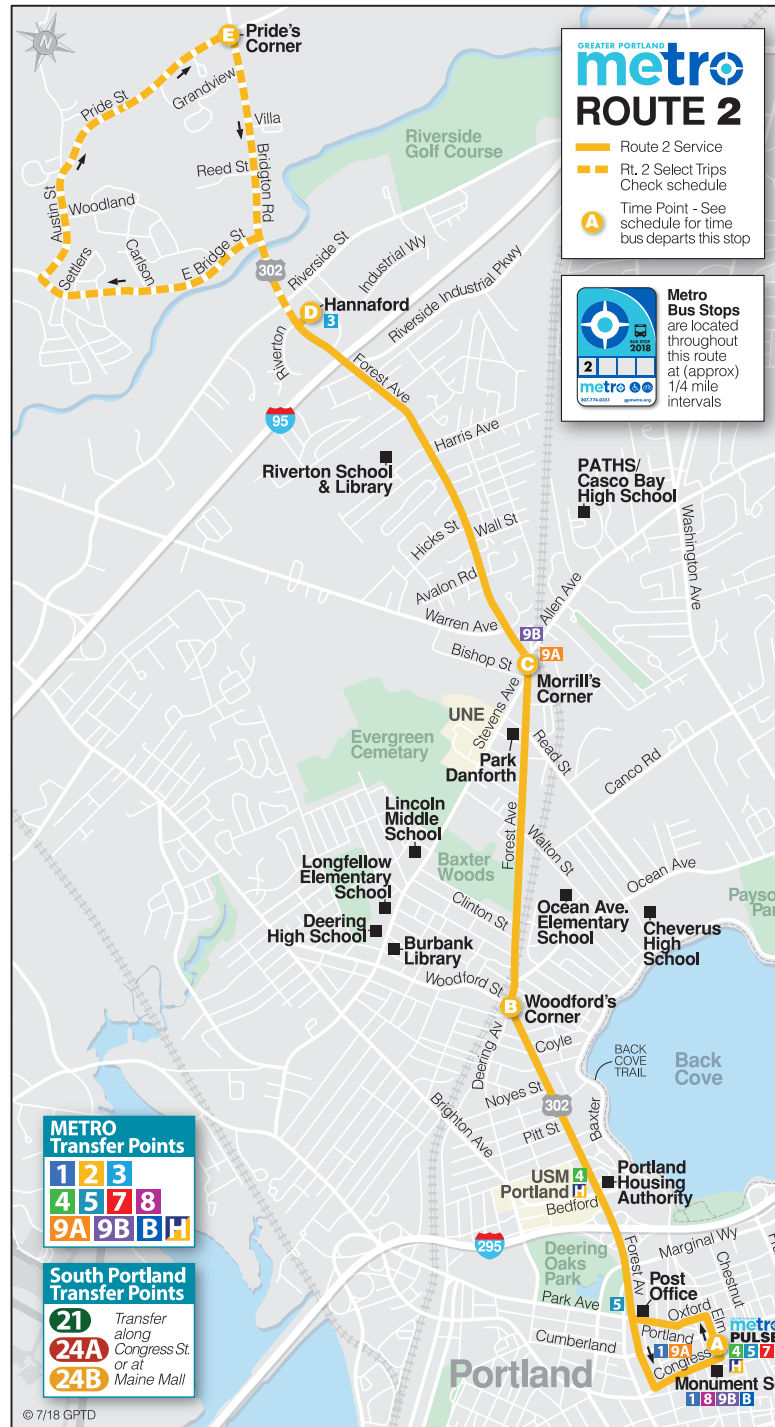
Pride's Corner E	Hannaford/Riverton D	Morrill's Corner C	Woodford's Corner B	METRO Pulse A
8:50	X	9:00	9:05	9:15
X	9:52	10:00	10:05	10:15
10:50	X	11:00	11:05	11:15
X	11:52	12:00	12:05	12:15
12:50	X	1:00	1:05	1:15
X	1:52	2:00	2:05	2:15
2:50	X	3:00	3:05	3:15
X	3:52	4:00	4:05	4:15

Corey Templeton Photos:
Skyline towards USM/Back Cove biking

gpmetro.org 207-774-0351

MONDAY THROUGH FRIDAY OUTBOUND TO PRIDE'S CORNER

METRO Pulse Elm St A	Woodford's Corner B	Morrill's Corner C	Hannaford/ Riverton D	Pride's Corner E
5:45	5:53	5:58	X	6:10
6:15	6:23	6:28	X	6:40
6:45	6:53	6:58	7:05	X
7:15	7:23	7:28	7:35	X
7:45	7:53	7:58	X	8:10
8:15	8:23	8:28	8:35	X
8:45	8:53	8:58	X	9:10
9:15	9:23	9:28	X	9:40
9:50	9:58	10:03	10:10	X
10:20	10:28	10:33	10:40	X
10:45	10:53	10:58	X	11:10
11:15	11:23	11:28	X	11:40
11:50	11:58	12:03	12:10	X
12:20	12:28	12:33	12:40	X
12:50	12:58	1:03	X	1:19
1:20	1:28	1:33	X	1:49
1:55	2:03	2:08	2:18	X
2:25	2:33	2:38	2:48	X
2:55	3:03	3:08	X	3:24
3:25	3:33	3:38	X	3:54
3:55	4:03	4:08	4:18	X
4:25	4:33	4:38	4:48	X
4:55	5:03	5:08	X	5:24
5:25	5:33	5:38	X	5:54
5:55	6:03	6:08	6:18	X
6:25	6:33	6:38	X	6:50
7:30	7:38	7:43	7:53	X
8:40	8:48	8:53	X	9:03
9:40	9:48	9:53	10:00	X
10:40	10:45	10:50	10:56	X



Please note: Route does not service Prides Corner Park and Ride.

Route map and stops subject to change.

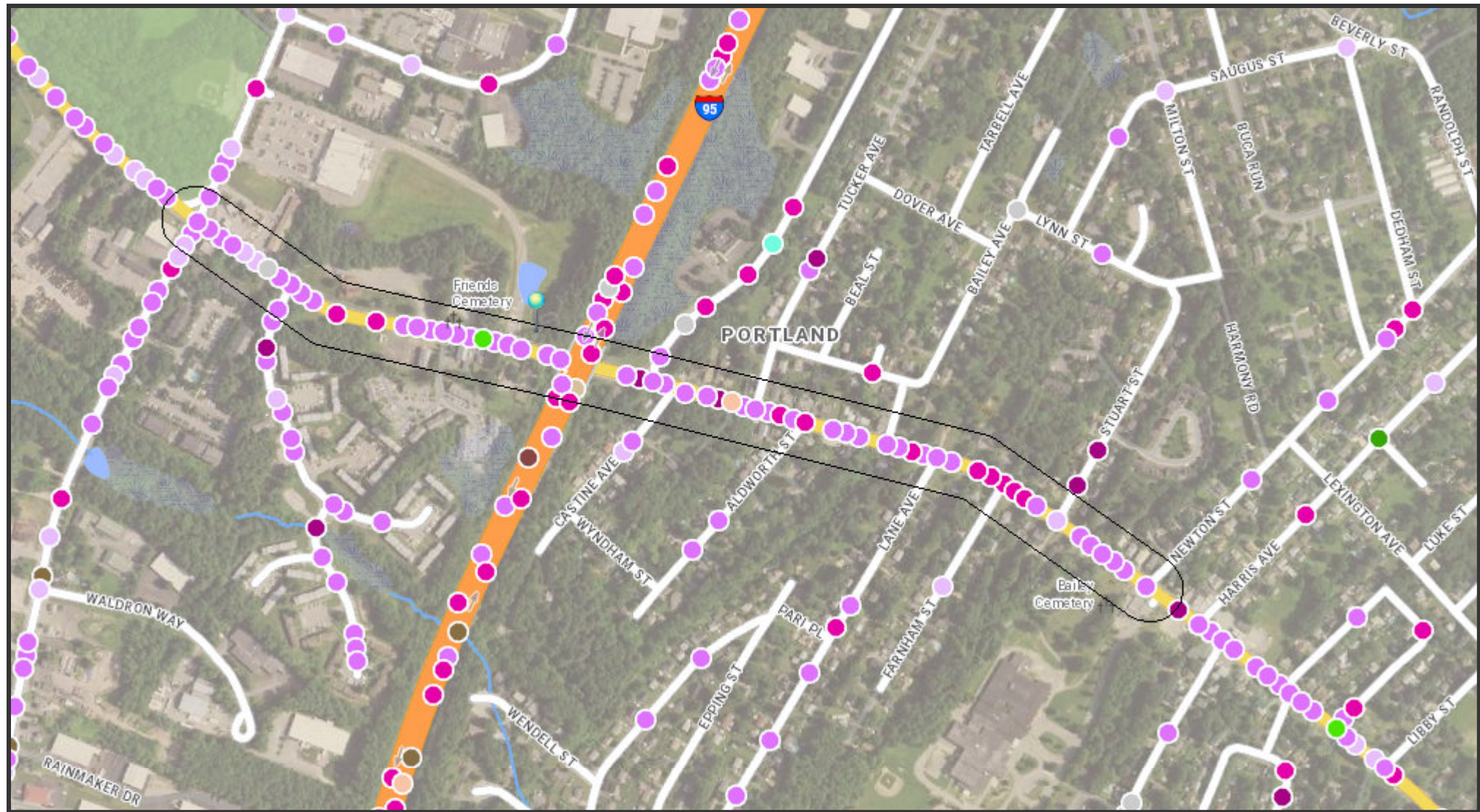
MONDAY THROUGH FRIDAY INBOUND TO DOWNTOWN PORTLAND

Pride's Corner E	Hannaford/ Riverton D	Morrill's Corner C	Woodford's Corner B	METRO Pulse Elm St A
6:10	X	6:23	6:28	6:40
6:45	X	6:58	7:03	7:15
X	7:13	7:23	7:28	7:40
X	7:43	7:53	7:58	8:10
8:10	X	8:23	8:28	8:40
X	8:43	8:53	8:58	9:10
9:15	X	9:28	9:33	9:45
9:45	X	9:58	10:03	10:15
X	10:13	10:23	10:28	10:40
X	10:43	10:53	10:58	11:10
11:15	X	11:28	11:33	11:45
11:45	X	11:58	12:03	12:15
X	12:18	12:28	12:33	12:45
X	12:48	12:58	1:03	1:15
1:19	X	1:32	1:37	1:50
1:49	X	2:02	2:07	2:20
X	2:22	2:32	2:37	2:50
X	2:52	3:02	3:07	3:20
3:24	X	3:37	3:42	3:55
3:54	X	4:07	4:12	4:25
X	4:22	4:32	4:37	4:50
X	4:52	5:02	5:07	5:20
5:24	X	5:37	5:42	5:55
5:54	X	6:07	6:12	6:25
X	6:18	6:28	6:33	6:45
6:55	X	7:08	7:13	7:25
X	8:00	8:10	8:15	8:30
9:05	X	9:15	9:20	9:35
X	10:10	10:17	10:22	10:35

On/At	On/At	IAS_PARCEL_ID	OWN	ST_NAME	ST_NUM	Latitude	Longitude	Impact or Abut
Forest	Riverside	327A A006001	ROSS-MONROE LLC	FOREST AVE	1917	43.7012	-70.32104	Abut
Forest	Riverside	324 B010001	172 PLEASANT STREET LLC	RIVERSIDE ST	752	43.701	-70.3222	Abut
Forest	Riverside	324 A001001	WHITE BENJAMIN W	FOREST AVE	1920	43.70081	-70.32156	Abut
Forest	Riverton Drive	324 A002001	TERRACE POND LLC	RIVERSIDE ST	723	43.6991	-70.32184	Abut
Forest	Riverton Drive	327A A004001	POWELL REALTY	FOREST AVE	1871	43.70075	-70.31911	Abut
Forest	Wellesley Estates	327A A002001	FRIENDS CHURCH	FOREST AVE	1837	43.70045	-70.31759	Abut
Forest	Wellesley Estates	327 B006001	FOREST FLAT LLC	FOREST AVE	1832	43.69965	-70.3177	Abut
Forest	Wellesley Estates	327 B013001	WELLESLEY ESTATES LIMITED	FOREST AVE	1838	43.69898	-70.31819	Abut
Forest	Castine	309 E001001	CITY OF PORTLAND	FOREST AVE	1762	43.69902	-70.31427	Abut
Forest	Castine	309 D001001	POLLOCK SARAH	CASTINE AVE	7	43.69915	-70.31501	Abut
Forest	Castine	309 A019001	WHITLOCK CHRISTINE L & RO	FOREST AVE	1761	43.69969	-70.31431	Abut
Forest	Tucker	309 F002001	1734 FOREST LLC	FOREST AVE	1734	43.69888	-70.31334	Abut
Forest	Tucker	309 A010001	1747 FOREST AVE LLC	FOREST AVE	1747	43.69945	-70.31344	Abut
Forest	Bailey	310 B012001	LIBBY GARY	FOREST AVE	1696	43.69844	-70.31155	Abut
Forest	Bailey	332 K023001	NEALAND PATRICIA A & GAVI	FOREST AVE	1699	43.69901	-70.3115	Abut
Forest	Newton/Talbot	299 D046001	CITY OF PORTLAND	FOREST AVE	1600	43.69441	-70.3108	Abut
Forest	Newton/Talbot	337 C069001	MARKHAM HAVER A	NEWTON ST	4	43.69747	-70.30741	Abut
Forest	Newton/Talbot	338 H021001	CHEUNG DANIEL D & JENNY	FOREST AVE	1597	43.69738	-70.30701	Abut

<i>Item</i>	<i>Qty</i>	<i>Unit \$</i>	<i>Total</i>
ADA Ramp Reconstruction	21 ea	\$6,000	\$126,000
Crosswalks	11 ea	\$600	\$6,600
RRFBs	3 ea	\$10,000	\$30,000
Bituminous Sidewalk	555.555556 sy	\$100	\$55,556
Lighting	1 ls	\$25,000	\$25,000
Traffic Signal Modifications	1 ls	\$25,000	\$25,000
		<i>Subtotal</i>	<i>\$268,156</i>
		say	\$275,000
Traffic Control		10%	\$27,500
ES&C		5%	\$13,750
Mobilization		10%	\$27,500
		<i>Construction Subtotal</i>	<i>\$343,750</i>
		say	\$350,000
Contingency		10%	\$35,000
PE		10%	\$35,000
CE		5%	\$17,500
Inspection		5%	\$17,500
ROW	(18 parcels @\$2500 ea)		\$45,000
		Total	\$500,000

FOREST AVE: RIVERSIDE ST TO NEWTON / TALBOT SCHOOL

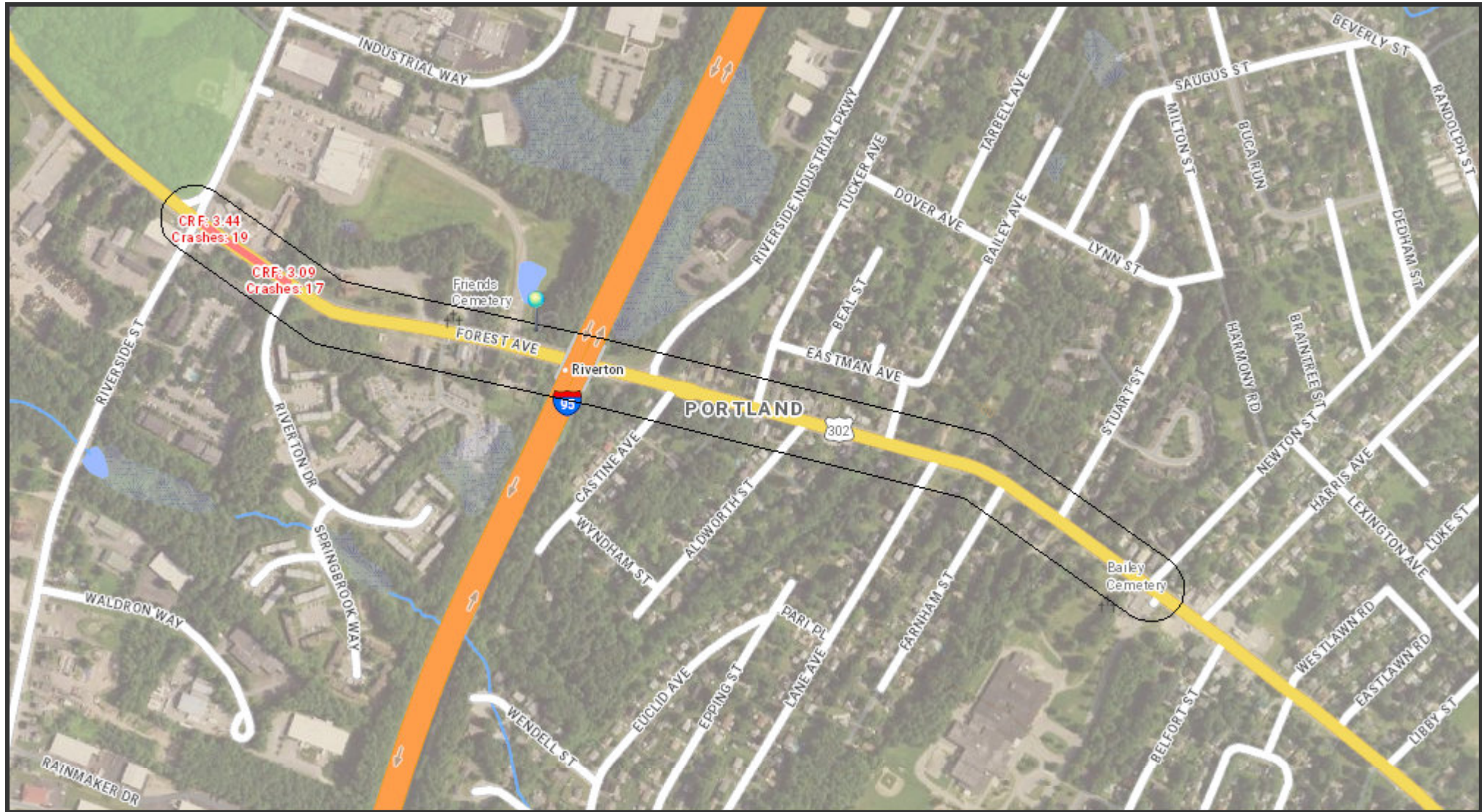


The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

LEGEND

LRAP_SEGMENTS_Label	AGREEMENT	RURAL-SH	URBAN-TW	RURAL-STW	URBAN-SA	WCSH	MEDOT.HCP_ID
LRAP_SEGMENTS_2	RURAL-SA-FC5	URBAN-STW	RURAL-SA-FC6	RURAL-TW	URBAN-SH	Highway Assets_Label	
	NO VALUE						

FOREST AVE: RIVERSIDE ST TO NEWTON / TALBOT SCHOOL



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

LEGEND

LRAP_SEGMENTS_2			LRAP_SEGMENTS_2			LRAP_SEGMENTS_2			LRAP_SEGMENTS_2			LRAP_SEGMENTS_2			LRAP_SEGMENTS_2		
— NO VALUE	— RURAL-SH	— RURAL-STW	— NO VALUE	— RURAL-SH	— RURAL-STW	— NO VALUE	— RURAL-SH	— RURAL-STW	— NO VALUE	— RURAL-SH	— RURAL-STW	— NO VALUE	— RURAL-SH	— RURAL-STW	— NO VALUE	— RURAL-SH	— RURAL-STW
— AGREEMENT	— URBAN-STW	— RURAL-TW	— AGREEMENT	— URBAN-STW	— RURAL-TW	— AGREEMENT	— URBAN-STW	— RURAL-TW	— AGREEMENT	— URBAN-STW	— RURAL-TW	— AGREEMENT	— URBAN-STW	— RURAL-TW	— AGREEMENT	— URBAN-STW	— RURAL-TW
— RURAL-SA-FC5	— URBAN-TW	— URBAN-SA	— RURAL-SA-FC5	— URBAN-TW	— URBAN-SA	— RURAL-SA-FC5	— URBAN-TW	— URBAN-SA	— RURAL-SA-FC5	— URBAN-TW	— URBAN-SA	— RURAL-SA-FC5	— URBAN-TW	— URBAN-SA	— RURAL-SA-FC5	— URBAN-TW	— URBAN-SA
— RURAL-SA-FC6	— URBAN-SH	— WCSH	— RURAL-SA-FC6	— URBAN-SH	— WCSH	— RURAL-SA-FC6	— URBAN-SH	— WCSH	— RURAL-SA-FC6	— URBAN-SH	— WCSH	— RURAL-SA-FC6	— URBAN-SH	— WCSH	— RURAL-SA-FC6	— URBAN-SH	— WCSH
Highway Assets_Label	MEDOT.HCP_ID		Highway Assets_Label	MEDOT.HCP_ID		Highway Assets_Label	MEDOT.HCP_ID		Highway Assets_Label	MEDOT.HCP_ID		Highway Assets_Label	MEDOT.HCP_ID		Highway Assets_Label	MEDOT.HCP_ID	

0.2 Miles
1 inch = 0.14 miles

MaineDOT Map of Historical Crash Rate Factors

Date: 7/15/2023



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

January 22, 2023

Jennifer Ladd
212 Canco Rd
Portland, ME 04103

Portland – Forest Ave Pedestrian Crossings

Dear Project Applicant:

The Maine Department of Transportation (MaineDOT) is pleased to inform you that your municipality's grant application for Bicycle/Pedestrian Program Funding has been approved, and your community has been selected to receive state transportation funding assistance at this time for the **Design and Right-of-Way** activities on your project.

Your community's project has been included in MaineDOT's 2024-25-26 Capital Work Plan, pending final authorization of state funds. MaineDOT has currently programmed up to **\$64,000.00** in state transportation funding for the preliminary design, survey/mapping, right-of-way work and the construction costs for your project, contingent upon the minimum required local match of **\$16,000.00**. The funding amounts approved were based on the preliminary estimates provided to the Department as part of your application and MaineDOT's internal discussions which may have adjusted these amounts.

Currently, MaineDOT intends this to be a locally administered project. Please confirm on the form at the end of this letter that your municipality is willing and able to administer the project. Requirements for state and federally funded locally administered projects may be found on the MaineDOT website: <http://www.maine.gov/mdot/lpa/>. Please keep in mind that MaineDOT staff time required to review project plans is part of the costs allocated to project funding. Furthermore, please note that funding for this project, is contingent upon MaineDOT receiving adequate state transportation funding to support it, and MaineDOT reserves the right to withdraw funds from this project for any reason.

The following information details your project's estimated funding amounts and the specific information and project details we have within our system. Please review and verify the following information:

Please provide signatures on the last page to confirm your municipality still wants to design and/or construct this project and to re-certify that your local match has been officially obligated to the project.

Within the next 30 days, return the following documentation via email:

- 1) One original signed letter
- 2) Appropriate documentation authorizing the local match
- 3) Your agreement to administer this project locally

Please call me at **(207) 592-3384** with any questions or to review any issues related to the project. Thank you very much for your continued efforts to improve the transportation system within your community.

Sincerely,

Dakota Hewlett

Active Transportation Planner
Bicycle and Pedestrian Funding Program Manager
Maine Department of Transportation
207-592-3384
Dakota.Hewlett@maine.gov

Municipality: _____

Authorized Signature: _____

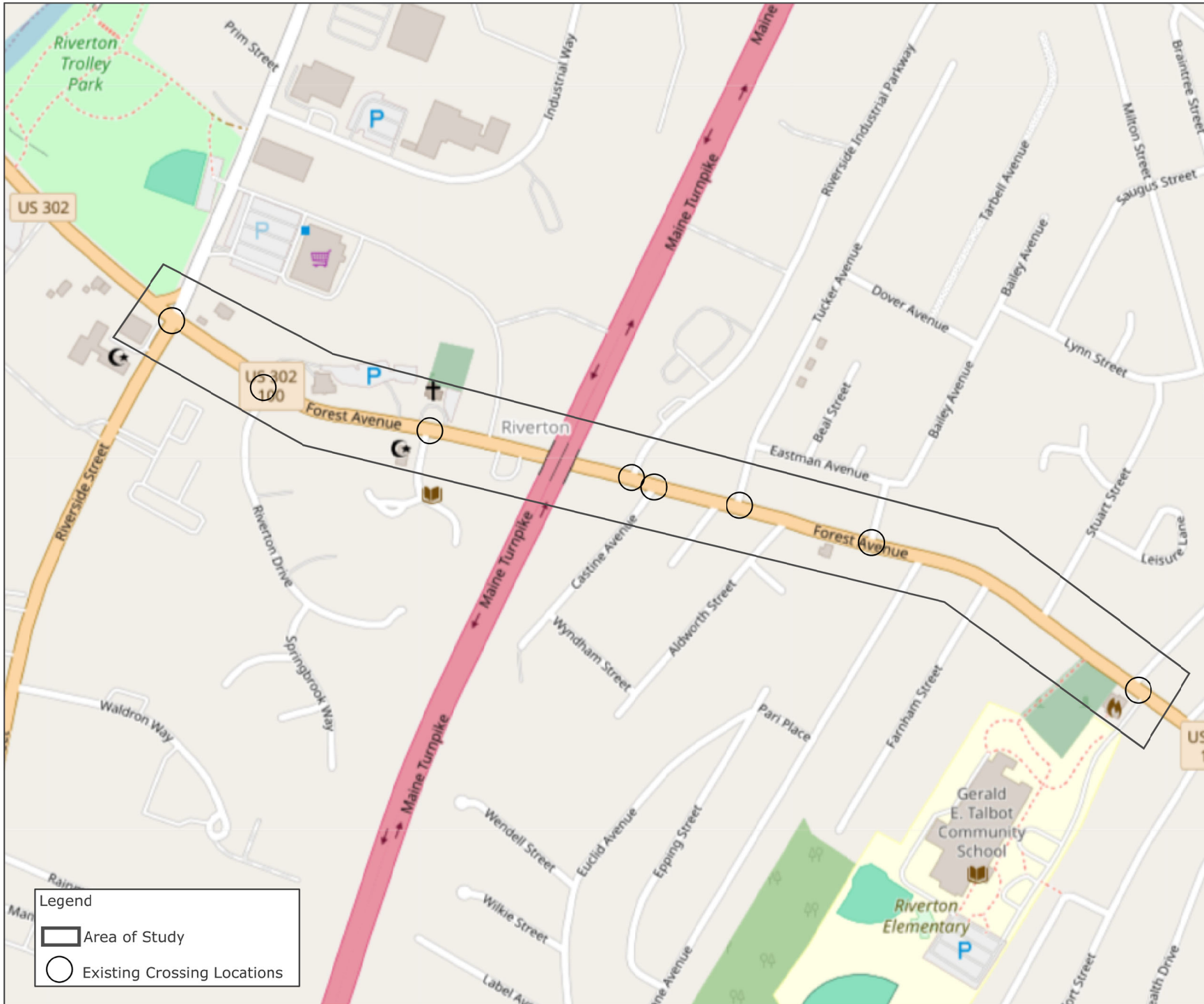
Title: _____

Date: _____

Prefer: ☐ **Locally Administered Project**

☐ **MaineDOT Administers the Project**

Description of Local Match commitment including the source, approval date, etc. *(Please attach supportive documentation):*



Legend

Area of Study

Existing Crossing Locations

 CITY OF PORTLAND PUBLIC WORKS ENGINEERING DIVISION	MainedOT Bicycle/Pedestrian Funding Project Study Area Map		SCALE:
	Forest Avenue from Riverside Street to Newton Street / Talbot School Driveway		not to scale
			DATE:
			March 2024

MEMORANDUM
City Council Agenda Item

FROM: Melissa Graffam

DATE: March 11, 2024

SUBJECT: Order 152-23/24 Approving Agreements Between the Maine Department of Transportation, Portland Area Comprehensive Transportation System, and Portland re: Improvements to Riverside Street, Ocean Avenue, and Washington Avenue - Sponsored by Danielle P. West, City Manager

SPONSOR: Danielle P. West, City Manager
(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:
1st Reading 3/18/2024

Final
Action 4/8/2024

Can action be taken at a later date: No This agreement must be approved by City Council and signed by the City Manager as early as possible to allow Maine Department of Transportation (MaineDOT) to meet its target bid date and target construction start date for this project. We are hoping with an earlier bid date bid pricing will be improved.

Does this item involve a new contract with the City: No

PRESENTATION: N/A

I. SUMMARY

City Council is being asked to approve the attached Two-Party Municipal/State Agreements, Three Party Partnership Agreements, and the Utility Receivable Agreements and authorize the City Manager to sign them, which would allow MaineDOT to move ahead with its plans to pave Riverside Street – Caddie Lane to Washington Avenue, Ocean Avenue – Grafton Street to Ridge Road, and Washington Avenue Extension – Lambert Street to Lester Drive. We are submitting these as one request because the three streets are being bid together as one large project.

II. AGENDA DESCRIPTION

These agreements, between MaineDOT and the City of Portland, as well as between MaineDOT, the City of Portland, and PACTS, obligates MaineDOT to mill and fill Riverside Street, Ocean Avenue, and Washington Avenue Ext., adjust the City's sanitary sewer manhole frames and covers within the project limits, as necessary, update and/or install new pedestrian curb ramps to meet ADA requirements, and all appurtenances to complete paving on these roads. The agreements obligate the City to pay MaineDOT for 25% of the work as its municipal share, and 100% for manhole adjustments from a water resources fund. The estimated amount of municipal share for each project are as follows:

- Riverside Street - \$177,750 as the 25% municipal share and \$39,600 for manhole adjustments
 - Ocean Avenue - \$133,000 as the 25% municipal share and \$43,200 for manhole adjustments
 - Washington Avenue Ext. - \$81,000 as the 25% municipal share and \$23,400 for manhole adjustments.
- The estimated City share for all three streets is \$391,750 requested as CIP accounts for these streets and \$106,200 from a water resources account.

This item must be read on two separate days. This is its first reading.

III. BACKGROUND

These paving projects are part of MaineDOT's 2023-2025 work plan. The scope of work includes milling and paving with a 1 ½ inch hot mix asphalt overlay, ADA ramp reconstruction, and striping. Construction work on this project is scheduled to begin in late Spring 2024 and be completed by October 2024. These projects are classified as pavement preservation projects on an urban collector street. As such, PACTS will pay 75% of the cost of paving as part of its Collector Paving Program. The City will be responsible for 25% of the paving cost and 100% of the cost of making adjustments to its sanitary sewer facilities in the project area. The City is also 100% responsible for any overages over the estimate.

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

The Riverside-Ocean-Washington Ext paving project will improve the pavement surface and ride quality on three regionally important major urban collector streets. PACTS funds will pay for 75% of the paving costs.

V. FINANCIAL IMPACT

The City is obligated to pay 25% of the total construction cost and 100% of the cost of adjusting sanitary sewer manhole frames and covers in the project area. The total City cost of this work, estimated to be \$391,750, would be paid from a FY25 CIP account established for these projects and \$106,200 from a FY25 water resources account requested for this type of work. Please see the attached fiscal impact note for additional information.

VI. STAFF ANALYSIS AND BACKGROUND

Urban collector paving projects such as this one, where MPO pays 75% of the paving costs, are one of the best alternatives for the City in terms of getting the most street paving done for the least expense of City funds. All three locations are important and in need of repair work. Without this work, Riverside Street, Ocean Avenue, and Washington Extension will continue to deteriorate.

VII. RECOMMENDATION

The Department of Public Works recommends approving and signing the subject agreements to allow MaineDOT to pave approximately 1.26 miles on Riverside Street, Ocean Avenue, and Washington Avenue Extension in 2024.

VIII. LIST ATTACHMENTS

1. Approving Agreements Between the Maine Department of Transportation and the City of Portland for Improvements to Riverside Street, Ocean Avenue, and W
2. PORTLAND - 026005.30_Riverside_UTILITY RECEIVABLE AGREEMENT (1)
3. PORTLAND - 026005.40_WashExt_UTILITY RECEIVABLE AGREEMENT (1)
4. 26005.40 MaineDOT MSA WashExt (1)
5. 26005.50 MaineDOT MSA Ocean (1)
6. 26005.30 MaineDOT MSA Riverside (1)
7. PORTLAND - 026005.50_Ocean_UTILITY RECEIVABLE AGREEMENT (1)
8. Ocean_Ave_MDOT_Collector (1)
9. WIN 026005.5 3-Party Agreement - Ocean Ave - Grafton to Ridge (2)
10. WIN 026005.40 3-Party Agreement - WashExt - Lambert to Lester (1)
11. WIN 026005.30 3-Party Agreement - Riverside - Caddie Ln North (2)
12. WIN 26005 - Riverside_Ocean_WashExt - Fiscal Impact Note - Google Sheets (1)
13. Riverside_St_MDOT_Collector_Paving (1)
14. Wash_Ave_Extension_MDOT_Collector_Paving (1)

Prepared by:

Melissa Graffam

Date: 03/11/2024

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**ORDER APPROVING AGREEMENTS BETWEEN THE MAINE DEPARTMENT OF
TRANSPORTATION, PORTLAND AREA COMPREHENSIVE TRANSPORTATION
SYSTEM, AND PORTLAND
RE: IMPROVEMENTS TO RIVERSIDE STREET, OCEAN AVENUE, AND
WASHINGTON AVENUE**

ORDERED, that the Agreements between the Maine Department of Transportation (MaineDOT), the Portland Area Comprehensive Transportation System (PACTS), and the City of Portland for improvements to Riverside Street, Ocean Avenue, and Washington Avenue are hereby approved in substantially the form attached hereto:

- WIN 026005.30, MaineDOT Utility Receivable Agreement for adjusting sewer manholes on Riverside Street
- WIN 026005.40, MaineDOT Utility Receivable Agreement for adjusting sewer manholes on Washington Avenue
- WIN 026005.50, MaineDOT Utility Receivable Agreement for adjusting sewer manholes on Ocean Avenue
- WIN 26005.30, MaineDOT Municipal-State Agreement for Proposed Improvements to Riverside Street
- WIN 26005.40, MaineDOT Municipal-State Agreement for Proposed Improvements to Washington Avenue
- WIN 26005.50, MaineDOT Municipal-State Agreement for Proposed Improvements to Ocean Avenue
- WIN 026005.30, MaineDOT Three-Party Partnership Agreement for Proposed Improvements to Riverside Street
- WIN 026005.40, MaineDOT Three-Party Partnership Agreement for Proposed Improvements to Washington Avenue
- WIN 026005.50, MaineDOT Three-Party Partnership Agreement for Proposed Improvements to Ocean Avenue

BE IT FURTHER ORDERED, that the City Council hereby authorizes the City Manager or designee to execute said documents and any other related documents necessary or convenient to carry out the intent of said documents and this Order.

MaineDOT Use Only	
TEDOCS #:	_____
CT#:	_____
CSN#:	_____
Program:	_____

MAINE DEPARTMENT OF TRANSPORTATION UTILITY RECEIVABLE AGREEMENT

(MaineDOT Use Only)	
Project Location: <u>Portland</u>	Estimated Agreement Amount: \$ <u>39,600</u>
State WIN #: <u>026005.30</u>	Vendor Customer #: <u>17A12144</u>
Federal Aid Project #: <u>2600530</u>	MaineDOT Signed Date: _____
	Forecasted Agreement End Date: <u>December 16, 2024</u>

THIS AGREEMENT, entered into the last date signed herein at the end of this agreement, between the **Maine Department of Transportation** (hereafter the “Department”) and **CITY OF PORTLAND**, duly authorized and existing under the Laws of the State of Maine and having an office in the City of Portland, County of Cumberland (the “Utility”) (the Department and the Utility are collectively referred to as the “Parties”).

1. The Department is implementing a transportation project identified as “Federal Aid Project Number 2600530; WIN: 026005.30 (the “Project”) for highway improvements in the City of Portland, Cumberland County;
2. In connection with the Project, the Department has prepared plans and specification for the Project that resulted in the following determination:

X The Utility has expressed an interest in installing new utility facilities within the limits of the public highway right-of-way and the impact limits of the Project (the “Affected Facilities”).

3. The Affected Facilities consist of adjusting 22 sewer manholes to grade for the **City of Portland on Riverside Street**.
4. The Utility has prepared and provided to the Department the scope of work necessary for relocating or installing the Affected Utilities (the “Utility Work”) and the estimated costs associated therewith, which are outlined in **Appendix A**, attached hereto and made a part hereof. The costs associated with the Utility Work are the sole responsibility of the Utility.

5. The Parties wish to establish a process for including the Utility Work in the Department's construction contract for the Project.

NOW, THEREFORE, the Parties agree as follows:

6. Plans, Specifications and Estimate:

- a. The Utility shall, at its own expense, perform and provide all engineering, design and related services related to the Utility Work necessary to enable the Department and/or its consultant to generate construction plans, specifications and an estimate of material quantities for the Utility Work to be included in the Project contract. The Utility will be responsible for locating and recording the location of all Utility Work, including services and other appurtenances within the Project area. To the extent possible and consistent with laws, practices and policies of the Department and the industry, the Utility Work shall be performed in accordance with the plans and specifications provided by the Utility and, if applicable, the most recent version of the Department's Standard Specifications.
- b. All plans shall be on sheets of the same size used by the Department and be reproducible by black and white printing. Specifications shall be on 8 ½ x 11-inch paper, suitable for binding with the Department's specifications. The estimate of quantities shall be in the form prescribed by the Department. In the event of field changes to the Utility Work, the Utility shall prepare any additional plans and specifications and the Department shall prepare a Project change order and amend this Agreement incorporating any changes therein. All plans and specifications will be marked with the Federal Aid Project Number referenced in this Agreement.
- c. The Utility will provide the Department with the plans, specifications and an updated estimate as described in Appendix A no later than one month prior to the scheduled advertise date for the Project.
- d. The Utility shall be responsible for obtaining a Utility Location Permit from the Department in accordance with Title 35-A M.R.S.A. Chapter 25 and for recording the location of all utilities in a manner and form to be specified by the Department.

Standard Approach: The Department will prepare the Project contract documents to include the Utility Work specified in Appendix A. The Utility agrees to have these items included in the Department's Project construction contract. Bidders will be required to bid both the Project work and the Utility Work. The Utility Work will be paid for by the Utility, and any changes that increase the Utility Work estimate or amount will be paid for through a written modification of this agreement approved by both the Utility and the Department.

7. Inspection:

- a. The Utility shall be responsible for providing all engineering and inspection associated with the Utility Work including computing quantities for payment and other incidental and related work unless otherwise stated herein. By the end of each work day, whenever Utility Work is performed, the Utility will provide the Department's on-site representative with an itemized summary of all the Utility Work completed.
- b. The Department shall provide inspection of the quality and compaction of backfill installed in connection with the construction contract, excluding bedding and other special backfills and materials used in the installation of the Utility Work.
- c. If the Utility Work is included in the Project contract pursuant to Section 6.e. above, the Utility agrees to the following:
 - i. Should the Utility find the Project contractor's materials or workmanship to be insufficient in any way, the Utility agrees to inform the Department's on-site representative as soon as possible, but no later than the end of the day in which the problem is identified.
 - ii. As administrator to the construction contract, the Department's on-site representative shall be responsible for authorizing all payments relating to the Utility Work, issuing all directives to the Project's contractor and making the final determination in the event of any disagreements.

8. Ownership of Completed Utilities: Upon completion of the Utility Work the Utility shall assume complete ownership of, and responsibility for, the utility facilities installed in connection with the Utility Work.

9. Claims: The Utility shall be responsible for the prompt review and settlement of any claims arising from or related to the Utility Work or its impact on the Project.

10. Indemnification: The Utility shall indemnify, defend and hold harmless the Department and its officers, employees, agents and assigns, from and against any and all claims, liability or expenses, including but not limited to reasonable attorney's fees and litigation costs (the "Claims"), to the extent such Claims are caused, or alleged to have been caused, by acts or omissions of the Utility or any of its officers, employees, agents, representatives, supervisors, contractors, subcontractors or consultants in connection with the performance of its obligations under this Agreement. Nothing in this Agreement is intended or shall be construed to waive any defense, immunity or limitation of liability that may be available to the Department or the Utility pursuant to the Maine Tort Claims Act (14 M.R.S. § 8101 *et seq.*) or any other privileges or immunities provided by law. The terms outlined in this section shall survive any termination or expiration of this Agreement.

11. **Buy America Requirements:** This agreement is subject to the requirements of Buy America in accordance with Federal Regulation 23 CFR 635.410 Section 1518. Specific requirements are presented in MaineDOT Standard Specification Section 100, Appendix A, Section 3.A., Buy America which are incorporated and made a part hereof by reference.
12. **Subsequent Excavations and/or Installations:** Except in the case of an emergency, the Utility acknowledges and agrees to refrain from applying for a permit for the excavation of the highway within the limits of the Project for a period of at least 3 years following the completion of the Project, and agrees to make all necessary notifications to abutters and occupants of the highway as otherwise required of any municipal government under the provisions of 23 M.R.S.A. § 3351. In all cases, whether an excavation moratorium as described above applies, or as in the case of Light Capital Paving projects where no excavation moratorium applies, the Utility further acknowledges and agrees that all subsequent excavations and/or installations within the right-of-way of the Project limits shall be regulated and controlled in the manner specified by the most recent version of the Department's *"Utility Accommodation Rules"*, which are incorporated and made a part hereof by reference. The terms outlined in this section shall survive any termination or expiration of this Agreement.
13. **Non-Appropriation and Termination:** Anything herein to the contrary notwithstanding, the Utility acknowledges and agrees that, although the execution of this Agreement by the Department manifests the Department's intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by the Maine Legislature and, therefore, this Agreement does not create any obligation on behalf of the Department in excess of such appropriations. In the event of unanticipated impacts on the Project, such as, changes in the Project design, or a loss in Project funding, or a delay in advertising or awarding of the contract, the Department may postpone, suspend, abandon or otherwise terminate this Agreement upon thirty (30) days written notice to the Utility and in no event shall any such action be deemed a breach of contract.
14. **Payment:** If the Utility Work is included in the Project contract pursuant to Section 6.e. above, the Utility agrees to reimburse the Department for the full amount of the cost of the utility work. A detailed breakdown of the anticipated cost of the Utility Work is attached hereto and incorporated herein as Appendix A. The Department will issue a final invoice after all the Utility Work is complete, all quantities are verified, and any required adjustments have been made. The Department, at its sole discretion, may issue periodic invoices for portions of the Utility Work as it is being completed. The final invoice will include any remaining costs or credits. The Utility shall submit payment to the Department within 30 days from the invoice date.

15. Contact Information:

For the Department:

Name: David Ouellette
Address: 16 Statehouse Station
Augusta, ME 04333
E-mail: david.ouellette@maine.gov
Telephone: 207-441-7965

For the Utility:

Name: Brad Roland
Address: 212 Canco Road
Portland, ME 04103
E-mail: brad@portlandmaine.gov
Telephone: 207-874-8840

16. No Relief of Responsibilities: Nothing in this agreement is intended, nor shall be interpreted, to relieve the Utility of any responsibilities or duties imposed upon it by law.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement effective on the date last signed below.

CITY OF PORTLAND

By: _____

Print Name: Danielle West

City Manager
Duly Authorized

DATE: _____

**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**

By: _____

Print Name: LaRay Hamilton

Sr. Project Manager
Duly Authorized

DATE: _____

APPENDIX A
PROJECT SCOPE

MAINE DEPARTMENT OF TRANSPORTATION
UTILITY RECEIVABLE AGREEMENT

CITY OF PORTLAND
Portland, ME

FEDERAL AID PROJECT NO. 2600530
STATE PROJECT IDENTIFICATION NUMBER (WIN) 026005.30

Project Scope: Adjust 22 sewer manholes to grade for the City of Portland

ESTIMATE OF UTILITY WORK:

Item #	Pay Item	Estimated Quantity/Unit	Unit Price	Utility Cost
812.162	ADJUST SEWER MANHOLE TO GRADE	22 EA	1,800	39,600
Total Cost:				39,600

ESTIMATED PAYMENT SCHEDULE:

Utility	Payment Amount	Estimated Invoice Date
City of Portland	\$39,600	December 16, 2024

MaineDOT Use Only	
TEDOCS #:	_____
CT#:	_____
CSN#:	_____
Program:	_____

MAINE DEPARTMENT OF TRANSPORTATION

UTILITY RECEIVABLE AGREEMENT

(MaineDOT Use Only)	
Project Location: <u>Portland</u>	Estimated Agreement Amount: \$ <u>23,400</u>
State WIN #: <u>026005.40</u>	Vendor Customer #: <u>17A12144</u>
Federal Aid Project #: <u>2600540</u>	MaineDOT Signed Date: _____
	Forecasted Agreement End Date: <u>December 16, 2024</u>

THIS AGREEMENT, entered into the last date signed herein at the end of this agreement, between the **Maine Department of Transportation** (hereafter the “Department”) and **CITY OF PORTLAND**, duly authorized and existing under the Laws of the State of Maine and having an office in the City of Portland, County of Cumberland (the “Utility”) (the Department and the Utility are collectively referred to as the “Parties”).

- The Department is implementing a transportation project identified as “Federal Aid Project Number 2600540; WIN: 026005.40 (the “Project”) for highway improvements in the City of Portland, Cumberland County;
- In connection with the Project, the Department has prepared plans and specification for the Project that resulted in the following determination:

X

The Utility has expressed an interest in installing new utility facilities within the limits of the public highway right-of-way and the impact limits of the Project (the “Affected Facilities”).
- The Affected Facilities consist of adjusting **13** sewer manholes to grade for the **City of Portland on Washington Avenue**.
- The Utility has prepared and provided to the Department the scope of work necessary for relocating or installing the Affected Utilities (the “Utility Work”) and the estimated costs associated therewith, which are outlined in **Appendix A**, attached hereto and made a part hereof. The costs associated with the Utility Work are the sole responsibility of the Utility.

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 - i. Should the Utility find the Project contractor's materials or workmanship to be insufficient in any way, the Utility agrees to inform the Department's on-site representative as soon as possible, but no later than the end of the day in which the problem is identified.
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13. **Non-Appropriation and Termination:** Anything herein to the contrary notwithstanding, the Utility acknowledges and agrees that, although the execution of this Agreement by the Department manifests the Department's intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by the Maine Legislature and, therefore, this Agreement does not create any obligation on behalf of the Department in excess of such appropriations. In the event of unanticipated impacts on the Project, such as, changes in the Project design, or a loss in Project funding, or a delay in advertising or awarding of the contract, the Department may postpone, suspend, abandon or otherwise terminate this Agreement upon thirty (30) days written notice to the Utility and in no event shall any such action be deemed a breach of contract.
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Name: David Ouellette
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E-mail: david.ouellette@maine.gov
Telephone: 207-441-7965

For the Utility:

Name: Brad Roland
Address: 212 Canco Road
Portland, ME 04103
E-mail: brad@portlandmaine.gov
Telephone: 207-874-8840

16. No Relief of Responsibilities: Nothing in this agreement is intended, nor shall be interpreted, to relieve the Utility of any responsibilities or duties imposed upon it by law.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement effective on the date last signed below.

CITY OF PORTLAND

By: _____

Print Name: Danielle West

City Manager
Duly Authorized

DATE: _____

**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**

By: _____

Print Name: LaRay Hamilton

Sr. Project Manager
Duly Authorized

DATE: _____

APPENDIX A
PROJECT SCOPE

MAINE DEPARTMENT OF TRANSPORTATION
UTILITY RECEIVABLE AGREEMENT

CITY OF PORTLAND
Portland, ME

FEDERAL AID PROJECT NO. 2600540
STATE PROJECT IDENTIFICATION NUMBER (WIN) 026005.40

Project Scope: Adjust 13 sewer manholes to grade for the City of Portland

ESTIMATE OF UTILITY WORK:

Item #	Pay Item	Estimated Quantity/Unit	Unit Price	Utility Cost
812.162	ADJUST SEWER MANHOLE TO GRADE	13 EA	1,800	23,400
Total Cost:				23,400

ESTIMATED PAYMENT SCHEDULE:

Utility	Payment Amount	Estimated Invoice Date
City of Portland	\$23,400	December 16, 2024



MaineDOT use only
AMS Advantage #: _____
CSN #: _____
PROGRAM: _____

MAINE DEPARTMENT OF TRANSPORTATION
MUNICIPAL/STATE AGREEMENT
PROPOSED IMPROVEMENTS TO WASHINGTON AVENUE

(MaineDOT Use Only)

Project Location: Portland
State WIN #: 26005.40
Federal Aid Project #: 2600540

Estimated Municipal Share: \$81,000.00
Vendor Customer #: 17A12144
Agreement Begin Date: _____
Agreement End Date: (5 years from the date last signed below)

This Agreement is entered into between the **Maine Department of Transportation** (hereafter **MaineDOT**) and the **Municipality of Portland**, a municipal corporation located in the County of Cumberland (hereafter the “Municipality”) (collectively hereinafter the “Parties”).

RECITALS

- A. The scope of work that is the subject of this Agreement consists of making improvements to Wasihngton Avenue, beginning at Lester Drive and extending north 0.16 of a mile and beginning 0.01 of a mile north of Cypress Street and extending north 0.09 of a mile to Chapman Street, in Portland, Maine, (hereafter the “Project”).
- B. The Parties have a mutual interest in ensuring that the Project is delivered on a reasonable schedule and within the programmed budget, using a process that maximizes communication and cooperation between the Parties.
- C. This Agreement is intended to cover the roles and responsibilities of the Parties during the design, permitting and right-of-way phases of Project development from Project inception through completion of the Project’s Plans, Specifications and Estimate (PS&E). This Agreement is further intended to establish the financial obligations of each Party, including that of full Project development through construction.

AGREEMENT

NOW, THEREFORE, in accordance with the foregoing, the Parties agree as follows:

- D. The following checked appendices are hereby incorporated into this Agreement by reference, and any perpetual maintenance appendices shall survive the expiration of this Agreement:
- ☒ Appendix A – Project scope, cost sharing, and payment schedule (*not required for non-monetary agreements.*)
 - ☐ Appendix B – Perpetual Bicycle/Pedestrian Facility Maintenance
 - ☐ Appendix B – Perpetual Drainage Maintenance
 - ☐ Appendix B – Perpetual Landscape Maintenance
 - ☐ Appendix B – Perpetual Operation and Maintenance of Lighting/Flashing Beacon and/or signage with associated light(s)
 - ☐ Appendix B – Perpetual Traffic Signal Operation and Maintenance

- ☐ Appendix B – Perpetual Traffic Signal Operation and Shared Maintenance
- ☐ Appendix B – Perpetual Bridge Lighting/Approach Lighting Maintenance & Snow Plowing
- ☐ Appendix C – Additional work requested by Municipality

E. Agreement Administration:

1. MaineDOT agrees to procure and administer a contract to construct the Project in accordance with the plans and specifications developed by MaineDOT. This would include any additional plans, specifications and estimates furnished by the Municipality and approved by MaineDOT. When applicable, refer to Appendix A of this Agreement for the outline of the scope, limits of work and cost sharing.
2. MaineDOT shall be the sole administrator of the contract to construct the Project. MaineDOT will pay all Project costs, subject to cost sharing by the Municipality, when applicable, as specified in this Agreement. Neither MaineDOT nor its contractors will be required to pay for inspections and permits from the Municipality.
3. The Municipality agrees that MaineDOT and its contractors are exempt from all local ordinances, including but not limited to the Municipality Noise Ordinance.
4. Upon acceptance of plans, specifications and estimates (PS&E), MaineDOT shall solicit competitive bids for the Project. Upon acceptance of the lowest acceptable responsive, responsible bid to construct the Project and fulfillment of all terms set forth herein, MaineDOT will submit the information to the Municipality, who will have up to five (5) business days to review the information and notify MaineDOT of any questions or concerns. If MaineDOT is not presented with any questions or concerns in the time allotted all decisions pertaining to the acceptance of the bids, the award and administration of the contract and all payments thereunder shall be the sole discretion of MaineDOT.

F. Changes to Project Scope:

5. The Municipality, at its election, may request that changes be made or work added to the Project during the period of construction, provided the Municipality agrees in writing to pay any additional cost plus an amount not to exceed ten (10%) percent of such construction cost to cover all necessary engineering, inspection and administrative costs associated therewith, unless specified otherwise. All such requests shall be subject to MaineDOT approval. In the event that the cost of these changes or work are approved for federal participation, the Municipality's additional cost may be reduced by the amount of the federal contribution.

G. Traffic Control:

6. The Municipality agrees to allow MaineDOT's contractor to control all traffic through the work areas in accordance with the Traffic Control Plan approved by MaineDOT. The development of the Traffic Control Plan will follow the process outlined below:
 - i. MaineDOT's Project Manager (PM) will, when possible, submit the Project for Traffic Analysis and Movement Evaluation (TAME), approximately one year prior to advertisement. Once the results are received, the PM/Regional Traffic Engineer will

discuss the proposed Project with the Municipality (scope, limits, day or night work, work window, etc).

- ii. The Municipality will comment on their concerns/issues related to the Traffic Control Plan within two (2) weeks of receipt.
- iii. MaineDOT's PM & Designer will incorporate these comments where practical based on engineering judgment.
- iv. If the Municipality desires, a meeting will be held prior to PS&E to review the Project design, Special Provision 105 – Limitations of Operations, Special Provision 107 - Time, etc.

H. Utilities:

- 7. The Municipality will, at no cost to MaineDOT, assure proper adjustment, relocation, or repair of any portion of a utility service, whether above or below ground, that is located within the limits of the highway right-of-way and connected to any municipal utility, which might become necessary to permit construction of the Project. The Municipality agrees to hold MaineDOT harmless from any claims for damages occurring as a result thereof.
- 8. The Municipality agrees that during and after construction it will apply the requirements of the most recent version of MaineDOT's "Utility Accommodation Rules" as the minimum guidelines not withstanding any municipal rules that are more lenient.
- 9. To the extent that it is statutorily responsible therefore, the Municipality agrees to provide utilities, and to maintain all improvements and fixtures constructed, installed or furnished as a part of the Project in such a manner as necessary to preserve the use and function thereof for the expected period of their normal useful life as determined by accepted engineering and/or industry standards. To the extent any warranty exists for said improvements or fixtures, said warranty shall be first relied on by MaineDOT to address maintenance and/or repairs described in this paragraph.

I. Governing Law:

- 10. The Municipality agrees that except for an emergency, or as allowed in 23 M.R.S.A. § 3351-A, it will prohibit the excavation of the highway within the limits of the Project for a period of at least five (5) years after completion of the Project, and agrees to make all necessary notifications to abutters and occupants of the highway as otherwise required of any municipal government under the provisions of 23 M.R.S.A. § 3351. Thereafter, all future excavations within the right-of-way of the Project shall be regulated and controlled in the manner specified by MaineDOT in its most recent "Utility Accommodation Rules", which is incorporated herein and made a part hereof by reference.
- 11. The Parties agree to: comply with and abide by all applicable State and Federal laws, statutes, rules, regulations, standards and guidelines, including the MUTCD and OSHA standards, and Agreement provisions; avoid hindering each other's performance; fulfill all obligations diligently; and cooperate in achievement of the intent of this Agreement.

J. Municipality's Responsibility:

12. When applicable, if the Municipality withdraws its financial support for the Project, leading MaineDOT to terminate the Project, the Municipality shall reimburse MaineDOT fully for all Project costs incurred in reliance on the Municipality's financial obligations outlined herein, including, but not limited to, reimbursement of all federal and state funds expended up to the time of such termination. If the Municipality fails to reimburse MaineDOT for such costs incurred, after receiving an invoice seeking such reimbursement, MaineDOT may exercise its rights of set-off to recover the requested amount.
13. The Municipality agrees to alter, move, relocate or remove, or cause to be, at no cost to the Project, any municipal property, including all fixtures, facilities or monuments, located on, under or above the ground, as necessary to permit construction of the Project, which has not otherwise been provided for during the development of the Project. Any work necessary to do so during the period of construction shall be coordinated with the contractor for the Project.
14. The Municipality will be responsible to keep new or replaced/rehabilitated pedestrian facilities in usable condition including snow and ice control.
15. The Municipality agrees to keep the right-of-way of the Project inviolate from all encroachments and agrees to remove, or cause to be removed, anything that may encroach thereon.
16. When applicable, the Municipality agrees to regulate all entrances to the highway within the limits of the Project in accordance with the provisions of 23 M.R.S.A. § 704.
17. When applicable, the Municipality agrees to limit all on-street parking to the parking spaces as designed and constructed under the Project.

K. Termination:

18. MaineDOT reserves the right to terminate the Project for any reason prior to the award of a contract to construct the Project. MaineDOT also reserves the right to terminate all provisions pertaining to work requested by the Municipality at any time prior to the award of a contract to construct the Project due to failure by the Municipality to comply with any of the conditions and stipulations set forth in this Agreement.
19. MaineDOT may postpone, suspend, abandon or otherwise terminate this Agreement upon thirty (30) days written notice to the Municipality and in no event shall any such action be deemed a breach of contract. Postponement, suspension, abandonment or termination may be taken for any reason by MaineDOT or specifically as the result of any failure by the Municipality to perform any of the services required under this Agreement to MaineDOT's satisfaction.

In the event of Project termination, all provisions of this Agreement shall become null and void except for the financial obligations set forth herein, as well as those *provisions that by their very nature are intended to survive*.

L. Miscellaneous Provisions:

20. **Debarment.** The Municipality certifies, by signing this Agreement, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal department or agency. If the Municipality is unable to certify to this statement, it shall attach an explanation to this

Agreement. The Municipality shall promptly notify MaineDOT if it or its principals becomes debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

21. All provisions of this Agreement, *except those that by their very nature are intended to survive*, shall expire at Project final voucher, or upon final payment by the Municipality of any Project costs as hereinbefore provided, whichever occurs later.
22. **State of Maine's Rights of Set-Off.** MaineDOT shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State of Maine's option to withhold for the purposes of set-off monies due the Municipality under a specific project contract up to any amounts due and owed to MaineDOT with regard to this Agreement, and any other agreement/contract with any State of Maine department or agency, including any agreement/contract for a term commencing prior to the term of this Agreement, plus any amounts due and owed to the State of Maine for any reason including without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. MaineDOT shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by MaineDOT, its representatives, or the State Controller. When applicable, MaineDOT reserves the right to withhold or reduce future Local Road Assistance payments to the Municipality for purposes of set-off to recover the amount owed.
23. **Non-Appropriation.** Anything herein to the contrary notwithstanding, the Municipality acknowledges and agrees that although the execution of this agreement by MaineDOT manifests its intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by the Maine Legislature and, therefore, this agreement does not create any obligation on behalf of MaineDOT in excess of such appropriations.
24. **Assignment.** No assignment of this agreement is contemplated, and in no event shall any assignment be made without the express written permission of MaineDOT.
25. **Notice.** Any communications, requests or notices required or appropriate to be given under this Agreement shall be in writing and may be sent via email which shall satisfy the delivery requirements of this section through express acknowledgement of receipt by the receiving party. Alternatively, communications can be mailed via U.S. Mail, Certified or Registered, Return Receipt Requested or sent via a recognized commercial carrier such as, but not limited to Federal Express, that requires a return receipt delivered to the sending party. Said communications, requests or notices shall be sent to the other party as follows:

MaineDOT: Maine Department of Transportation
 24 Child Street
 16 State House Station
 Augusta, ME 04333-0016
 Attn.: LaRay L. Hamilton
 Email: laray.hamilton@maine.gov

Municipality: City of Portland
212 Canco Road, Suite B
Portland, ME 04103
Attn.: Jeremiah Bartlett, PE
Email: jbartlett@portlandmaine.gov

IN WITNESS WHEREOF, the Parties hereto have executed this AGREEMENT effective on the day and date last signed below.

MUNICIPALITY OF PORTLAND

MAINE DEPARTMENT OF TRANSPORTATION

By: _____
Danielle West, City Manager

By: _____
Todd Pelletier, P.E., Director
Bureau of Project Development

(Date Signed)

(Date Signed)

I certify that the signature above is true and accurate. I further certify that the signature, if electronic: (a) is intended to have the same force as a manual signature; (b) is unique to myself; (c) is capable of verification; and (d) is under the sole control of myself.

APPENDIX A
PROJECT SCOPE AND COST SHARING
MAINE DEPARTMENT OF TRANSPORTATION
MUNICIPAL/STATE AGREEMENT
Transportation Improvement Project

MUNICIPALITY OF PORTLAND

PROPOSED IMPROVEMENTS TO WASHINGTON AVENUE

FEDERAL AID PROJECT NO. 2600540

STATE PROJECT IDENTIFICATION NUMBER (WIN) 26005.40

Project Scope:

Mill & Fill on Washington Avenue, beginning at Lester Drive and extending north 0.16 of a mile. Beginning 0.01 of a mile north of Cypress Street and extending north 0.09 of a mile to Chapman Street.

Funding Outline:

The Total Project Estimated Cost is \$ 324,000.00 , and the Parties agree to share costs through all stages of the Project under the terms outlined below.

Work Element	Municipal Share		Project Share				Total Cost
			Federal	Portion	MaineDOT (State) Portion		
	%	\$	%	\$	%	\$	\$
Preliminary Engineering	25.0%	\$ 4,000.00	75.0%	\$ 12,000.00	0.0%	\$ -	\$ 16,000.00
Right of Way	25.0%	\$ -	75.0%	\$ -	0.0%	\$ -	\$ -
Construction	25.0%	\$ 67,000.00	75.0%	\$ 201,000.00	0.0%	\$ -	\$ 268,000.00
Construction Engineering	25.0%	\$ 10,000.00	75.0%	\$ 30,000.00	0.0%	\$ -	\$ 40,000.00
PROJECT SHARES		\$ 81,000.00		\$ 243,000.00		\$ -	\$ 324,000.00
Total Cost of Additional Work Requested by Municipality (Below)	100.0%						
TOTAL ESTIMATED MUNICIPAL SHARE (Receivable Amount)		\$ 81,000.00					

(Check if applicable)

☐ **Additional Work as outlined in Appendix C to this Agreement.**

Funding Outline: The Municipality agrees to pay 100% of the costs for the work outlined below.

Additional Work		Cost: 100% Municipal Share	
TYPE OF WORK		\$	-
TYPE OF WORK		\$	-
TYPE OF WORK		\$	-
TOTAL COST OF ADDITIONAL WORK REQUESTED BY MUNICIPALITY		\$	-

Payment:

The Municipality shall submit payment to MaineDOT within 30 days from the invoice date.

1. Prior to award of the contract for Project construction, the Municipality will be invoiced a portion of its share of the cost of the Project.

Invoicing will include the following:

- a. 100% of the local share of the Preliminary Engineering and Right of Way costs; plus
 - b. Fifty percent (50%) of the local share of the Construction and Construction Engineering cost based on the total bid price of the Project; plus
 - c. 100% of all additional work requested by the Municipality.
2. Final Voucher Payment to the Contractor. A final bill will be created following MaineDOT's final voucher payment to the Contractor, after all quantities are verified, and any required adjustments have been made. The cost of the work for which MaineDOT will bill the Municipality shall be determined by the contract prices and the completed quantities of the work items or, in the event of termination, the local share of Project development cost to the point of termination as stipulated above. The final invoice will include the Municipality's share of any remaining costs.

Invoicing Schedule: The Municipal Payment Schedule shown below includes estimated invoicing dates based upon the estimated schedule and estimated cost of the Project:

Municipality Name	Receivable Amount	Estimated Invoice Date
City of Portland	\$42,500.00	4/1/2024
City of Portland	\$38,500.00	10/1/2024
City of Portland	Balance	10/1/2025
Total Receivable Amount:	\$81,000.00	



MaineDOT use only
AMS Advantage #: _____
CSN #: _____
PROGRAM: _____

MAINE DEPARTMENT OF TRANSPORTATION
MUNICIPAL/STATE AGREEMENT
PROPOSED IMPROVEMENTS TO OCEAN AVENUE

(MaineDOT Use Only)

Project Location: Portland
State WIN #: 26005.50
Federal Aid Project #: 2600550

Estimated Municipal Share: \$133,000.00
Vendor Customer #: 17A12144
Agreement Begin Date: _____
Agreement End Date: (5 years from the date last signed below)

This Agreement is entered into between the **Maine Department of Transportation** (hereafter **MaineDOT**) and the **Municipality of Portland**, a municipal corporation located in the County of Cumberland (hereafter the “Municipality”) (collectively hereinafter the “Parties”).

RECITALS

- A. The scope of work that is the subject of this Agreement consists of making improvements to Ocean Avenue, Beginning at Grafton Street and extending north 0.42 miles to Ridge Road in Portland, Maine, (hereafter the “Project”).
- B. The Parties have a mutual interest in ensuring that the Project is delivered on a reasonable schedule and within the programmed budget, using a process that maximizes communication and cooperation between the Parties.
- C. This Agreement is intended to cover the roles and responsibilities of the Parties during the design, permitting and right-of-way phases of Project development from Project inception through completion of the Project’s Plans, Specifications and Estimate (PS&E). This Agreement is further intended to establish the financial obligations of each Party, including that of full Project development through construction.

AGREEMENT

NOW, THEREFORE, in accordance with the foregoing, the Parties agree as follows:

- D. The following checked appendices are hereby incorporated into this Agreement by reference, and any perpetual maintenance appendices shall survive the expiration of this Agreement:
- ☒ Appendix A – Project scope, cost sharing, and payment schedule (*not required for non-monetary agreements.*)
 - ☐ Appendix B – Perpetual Bicycle/Pedestrian Facility Maintenance
 - ☐ Appendix B – Perpetual Drainage Maintenance
 - ☐ Appendix B – Perpetual Landscape Maintenance
 - ☐ Appendix B – Perpetual Operation and Maintenance of Lighting/Flashing Beacon and/or signage with associated light(s)
 - ☐ Appendix B – Perpetual Traffic Signal Operation and Maintenance
 - ☐ Appendix B – Perpetual Traffic Signal Operation and Shared Maintenance

- ☐ Appendix B – Perpetual Bridge Lighting/Approach Lighting Maintenance & Snow Plowing
- ☐ Appendix C – Additional work requested by Municipality

E. Agreement Administration:

1. MaineDOT agrees to procure and administer a contract to construct the Project in accordance with the plans and specifications developed by MaineDOT. This would include any additional plans, specifications and estimates furnished by the Municipality and approved by MaineDOT. When applicable, refer to Appendix A of this Agreement for the outline of the scope, limits of work and cost sharing.
2. MaineDOT shall be the sole administrator of the contract to construct the Project. MaineDOT will pay all Project costs, subject to cost sharing by the Municipality, when applicable, as specified in this Agreement. Neither MaineDOT nor its contractors will be required to pay for inspections and permits from the Municipality.
3. The Municipality agrees that MaineDOT and its contractors are exempt from all local ordinances, including but not limited to the Municipality Noise Ordinance.
4. Upon acceptance of plans, specifications and estimates (PS&E), MaineDOT shall solicit competitive bids for the Project. Upon acceptance of the lowest acceptable responsive, responsible bid to construct the Project and fulfillment of all terms set forth herein, MaineDOT will submit the information to the Municipality, who will have up to five (5) business days to review the information and notify MaineDOT of any questions or concerns. If MaineDOT is not presented with any questions or concerns in the time allotted all decisions pertaining to the acceptance of the bids, the award and administration of the contract and all payments thereunder shall be the sole discretion of MaineDOT.

F. Changes to Project Scope:

5. The Municipality, at its election, may request that changes be made or work added to the Project during the period of construction, provided the Municipality agrees in writing to pay any additional cost plus an amount not to exceed ten (10%) percent of such construction cost to cover all necessary engineering, inspection and administrative costs associated therewith, unless specified otherwise. All such requests shall be subject to MaineDOT approval. In the event that the cost of these changes or work are approved for federal participation, the Municipality's additional cost may be reduced by the amount of the federal contribution.

G. Traffic Control:

6. The Municipality agrees to allow MaineDOT's contractor to control all traffic through the work areas in accordance with the Traffic Control Plan approved by MaineDOT. The development of the Traffic Control Plan will follow the process outlined below:
 - i. MaineDOT's Project Manager (PM) will, when possible, submit the Project for Traffic Analysis and Movement Evaluation (TAME), approximately one year prior to advertisement. Once the results are received, the PM/Regional Traffic Engineer will discuss the proposed Project with the Municipality (scope, limits, day or night work, work window, etc).

- ii. The Municipality will comment on their concerns/issues related to the Traffic Control Plan within two (2) weeks of receipt.
- iii. MaineDOT's PM & Designer will incorporate these comments where practical based on engineering judgment.
- iv. If the Municipality desires, a meeting will be held prior to PS&E to review the Project design, Special Provision 105 – Limitations of Operations, Special Provision 107 - Time, etc.

H. Utilities:

- 7. The Municipality will, at no cost to MaineDOT, assure proper adjustment, relocation, or repair of any portion of a utility service, whether above or below ground, that is located within the limits of the highway right-of-way and connected to any municipal utility, which might become necessary to permit construction of the Project. The Municipality agrees to hold MaineDOT harmless from any claims for damages occurring as a result thereof.
- 8. The Municipality agrees that during and after construction it will apply the requirements of the most recent version of MaineDOT's "Utility Accommodation Rules" as the minimum guidelines not withstanding any municipal rules that are more lenient.
- 9. To the extent that it is statutorily responsible therefore, the Municipality agrees to provide utilities, and to maintain all improvements and fixtures constructed, installed or furnished as a part of the Project in such a manner as necessary to preserve the use and function thereof for the expected period of their normal useful life as determined by accepted engineering and/or industry standards. To the extent any warranty exists for said improvements or fixtures, said warranty shall be first relied on by MaineDOT to address maintenance and/or repairs described in this paragraph.

I. Governing Law:

- 10. The Municipality agrees that except for an emergency, or as allowed in 23 M.R.S.A. § 3351-A, it will prohibit the excavation of the highway within the limits of the Project for a period of at least five (5) years after completion of the Project, and agrees to make all necessary notifications to abutters and occupants of the highway as otherwise required of any municipal government under the provisions of 23 M.R.S.A. § 3351. Thereafter, all future excavations within the right-of-way of the Project shall be regulated and controlled in the manner specified by MaineDOT in its most recent "Utility Accommodation Rules", which is incorporated herein and made a part hereof by reference.
- 11. The Parties agree to: comply with and abide by all applicable State and Federal laws, statutes, rules, regulations, standards and guidelines, including the MUTCD and OSHA standards, and Agreement provisions; avoid hindering each other's performance; fulfill all obligations diligently; and cooperate in achievement of the intent of this Agreement.

J. Municipality's Responsibility:

- 12. When applicable, if the Municipality withdraws its financial support for the Project, leading MaineDOT to terminate the Project, the Municipality shall reimburse MaineDOT fully for all

Project costs incurred in reliance on the Municipality's financial obligations outlined herein, including, but not limited to, reimbursement of all federal and state funds expended up to the time of such termination. If the Municipality fails to reimburse MaineDOT for such costs incurred, after receiving an invoice seeking such reimbursement, MaineDOT may exercise its rights of set-off to recover the requested amount.

13. The Municipality agrees to alter, move, relocate or remove, or cause to be, at no cost to the Project, any municipal property, including all fixtures, facilities or monuments, located on, under or above the ground, as necessary to permit construction of the Project, which has not otherwise been provided for during the development of the Project. Any work necessary to do so during the period of construction shall be coordinated with the contractor for the Project.
14. The Municipality will be responsible to keep new or replaced/rehabilitated pedestrian facilities in usable condition including snow and ice control.
15. The Municipality agrees to keep the right-of-way of the Project inviolate from all encroachments and agrees to remove, or cause to be removed, anything that may encroach thereon.
16. When applicable, the Municipality agrees to regulate all entrances to the highway within the limits of the Project in accordance with the provisions of 23 M.R.S.A. § 704.
17. When applicable, the Municipality agrees to limit all on-street parking to the parking spaces as designed and constructed under the Project.

K. Termination:

18. MaineDOT reserves the right to terminate the Project for any reason prior to the award of a contract to construct the Project. MaineDOT also reserves the right to terminate all provisions pertaining to work requested by the Municipality at any time prior to the award of a contract to construct the Project due to failure by the Municipality to comply with any of the conditions and stipulations set forth in this Agreement.
19. MaineDOT may postpone, suspend, abandon or otherwise terminate this Agreement upon thirty (30) days written notice to the Municipality and in no event shall any such action be deemed a breach of contract. Postponement, suspension, abandonment or termination may be taken for any reason by MaineDOT or specifically as the result of any failure by the Municipality to perform any of the services required under this Agreement to MaineDOT's satisfaction.

In the event of Project termination, all provisions of this Agreement shall become null and void except for the financial obligations set forth herein, as well as those *provisions that by their very nature are intended to survive*.

L. Miscellaneous Provisions:

20. **Debarment.** The Municipality certifies, by signing this Agreement, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal department or agency. If the Municipality is unable to certify to this statement, it shall attach an explanation to this Agreement. The Municipality shall promptly notify MaineDOT if it or its principals becomes

debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

21. All provisions of this Agreement, *except those that by their very nature are intended to survive*, shall expire at Project final voucher, or upon final payment by the Municipality of any Project costs as hereinbefore provided, whichever occurs later.
22. **State of Maine's Rights of Set-Off.** MaineDOT shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State of Maine's option to withhold for the purposes of set-off monies due the Municipality under a specific project contract up to any amounts due and owed to MaineDOT with regard to this Agreement, and any other agreement/contract with any State of Maine department or agency, including any agreement/contract for a term commencing prior to the term of this Agreement, plus any amounts due and owed to the State of Maine for any reason including without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. MaineDOT shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by MaineDOT, its representatives, or the State Controller. When applicable, MaineDOT reserves the right to withhold or reduce future Local Road Assistance payments to the Municipality for purposes of set-off to recover the amount owed.
23. **Non-Appropriation.** Anything herein to the contrary notwithstanding, the Municipality acknowledges and agrees that although the execution of this agreement by MaineDOT manifests its intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by the Maine Legislature and, therefore, this agreement does not create any obligation on behalf of MaineDOT in excess of such appropriations.
24. **Assignment.** No assignment of this agreement is contemplated, and in no event shall any assignment be made without the express written permission of MaineDOT.
25. **Notice.** Any communications, requests or notices required or appropriate to be given under this Agreement shall be in writing and may be sent via email which shall satisfy the delivery requirements of this section through express acknowledgement of receipt by the receiving party. Alternatively, communications can be mailed via U.S. Mail, Certified or Registered, Return Receipt Requested or sent via a recognized commercial carrier such as, but not limited to Federal Express, that requires a return receipt delivered to the sending party. Said communications, requests or notices shall be sent to the other party as follows:

MaineDOT: Maine Department of Transportation
 24 Child Street
 16 State House Station
 Augusta, ME 04333-0016
 Attn.: LaRay L. Hamilton
 Email: laray.hamilton@maine.gov

Municipality: City of Portland
212 Canco Road, Suite B
Portland, ME 04103
Attn.: Jeremiah Bartlett, PE
Email: jbartlett@portlandmaine.gov

IN WITNESS WHEREOF, the Parties hereto have executed this AGREEMENT effective on the day and date last signed below.

MUNICIPALITY OF PORTLAND

MAINE DEPARTMENT OF TRANSPORTATION

By: _____
Danielle West, City Manager

By: _____
Todd Pelletier, P.E., Director
Bureau of Project Development

(Date Signed)

(Date Signed)

I certify that the signature above is true and accurate. I further certify that the signature, if electronic: (a) is intended to have the same force as a manual signature; (b) is unique to myself; (c) is capable of verification; and (d) is under the sole control of myself.

APPENDIX A
PROJECT SCOPE AND COST SHARING
MAINE DEPARTMENT OF TRANSPORTATION
MUNICIPAL/STATE AGREEMENT
Transportation Improvement Project

MUNICIPALITY OF PORTLAND

PROPOSED IMPROVEMENTS TO OCEAN AVENUE (ROUTE 9)

FEDERAL AID PROJECT NO. 2600550

STATE PROJECT IDENTIFICATION NUMBER (WIN) 26005.50

Project Scope: Mill & Fill on Ocean Avenue, beginning at Grafton Street and extending north 0.42 miles to Ridge Road.

Funding Outline: The Total Project Estimated Cost is \$ 532,000.00 , and the Parties agree to share costs through all stages of the Project under the terms outlined below.

Work Element	Municipal Share		Project Share				Total Cost
			Federal	Portion	MaineDOT (State) Portion		
	%	\$	%	\$	%	\$	\$
Preliminary Engineering	25.0%	\$ 6,500.00	75.0%	\$ 19,500.00	0.0%	\$ -	\$ 26,000.00
Right of Way	25.0%	\$ -	75.0%	\$ -	0.0%	\$ -	\$ -
Construction	25.0%	\$ 110,000.00	75.0%	\$ 330,000.00	0.0%	\$ -	\$ 440,000.00
Construction Engineering	25.0%	\$ 16,500.00	75.0%	\$ 49,500.00	0.0%	\$ -	\$ 66,000.00
PROJECT SHARES		\$ 133,000.00		\$ 399,000.00		\$ -	\$ 532,000.00
Total Cost of Additional Work Requested by Municipality (Below)	100.0%						
TOTAL ESTIMATED MUNICIPAL SHARE (Receivable Amount)		\$ 133,000.00					

(Check if applicable)

☐ **Additional Work as outlined in Appendix C to this Agreement.**

Funding Outline: The Municipality agrees to pay 100% of the costs for the work outlined below.

Additional Work		Cost: 100% Municipal Share	
TYPE OF WORK		\$	-
TYPE OF WORK		\$	-
TYPE OF WORK		\$	-
TOTAL COST OF ADDITIONAL WORK REQUESTED BY MUNICIPALITY		\$	-

Payment:

The Municipality shall submit payment to MaineDOT within 30 days from the invoice date.

1. Prior to award of the contract for Project construction, the Municipality will be invoiced a portion of its share of the cost of the Project.

Invoicing will include the following:

- a. 100% of the local share of the Preliminary Engineering and Right of Way costs; plus
 - b. Fifty percent (50%) of the local share of the Construction and Construction Engineering cost based on the total bid price of the Project; plus
 - c. 100% of all additional work requested by the Municipality.
2. Final Voucher Payment to the Contractor. A final bill will be created following MaineDOT's final voucher payment to the Contractor, after all quantities are verified, and any required adjustments have been made. The cost of the work for which MaineDOT will bill the Municipality shall be determined by the contract prices and the completed quantities of the work items or, in the event of termination, the local share of Project development cost to the point of termination as stipulated above. The final invoice will include the Municipality's share of any remaining costs.

Invoicing Schedule: The Municipal Payment Schedule shown below includes estimated invoicing dates based upon the estimated schedule and estimated cost of the Project:

Municipality Name	Receivable Amount	Estimated Invoice Date
City of Portland	\$69,750.00	4/1/2024
City of Portland	\$63,250.00	10/1/2024
City of Portland	Balance	10/1/2025
Total Receivable Amount:	\$133,000.00	



MaineDOT use only
AMS Advantage #: _____
CSN #: _____
PROGRAM: _____

MAINE DEPARTMENT OF TRANSPORTATION
MUNICIPAL/STATE AGREEMENT
PROPOSED IMPROVEMENTS TO RIVERSIDE STREET

(MaineDOT Use Only)

Project Location: Portland

State WIN #: 26005.30

Federal Aid Project #: 2600530

Estimated Municipal Share: \$177,750.00

Vendor Customer #: 17A12144

Agreement Begin Date: _____

Agreement End Date: (5 years from the date last signed below)

This Agreement is entered into between the **Maine Department of Transportation** (hereafter **MaineDOT**) and the **Municipality of Portland**, a municipal corporation located in the County of Cumberland (hereafter the “Municipality”) (collectively hereinafter the “Parties”).

RECITALS

- A. The scope of work that is the subject of this Agreement consists of making improvements to Riverside Street, Beginning at Caddie Lane and extending north 0.75 miles to Washington Avenue in Portland, Maine, (hereafter the “Project”).
- B. The Parties have a mutual interest in ensuring that the Project is delivered on a reasonable schedule and within the programmed budget, using a process that maximizes communication and cooperation between the Parties.
- C. This Agreement is intended to cover the roles and responsibilities of the Parties during the design, permitting and right-of-way phases of Project development from Project inception through completion of the Project’s Plans, Specifications and Estimate (PS&E). This Agreement is further intended to establish the financial obligations of each Party, including that of full Project development through construction.

AGREEMENT

NOW, THEREFORE, in accordance with the foregoing, the Parties agree as follows:

- D. The following checked appendices are hereby incorporated into this Agreement by reference, and any perpetual maintenance appendices shall survive the expiration of this Agreement:
- ☒ Appendix A – Project scope, cost sharing, and payment schedule (*not required for non-monetary agreements.*)
 - ☐ Appendix B – Perpetual Bicycle/Pedestrian Facility Maintenance
 - ☐ Appendix B – Perpetual Drainage Maintenance
 - ☐ Appendix B – Perpetual Landscape Maintenance
 - ☐ Appendix B – Perpetual Operation and Maintenance of Lighting/Flashing Beacon and/or signage with associated light(s)
 - ☐ Appendix B – Perpetual Traffic Signal Operation and Maintenance
 - ☐ Appendix B – Perpetual Traffic Signal Operation and Shared Maintenance

- ☐ Appendix B – Perpetual Bridge Lighting/Approach Lighting Maintenance & Snow Plowing
- ☐ Appendix C – Additional work requested by Municipality

E. Agreement Administration:

1. MaineDOT agrees to procure and administer a contract to construct the Project in accordance with the plans and specifications developed by MaineDOT. This would include any additional plans, specifications and estimates furnished by the Municipality and approved by MaineDOT. When applicable, refer to Appendix A of this Agreement for the outline of the scope, limits of work and cost sharing.
2. MaineDOT shall be the sole administrator of the contract to construct the Project. MaineDOT will pay all Project costs, subject to cost sharing by the Municipality, when applicable, as specified in this Agreement. Neither MaineDOT nor its contractors will be required to pay for inspections and permits from the Municipality.
3. The Municipality agrees that MaineDOT and its contractors are exempt from all local ordinances, including but not limited to the Municipality Noise Ordinance.
4. Upon acceptance of plans, specifications and estimates (PS&E), MaineDOT shall solicit competitive bids for the Project. Upon acceptance of the lowest acceptable responsive, responsible bid to construct the Project and fulfillment of all terms set forth herein, MaineDOT will submit the information to the Municipality, who will have up to five (5) business days to review the information and notify MaineDOT of any questions or concerns. If MaineDOT is not presented with any questions or concerns in the time allotted all decisions pertaining to the acceptance of the bids, the award and administration of the contract and all payments thereunder shall be the sole discretion of MaineDOT.

F. Changes to Project Scope:

5. The Municipality, at its election, may request that changes be made or work added to the Project during the period of construction, provided the Municipality agrees in writing to pay any additional cost plus an amount not to exceed ten (10%) percent of such construction cost to cover all necessary engineering, inspection and administrative costs associated therewith, unless specified otherwise. All such requests shall be subject to MaineDOT approval. In the event that the cost of these changes or work are approved for federal participation, the Municipality's additional cost may be reduced by the amount of the federal contribution.

G. Traffic Control:

6. The Municipality agrees to allow MaineDOT's contractor to control all traffic through the work areas in accordance with the Traffic Control Plan approved by MaineDOT. The development of the Traffic Control Plan will follow the process outlined below:
 - i. MaineDOT's Project Manager (PM) will, when possible, submit the Project for Traffic Analysis and Movement Evaluation (TAME), approximately one year prior to advertisement. Once the results are received, the PM/Regional Traffic Engineer will discuss the proposed Project with the Municipality (scope, limits, day or night work, work window, etc).

- ii. The Municipality will comment on their concerns/issues related to the Traffic Control Plan within two (2) weeks of receipt.
- iii. MaineDOT's PM & Designer will incorporate these comments where practical based on engineering judgment.
- iv. If the Municipality desires, a meeting will be held prior to PS&E to review the Project design, Special Provision 105 – Limitations of Operations, Special Provision 107 - Time, etc.

H. Utilities:

- 7. The Municipality will, at no cost to MaineDOT, assure proper adjustment, relocation, or repair of any portion of a utility service, whether above or below ground, that is located within the limits of the highway right-of-way and connected to any municipal utility, which might become necessary to permit construction of the Project. The Municipality agrees to hold MaineDOT harmless from any claims for damages occurring as a result thereof.
- 8. The Municipality agrees that during and after construction it will apply the requirements of the most recent version of MaineDOT's "Utility Accommodation Rules" as the minimum guidelines not withstanding any municipal rules that are more lenient.
- 9. To the extent that it is statutorily responsible therefore, the Municipality agrees to provide utilities, and to maintain all improvements and fixtures constructed, installed or furnished as a part of the Project in such a manner as necessary to preserve the use and function thereof for the expected period of their normal useful life as determined by accepted engineering and/or industry standards. To the extent any warranty exists for said improvements or fixtures, said warranty shall be first relied on by MaineDOT to address maintenance and/or repairs described in this paragraph.

I. Governing Law:

- 10. The Municipality agrees that except for an emergency, or as allowed in 23 M.R.S.A. § 3351-A, it will prohibit the excavation of the highway within the limits of the Project for a period of at least five (5) years after completion of the Project, and agrees to make all necessary notifications to abutters and occupants of the highway as otherwise required of any municipal government under the provisions of 23 M.R.S.A. § 3351. Thereafter, all future excavations within the right-of-way of the Project shall be regulated and controlled in the manner specified by MaineDOT in its most recent "Utility Accommodation Rules", which is incorporated herein and made a part hereof by reference.
- 11. The Parties agree to: comply with and abide by all applicable State and Federal laws, statutes, rules, regulations, standards and guidelines, including the MUTCD and OSHA standards, and Agreement provisions; avoid hindering each other's performance; fulfill all obligations diligently; and cooperate in achievement of the intent of this Agreement.

J. Municipality's Responsibility:

- 12. When applicable, if the Municipality withdraws its financial support for the Project, leading MaineDOT to terminate the Project, the Municipality shall reimburse MaineDOT fully for all

Project costs incurred in reliance on the Municipality's financial obligations outlined herein, including, but not limited to, reimbursement of all federal and state funds expended up to the time of such termination. If the Municipality fails to reimburse MaineDOT for such costs incurred, after receiving an invoice seeking such reimbursement, MaineDOT may exercise its rights of set-off to recover the requested amount.

13. The Municipality agrees to alter, move, relocate or remove, or cause to be, at no cost to the Project, any municipal property, including all fixtures, facilities or monuments, located on, under or above the ground, as necessary to permit construction of the Project, which has not otherwise been provided for during the development of the Project. Any work necessary to do so during the period of construction shall be coordinated with the contractor for the Project.
14. The Municipality will be responsible to keep new or replaced/rehabilitated pedestrian facilities in usable condition including snow and ice control.
15. The Municipality agrees to keep the right-of-way of the Project inviolate from all encroachments and agrees to remove, or cause to be removed, anything that may encroach thereon.
16. When applicable, the Municipality agrees to regulate all entrances to the highway within the limits of the Project in accordance with the provisions of 23 M.R.S.A. § 704.
17. When applicable, the Municipality agrees to limit all on-street parking to the parking spaces as designed and constructed under the Project.

K. Termination:

18. MaineDOT reserves the right to terminate the Project for any reason prior to the award of a contract to construct the Project. MaineDOT also reserves the right to terminate all provisions pertaining to work requested by the Municipality at any time prior to the award of a contract to construct the Project due to failure by the Municipality to comply with any of the conditions and stipulations set forth in this Agreement.
19. MaineDOT may postpone, suspend, abandon or otherwise terminate this Agreement upon thirty (30) days written notice to the Municipality and in no event shall any such action be deemed a breach of contract. Postponement, suspension, abandonment or termination may be taken for any reason by MaineDOT or specifically as the result of any failure by the Municipality to perform any of the services required under this Agreement to MaineDOT's satisfaction.

In the event of Project termination, all provisions of this Agreement shall become null and void except for the financial obligations set forth herein, as well as those *provisions that by their very nature are intended to survive*.

L. Miscellaneous Provisions:

20. **Debarment.** The Municipality certifies, by signing this Agreement, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal department or agency. If the Municipality is unable to certify to this statement, it shall attach an explanation to this Agreement. The Municipality shall promptly notify MaineDOT if it or its principals becomes

debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

21. All provisions of this Agreement, *except those that by their very nature are intended to survive*, shall expire at Project final voucher, or upon final payment by the Municipality of any Project costs as hereinbefore provided, whichever occurs later.
22. **State of Maine's Rights of Set-Off.** MaineDOT shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State of Maine's option to withhold for the purposes of set-off monies due the Municipality under a specific project contract up to any amounts due and owed to MaineDOT with regard to this Agreement, and any other agreement/contract with any State of Maine department or agency, including any agreement/contract for a term commencing prior to the term of this Agreement, plus any amounts due and owed to the State of Maine for any reason including without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. MaineDOT shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by MaineDOT, its representatives, or the State Controller. When applicable, MaineDOT reserves the right to withhold or reduce future Local Road Assistance payments to the Municipality for purposes of set-off to recover the amount owed.
23. **Non-Appropriation.** Anything herein to the contrary notwithstanding, the Municipality acknowledges and agrees that although the execution of this agreement by MaineDOT manifests its intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by the Maine Legislature and, therefore, this agreement does not create any obligation on behalf of MaineDOT in excess of such appropriations.
24. **Assignment.** No assignment of this agreement is contemplated, and in no event shall any assignment be made without the express written permission of MaineDOT.
25. **Notice.** Any communications, requests or notices required or appropriate to be given under this Agreement shall be in writing and may be sent via email which shall satisfy the delivery requirements of this section through express acknowledgement of receipt by the receiving party. Alternatively, communications can be mailed via U.S. Mail, Certified or Registered, Return Receipt Requested or sent via a recognized commercial carrier such as, but not limited to Federal Express, that requires a return receipt delivered to the sending party. Said communications, requests or notices shall be sent to the other party as follows:

MaineDOT: Maine Department of Transportation
 24 Child Street
 16 State House Station
 Augusta, ME 04333-0016
 Attn.: LaRay L. Hamilton
 Email: laray.hamilton@maine.gov

Municipality: City of Portland
212 Canco Road, Suite B
Portland, ME 04103
Attn.: Jeremiah Bartlett, PE
Email: jbartlett@portlandmaine.gov

IN WITNESS WHEREOF, the Parties hereto have executed this AGREEMENT effective on the day and date last signed below.

MUNICIPALITY OF PORTLAND

MAINE DEPARTMENT OF TRANSPORTATION

By: _____
Danielle West, City Manager

By: _____
Todd Pelletier, P.E., Director
Bureau of Project Development

(Date Signed)

(Date Signed)

I certify that the signature above is true and accurate. I further certify that the signature, if electronic: (a) is intended to have the same force as a manual signature; (b) is unique to myself; (c) is capable of verification; and (d) is under the sole control of myself.

APPENDIX A
PROJECT SCOPE AND COST SHARING
MAINE DEPARTMENT OF TRANSPORTATION
MUNICIPAL/STATE AGREEMENT
Transportation Improvement Project

MUNICIPALITY OF PORTLAND

PROPOSED IMPROVEMENTS TO RIVERSIDE STREET

FEDERAL AID PROJECT NO. 2600530

STATE PROJECT IDENTIFICATION NUMBER (WIN) 26005.30

Project Scope: Mill & Fill on Riverside Street, beginning at Caddie Lane and extending north 0.75 miles to Washington Avenue.

Funding Outline: The Total Project Estimated Cost is \$ 711,000.00 , and the Parties agree to share costs through all stages of the Project under the terms outlined below.

Work Element	Municipal Share		Project Share				Total Cost
			Federal	Portion	MaineDOT (State) Portion		
	%	\$	%	\$	%	\$	\$
Preliminary Engineering	25.0%	\$ 8,750.00	75.0%	\$ 26,250.00	0.0%	\$ -	\$ 35,000.00
Right of Way	25.0%	\$ -	75.0%	\$ -	0.0%	\$ -	\$ -
Construction	25.0%	\$ 147,000.00	75.0%	\$ 441,000.00	0.0%	\$ -	\$ 588,000.00
Construction Engineering	25.0%	\$ 22,000.00	75.0%	\$ 66,000.00	0.0%	\$ -	\$ 88,000.00
PROJECT SHARES		\$ 177,750.00		\$ 533,250.00		\$ -	\$ 711,000.00
Total Cost of Additional Work Requested by Municipality (Below)	100.0%						
TOTAL ESTIMATED MUNICIPAL SHARE (Receivable Amount)		\$ 177,750.00					

(Check if applicable)

☐ **Additional Work as outlined in Appendix C to this Agreement.**

Funding Outline: The Municipality agrees to pay 100% of the costs for the work outlined below.

Additional Work		Cost: 100% Municipal Share	
TYPE OF WORK		\$	-
TYPE OF WORK		\$	-
TYPE OF WORK		\$	-
TOTAL COST OF ADDITIONAL WORK REQUESTED BY MUNICIPALITY		\$	-

Payment:

The Municipality shall submit payment to MaineDOT within 30 days from the invoice date.

1. Prior to award of the contract for Project construction, the Municipality will be invoiced a portion of its share of the cost of the Project.

Invoicing will include the following:

- a. 100% of the local share of the Preliminary Engineering and Right of Way costs; plus
 - b. Fifty percent (50%) of the local share of the Construction and Construction Engineering cost based on the total bid price of the Project; plus
 - c. 100% of all additional work requested by the Municipality.
2. Final Voucher Payment to the Contractor. A final bill will be created following MaineDOT's final voucher payment to the Contractor, after all quantities are verified, and any required adjustments have been made. The cost of the work for which MaineDOT will bill the Municipality shall be determined by the contract prices and the completed quantities of the work items or, in the event of termination, the local share of Project development cost to the point of termination as stipulated above. The final invoice will include the Municipality's share of any remaining costs.

Invoicing Schedule: The Municipal Payment Schedule shown below includes estimated invoicing dates based upon the estimated schedule and estimated cost of the Project:

Municipality Name	Receivable Amount	Estimated Invoice Date
City of Portland	\$93,250.00	4/1/2024
City of Portland	\$84,500.00	10/1/2024
City of Portland	Balance	10/1/2025
Total Receivable Amount:	\$177,750.00	

MaineDOT Use Only	
TEDOCS #:	_____
CT#:	_____
CSN#:	_____
Program:	_____

MAINE DEPARTMENT OF TRANSPORTATION UTILITY RECEIVABLE AGREEMENT

(MaineDOT Use Only)	
Project Location: <u>Portland</u>	Estimated Agreement Amount: \$ <u>43,200</u>
State WIN #: <u>026005.50</u>	Vendor Customer #: <u>17A12144</u>
Federal Aid Project #: <u>2600550</u>	MaineDOT Signed Date: _____
	Forecasted Agreement End Date: <u>December 16, 2024</u>

THIS AGREEMENT, entered into the last date signed herein at the end of this agreement, between the **Maine Department of Transportation** (hereafter the “Department”) and **CITY OF PORTLAND**, duly authorized and existing under the Laws of the State of Maine and having an office in the City of Portland, County of Cumberland (the “Utility”) (the Department and the Utility are collectively referred to as the “Parties”).

1. The Department is implementing a transportation project identified as “Federal Aid Project Number 2600550; WIN: 026005.50 (the “Project”) for highway improvements in the City of Portland, Cumberland County;
2. In connection with the Project, the Department has prepared plans and specification for the Project that resulted in the following determination:

X The Utility has expressed an interest in installing new utility facilities within the limits of the public highway right-of-way and the impact limits of the Project (the “Affected Facilities”).

3. The Affected Facilities consist of adjusting 24 sewer manholes to grade for the **City of Portland on Ocean Avenue**.
4. The Utility has prepared and provided to the Department the scope of work necessary for relocating or installing the Affected Utilities (the “Utility Work”) and the estimated costs associated therewith, which are outlined in **Appendix A**, attached hereto and made a part hereof. The costs associated with the Utility Work are the sole responsibility of the Utility.

5. The Parties wish to establish a process for including the Utility Work in the Department's construction contract for the Project.

NOW, THEREFORE, the Parties agree as follows:

6. Plans, Specifications and Estimate:

- a. The Utility shall, at its own expense, perform and provide all engineering, design and related services related to the Utility Work necessary to enable the Department and/or its consultant to generate construction plans, specifications and an estimate of material quantities for the Utility Work to be included in the Project contract. The Utility will be responsible for locating and recording the location of all Utility Work, including services and other appurtenances within the Project area. To the extent possible and consistent with laws, practices and policies of the Department and the industry, the Utility Work shall be performed in accordance with the plans and specifications provided by the Utility and, if applicable, the most recent version of the Department's Standard Specifications.
- b. All plans shall be on sheets of the same size used by the Department and be reproducible by black and white printing. Specifications shall be on 8 ½ x 11-inch paper, suitable for binding with the Department's specifications. The estimate of quantities shall be in the form prescribed by the Department. In the event of field changes to the Utility Work, the Utility shall prepare any additional plans and specifications and the Department shall prepare a Project change order and amend this Agreement incorporating any changes therein. All plans and specifications will be marked with the Federal Aid Project Number referenced in this Agreement.
- c. The Utility will provide the Department with the plans, specifications and an updated estimate as described in Appendix A no later than one month prior to the scheduled advertise date for the Project.
- d. The Utility shall be responsible for obtaining a Utility Location Permit from the Department in accordance with Title 35-A M.R.S.A. Chapter 25 and for recording the location of all utilities in a manner and form to be specified by the Department.

Standard Approach: The Department will prepare the Project contract documents to include the Utility Work specified in Appendix A. The Utility agrees to have these items included in the Department's Project construction contract. Bidders will be required to bid both the Project work and the Utility Work. The Utility Work will be paid for by the Utility, and any changes that increase the Utility Work estimate or amount will be paid for through a written modification of this agreement approved by both the Utility and the Department.

7. Inspection:

- a. The Utility shall be responsible for providing all engineering and inspection associated with the Utility Work including computing quantities for payment and other incidental and related work unless otherwise stated herein. By the end of each work day, whenever Utility Work is performed, the Utility will provide the Department's on-site representative with an itemized summary of all the Utility Work completed.
- b. The Department shall provide inspection of the quality and compaction of backfill installed in connection with the construction contract, excluding bedding and other special backfills and materials used in the installation of the Utility Work.
- c. If the Utility Work is included in the Project contract pursuant to Section 6.e. above, the Utility agrees to the following:
 - i. Should the Utility find the Project contractor's materials or workmanship to be insufficient in any way, the Utility agrees to inform the Department's on-site representative as soon as possible, but no later than the end of the day in which the problem is identified.
 - ii. As administrator to the construction contract, the Department's on-site representative shall be responsible for authorizing all payments relating to the Utility Work, issuing all directives to the Project's contractor and making the final determination in the event of any disagreements.

8. Ownership of Completed Utilities: Upon completion of the Utility Work the Utility shall assume complete ownership of, and responsibility for, the utility facilities installed in connection with the Utility Work.

9. Claims: The Utility shall be responsible for the prompt review and settlement of any claims arising from or related to the Utility Work or its impact on the Project.

10. Indemnification: The Utility shall indemnify, defend and hold harmless the Department and its officers, employees, agents and assigns, from and against any and all claims, liability or expenses, including but not limited to reasonable attorney's fees and litigation costs (the "Claims"), to the extent such Claims are caused, or alleged to have been caused, by acts or omissions of the Utility or any of its officers, employees, agents, representatives, supervisors, contractors, subcontractors or consultants in connection with the performance of its obligations under this Agreement. Nothing in this Agreement is intended or shall be construed to waive any defense, immunity or limitation of liability that may be available to the Department or the Utility pursuant to the Maine Tort Claims Act (14 M.R.S. § 8101 *et seq.*) or any other privileges or immunities provided by law. The terms outlined in this section shall survive any termination or expiration of this Agreement.

11. **Buy America Requirements:** This agreement is subject to the requirements of Buy America in accordance with Federal Regulation 23 CFR 635.410 Section 1518. Specific requirements are presented in MaineDOT Standard Specification Section 100, Appendix A, Section 3.A., Buy America which are incorporated and made a part hereof by reference.
12. **Subsequent Excavations and/or Installations:** Except in the case of an emergency, the Utility acknowledges and agrees to refrain from applying for a permit for the excavation of the highway within the limits of the Project for a period of at least 3 years following the completion of the Project, and agrees to make all necessary notifications to abutters and occupants of the highway as otherwise required of any municipal government under the provisions of 23 M.R.S.A. § 3351. In all cases, whether an excavation moratorium as described above applies, or as in the case of Light Capital Paving projects where no excavation moratorium applies, the Utility further acknowledges and agrees that all subsequent excavations and/or installations within the right-of-way of the Project limits shall be regulated and controlled in the manner specified by the most recent version of the Department's *"Utility Accommodation Rules"*, which are incorporated and made a part hereof by reference. The terms outlined in this section shall survive any termination or expiration of this Agreement.
13. **Non-Appropriation and Termination:** Anything herein to the contrary notwithstanding, the Utility acknowledges and agrees that, although the execution of this Agreement by the Department manifests the Department's intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by the Maine Legislature and, therefore, this Agreement does not create any obligation on behalf of the Department in excess of such appropriations. In the event of unanticipated impacts on the Project, such as, changes in the Project design, or a loss in Project funding, or a delay in advertising or awarding of the contract, the Department may postpone, suspend, abandon or otherwise terminate this Agreement upon thirty (30) days written notice to the Utility and in no event shall any such action be deemed a breach of contract.
14. **Payment:** If the Utility Work is included in the Project contract pursuant to Section 6.e. above, the Utility agrees to reimburse the Department for the full amount of the cost of the utility work. A detailed breakdown of the anticipated cost of the Utility Work is attached hereto and incorporated herein as Appendix A. The Department will issue a final invoice after all the Utility Work is complete, all quantities are verified, and any required adjustments have been made. The Department, at its sole discretion, may issue periodic invoices for portions of the Utility Work as it is being completed. The final invoice will include any remaining costs or credits. The Utility shall submit payment to the Department within 30 days from the invoice date.

15. Contact Information:

For the Department:

Name: David Ouellette
Address: 16 Statehouse Station
Augusta, ME 04333
E-mail: david.ouellette@maine.gov
Telephone: 207-441-7965

For the Utility:

Name: Brad Roland
Address: 212 Canco Road
Portland, ME 04103
E-mail: brad@portlandmaine.gov
Telephone: 207-874-8840

16. No Relief of Responsibilities: Nothing in this agreement is intended, nor shall be interpreted, to relieve the Utility of any responsibilities or duties imposed upon it by law.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement effective on the date last signed below.

CITY OF PORTLAND

By: _____

Print Name: Danielle West

City Manager
Duly Authorized

DATE: _____

**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**

By: _____

Print Name: LaRay Hamilton

Sr. Project Manager
Duly Authorized

DATE: _____

APPENDIX A
PROJECT SCOPE

MAINE DEPARTMENT OF TRANSPORTATION
UTILITY RECEIVABLE AGREEMENT

CITY OF PORTLAND
Portland, ME

FEDERAL AID PROJECT NO. 2600550
STATE PROJECT IDENTIFICATION NUMBER (WIN) 026005.50

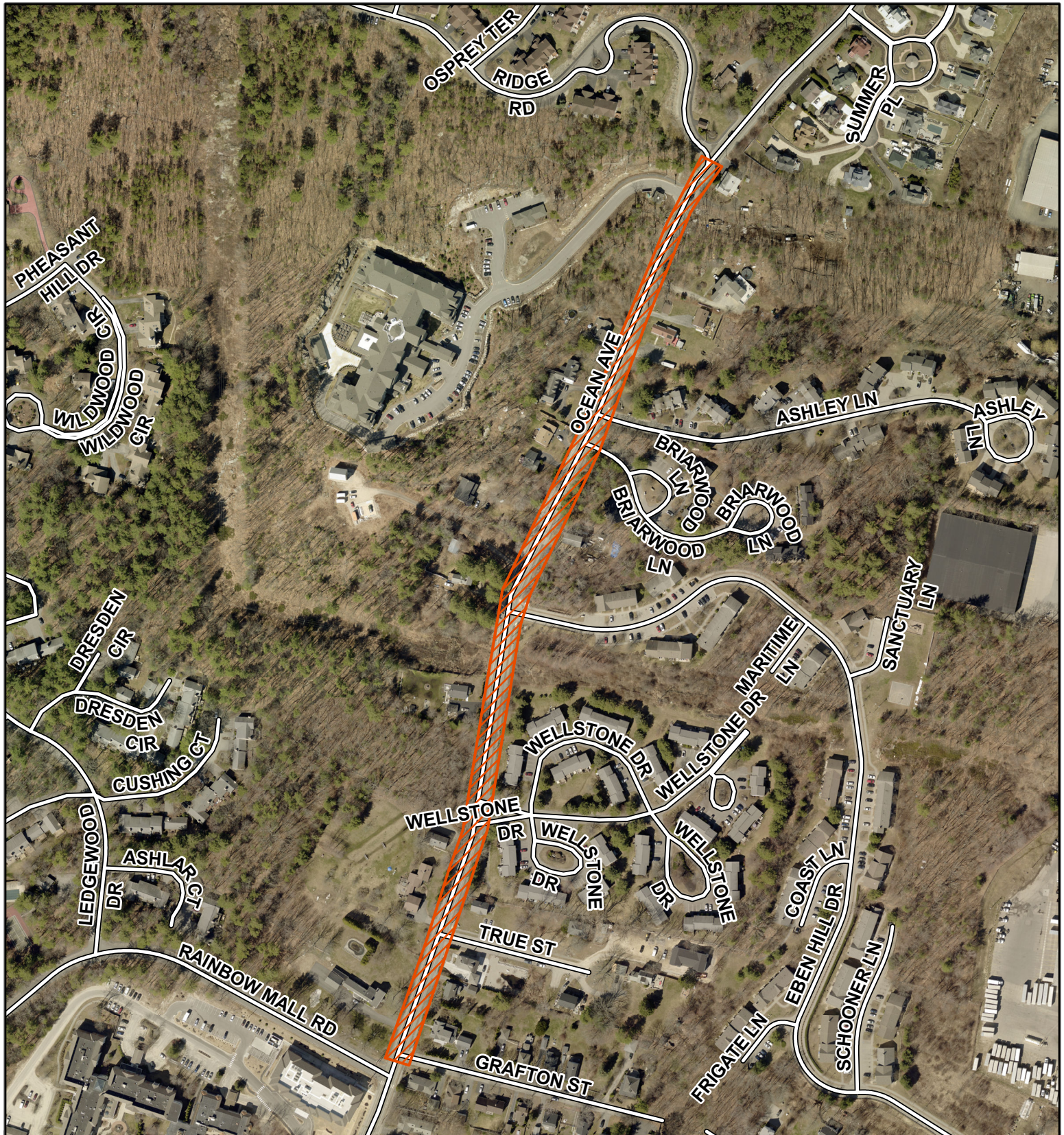
Project Scope: Adjust 24 sewer manholes to grade for the City of Portland

ESTIMATE OF UTILITY WORK:

Item #	Pay Item	Estimated Quantity/Unit	Unit Price	Utility Cost
812.162	ADJUST SEWER MANHOLE TO GRADE	24 EA	1,800	43,200
Total Cost:				43,200

ESTIMATED PAYMENT SCHEDULE:

Utility	Payment Amount	Estimated Invoice Date
City of Portland	\$43,200	December 16, 2024



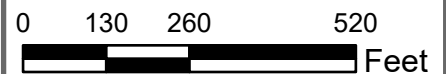
Public
Works

CITY OF PORTLAND, MAINE
DEPT. OF PUBLIC WORKS
212 CANCO RD. PORTLAND, MAINE 04103
PHONE (207) 874-8846 FAX (207) 874-8852

Maine DOT **Collector Paving** **Ocean Ave** Grafton St. to Ridge Rd



March 2024



*MaineDOT use only*

CTM #: _____

CSN #: _____

PROGRAM: Bureau of Planning

State of Maine
DEPARTMENT OF TRANSPORTATION
THREE-PARTY PARTNERSHIP AGREEMENT

Proposed Improvements to Ocean Avenue

(Non-Monetary)

*MaineDOT Use Only*Project Location: PortlandEstimated Project Amount: \$532,000.00State WIN: 026005.50

Agreement Begin Date:

Federal Aid Project #: 2600550

Agreement End Date:

PACTS ID#: PACTSMunicipality ID#: PORTLAND

This Cooperative Agreement (the “Agreement”) is entered into by and between the Maine Department of Transportation (MaineDOT), an agency of state government, the City of Portland (the “Municipality”), a municipality in the State of Maine, and the Portland Area Comprehensive Transportation System, the designated Metropolitan Planning Organization for the Portland Urbanized Area (PACTS) (MaineDOT, the Municipality and PACTS are collectively referred to as the “Parties”).

RECITALS

- A.** The work that is the subject of this Agreement consists of making improvements to Ocean Avenue beginning at Grafton Street and extending north 0.42 of a mile to Ridge Road, in Portland, Maine (the “Project”).
- B.** MaineDOT, through its partnership with Maine’s Metropolitan Planning Organizations (MPOs), is charged with managing and dispersing MPO state and federal funds to support capital improvement projects programmed by the MPOs. PACTS is MaineDOT’s MPO partner for the Portland Urbanized Area.
- C.** PACTS has selected the Project for inclusion in the 2023-2024-2025 MaineDOT Work Plan, using Federal and State capital improvement funding allocated by MaineDOT.
- D.** The Municipality has approved the Project and supports the decision by MaineDOT and PACTS to program the Project, and will contribute financially to the Project through its municipal share.

- E. The Parties have a mutual interest in ensuring that the Project is delivered on a reasonable schedule and within the programmed budget, using a process that maximizes communication and cooperation between the Parties.
- F. This Agreement is intended to cover the roles and responsibilities of the Parties during the preliminary engineering and right-of-way phases of the Project, and to establish the financial obligations of each Party through all phases of the Project.
- G. If the Parties cooperatively agree to proceed to full Project development, this Agreement will be modified to reflect any increase in Project cost estimates. MaineDOT and the Municipality will then enter into a separate municipal-state agreement to establish responsibilities of MaineDOT and the Municipality through the remaining phases of the Project (the “Municipal-State Agreement”).

AGREEMENT

NOW, THEREFORE, in accordance with the foregoing, the Parties agree as follows:

1. Appendices:

The following appendices are hereby incorporated into this Agreement:

- ☐ Appendix A -
- ☐ Appendix B - Requirements for operation and maintenance of traffic signals
- ☒ Check if no appendices attached

2. Scope of Project:

The Project shall consist of a mill and fill on Ocean Avenue beginning at Grafton Street and extending north 0.42 of a mile to Ridge Road (the “Scope of Work”).

The terms of this Agreement apply to the implementation of the preliminary engineering and right-of-way phases of the Project unless this Agreement is otherwise modified to include all phases of Project development, in which case the table set out in Section 3 below shall be adjusted accordingly.

3. Project Cost Sharing and Payment Schedule:

- a. **Financial Obligations:** The total estimated cost of the Project is \$532,000.00 (the “Project Estimate”). The Parties agree to share in all Project costs associated with the Project phases outlined in the table below. Each Party’s share of the Project’s actual costs associated with each phase shall be allocated as follows, unless otherwise negotiated by mutual agreement of the Parties.
 - i. **Federal Share** (provided by MaineDOT through PACTS Federal Allocation) - 75% of eligible Project costs, up to a maximum of \$399,000.00.
 - ii. **State Share** (provided by MaineDOT through PACTS State Allocation) – 0.00% of eligible Project costs, up to a maximum of \$0.00.

iii. **Municipality's Share** (provided by the Municipality through the Municipality's obligation of funds) - 25% of eligible Project costs, which is estimated at \$133,000.00, plus 100% of the following:

1. Any costs deemed ineligible for federal and state participation.
2. Any costs associated with additional work requested by the Municipality that is outside the Project scope of work.
3. All Project costs exceeding the Project Estimate after the above referenced Party Shares have been applied, unless otherwise agreed to in writing by the Parties through a written modification to this Agreement.

Work Phase	Estimated PACTS Federal Share		Estimated PACTS State Share		Estimated Municipality's Share		Estimated Total Cost
	%	\$	%	\$	%	\$	\$
Preliminary Engineering	75%	\$ 19,500.00	0%	\$ -	25%	\$ 6,500.00	\$ 26,000.00
Right of Way	75%	\$ -	0%	\$ -	25%	\$ -	\$ -
Construction	75%	\$ 330,000.00	0%	\$ -	25%	\$ 110,000.00	\$ 440,000.00
Construction Engineering	75%	\$ 49,500.00	0%	\$ -	25%	\$ 16,500.00	\$ 66,000.00
TOTALS:		\$ 399,000.00		\$ -		\$ 133,000.00	\$ 532,000.00

b. **Payment Schedule:** The PACTS Share will be disbursed by MaineDOT in accordance with the allocations outlined above. If the Parties elect to move forward with full development of the Project as contemplated in this Agreement, the Municipal Share will be invoiced by MaineDOT in accordance with the payment schedule outlined in the Municipal-State Agreement described herein. If the Parties choose not to proceed to full Project development and no Municipal-State Agreement is executed, the Municipal share, based on the allocations outlined above, will be invoiced as promptly as practicable upon that decision having been made. Upon receipt of such invoice, the Municipality shall submit payment to MaineDOT within thirty (30) days.

4. **Project Milestones:** MaineDOT agrees to share information about the Project with the Municipality and PACTS at the following milestones, as appropriate:

- Project kickoff/initial team meeting/formal public contact;
- Horizontal/Vertical Alignment Complete (HVAC);
- Preliminary public meeting;
- Preliminary Design Report (PDR) complete;
- Formal public meeting(s);
- Plan Impacts Complete (PIC);
- Peer reviews;
- Plans, Specifications and Estimate (PS&E) complete;
- Changes in the Project schedule or Project Estimate.

5. **Project Design:**

- a. The Parties shall hold a project kickoff meeting to go over the scope of work, Project cost, and schedule for the Project before work will begin.
- b. MaineDOT shall prepare, or cause to be prepared, all plans, specifications, engineer's estimates and contract documents as appropriate for the Project using MaineDOT's standard project development process to ensure adherence to federal and state regulations (the "Preliminary Project Development Materials").
- c. As a component of preparing the Preliminary Project Development Materials, MaineDOT shall, at a minimum, be responsible for the following:
 - i. Performing all right-of-way related investigations to determine whether or not there may be a need to acquire temporary and/or permanent rights to develop the Project as well as, if applicable, all title examination, appraisal, appraisal review, negotiation and acquisition/condemnation activities for any property rights that must be acquired to accommodate the Project, and all necessary mapping services reflecting such property acquisitions.
 - ii. Coordinating with affected utilities and railroads to identify existing locations and/or implementing any relocation impacts that may be created by the development of the Project.
 - iii. Performing all necessary National Environmental Policy Act (NEPA) compliance processes for the Project.
 - iv. Performing all necessary permitting activities required in connection with the Project.
- d. MaineDOT shall be the sole administrator of the Project contract(s). MaineDOT will pay up front all Project costs, subject to cost sharing by the Municipality and PACTS as specified in the **Project Cost Sharing and Payment Schedule** set out herein. Neither MaineDOT nor its contractors will be required to pay for inspections and permits from the Municipality.
- e. After completion of the PDR, and a decision to proceed with Project construction has been made, MaineDOT and the Municipality will then execute the Municipal-State Agreement covering their obligations regarding Project advertisement, award, construction and construction engineering. Said Municipal-State Agreement will incorporate financial obligations that are consistent with those reflected in this Agreement, unless such terms are otherwise negotiated by mutual agreement of the Parties.
- f. The Municipality shall ensure that affected, municipally-owned utilities are responsive to Project demands and are completing necessary activities in accordance with the Project schedule as established and coordinated by MaineDOT. Failure to do so may result in MaineDOT delaying implementation of the Municipality's future projects until appropriate utility responsiveness is obtained.

6. Public Involvement: MaineDOT shall be responsible for implementing and leading any and all required public involvement activities and any necessary media coordination associated with the any phases of the Project covered by this Agreement. The Parties agree to participate as partners in all such actions.

7. Changes to Project Scope:

- a. MaineDOT will consult with PACTS and the Municipality before implementing any adjustments to the Project scope, and PACTS and the Municipality will, likewise, notify MaineDOT of any proposed changes they wish to implement.
- b. The Municipality may, at its election, request that changes be made or work added to the Project during the period of design that benefit the Municipality, provided that the Municipality agrees in writing to pay any additional cost associate therewith. In the event that such changes or work are approved for federal participation in the cost thereof, such additional cost may be reduced to the non-federal share (the “Additional Work Requested by Municipality”).

8. Termination:

- a. MaineDOT reserves the right to terminate the Project for any reason prior to the award of a contract to construct the Project. If MaineDOT’s termination under this clause is not directed by the Municipality and PACTS, MaineDOT shall be responsible for covering all Project costs incurred up to the time of termination.
- b. MaineDOT also reserves the right to terminate all provisions pertaining to any Additional Work Requested by Municipality at any time prior to the award of a contract to construct the Project because of any failure by the Municipality to meet any of the conditions and stipulations set forth in this Agreement.
- c. If the Municipality withdraws its financial support for the Project leading MaineDOT to terminate the Project, the Municipality shall reimburse MaineDOT fully for any and all Project costs incurred in reliance on the Municipality’s financial obligations outlined herein, including, but not limited to, reimbursement of all federal and state funds expended up to the time of such termination.
- d. This Agreement may be terminated at any time by mutual written agreement of all Parties, provided that such written agreement shall address the allocation between the Parties of any costs, expenses, penalties and/or liabilities expended, committed or imposed in connection with the Project and the Project contract as of such date of termination.
- e. In no event shall any such action taken under this subsection be deemed a breach of contract, nor shall it represent any individual Party’s waiver of claims for breach of contract or its right to any other remedy it may have pursuant to this Agreement, or at law or in equity.
- f. In the event of Project termination, all provisions of this Agreement shall become null and void except for the financial obligations set forth herein, as well as those provisions to this Agreement that by their very nature are intended to survive.

9. Miscellaneous Provisions:

- a. Amendment and Modification. This Agreement, and all attachments, may only be modified or amended in writing and signed by duly authorized representatives of the Parties.
- b. Indemnification. To the extent permitted by law, the Municipality and PACTS shall each individually indemnify, defend and hold harmless MaineDOT, its officers, agents and employees from all claims, suits or liabilities arising from the indemnifying Party's own negligent or wrongful acts, errors or omissions or by that Party's officials, employees, agents, consultants or contractors. Nothing herein shall waive any defense immunity or limitation of liability that may be available under the Maine Tort Claims Act (14 M.R.S. Section 8101 et seq.) or any other privileges or immunities provided by law. This provision shall survive the termination or expiration of the Project.
- c. Obligation of State Funds. Anything herein to the contrary notwithstanding, the Municipality and PACTS acknowledge and agree that, although the execution of this Agreement by MaineDOT manifests its intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by the Maine Legislature and the federal government and, therefore, this Agreement does not create any obligation on behalf of MaineDOT in excess of such appropriations.
- d. Municipal Authority and Obligation of Municipal Funds. The Municipality represents that it has received all necessary approvals or authorizations by its governing authorities to approve the Project and enter into this Agreement, and that it has obligated the necessary funds to satisfy its Municipal Share of the Project Costs outlined herein.
- e. State of Maine's Rights of Set-Off. MaineDOT shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State of Maine's option to withhold for the purposes of set-off monies due the Municipality under a specific project contract up to any amounts due and owed to MaineDOT with regard to this Agreement, and any other agreement/contract with any State of Maine department or agency, including any agreement/contract for a term commencing prior to the term of this Agreement, plus any amounts due and owed to the State of Maine for any reason including without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. MaineDOT shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by MaineDOT, its representatives, or the State Controller.
- f. Assignment. No assignment of this agreement is contemplated, and in no event, shall any assignment be made without the express written permission of MaineDOT.
- g. Independent Capacity. The Municipality and PACTS, their respective employees, agents, representatives, consultants and contractors shall not act as officers, employees or agents of MaineDOT.

- h. Governing Law. This Agreement shall be construed under the laws of the State of Maine. Additionally, all activities under this Agreement shall be performed in accordance with applicable federal laws and regulations, including without limitation Title 23 in the U.S. Code (USC) for statutory law, Title 23 in the Code of Federal Regulations (CFR) for administrative law, and Title 2 CFR, Part 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards."
- i. Binding Effect. The Parties shall be bound by the terms of this Agreement. This provision shall apply to the Agreement's executors, their successors, administrators and legal representatives.
- j. Notice. Any communications, requests or notices required or appropriate to be given under this Agreement shall be in writing and mailed via U.S. Mail, Certified or Registered, Return Receipt Requested or sent via a recognized commercial carrier such as, but not limited to Federal Express, that requires a return receipt delivered to the sending party. Alternatively, communication may be sent via email and shall satisfy the delivery requirements of this section through express acknowledgement of receipt by the receiving party. Said communications, requests or notices shall be sent to the other party as follows:

MaineDOT: Maine Department of Transportation
 51 Pleasant Hill Road
 P.O. Box 358
 Scarborough, ME 04070-0358
 Attn.: LaRay Hamilton, P.E.
 Email: LaRay.Hamilton@maine.gov

Municipality: City of Portland
 Department of Public Works
 212 Canco Road, Suite B
 Portland, ME 04103
 Attn.: Jeremiah Bartlett, PE, PTOE, Transportation
 Systems Engineer
 Email: jbartlett@portlandmaine.gov

PACTS: Portland Area Comprehensive Transportation System
 970 Baxter Boulevard, Suite 201
 Portland, ME 04103
 Attn.: Elizabeth Roberts, P.E.
 Email: eroberts@gpcog.org

Each Party agrees to promptly notify all other Parties of any changes to the above referenced contact information.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement effective on the day and date last signed.

Date _____
Kristina Egan, Executive Director *
Greater Portland Council of Governments
For Portland Area Comprehensive Transportation System
Duly authorized

Date _____
Danielle West, City Manager *
Municipality of Portland
Duly authorized

Date _____
Dale F. Doughty, Director, Bureau of Planning *
Maine Department of Transportation
Duly authorized

** I certify that the signature above is true and accurate. I further certify that the signature, if electronic: (a) is intended to have the same force as a manual signature; (b) is unique to myself; (c) is capable of verification; and (d) is under the sole control of myself.*

*MaineDOT use only*

CTM #: _____

CSN #: _____

PROGRAM: Bureau of Planning

State of Maine
DEPARTMENT OF TRANSPORTATION
THREE-PARTY PARTNERSHIP AGREEMENT

Proposed Improvements to Washington Avenue

(Non-Monetary)

*MaineDOT Use Only*Project Location: PortlandEstimated Project Amount: \$324,000.00State WIN: 026005.40

Agreement Begin Date:

Federal Aid Project #: 2600540

Agreement End Date:

PACTS ID#: PACTSMunicipality ID#: PORTLAND

This Cooperative Agreement (the “Agreement”) is entered into by and between the Maine Department of Transportation (MaineDOT), an agency of state government, the City of Portland (the “Municipality”), a municipality in the State of Maine, and the Portland Area Comprehensive Transportation System, the designated Metropolitan Planning Organization for the Portland Urbanized Area (PACTS) (MaineDOT, the Municipality and PACTS are collectively referred to as the “Parties”).

RECITALS

- A.** The work that is the subject of this Agreement consists of making improvements to Washington Avenue beginning at Lester Drive and extending north 0.25 of a mile to Lambert Street, in Portland, Maine (the “Project”).
- B.** MaineDOT, through its partnership with Maine’s Metropolitan Planning Organizations (MPOs), is charged with managing and dispersing MPO state and federal funds to support capital improvement projects programmed by the MPOs. PACTS is MaineDOT’s MPO partner for the Portland Urbanized Area.
- C.** PACTS has selected the Project for inclusion in the 2023-2024-2025 MaineDOT Work Plan, using Federal and State capital improvement funding allocated by MaineDOT.
- D.** The Municipality has approved the Project and supports the decision by MaineDOT and PACTS to program the Project, and will contribute financially to the Project through its municipal share.

- E. The Parties have a mutual interest in ensuring that the Project is delivered on a reasonable schedule and within the programmed budget, using a process that maximizes communication and cooperation between the Parties.
- F. This Agreement is intended to cover the roles and responsibilities of the Parties during the preliminary engineering and right-of-way phases of the Project, and to establish the financial obligations of each Party through all phases of the Project.
- G. If the Parties cooperatively agree to proceed to full Project development, this Agreement will be modified to reflect any increase in Project cost estimates. MaineDOT and the Municipality will then enter into a separate municipal-state agreement to establish responsibilities of MaineDOT and the Municipality through the remaining phases of the Project (the “Municipal-State Agreement”).

AGREEMENT

NOW, THEREFORE, in accordance with the foregoing, the Parties agree as follows:

1. Appendices:

The following appendices are hereby incorporated into this Agreement:

- ☐ Appendix A -
- ☐ Appendix B - Requirements for operation and maintenance of traffic signals
- ☒ Check if no appendices attached

2. Scope of Project:

The Project shall consist of a mill and fill on Washington Avenue beginning at Lester Drive and extending north 0.25 of a mile to Lambert Street (the “Scope of Work”).

The terms of this Agreement apply to the implementation of the preliminary engineering and right-of-way phases of the Project unless this Agreement is otherwise modified to include all phases of Project development, in which case the table set out in Section 3 below shall be adjusted accordingly.

3. Project Cost Sharing and Payment Schedule:

- a. **Financial Obligations:** The total estimated cost of the Project is \$324,000.00 (the “Project Estimate”). The Parties agree to share in all Project costs associated with the Project phases outlined in the table below. Each Party’s share of the Project’s actual costs associated with each phase shall be allocated as follows, unless otherwise negotiated by mutual agreement of the Parties.
 - i. **Federal Share** (provided by MaineDOT through PACTS Federal Allocation) - 75% of eligible Project costs, up to a maximum of \$243,000.00.
 - ii. **State Share** (provided by MaineDOT through PACTS State Allocation) – 0.00% of eligible Project costs, up to a maximum of \$0.00.

iii. **Municipality's Share** (provided by the Municipality through the Municipality's obligation of funds) - 25% of eligible Project costs, which is estimated at \$81,000.00, plus 100% of the following:

1. Any costs deemed ineligible for federal and state participation.
2. Any costs associated with additional work requested by the Municipality that is outside the Project scope of work.
3. All Project costs exceeding the Project Estimate after the above referenced Party Shares have been applied, unless otherwise agreed to in writing by the Parties through a written modification to this Agreement.

Work Phase	Estimated PACTS Federal Share		Estimated PACTS State Share		Estimated Municipality's Share		Estimated Total Cost
	%	\$	%	\$	%	\$	\$
Preliminary Engineering	75%	\$ 12,000.00	0%	\$ -	25%	\$ 4,000.00	\$ 16,000.00
Right of Way	75%	\$ -	0%	\$ -	25%	\$ -	\$ -
Construction	75%	\$ 201,000.00	0%	\$ -	25%	\$ 67,000.00	\$ 268,000.00
Construction Engineering	75%	\$ 30,000.00	0%	\$ -	25%	\$ 10,000.00	\$ 40,000.00
TOTALS:		\$ 243,000.00		\$ -		\$ 81,000.00	\$ 324,000.00

b. **Payment Schedule:** The PACTS Share will be disbursed by MaineDOT in accordance with the allocations outlined above. If the Parties elect to move forward with full development of the Project as contemplated in this Agreement, the Municipal Share will be invoiced by MaineDOT in accordance with the payment schedule outlined in the Municipal-State Agreement described herein. If the Parties choose not to proceed to full Project development and no Municipal-State Agreement is executed, the Municipal share, based on the allocations outlined above, will be invoiced as promptly as practicable upon that decision having been made. Upon receipt of such invoice, the Municipality shall submit payment to MaineDOT within thirty (30) days.

4. **Project Milestones:** MaineDOT agrees to share information about the Project with the Municipality and PACTS at the following milestones, as appropriate:

- Project kickoff/initial team meeting/formal public contact;
- Horizontal/Vertical Alignment Complete (HVAC);
- Preliminary public meeting;
- Preliminary Design Report (PDR) complete;
- Formal public meeting(s);
- Plan Impacts Complete (PIC);
- Peer reviews;
- Plans, Specifications and Estimate (PS&E) complete;
- Changes in the Project schedule or Project Estimate.

5. **Project Design:**

- a. The Parties shall hold a project kickoff meeting to go over the scope of work, Project cost, and schedule for the Project before work will begin.
- b. MaineDOT shall prepare, or cause to be prepared, all plans, specifications, engineer's estimates and contract documents as appropriate for the Project using MaineDOT's standard project development process to ensure adherence to federal and state regulations (the "Preliminary Project Development Materials").
- c. As a component of preparing the Preliminary Project Development Materials, MaineDOT shall, at a minimum, be responsible for the following:
 - i. Performing all right-of-way related investigations to determine whether or not there may be a need to acquire temporary and/or permanent rights to develop the Project as well as, if applicable, all title examination, appraisal, appraisal review, negotiation and acquisition/condemnation activities for any property rights that must be acquired to accommodate the Project, and all necessary mapping services reflecting such property acquisitions.
 - ii. Coordinating with affected utilities and railroads to identify existing locations and/or implementing any relocation impacts that may be created by the development of the Project.
 - iii. Performing all necessary National Environmental Policy Act (NEPA) compliance processes for the Project.
 - iv. Performing all necessary permitting activities required in connection with the Project.
- d. MaineDOT shall be the sole administrator of the Project contract(s). MaineDOT will pay up front all Project costs, subject to cost sharing by the Municipality and PACTS as specified in the **Project Cost Sharing and Payment Schedule** set out herein. Neither MaineDOT nor its contractors will be required to pay for inspections and permits from the Municipality.
- e. After completion of the PDR, and a decision to proceed with Project construction has been made, MaineDOT and the Municipality will then execute the Municipal-State Agreement covering their obligations regarding Project advertisement, award, construction and construction engineering. Said Municipal-State Agreement will incorporate financial obligations that are consistent with those reflected in this Agreement, unless such terms are otherwise negotiated by mutual agreement of the Parties.
- f. The Municipality shall ensure that affected, municipally-owned utilities are responsive to Project demands and are completing necessary activities in accordance with the Project schedule as established and coordinated by MaineDOT. Failure to do so may result in MaineDOT delaying implementation of the Municipality's future projects until appropriate utility responsiveness is obtained.

6. Public Involvement: MaineDOT shall be responsible for implementing and leading any and all required public involvement activities and any necessary media coordination associated with the any phases of the Project covered by this Agreement. The Parties agree to participate as partners in all such actions.

7. Changes to Project Scope:

- a. MaineDOT will consult with PACTS and the Municipality before implementing any adjustments to the Project scope, and PACTS and the Municipality will, likewise, notify MaineDOT of any proposed changes they wish to implement.
- b. The Municipality may, at its election, request that changes be made or work added to the Project during the period of design that benefit the Municipality, provided that the Municipality agrees in writing to pay any additional cost associate therewith. In the event that such changes or work are approved for federal participation in the cost thereof, such additional cost may be reduced to the non-federal share (the "Additional Work Requested by Municipality").

8. Termination:

- a. MaineDOT reserves the right to terminate the Project for any reason prior to the award of a contract to construct the Project. If MaineDOT's termination under this clause is not directed by the Municipality and PACTS, MaineDOT shall be responsible for covering all Project costs incurred up to the time of termination.
- b. MaineDOT also reserves the right to terminate all provisions pertaining to any Additional Work Requested by Municipality at any time prior to the award of a contract to construct the Project because of any failure by the Municipality to meet any of the conditions and stipulations set forth in this Agreement.
- c. If the Municipality withdraws its financial support for the Project leading MaineDOT to terminate the Project, the Municipality shall reimburse MaineDOT fully for any and all Project costs incurred in reliance on the Municipality's financial obligations outlined herein, including, but not limited to, reimbursement of all federal and state funds expended up to the time of such termination.
- d. This Agreement may be terminated at any time by mutual written agreement of all Parties, provided that such written agreement shall address the allocation between the Parties of any costs, expenses, penalties and/or liabilities expended, committed or imposed in connection with the Project and the Project contract as of such date of termination.
- e. In no event shall any such action taken under this subsection be deemed a breach of contract, nor shall it represent any individual Party's waiver of claims for breach of contract or its right to any other remedy it may have pursuant to this Agreement, or at law or in equity.
- f. In the event of Project termination, all provisions of this Agreement shall become null and void except for the financial obligations set forth herein, as well as those provisions to this Agreement that by their very nature are intended to survive.

9. Miscellaneous Provisions:

- a. Amendment and Modification. This Agreement, and all attachments, may only be modified or amended in writing and signed by duly authorized representatives of the Parties.
- b. Indemnification. To the extent permitted by law, the Municipality and PACTS shall each individually indemnify, defend and hold harmless MaineDOT, its officers, agents and employees from all claims, suits or liabilities arising from the indemnifying Party's own negligent or wrongful acts, errors or omissions or by that Party's officials, employees, agents, consultants or contractors. Nothing herein shall waive any defense immunity or limitation of liability that may be available under the Maine Tort Claims Act (14 M.R.S. Section 8101 et seq.) or any other privileges or immunities provided by law. This provision shall survive the termination or expiration of the Project.
- c. Obligation of State Funds. Anything herein to the contrary notwithstanding, the Municipality and PACTS acknowledge and agree that, although the execution of this Agreement by MaineDOT manifests its intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by the Maine Legislature and the federal government and, therefore, this Agreement does not create any obligation on behalf of MaineDOT in excess of such appropriations.
- d. Municipal Authority and Obligation of Municipal Funds. The Municipality represents that it has received all necessary approvals or authorizations by its governing authorities to approve the Project and enter into this Agreement, and that it has obligated the necessary funds to satisfy its Municipal Share of the Project Costs outlined herein.
- e. State of Maine's Rights of Set-Off. MaineDOT shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State of Maine's option to withhold for the purposes of set-off monies due the Municipality under a specific project contract up to any amounts due and owed to MaineDOT with regard to this Agreement, and any other agreement/contract with any State of Maine department or agency, including any agreement/contract for a term commencing prior to the term of this Agreement, plus any amounts due and owed to the State of Maine for any reason including without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. MaineDOT shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by MaineDOT, its representatives, or the State Controller.
- f. Assignment. No assignment of this agreement is contemplated, and in no event, shall any assignment be made without the express written permission of MaineDOT.
- g. Independent Capacity. The Municipality and PACTS, their respective employees, agents, representatives, consultants and contractors shall not act as officers, employees or agents of MaineDOT.

- h. Governing Law. This Agreement shall be construed under the laws of the State of Maine. Additionally, all activities under this Agreement shall be performed in accordance with applicable federal laws and regulations, including without limitation Title 23 in the U.S. Code (USC) for statutory law, Title 23 in the Code of Federal Regulations (CFR) for administrative law, and Title 2 CFR, Part 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards."
- i. Binding Effect. The Parties shall be bound by the terms of this Agreement. This provision shall apply to the Agreement's executors, their successors, administrators and legal representatives.
- j. Notice. Any communications, requests or notices required or appropriate to be given under this Agreement shall be in writing and mailed via U.S. Mail, Certified or Registered, Return Receipt Requested or sent via a recognized commercial carrier such as, but not limited to Federal Express, that requires a return receipt delivered to the sending party. Alternatively, communication may be sent via email and shall satisfy the delivery requirements of this section through express acknowledgement of receipt by the receiving party. Said communications, requests or notices shall be sent to the other party as follows:

MaineDOT: Maine Department of Transportation
 51 Pleasant Hill Road
 P.O. Box 358
 Scarborough, ME 04070-0358
 Attn.: LaRay Hamilton, P.E.
 Email: LaRay.Hamilton@maine.gov

Municipality: City of Portland
 Department of Public Works
 212 Canco Road, Suite B
 Portland, ME 04103
 Attn.: Jeremiah Bartlett, PE, PTOE, Transportation
 Systems Engineer
 Email: jbartlett@portlandmaine.gov

PACTS: Portland Area Comprehensive Transportation System
 970 Baxter Boulevard, Suite 201
 Portland, ME 04103
 Attn.: Elizabeth Roberts, P.E.
 Email: eroberts@gpcog.org

Each Party agrees to promptly notify all other Parties of any changes to the above referenced contact information.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement effective on the day and date last signed.

Date _____
Kristina Egan, Executive Director *
Greater Portland Council of Governments
For Portland Area Comprehensive Transportation System
Duly authorized

Date _____
Danielle West, City Manager *
Municipality of Portland
Duly authorized

Date _____
Dale F. Doughty, Director, Bureau of Planning *
Maine Department of Transportation
Duly authorized

** I certify that the signature above is true and accurate. I further certify that the signature, if electronic: (a) is intended to have the same force as a manual signature; (b) is unique to myself; (c) is capable of verification; and (d) is under the sole control of myself.*

*MaineDOT use only*

CTM #: _____
 CSN #: _____
 PROGRAM: Bureau of Planning

State of Maine
DEPARTMENT OF TRANSPORTATION
THREE-PARTY PARTNERSHIP AGREEMENT

Proposed Improvements to Riverside Street

(Non-Monetary)

MaineDOT Use Only

Project Location: <u>Portland</u>	Estimated Project Amount: <u>\$711,000.00</u>
State WIN: <u>026005.30</u>	Agreement Begin Date:
Federal Aid Project #: <u>2600530</u>	Agreement End Date:
PACTS ID#: <u>PACTS</u>	Municipality ID#: <u>PORTLAND</u>

This Cooperative Agreement (the “Agreement”) is entered into by and between the Maine Department of Transportation (MaineDOT), an agency of state government, the City of Portland (the “Municipality”), a municipality in the State of Maine, and the Portland Area Comprehensive Transportation System, the designated Metropolitan Planning Organization for the Portland Urbanized Area (PACTS) (MaineDOT, the Municipality and PACTS are collectively referred to as the “Parties”).

RECITALS

- A.** The work that is the subject of this Agreement consists of making improvements to Riverside Street beginning at Caddie Lane and extending north 0.75 of a mile to Washington Avenue, in Portland, Maine (the “Project”).
- B.** MaineDOT, through its partnership with Maine’s Metropolitan Planning Organizations (MPOs), is charged with managing and dispersing MPO state and federal funds to support capital improvement projects programmed by the MPOs. PACTS is MaineDOT’s MPO partner for the Portland Urbanized Area.
- C.** PACTS has selected the Project for inclusion in the 2023-2024-2025 MaineDOT Work Plan, using Federal and State capital improvement funding allocated by MaineDOT.
- D.** The Municipality has approved the Project and supports the decision by MaineDOT and PACTS to program the Project, and will contribute financially to the Project through its municipal share.

- E. The Parties have a mutual interest in ensuring that the Project is delivered on a reasonable schedule and within the programmed budget, using a process that maximizes communication and cooperation between the Parties.
- F. This Agreement is intended to cover the roles and responsibilities of the Parties during the preliminary engineering and right-of-way phases of the Project, and to establish the financial obligations of each Party through all phases of the Project.
- G. If the Parties cooperatively agree to proceed to full Project development, this Agreement will be modified to reflect any increase in Project cost estimates. MaineDOT and the Municipality will then enter into a separate municipal-state agreement to establish responsibilities of MaineDOT and the Municipality through the remaining phases of the Project (the “Municipal-State Agreement”).

AGREEMENT

NOW, THEREFORE, in accordance with the foregoing, the Parties agree as follows:

1. Appendices:

The following appendices are hereby incorporated into this Agreement:

- ☐ Appendix A -
- ☐ Appendix B - Requirements for operation and maintenance of traffic signals
- ☒ Check if no appendices attached

2. Scope of Project:

The Project shall consist of a mill and fill on Riverside Street beginning at Caddie Lane and extending north 0.75 of a mile to Washington Avenue (the “Scope of Work”).

The terms of this Agreement apply to the implementation of the preliminary engineering and right-of-way phases of the Project unless this Agreement is otherwise modified to include all phases of Project development, in which case the table set out in Section 3 below shall be adjusted accordingly.

3. Project Cost Sharing and Payment Schedule:

- a. **Financial Obligations:** The total estimated cost of the Project is \$711,000.00 (the “Project Estimate”). The Parties agree to share in all Project costs associated with the Project phases outlined in the table below. Each Party’s share of the Project’s actual costs associated with each phase shall be allocated as follows, unless otherwise negotiated by mutual agreement of the Parties.
 - i. **Federal Share** (provided by MaineDOT through PACTS Federal Allocation) - 75% of eligible Project costs, up to a maximum of \$533,250.00.
 - ii. **State Share** (provided by MaineDOT through PACTS State Allocation) – 0.00% of eligible Project costs, up to a maximum of \$0.00.

iii. **Municipality's Share** (provided by the Municipality through the Municipality's obligation of funds) - 25% of eligible Project costs, which is estimated at \$177,750.00, plus 100% of the following:

1. Any costs deemed ineligible for federal and state participation.
2. Any costs associated with additional work requested by the Municipality that is outside the Project scope of work.
3. All Project costs exceeding the Project Estimate after the above referenced Party Shares have been applied, unless otherwise agreed to in writing by the Parties through a written modification to this Agreement.

Work Phase	Estimated PACTS Federal Share		Estimated PACTS State Share		Estimated Municipality's Share		Estimated Total Cost
	%	\$	%	\$	%	\$	\$
Preliminary Engineering	75%	\$ 26,250.00	0%	\$ -	25%	\$ 8,750.00	\$ 35,000.00
Right of Way	75%	\$ -	0%	\$ -	25%	\$ -	\$ -
Construction	75%	\$ 441,000.00	0%	\$ -	25%	\$ 147,000.00	\$ 588,000.00
Construction Engineering	75%	\$ 66,000.00	0%	\$ -	25%	\$ 22,000.00	\$ 88,000.00
TOTALS:		\$ 533,250.00		\$ -		\$ 177,750.00	\$ 711,000.00

b. **Payment Schedule:** The PACTS Share will be disbursed by MaineDOT in accordance with the allocations outlined above. If the Parties elect to move forward with full development of the Project as contemplated in this Agreement, the Municipal Share will be invoiced by MaineDOT in accordance with the payment schedule outlined in the Municipal-State Agreement described herein. If the Parties choose not to proceed to full Project development and no Municipal-State Agreement is executed, the Municipal share, based on the allocations outlined above, will be invoiced as promptly as practicable upon that decision having been made. Upon receipt of such invoice, the Municipality shall submit payment to MaineDOT within thirty (30) days.

4. **Project Milestones:** MaineDOT agrees to share information about the Project with the Municipality and PACTS at the following milestones, as appropriate:

- Project kickoff/initial team meeting/formal public contact;
- Horizontal/Vertical Alignment Complete (HVAC);
- Preliminary public meeting;
- Preliminary Design Report (PDR) complete;
- Formal public meeting(s);
- Plan Impacts Complete (PIC);
- Peer reviews;
- Plans, Specifications and Estimate (PS&E) complete;
- Changes in the Project schedule or Project Estimate.

5. **Project Design:**

- a. The Parties shall hold a project kickoff meeting to go over the scope of work, Project cost, and schedule for the Project before work will begin.
- b. MaineDOT shall prepare, or cause to be prepared, all plans, specifications, engineer's estimates and contract documents as appropriate for the Project using MaineDOT's standard project development process to ensure adherence to federal and state regulations (the "Preliminary Project Development Materials").
- c. As a component of preparing the Preliminary Project Development Materials, MaineDOT shall, at a minimum, be responsible for the following:
 - i. Performing all right-of-way related investigations to determine whether or not there may be a need to acquire temporary and/or permanent rights to develop the Project as well as, if applicable, all title examination, appraisal, appraisal review, negotiation and acquisition/condemnation activities for any property rights that must be acquired to accommodate the Project, and all necessary mapping services reflecting such property acquisitions.
 - ii. Coordinating with affected utilities and railroads to identify existing locations and/or implementing any relocation impacts that may be created by the development of the Project.
 - iii. Performing all necessary National Environmental Policy Act (NEPA) compliance processes for the Project.
 - iv. Performing all necessary permitting activities required in connection with the Project.
- d. MaineDOT shall be the sole administrator of the Project contract(s). MaineDOT will pay up front all Project costs, subject to cost sharing by the Municipality and PACTS as specified in the **Project Cost Sharing and Payment Schedule** set out herein. Neither MaineDOT nor its contractors will be required to pay for inspections and permits from the Municipality.
- e. After completion of the PDR, and a decision to proceed with Project construction has been made, MaineDOT and the Municipality will then execute the Municipal-State Agreement covering their obligations regarding Project advertisement, award, construction and construction engineering. Said Municipal-State Agreement will incorporate financial obligations that are consistent with those reflected in this Agreement, unless such terms are otherwise negotiated by mutual agreement of the Parties.
- f. The Municipality shall ensure that affected, municipally-owned utilities are responsive to Project demands and are completing necessary activities in accordance with the Project schedule as established and coordinated by MaineDOT. Failure to do so may result in MaineDOT delaying implementation of the Municipality's future projects until appropriate utility responsiveness is obtained.

6. Public Involvement: MaineDOT shall be responsible for implementing and leading any and all required public involvement activities and any necessary media coordination associated with the any phases of the Project covered by this Agreement. The Parties agree to participate as partners in all such actions.

7. Changes to Project Scope:

- a. MaineDOT will consult with PACTS and the Municipality before implementing any adjustments to the Project scope, and PACTS and the Municipality will, likewise, notify MaineDOT of any proposed changes they wish to implement.
- b. The Municipality may, at its election, request that changes be made or work added to the Project during the period of design that benefit the Municipality, provided that the Municipality agrees in writing to pay any additional cost associate therewith. In the event that such changes or work are approved for federal participation in the cost thereof, such additional cost may be reduced to the non-federal share (the “Additional Work Requested by Municipality”).

8. Termination:

- a. MaineDOT reserves the right to terminate the Project for any reason prior to the award of a contract to construct the Project. If MaineDOT’s termination under this clause is not directed by the Municipality and PACTS, MaineDOT shall be responsible for covering all Project costs incurred up to the time of termination.
- b. MaineDOT also reserves the right to terminate all provisions pertaining to any Additional Work Requested by Municipality at any time prior to the award of a contract to construct the Project because of any failure by the Municipality to meet any of the conditions and stipulations set forth in this Agreement.
- c. If the Municipality withdraws its financial support for the Project leading MaineDOT to terminate the Project, the Municipality shall reimburse MaineDOT fully for any and all Project costs incurred in reliance on the Municipality’s financial obligations outlined herein, including, but not limited to, reimbursement of all federal and state funds expended up to the time of such termination.
- d. This Agreement may be terminated at any time by mutual written agreement of all Parties, provided that such written agreement shall address the allocation between the Parties of any costs, expenses, penalties and/or liabilities expended, committed or imposed in connection with the Project and the Project contract as of such date of termination.
- e. In no event shall any such action taken under this subsection be deemed a breach of contract, nor shall it represent any individual Party’s waiver of claims for breach of contract or its right to any other remedy it may have pursuant to this Agreement, or at law or in equity.
- f. In the event of Project termination, all provisions of this Agreement shall become null and void except for the financial obligations set forth herein, as well as those provisions to this Agreement that by their very nature are intended to survive.

9. Miscellaneous Provisions:

- a. Amendment and Modification. This Agreement, and all attachments, may only be modified or amended in writing and signed by duly authorized representatives of the Parties.
- b. Indemnification. To the extent permitted by law, the Municipality and PACTS shall each individually indemnify, defend and hold harmless MaineDOT, its officers, agents and employees from all claims, suits or liabilities arising from the indemnifying Party's own negligent or wrongful acts, errors or omissions or by that Party's officials, employees, agents, consultants or contractors. Nothing herein shall waive any defense immunity or limitation of liability that may be available under the Maine Tort Claims Act (14 M.R.S. Section 8101 et seq.) or any other privileges or immunities provided by law. This provision shall survive the termination or expiration of the Project.
- c. Obligation of State Funds. Anything herein to the contrary notwithstanding, the Municipality and PACTS acknowledge and agree that, although the execution of this Agreement by MaineDOT manifests its intent to honor its terms and to seek funding to fulfill any obligations arising hereunder, by law any such obligations are subject to available budgetary appropriations by the Maine Legislature and the federal government and, therefore, this Agreement does not create any obligation on behalf of MaineDOT in excess of such appropriations.
- d. Municipal Authority and Obligation of Municipal Funds. The Municipality represents that it has received all necessary approvals or authorizations by its governing authorities to approve the Project and enter into this Agreement, and that it has obligated the necessary funds to satisfy its Municipal Share of the Project Costs outlined herein.
- e. State of Maine's Rights of Set-Off. MaineDOT shall have all of its common law, equitable and statutory rights of set-off. These rights shall include, but not be limited to, the State of Maine's option to withhold for the purposes of set-off monies due the Municipality under a specific project contract up to any amounts due and owed to MaineDOT with regard to this Agreement, and any other agreement/contract with any State of Maine department or agency, including any agreement/contract for a term commencing prior to the term of this Agreement, plus any amounts due and owed to the State of Maine for any reason including without limitation, tax delinquencies, fee delinquencies or monetary penalties relative thereto. MaineDOT shall exercise its set-off rights in accordance with normal State practices including, in cases of set-off pursuant to an audit, the finalization of such audit by MaineDOT, its representatives, or the State Controller.
- f. Assignment. No assignment of this agreement is contemplated, and in no event, shall any assignment be made without the express written permission of MaineDOT.
- g. Independent Capacity. The Municipality and PACTS, their respective employees, agents, representatives, consultants and contractors shall not act as officers, employees or agents of MaineDOT.

- h. Governing Law. This Agreement shall be construed under the laws of the State of Maine. Additionally, all activities under this Agreement shall be performed in accordance with applicable federal laws and regulations, including without limitation Title 23 in the U.S. Code (USC) for statutory law, Title 23 in the Code of Federal Regulations (CFR) for administrative law, and Title 2 CFR, Part 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards."
- i. Binding Effect. The Parties shall be bound by the terms of this Agreement. This provision shall apply to the Agreement's executors, their successors, administrators and legal representatives.
- j. Notice. Any communications, requests or notices required or appropriate to be given under this Agreement shall be in writing and mailed via U.S. Mail, Certified or Registered, Return Receipt Requested or sent via a recognized commercial carrier such as, but not limited to Federal Express, that requires a return receipt delivered to the sending party. Alternatively, communication may be sent via email and shall satisfy the delivery requirements of this section through express acknowledgement of receipt by the receiving party. Said communications, requests or notices shall be sent to the other party as follows:

MaineDOT: Maine Department of Transportation
 51 Pleasant Hill Road
 P.O. Box 358
 Scarborough, ME 04070-0358
 Attn.: LaRay Hamilton, P.E.
 Email: LaRay.Hamilton@maine.gov

Municipality: City of Portland
 Department of Public Works
 212 Canco Road, Suite B
 Portland, ME 04103
 Attn.: Jeremiah Bartlett, PE, PTOE, Transportation
 Systems Engineer
 Email: jbartlett@portlandmaine.gov

PACTS: Portland Area Comprehensive Transportation System
 970 Baxter Boulevard, Suite 201
 Portland, ME 04103
 Attn.: Elizabeth Roberts, P.E.
 Email: eroberts@gpcog.org

Each Party agrees to promptly notify all other Parties of any changes to the above referenced contact information.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement effective on the day and date last signed.

Date _____
Kristina Egan, Executive Director *
Greater Portland Council of Governments
For Portland Area Comprehensive Transportation System
Duly authorized

Date _____
Danielle West, City Manager *
Municipality of Portland
Duly authorized

Date _____
Dale F. Doughty, Director, Bureau of Planning *
Maine Department of Transportation
Duly authorized

** I certify that the signature above is true and accurate. I further certify that the signature, if electronic: (a) is intended to have the same force as a manual signature; (b) is unique to myself; (c) is capable of verification; and (d) is under the sole control of myself.*

FISCAL IMPACT NOTE New Program Cost Data:	Year 1		Year 2		Year 3	
	City Rate	City / Sch Combined Rate	City Rate	City / Sch Combined Rate	City Rate	City / Sch Combined Rate
Example:						
ADD: NEW ITEM ANNUAL EXPENDITURES		\$0		\$37,346		\$37,346
LESS: TOTAL NEW ITEM ANNUAL REVENUES		\$0		\$0		\$0
=NEW ITEM NET TAX RATE IMPACT PROJECTION	\$0	\$0	\$37,346	\$37,346	\$37,346	\$37,346
New Program Impact to the Mil Rate	\$0.0000	\$0.0000	\$0.0047	\$0.0047	\$0.0047	\$0.0047
New Program % Impact on Mil Rate	0.0000%	0.0000%	0.0417%	0.0210%	0.0417%	0.0210%
Mil Rate Including New Program	\$11.3400	\$22.4800	\$11.3447	\$22.4847	\$11.3447	\$22.4847

Notes: The CIP impact will begin in 2025 and remain for the 20 year life of the bond.



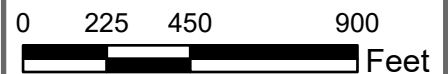
Public
Works

CITY OF PORTLAND, MAINE
DEPT. OF PUBLIC WORKS
212 CANCO RD. PORTLAND, MAINE 04103
PHONE (207) 874-8846 FAX (207) 874-8852

Maine DOT Collector Paving Caddie Ln to Washington Ave



March 2024





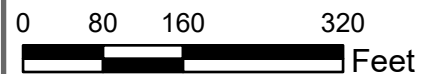
Public
Works

CITY OF PORTLAND, MAINE
DEPT. OF PUBLIC WORKS
212 CANCO RD. PORTLAND, MAINE 04103
PHONE (207) 874-8846 FAX (207) 874-8852

Maine DOT **Collector Paving** **Washington Ave Extension** Lambert St. to Lester Dr.



March 2024



MEMORANDUM
City Council Agenda Item

FROM:

DATE: March 14, 2024

SUBJECT: Order 153-23/24 Approving the Service Contract between the Maine Historic Preservation Commission and the City of Portland and Accepting and Appropriating a Pass-through Grant in the Amount of \$9,153 to the Lions Club of Peaks Island - Sponsored by Danielle P. West, City Manager

SPONSOR: The Mayor, City Manager, City Clerk, Corporation Counsel, the Planning Board, or up to three (3) members of the Council shall sponsor any orders or other items. If sponsored by a Council Committee, please include the date the committee met and the results of the vote.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading

**Final
Action**

Can action be taken at a later date: No If action cannot be taken at a later date, please explain why. Do NOT write yes or no; that will be automatically generated by the checkbox.

Does this item involve a new contract with the City: No

PRESENTATION: Please list the presenter(s), type, and length of presentation

I. SUMMARY

II. AGENDA DESCRIPTION

On November 8, 2023 the City of Portland was awarded a Certified Local Government (CLG) grant by the Maine Historic Preservation Commission (MHPC). This order authorizes the City Manager to enter into a Service Contract with the MHPC, which will allow the City to administer the grant as a pass through grant in the amount of \$9,153 for the Lions Club of Peaks Island to complete a condition assessment of the Greenwood Gardens Playhouse. The Lions will provide \$6,102 in matching funds.

This item must be read on two separate days. This is its first reading.

III. BACKGROUND

Background information that will not appear in the Agenda Description

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

V. FINANCIAL IMPACT

Please indicate whether or not there is a financial impact. Please note that per Council Rule 12, this form must have "a separate fiscal impact statement memo attached if the impact of the item is \$50,000 or more in a given fiscal year. This memo shall include details and information describing the fiscal impact including, but not limited to, projected costs, revenues or savings over a three (3) year period and/or any potential impacts on the City tax levy."

VI. STAFF ANALYSIS AND BACKGROUND

Staff Analysis that will not appear in the Agenda Description.

VII. RECOMMENDATION

VIII. LIST ATTACHMENTS

1. Order Approving The Service Contract Between The State Of Maine And The City Of Portland To Provide A \$9,153 Pass-Through Grant To The Lions Club Of P

Prepared by:

Date: 03/14/2024

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**ORDER APPROVING THE SERVICE CONTRACT BETWEEN THE MAINE
HISTORIC PRESERVATION COMMISSION AND THE CITY OF PORTLAND AND
ACCEPTING AND APPROPRIATING A PASS-THROUGH GRANT IN THE AMOUNT
OF \$9,153 TO THE LIONS CLUB OF PEAKS ISLAND**

ORDERED, that a \$9,153 grant from the Maine Historic Preservation Commission is hereby accepted and that amount appropriated for a subgrant for the Lions Club of Peaks Island for a building conditions assessment; and

BE IT FURTHER ORDERED, that the attached Service Contract between the Maine Historic Preservation Commission and the City of Portland to provide a \$9,153 pass-through grant to the Lions Club of Peaks Island is hereby approved in substantially the form attached hereto; and

BE IT FURTHER ORDERED, that the City Manager or designee is hereby authorized to execute the Service Contract and whatever documents are necessary or convenient to effect the intent and purpose of this order.

MEMORANDUM
City Council Agenda Item

FROM:

DATE: March 14, 2024

SUBJECT: Order 154-23/24 Approving the Service Contract Between the Maine Historic Preservation Commission and the City of Portland and Accepting and Appropriating a Pass-Through Grant in the Amount of \$15,000 to the First Parish Church - Sponsored by Danielle P. West, City Manager

SPONSOR: The Mayor, City Manager, City Clerk, Corporation Counsel, the Planning Board, or up to three (3) members of the Council shall sponsor any orders or other items. If sponsored by a Council Committee, please include the date the committee met and the results of the vote.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading

**Final
Action**

Can action be taken at a later date: No If action cannot be taken at a later date, please explain why. Do NOT write yes or no; that will be automatically generated by the checkbox.

Does this item involve a new contract with the City: No

PRESENTATION: Please list the presenter(s), type, and length of presentation

I. SUMMARY

II. AGENDA DESCRIPTION

On November 8, 2023 the City of Portland was awarded a Certified Local Government (CLG) grant by the Maine Historic Preservation Commission (MHPC). This order authorizes the City Manager to enter into a Service Contract with the MHPC, which will allow the City to administer the grant as a pass through grant in the amount of \$15,000 for First Parish Church to complete a condition assessment of the church front steps and retaining wall. First Parish Church will provide \$11,000 in matching funds.

This item must be read on two separate days. This is its first reading.

III. BACKGROUND

Background information that will not appear in the Agenda Description

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

V. FINANCIAL IMPACT

Please indicate whether or not there is a financial impact. Please note that per Council Rule 12, this form must have "a separate fiscal impact statement memo attached if the impact of the item is \$50,000 or more in a given fiscal year. This memo shall include details and information describing the fiscal impact including, but not limited to, projected costs, revenues or savings over a three (3) year period and/or any potential impacts on the City tax levy."

VI. STAFF ANALYSIS AND BACKGROUND

Staff Analysis that will not appear in the Agenda Description.

VII. RECOMMENDATION

VIII. LIST ATTACHMENTS

1. Order Approving The Service Contract Between The State Of Maine And The City Of Portland To Provide A \$15,000 Pass-Through Grant To The First Parish C

Prepared by:

Date: 03/14/2024

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**ORDER APPROVING THE SERVICE CONTRACT BETWEEN THE MAINE
HISTORIC PRESERVATION COMMISSION AND THE CITY OF PORTLAND AND
ACCEPTING AND APPROPRIATING A PASS-THROUGH GRANT IN THE AMOUNT
OF \$15,000 TO THE FIRST PARISH CHURCH**

ORDERED, that a \$15,000 grant from the Maine Historic Preservation Commission is hereby accepted and that amount appropriated for a subgrant for the First Parish Church for a building conditions assessment; and

BE IT FURTHER ORDERED, that the attached Service Contract between the Maine Historic Preservation Commission and the City of Portland to provide a \$15,000 pass-through grant to the First Parish Church is hereby approved in substantially the form attached hereto; and

BE IT FURTHER ORDERED, that the City Manager or designee is hereby authorized to execute the Service Contract and whatever documents are necessary or convenient to effect the intent and purpose of this order.

MEMORANDUM
City Council Agenda Item

FROM: Troy Moon, Sustainability Coordinator

DATE: February 23, 2024

SUBJECT: Order 155-23/24 Traffic Schedule Amendment Re: Removing Limited Parking on Kenwood Street - Sponsored by Sustainability & Transportation Committee, Councilor Regina Phillips, Chair

SPONSOR: The Mayor, City Manager, City Clerk, Corporation Counsel, the Planning Board, or up to three (3) members of the Council shall sponsor any orders or other items. If sponsored by a Council Committee, please include the date the committee met and the results of the vote.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading 3/18/2024

Final Action 4/8/2024

Can action be taken at a later date: Yes

Does this item involve a new contract with the City: No

PRESENTATION:

I. SUMMARY

The order amends the traffic schedule to remove time limited parking on Kenwood Street.

II. AGENDA DESCRIPTION

This order removes the current time limited parking on Kenwood Street. The Sustainability and Transportation Committee reviewed this item on February 14, 2024 and voted 3-0 to recommend it to the City Council.

This item must be read on two separate days. This is its first reading.

III. BACKGROUND

Residents of Kenwood Street filed a valid petition requesting this change on January 2, 2024. Letters notifying Kenwood Street residents of the Sustainability and Transportation Committee's consideration of this change were mailed the week of January 15, 2024. Staff from Public Works and the Parking Division reviewed this request and have no objections. Following staff presentation and public comment, the Committee voted unanimously to recommend passage by the City Council.

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

V. FINANCIAL IMPACT

VI. STAFF ANALYSIS AND BACKGROUND

Staff Analysis that will not appear in the Agenda Description.

VII. RECOMMENDATION

Staff from Public Works and the Parking Division reviewed the request and have no objections. Staff recommends passage.

VIII. LIST ATTACHMENTS

1. Removing Limiting Parking on Kenwood Street Traffic Schedule Amendment
2. Kenwood Public comment

3. suslovic2
4. suslovic3
5. suslovic1
6. 2-14 S&T Meeting Minutes DRAFT
7. Backup Materials for Kenwood Parking Request

Prepared by:

Troy Moon, Sustainability Coordinator

Date: 02/23/2024

MARK DION (MAYOR)
APRIL D. FOURNIER(A/L)
PIOUS ALI (A/L)
ROBERTO RODRÍGUEZ (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

TRAFFIC SCHEDULE AMENDMENT
RE: REMOVING LIMITING PARKING ON KENWOOD STREET

ORDERED, that the City of Portland's Traffic Schedule be and hereby is amended as follows:

By Removing under Kenwood Street, from the intersection of Brighton Avenue to the terminus of Kenwood Street:

East Side:

➤ **Schedule XVII – 1 Hour Parking**

West Side:

➤ **Schedule XVII – 1 Hour Parking**



Troy Moon <thm@portlandmaine.gov>

Comment re petition to remove all time-limited parking restrictions on Kenwood Street

Robert Bruce <rbruce@oakmontadv.com>

Sun, Feb 4, 2024 at 3:41 PM

To: "sustainabilityoffice@portlandmaine.gov" <sustainabilityoffice@portlandmaine.gov>

Dear Members of the Sustainability & Transportation Committee,

I am writing on behalf of myself and my wife, Cindy Czajkowski, to register our strong support for the removal of all time-limited parking restrictions on Kenwood Street. We have lived at 58 Kenwood Street for the past 33 years and have never observed any issues with parking on the street. We do not anticipate that removal of the current "One Hour Parking" signs will have any negative impact on us or our fellow residents.

Thank you for the opportunity to comment on this neighborhood petition.

Sincerely,

Robert Bruce

58 Kenwood Street

Portland, ME 04102



Troy Moon <thm@portlandmaine.gov>

Addendum to Kenwood St Parking Restrictions

Ed Suslovic <esuslovic@gmail.com>

Mon, Feb 5, 2024 at 10:08 AM

To: sustainabilityoffice@portlandmaine.gov

I have attached 3 photos taken at 9:45am Monday February 5. Two of the photos are looking east and west along Brighton Ave taken from where Kenwood St intersects with Brighton. The third photo is looking up the length of Kenwood St from Brighton Ave.

As you can see from the photos, there is plenty of on street parking available thus making the case for lifting the time restrictions currently in place. The neighbors are aware that should this situation drastically change in the future the option exists to petition for the restoration of time restrictions.

Once again, I urge you to support the wishes of the vast majority of Kenwood St residents and lift the time restrictions currently in place.

Thank you for your attention to this matter.

Ed Suslovic

207-671-6320



Troy Moon <thm@portlandmaine.gov>

Addendum to Kenwood St Parking Restrictions

Ed Suslovic <esuslovic@gmail.com>

Mon, Feb 5, 2024 at 10:08 AM

To: sustainabilityoffice@portlandmaine.gov

I have attached 3 photos taken at 9:45am Monday February 5. Two of the photos are looking east and west along Brighton Ave taken from where Kenwood St intersects with Brighton. The third photo is looking up the length of Kenwood St from Brighton Ave.

As you can see from the photos, there is plenty of on street parking available thus making the case for lifting the time restrictions currently in place. The neighbors are aware that should this situation drastically change in the future the option exists to petition for the restoration of time restrictions.

Once again, I urge you to support the wishes of the vast majority of Kenwood St residents and lift the time restrictions currently in place.

Thank you for your attention to this matter.

Ed Suslovic
207-671-6320







CITY OF PORTLAND, MAINE
Committee on Sustainability and Transportation
Councilor Regina Phillips (D3), Chair
Councilor Victoria Pelletier (D2)
Councilor Anna Bullett (D4)

Draft Minutes February 14, 2024

Members Present: Councilor Phillips, Councilor Pelletier, Councilor Bullett

Staff Present: Troy Moon, Erin Ferrell, Kayley Weeks

Meeting was called to order.

January 10 Minutes

The January 10, 2024 meeting minutes were approved unanimously.

Sustainability Update

Presented by Troy Moon and Erin Ferrell

The Sustainability Office welcomed a new coworker, Kayley Weeks, an AmeriCorps with the GPCOG Resilience Corps Fellowship. Troy has been involved in a series of grid planning and modernization workshops, led by the Maine Public Utilities Commission, to identify priorities that the utilities must address. Energy Benchmarking reporting season started in January, and Erin is busy assisting building owners to report and help building owners and property managers understand their benchmarking reports and identify actions that can be taken to improve their metrics. Sustainability Office staff are working on reviewing Pesticide Applicator Reports which are due Feb 1 each year under the Landcare Ordinance. A summary report will be shared with the Committee in March. More information on City owned EV charging infrastructure, outreach initiatives, and other office programming can be found in the agenda packet.

Councilor Comment on Sustainability Update

Councilor Phillips asked if we have plans to add more EV charging stations? *Yes we are working to install them in a variety of locations as permitting and infrastructure allows.*

Councillor Bullett asks if there are there incentives for developers to install charging stations when building multi unit properties (with Doherty Field project in mind)? *Our Technical Manual requires a certain number of chargers to be installed if you are planning to build parking. We are also expecting incentives for property developers for multifamily buildings through Efficiency Maine soon.*

Kenwood Street Parking Restrictions

Presented by Troy Moon

Citizen petition asks to lift the time restricted parking limits on Kenwood St near the University of Southern Maine. In accordance with City Code Section 28, City Council has the authority to

change parking regulations from time limited or metered to unregulated parking. Residents can request these changes with support from neighbors via a petition. Parking and Public Works staff that reviewed this request do not oppose the removal of time-limited parking restrictions on Kenwood Street.

Public Comment on Kenwood Street Parking Restrictions

Three residents commented in favor of removing the one hour parking time limit on Kenwood St.

Councilor Comment on Kenwood Street Parking Restrictions

Councilors Pelletier and Bullett both commented in agreement with the public comments. Committee confirmed that the petition is sufficient to move forward with recommendation.

Motion to remove 1 hour parking on Kenwood Street

Moved by Councilor Pelletier and seconded by Councilor Bullett.

Motion to approve the removal of 1 hour parking limits on Kenwood Street

Approved unanimously

Community Resilience Partnership Self Assessment

Presented by Troy Moon

As a member of the Community Resilience Partnership with the Governor's Office of Policy, Innovation, and the Future, we report on our community's progress and share assessments on our approach to increasing resilience to natural hazards and climate change impacts. Our most [recent community vulnerability assessment](#) identifies ten key areas of vulnerability: release of hazardous waste; grid system reliability and business continuity; impact to property values, commercial areas, and tax base; disruption to critical transportation routes; vulnerability of sewer and stormwater critical infrastructure; degradation of ecosystem health due to sea level rise and habitat loss; public health challenges due to unseasonably hot days, extreme heat, as well as extended heat waves; greater need for social services; vulnerability of food systems; and risk of increasing social inequity. These hazards primarily arise from sea level rise and storm surge - both trends we have been tracking and are continuing to monitor, anticipate, zone for, and spread awareness about.

No Public Comment Received

Councilor Comment on the Community Resilience Partnership Self Assessment

Councilor Bullett asked if the island communities are receiving help (federal dollars, FEMA) after the past storms? *Our emergency management coordinator does engage with FEMA and county assistance, but our staff can look into this.*

Councilor Phillips and Councilor Pelletier share appreciation for this presentation and how the City is monitoring and working to ensure that resilience is carried in all conversations.

Committee Discussion regarding Cassidy Point coal pile

Presented by Troy Moon

Members of the public have raised many concerns regarding coal dust emissions from the coal pile that Sprague operates at Merrill Terminal on Cassidy Point. Sprague recently received a new load of coal and dust is blowing off the site. We are encouraging the Maine Department of Environmental Protection to continue communicating with neighborhood groups and Sprague. The Maine DEP's air quality monitors at the site do not indicate any major health impact for those in nearby residential buildings. We also understand that the Maine DEP is encouraging Sprague to institute best-management practices plan to control fugitive dust. Maine DEP staff asked to present to the committee, again in May 2024.

Councilor Comment on the Discussion

Councilor Pelletier notes the challenge in communication between concerned residents and the Maine DEP and is curious if they may be able to elect a representative liaison for community members and Council members on this issue.

Councilor Bullett asked if there are impacts (from the coal dust emissions) for marine life or the waterfront?

Committee Work Plan

Troy Moon maps out the tentative agenda for the next few months of the Sustainability and Transportation Committee session. Topics of interest and priorities of committee members include:

- Reestablishing two-way traffic on State Street and High Street
- Bayside Tree Planting and an update from Forestry and City trees
- Establishing a Sustainability Fund
- Proposing amendments to the Landcare Ordinance (Chapter 34) recommended by Landcare Management Advisory Committee
- Review ongoing work with Climate Resilience Overlay Zoning
- Proposing amendments to the Low Impact Development Ordinances with Water Resources
- BirdSafe Maine Ordinance
- More non-car focused transportation opportunities
- Franklin Street Redesign
- Commercial Street Sea-Level Rise

Motion to Adjournment

Motion to adjourn by Councilor Bullett. Second by Councilor Pellitier. All adjourned.

Meeting Adjourned

City of Portland | Executive Department

Danielle P. West, *City Manager*



To: Councilor Regina Phillips, Chair, and Members of the Sustainability & Transportation Committee

From: Dena Libner, Chief of Staff

Date: January 10, 2024

Re: Petition to remove parking restrictions on Kenwood Street

This memo is intended to share feedback from City staff on the constituent petition to remove all time-limited parking restrictions on Kenwood Street.

Public Works and Parking staff have reviewed the request, and do not oppose the removal of time-limited parking restrictions on Kenwood Street. Additional information about the petition process and the history of on-street restrictions in this area are included below, for your convenience.

Petition Process and Standards

In accordance with Sec. 28-24 of City Code, the City Council has the authority to “[c]hange [parking regulations] from time limit or metered parking to unregulated parking”. Constituents are welcome to request these changes. To help demonstrate that constituent-proposed changes have the support of the majority of residents that may be directly impacted by such changes, City staff developed a petitioning process in 2019.

In order for staff to submit a request to the Committee or Council for consideration, it must include the following:

- The specific change being requested;
- Verifiable signatures representing 60% of the household/business owners/property owners on the affected street;
- The date, address, and unit number (if applicable) associated with each signature.

The petition scheduled for the Committee’s consideration on February 14, 2024 was verified on January 2, 2024. Letters notifying Kenwood residents of the Committee’s consideration of this change (enclosed) were mailed the week of January 15, 2024.

City Staff Feedback

Kenwood Street is a dead-end street in Council District 3, and intersects with Brighton Avenue. Currently, on-street parking is restricted to one hour between the hours of 8 AM and 8 PM on the entire street, and signage communicating this restriction is visible all along it.

The general purpose of time-limited parking restrictions is to manage the demand for on-street parking by non-residents (usually associated with commercial or institutional activity), particularly when such demand makes it difficult for residents to find parking, welcome guests, or engage in other reasonable activities as a resident.

It is likely that the restrictions on Kenwood Street were originally introduced to manage the overwhelming parking demands of students and visitors to the University of Southern Maine, located nearby. However, since those restrictions were introduced, USM has developed two parking garages that are free for commuters to use. As a result, the demand for on-street parking by commuters is probably not what it used to be.

In summary, Parking and Public Works staff that reviewed this request do not oppose the removal of time-limited parking restrictions on Kenwood Street.

Petition for Parking/Traffic Calming Changes



Petitioner information

Name: Ed Suslovic
Address: 46 Kenwood St Portland ME 04102
Email: eslovic@gmail.com
Phone #: 207-671-6320

Do you reside in a property located on this street? ☒ Yes ☐ No

Location of parking change request

Street: Kenwood St entire length
Cross street 1: Brighton Ave
Cross street 2: Dead End

Time-limited parking requested (circle one):

Odd side

Even side

Both

Time limit (circle one):

1 hour

2 hours

Please remove time limits !!!

The petition must contain signatures of at least 60% of households and/or businesses (a unit of housing, e.g., single family home, a unit in a multi-family building, commercial businesses) on the requested block. No more than one signature per household or business may be represented on the petition.

Submit petition by mail or email to:

Office of the City Manager
Re: Parking/Traffic Petition
Room 208
Portland, ME 04101



Petition for Parking Changes

Include the nature of the change you're requesting here:

Remove time limits

Address	Unit #	Printed Name	Signature	Date	# of vehicles in household	Email *If you wish to be contacted by email in the event of a public meeting
23 Kenwood		Meghan Curtis Sunbner	<i>[Signature]</i>	12/31/23	4	mcscrib33@gmail.com
23 Kenwood		Kate Harrod	<i>[Signature]</i>	12/31/23	2	Kate.harrod@yahoo.com
48 Kenwood		Chris Tenney	<i>[Signature]</i>	12/31/23	3	c.
491 Kenwood St		Richard Hitchens	<i>[Signature]</i>	1/1/2024	1	
223 Kenwood St		Carleen Hitchens	<i>[Signature]</i>	1/1/2024	1	
12 Kenwood St		Torah Moss	<i>[Signature]</i>	1/1/24	1	
11 Kenwood St		Amanda Mahake	<i>[Signature]</i>	1/1/24	1	amanda.mahake@gmail.com

For Office Use Only

Received: _____ Name _____ Date _____

389 Congress Street • Portland, Maine 04101 • 207-874-8300
info@portlandmaine.gov • www.portlandmaine.gov

JAN 02 2023

Valid: 7
HDL

Petition for Parking Changes

Include the nature of the change you're requesting here: remove five limits



Address	Unit #	Printed Name	Signature	Date	# of vehicles in household	Email *if you wish to be contacted by email in the event of a public meeting
✓ 46 Kenwood		Edward T. Siskare	<i>[Signature]</i>	12-24-23	2	eswburc@gmail.com
✓ 41 Kenwood		Michelle Burnett	<i>[Signature]</i>	12-26-23	2	
✓ 51 Kenwood		J. A. Dunin Jr	<i>[Signature]</i>	20 Dec 23	1	
✓ 58 Kenwood St		Cynthia Casanova	<i>[Signature]</i>	12/24/23	2	
✓ 62 Kenwood		Jessica Ato	<i>[Signature]</i>	12/24/23	2	jessica.ato@gmail.com
✓ 17 Kenwood		John H. Arnold	<i>[Signature]</i>	12/24/23	2	
✓ 55 Kenwood St		Bonnie Arnold	<i>[Signature]</i>		1	
✓ 74 Kenwood St		Christen Sorenson	<i>[Signature]</i>	12/21/23	2	
✓ 77 Kenwood		Melissa M. Stary	<i>[Signature]</i>	12/26/23	2	

For Office Use Only

Received: _____ Name _____ Date _____

VALID: 9

X *[Signature]*

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JAN 02 2024

City Manager
Dan J. O'S

January 12, 2024

Current Resident
4 Kenwood Street
Portland, ME 04102

Dear Kenwood Street Resident:

The Portland City Manager's office recently received a petition requesting that all time-limited parking restrictions on Kenwood Street be removed. As required by the City of Portland's petition process for parking changes, this petition was signed by at least 60% of the households on Kenwood Street.

This letter is to inform you that this request will be considered by the Portland City Council's Sustainability & Transportation Committee on February 14, 2024 at 5:00 PM. This meeting will be held remotely. To attend via Zoom, please follow the instructions on the meeting agenda, published at www.portlandmaine.gov/agendas no later than February 12.

Members of the public are welcome to provide public comment on the proposal either in writing or in person. To submit written public comment, please email it to sustainability@portlandmaine.gov by February 13, 2024 at 12:00 PM.

Once the Sustainability & Transportation Committee has considered the request, it will appear on an upcoming City Council meeting agenda for the consideration of the full body. To review upcoming City Council agendas, please visit www.portlandmaine.gov/agendas.

If you have questions about this or any other matter, please contact the Office of the Portland City Manager at citymanager@portlandmaine.gov.

Sincerely,



Dena Libner
Chief of Staff

MEMORANDUM
City Council Agenda Item

FROM: Mary Davis, Division Director

DATE: February 28, 2024

SUBJECT: Order 156-23/24 Amendment to the Portland City Code Chapter 6 Re: Repeal Rental Housing Advisory Committee - Sponsored by the Housing and Economic Development Committee, Councilor Pious Ali, Chair

SPONSOR: Sponsored by the Housing and Economic Development Committee, Councilor Pious Ali, Chair. The HEDC met on February 27, 2024, and voted 4-0 to forward this item to the City Council for consideration.

(If sponsored by a Council committee, include the date the committee met and the results of the vote.)

COUNCIL MEETING DATE ACTION IS REQUESTED:

1st Reading 3/18/2024

Final

Action 4/8/2024

Can action be taken at a later date: Yes If action cannot be taken at a later date, please explain why. Do NOT write yes or no; that will be automatically generated by the checkbox.

Does this item involve a new contract with the City: N/A

PRESENTATION: Mary Davis, HCD Division Director will be available for questions.

I. SUMMARY

If approved, this amendment would repeal Chapter 6 Section 225 and dissolve the Rental Housing Advisory Committee

II. AGENDA DESCRIPTION

The Housing and Economic Development Committee (HEDC) met on February 27, 2024, and voted 4-0 to forward this item to the City Council for consideration. The proposed amendment would repeal Chapter 6, Section 225 regarding the Rental Housing Advisory Committee.

Members of the Rental Housing Advisory Committee (RHAC) met on February 15, 2024, and voted 5-1-1 to forward a memo to the Housing and Economic Development Committee with a recommendation to dissolve the Rental Housing Advisory Committee. A copy of the RHAC memo is included in the meeting backup.

The Rental Housing Advisory Committee was formed prior to the Rent Board, which was created through a citizens' referendum. Both the Rental Housing Advisory Committee and the Rent Board are tasked with recommending changes regarding landlord/tenant policies and issues in the City of Portland. However, the Rent Board's jurisdiction and authority are more robust when compared to the duties of the Rental Housing Advisory Committee. There is a potential for redundancy in the work of both groups that could lead to a duplication of efforts or policy recommendations that conflict.

This item must be read on two separate days. This is its first reading.

III. BACKGROUND

The RHAC was established under Chapter 6 of the City Code (6-225). The committee has nine members (3 landlords, 3 tenants, one person not a landlord or tenant, one member experienced in landlord legal matters, one member experienced in tenant legal matters), each being appointed for a three-year term. The members must

be residents of Portland except for the legal representatives who must either be a resident or work in the City of Portland. The City Council appoints the members. Southern Maine Landlord Association and Pine Tree Legal Assistance can submit one name for consideration of the respective legal representative positions. The committee is co-chaired by one landlord and one tenant representative.

The ordinance requires that the committee meet not less than quarterly and assigns the following duties to the members of the RHAC:

1. Provide the Housing Committee with recommendations or proposals for improvements, modifications, or changes regarding landlord and tenant policy issues; and
2. Identify educational opportunities, seminars, and materials that would be useful to landlords and tenants.

The Rent Board was established under Chapter 6 of the City Code (6-250). The board has seven members who must be Portland residents and cannot be employees of the city or any of its agencies or departments. The board has a member from each of the five city council wards and two at-large members. Members serve for three-year terms. Ideally, there should be no more than three landlords and three tenants on the Board. Members are appointed by the City Council.

The Rent Board is staffed by the Housing Safety Office with a staff person designated as staff secretary to the Rent Board. The Rent Board's jurisdiction and authority are noted below.

- a. To hear, review, and approve or deny Landlord applications for rent increases greater than those allowed by the Rent Stabilization Ordinance;
- b. To hear, review and approve or deny Landlord applications for increases in Base Rent due to the renovation or reconfiguration of existing Covered Units, as provided for in Section 6-234;
- c. To hear, review, and grant or deny appeals from Tenants regarding allegations violations or Maine Statute regarding the habitability of residential units;
- d. To hear, review, and approve or deny any requests from Landlords for an extension of time in which to reinstate Tenants temporarily displaced due to the Landlord's performance of necessary capital improvements to the Covered Unit and/or the building in which said unit is housed;
- e. To hear, review, and decide the appropriate outcome of all disputes arising between Landlords and Tenants on matters falling within the scope of Article XII of Chapter 6, if both parties consent to such mediation and resolution by submitting the landlord/tenant dispute form, as maintained and edited by the Housing Safety Office, signed by both Landlord and Tenant no later than fourteen days before the date on which such a hearing shall be scheduled;
- f. To impose such fines as are necessary and allowed for violations of the provisions of the Rent Stabilization Ordinance;
- g. To prepare and recommend to the City Council changes and amendments to the City's Rent Stabilization Ordinance;
- h. To prepare an annual report on the state of the City's rental unit availability, which shall be presented to the City Council as part of a regularly-scheduled public hearing. This report shall include a summary of rents within each of the five council wards. Such reporting may or may not be done in conjunction with similar reporting required by the City's Rental Housing Advisory Committee, as established by Chapter 6; and
- i. To initiate changes and amendments to this Article, as well as to the City's Rent Stabilization Ordinance.

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

Repeal of Chapter 6-225 and the dissolution of the Rental Housing Advisory Committee

V. FINANCIAL IMPACT

There is no financial impact associated with this item.

VI. STAFF ANALYSIS AND BACKGROUND

Both the Rental Housing Advisory Committee (RHAC) and the Rent Board are tasked with recommending changes regarding landlord/tenant policies and issues in the City of Portland. The Rent Board's jurisdiction and authority are broader than those assigned to the RHAC. The members of the RHAC felt restricted in the scope of their duties.

VII. RECOMMENDATION

Recommendation to the City Council to amend the City Code Chapter 6-225 to repeal the Rental Housing Advisory Committee.

VIII. LIST ATTACHMENTS

1. Amend Ch. 6 re repeal of Rental Housing Advisory Committee 3.18.2024
2. K. Sykes Memo Request to Disband RHAC
3. RHAC Dissolution Memo Final 2.15.24

Prepared by:

Mary Davis, Division Director

Date: 02/28/2024

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER(A/L)
ROBERTO RODRÍGUEZ (A/L)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

ANNA TREVORROW (1)
VICTORIA L. PELLETIER (2)
REGINA L. PHILLIPS (3)
ANNA BULLETT (4)
KATE SYKES (5)

**AMENDMENT TO PORTLAND CITY CODE
CHAPTER 6 RE: REPEAL RENTAL HOUSING ADVISORY COMMITTEE**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PORTLAND,
MAINE IN CITY COUNCIL ASSEMBLED AS FOLLOWS:**

1. *That Section 6-225 of the Portland City Code Chapter 6 is hereby repealed to read as follows:*

6-225. ~~Reserved.~~Rental Housing Advisory Committee

~~(a) There is hereby created a Rental Housing Advisory Committee (the "Committee").~~

~~(b) The Committee shall be comprised of nine (9) members, including three (3) members who are landlords, three (3) members who are tenants, one (1) member who is not a landlord or a tenant, one (1) member experienced in legal rights/interest of tenants, and one (1) member experienced in legal rights/interests of landlords.~~

~~(1) All members of the Committee, excluding the members experienced in legal rights/interests of tenants and landlords, shall be residents of the City of Portland. The members experienced in legal rights/interests of tenants and landlords shall be either a resident of or work in the City of Portland.~~

~~(2) All members shall be appointed by the City Council to serve staggered terms set by City Council order.~~

~~(3) The Southern Maine Landlord Association may submit one name for consideration for the member experienced in legal rights/interests of landlords. If the Southern Maine Landlord Association fails to do so, the City Council may appoint the member without the Association's recommendation or approval.~~

~~(4) Pine Tree Legal Assistance may submit one name for the member experienced in legal rights/interests of tenants. If Pine Tree Legal Assistance fails to do so, the City Council may appoint the member without Pine Tree's recommendation or approval.~~

~~(c) The Committee shall be co-chaired by one (1) landlord representative and one (1) tenant representative as agreed to by the members of the Committee.~~

~~(d) The Committee shall meet not less than quarterly and shall undertake the following duties:~~

~~1. Provide the Housing Committee with recommendations or proposals for improvements, modifications, or changes regarding landlord and tenant policy issues; and~~

~~2. Identify educational opportunities, seminars, and materials that would be useful to landlords and tenants.~~

City of Portland | Office of the Mayor and City Council
Kate Sykes, *Councilor (District 5)*



To: Mark Dion, Mayor and members of the Legislative and Nominating Committee

From: Kate Sykes

Date: Jan 12, 2024

Re: Request to Disband the Rental Housing Advisory Committee (RHAC)

Mayor Dion and fellow Committee Members,

It has come to my attention that we have two citizen boards: the Rental Housing Advisory Committee (RHAC) and the Rent Board, which exist in significant redundancy with one another, causing an ongoing confusion of purpose for members of the RHAC, difficulties in recruiting members to both Boards, and challenges achieving a quorum on the Rent Board. Furthermore, the continued support of both boards diverts valuable staff time from other administrative work.

I therefore request that this committee develop and bring forward an Order to Disband the Rental Housing Advisory Committee and submit it for the City Council's deliberation and vote at our next available meeting. This committee might consider giving eligible members of the RHAC the opportunity to interview for the Rent Board to pursue similar work there. We may further wish to preserve the RHAC's unique responsibilities by assigning them to the Rent Board, namely the examination of *all* policy relating to rental housing in the city (not just the rent stabilization ordinance), and making public education a more explicit charge of the Rent Board.

I strongly recommended that this matter be resolved before the next round of interviews for open positions on the RHAC/Rent Board in February to avoid ongoing bureaucratic wheel spinning.

Background:

The Rental Housing Advisory Committee (RHAC) was established by ordinance (Chapter 6 Article 11, 6-225 of the city code) in 2016 at the request of the Housing Committee. It's purpose is to:

- (1) Provide the [City Council] Housing Committee with recommendations or proposals for improvements, modifications, or changes regarding landlord and tenant policy issues; and
- (b) Identify educational opportunities, seminars, and materials that would be useful to landlords and tenants.

The Rent Board was established by citizen referendum in 2020, when Portland voters passed the rent stabilization ballot initiative. (Chapter 6, Article XIII, Sec. 6-250-263 of the City Code) The duties of the Rent Board are numerous and relate specifically to the rent stabilization ordinance:

(a) To hear, review, and approve or deny Landlord applications for rent increases greater than those allowed by the Rent Stabilization Ordinance;

(b) To hear, review and approve or deny Landlord applications for increases in Base Rent due to the renovation or reconfiguration of existing Covered Units, as provided for in Section 6-234;

(c) To hear, review, and grant or deny appeals from Tenants regarding allegations violations or Maine Statute regarding the habitability of residential units;

(d) To hear, review, and approve or deny any requests from Landlords for an extension of time in which to reinstate Tenants temporarily displaced due to the Landlord's performance of necessary capital improvements to the Covered Unit and/or the building in which said unit is housed;

(e) To hear, review, and decide the appropriate outcome of all disputes arising between Landlords and Tenants on matters falling within the scope of Article XII of Chapter 6, if both parties consent to such mediation and resolution by submitting the landlord/tenant dispute form, as maintained and edited by the Housing Safety Office, signed by both Landlord and Tenant no later than fourteen days before the date on which such a hearing shall be scheduled;

(f) To impose such fines as are necessary and allowed for violations of the provisions of the Rent Stabilization Ordinance;

(g) To prepare and recommend to the City Council changes and amendments to the City's Rent Stabilization Ordinance;

(h) To prepare an annual report on the state of the City's rental unit availability, which shall be presented to the City Council as part of a regularly-scheduled public hearing. This report shall include a summary of rents within each of the five council wards. Such reporting may or may not be done in conjunction with similar reporting required by the City's Rental Housing Advisory Committee, as established by Chapter 6; and

(i) To initiate changes and amendments to this Article, as well as to the City's Rent Stabilization Ordinance. support for landlords and tenants around rent increases, and only mechanism by which landlords can request rent increases in excess of the rent control ordinance.

The redundancies and potential conflicts of the two boards are described in detail in a memo from Mary Davis to Councilor Thibodeau, Chair of the Economic Development Committee, dated January 15, 2021. In this memo, Ms Davis recommends action by the Economic Development Committee to change the scope of the RHAC to avoid redundancies and conflicting recommendations. For reasons unknown, the Committee did not take action to address this.

Two years later, in January 2023, the RHAC sent a memo to the (combined) Housing and Economic Development Committee, again asking for clarification of its purpose *vis-a-vis* the Rent Board and suggesting that in the absence of clear direction, they would advocate to be disbanded.

"Because the RHAC was formed prior to the citizen initiatives creating the Rent Board, and in light of the recent expansion of the Rent Board's authority via the most recent initiative, the RHAC seeks clarification of its purpose and/or role. Understanding that the RHAC is separate from, and independent of, the Rent Board and its activities, and seeking to avoid any duplicative and otherwise redundant work, the RHAC seeks a restatement or reaffirmation of its mission from the City Council/H&ED, as well as defined procedure by which we can be regularly heard by the Housing and Economic Development Committee, and the City Council as need be.

"The RHAC also considered that, without a viable charge and mechanism(s) by which we can be effective and heard, we would suffer a frustration of purpose, and would ultimately advocate for our disbandment. Each and every member of the RHAC sought appointment because they genuinely care about the issues and the people involved, and if we are unable to serve the City and its citizens effectively through the RHAC, we would appreciate the opportunity to serve our community in other capacities."

This request still has not been addressed by any Council Committee. The RHAC has met only twice since then, in March 2023 and in December 2023, when newly appointed members again raised questions about the committee's purpose.

I have spoken with Councilor Ali, Chair of the Housing and Economic Development Committee about this issue. He stated that determining the fate of the RHAC is not within the purview of his Committee and rather should be addressed by the Legislative and Nominating Committee.

Finally, this issue should not be considered in isolation from the Rent Board, which has recently had difficulty achieving a quorum, leaving tenants and landlords waiting for months on decisions about requested rent increases. Some members of the RHAC have expressed interest in serving on the Rent Board, which could help solve these quorum issues. I urge thus committee to move forward swiftly to resolve these concerns.

MEMORANDUM

FROM: Rental Housing Advisory Committee

TO: Housing & Economic Development Committee and City Council

DATE: January 9, 2023

SUBJECT: RHAC Duties and Charge

I. Summary

As the Rental Housing Advisory Committee (“RHAC”) enters its seventh year of existence (though fourth year of operation), and in light of the significant changes to regulation of rental housing in Portland since its inception, the RHAC seeks a restatement/clarification of the charge and duties for the committee, so that we can better serve the City and its citizens. Absent such revised guidance, the committee feels it is unable to take any meaningful action, and would recommend that the City Council disband the RHAC.

II. History

The RHAC was formed in November of 2016, as part of the Tenant Housing Rights Ordinance (Chapter 6 Article XI, Section 6-225; Council Orders [76-16/17](#) and [32-18/19](#)). The Ordinance cited addressing housing insecurity and educating tenants among its purposes, and specifically charged the RHAC with two duties:

1. Provide the Housing Committee with recommendations or proposals for improvements, modifications, or changes regarding landlord and tenant policy issues; and
2. Identify educational opportunities, seminars, and materials that would be useful to landlords and tenants.

The RHAC’s first meeting was on September 24, 2019, and it very quickly set to work on an issue raised by RHAC members in early meetings: rental housing application fees. After much debate and hard work, on December 16, 2019, the RHAC made a formal recommendation to the then-Housing Committee, recommending that the City adopt an ordinance prohibiting landlords from charging prospective tenants application fees (or any fees prior to move-in, aside from first month’s rent and security deposit). *See* RHAC Memo, 12/16/2019. Through a process in which the RHAC’s recommendation and work went mostly unconsidered, on August 3, 2020, the City Council ultimately enacted its own, and very different, ordinance restricting rental application fees. *See* [206-19/20](#). (This would ultimately be superseded by the [Act to Protect Tenants in Portland](#), passed via citizen initiative (Question C) on November 8, 2022, which, in part, prohibits application fees for rental housing. *See* Chapter 6, 6-223.1 and 223.1(c).)

On April 27, 2020, the RHAC sent a recommendation to the Housing Committee and City Council, providing committee members' feedback, questions, and suggestions regarding Councilor Cook's proposed amendments to the City's Stay-at-Home Order (#156-19/20) as they pertained to short-term and long-term rental housing. The memo also included a recommendation that the City enact a temporary prohibition on rent increases, to run concurrent with other pandemic protections. *See* RHAC Memo, 4/27/2020.

At some point, the RHAC discussed hosting or otherwise coordinating a housing-related forum to facilitate the exchange of information and provide education to Portland tenants and landlords, similar to the event previously held at King Middle School in (to the best of our recollection) 2015. City staff informed the RHAC that such activities were outside the scope of the RHAC's charge, and so the RHAC ceased its efforts in that regard.

In November of 2020, Portland voters approved the citizen initiative enacting the Rent Stabilization Ordinance, effective as of January 1, 2021. This Ordinance created the [Rent Board](#), and gave it the authority to "conduct hearings in response to tenant complaints, mediate disputes between tenants and landlords, and consider landlords' requests for rent increases outside the scope of this Ordinance."

This past November, Portland voters approved the Act to Protect Tenants in Portland, which built upon and expanded the authority granted to the Rent Board by the initial Ordinance. These new provisions give the Rent Board the jurisdiction and authority to, among other things, "adopt or amend ... such rules and regulations as are necessary to implement" the Ordinance, and to "initiate changes and amendments to the city's Rent Stabilization Ordinance."

III. Request

Because the RHAC was formed prior to the citizen initiatives creating the Rent Board, and in light of the recent expansion of the Rent Board's authority via the most recent initiative, the RHAC seeks clarification of its purpose and/or role. Understanding that the RHAC is separate from, and independent of, the Rent Board and its activities, and seeking to avoid any duplicative or otherwise redundant work, the RHAC seeks a restatement or reaffirmation of its mission from City Council / H&ED, as well as a defined procedure by which we can be regularly heard by the HEDC, and the City Council as need be.

The RHAC has also considered that, without a viable charge and mechanism(s) by which we can be effective and heard, we would suffer a frustration of purpose, and would ultimately advocate for our disbandment. Each and every member of the RHAC sought appointment because they genuinely care about the issues and the people involved, and if we are unable to serve the City and its citizens effectively through the RHAC, we would appreciate the opportunity to serve our community in other capacities.

IV. Summary

The RHAC is, and has always been, comprised of members who are not only knowledgeable about Portland's rental housing environment, but are dedicated and committed to working on finding solutions to the many issues therein. We all remain eager to do so, and seek the City's guidance on how we can better do that in light of the significant changes to rental housing regulation since our committee's inception.

MEMORANDUM

FROM: Rental Housing Advisory Committee
DATE: February 5, 2020
SUBJECT: Rental Application Fees

I. SUMMARY

The Rental Housing Advisory Committee recommends that the City enact an ordinance to ban application fees for rental housing units.

II. BACKGROUND

The Rental Housing Advisory Committee (RHAC) is charged with providing the Housing Committee with recommendations or proposals for improvements, modifications, or changes regarding landlord and tenant policy issues and identifying education opportunities, seminars, and materials that would be useful to landlords and tenants.

At the RHAC's first meeting on September 24, 2019, group members brainstormed issues of concern to landlords and tenants. Several members expressed concern that rental housing application fees are a significant barrier preventing low and moderate income residents from securing housing in Portland. City staff informed the committee that staff in the Housing and Community Development Division had heard concerns about application fee fraud and abuse and had made the Housing Committee aware of that issue. City staff informed the group that the Housing Committee suggested that application fees might be a topic the RHAC could take up.

The RHAC discussed the fact that there is no state law or city ordinance limiting application fees. There is no requirement that a fee charged be linked to the landlord's cost in running a background check. Tenants are generally not in a position to know whether they have actually been considered for an apartment for which they have paid an application fee. Mindful that RHAC's charge includes education, members of the group discussed whether there are education solutions to these issues.

At the October 28, 2019 meeting of the RHAC members of committee articulated several areas of concern: landlords who collect application fees with no intention of renting to the applicant, landlords who collect application fees from multiple applicant and do not conduct background checks, and landlord who do not supply copies of reports to applicants who are not selected as tenants. The group discussed the concern that application fees price low and moderate income tenants out of Portland at multiple meetings.

The RHAC discussed several ways to address application fees. Proposals included a limitation on the amount that could be charged, a requirement that fees collected be refunded to tenants, a requirement that landlords provide copies of background checks to tenants, a prohibition on charging application fees when a tenant provides a landlord with a copy of a recent background check, and a ban on application fees.

Members of the Committee expressed concern that landlords could continue charging application fees by giving those fees another name and the proposed language banning fees is phrased to allow only a security deposit and first month's rent to be charged at the beginning of a tenancy.

On December 16, 2019 the RHAC voted 5-3 to recommend to the Housing Committee that the City prohibit landlords from charging application fees. (the committee currently has 8 members because a tenant member resigned) The RHAC drafted a resolution at the December 16th meeting to accompany the recommendation to explain the committee's rationale and the RHAC approved the resolution 6-2.

III. ANALYSIS AND BACKGROUND

RHAC understands that the Housing Committee would like to see “more than anecdotal” evidence demonstrating that application fees are a significant problem in the community. RHAC members have researched this issue and we have not found any studies that are responsive to this request.

Pine Tree Legal Assistance (PTLA) was asked whether they track calls about application fees. RHAC member Katherine McGovern explained that PTLA tracks cases based on the legal issue involved and so can provide data on the number of tenants who called about issues like evictions or security deposits but because there are no state or local laws limiting application fees, inability to afford application fees is not categorized or tracked as a legal problem. Ms. McGovern shared throughout the RHAC’s discussion about this issue that PTLA’s clients struggle to find affordable housing in Portland and application fees are a significant problem for PTLA’s clients.

RHAC co-chair Meredith Cook, who has worked as a housing specialist at Through These Doors and is currently employed by Preble Street as the Maine Hunger Initiative Social Change Advocate, told the committee that application fees are such a significant barrier for low-income tenants that Preble Street caseworkers searching for housing with clients do not even apply with landlord who charge application fees.

RHAC member Wendy Harmon conducted a survey of members of the Southern Maine Landlord Association regarding members’ practices regarding application fees. Ms. Harmon submitted the results of the survey to the group and these results are attached. Some members reported not charging application fees and those that charge application fees reported that they charge between \$25 and \$50 per adult applicant. Landlords who charge application fees reported collecting those fees from somewhere between one and nine applicants per available apartment.

Each RHAC meeting has included time for public comment. At the November 25, 2019 RHAC meeting three members of the public offered their views and testimony about their experiences with application fees. Jenna Dorr described her family’s experience of scrambling to find new housing and spending more than \$500 in application fees without know whether background checks were actually being conducted or whether they were truly being considered for apartments. Alyssa Floyd described paying application fees and never knowing why she was not offered an apartment. Jim Devine encouraged the committee to propose rules that are easy to understand and coherent. (Public comment for this meeting is summarized the meeting minutes and in the Bangor Daily News story attached).

IV. RECOMMENDATION

RHAC recommends that the following provision be added to Chapter 6 of the City’s ordinances:

“At or prior to the commencement of any tenancy, no lessor may require a tenant or prospective tenant to pay any amount in excess of the following:

- (i) Rent for the first full month of occupancy; and
- (ii) A security deposit as defined in 14 MRS 6032”

V. LIST ATTACHMENTS

1. Resolution including proposed ordinance language submitted to the Housing Committee
2. “Renters say application fees a barrier to living in Portland’s pricey housing market.” Bangor Daily News article by Nick Schroeder, December 2, 2019
3. “Unregulated application fees make Portland’s housing crisis even more expensive for renters.”

4. Examples of ordinances/statutes from other jurisdictions: Minnesota, Oregon, Minneapolis
5. Survey of Southern Maine Landlord Association members conducted by Wendy Harmon.

Prepared by: Katherine McGovern and approved by the Rental Housing Advisory Committee on a vote of 5-3

Date: February 5, 2020

Resolution

WHEREAS, application fees are a significant barrier to low and moderate income people in finding housing in the City of Portland; and

WHEREAS, tenants are likely to pay multiple fees before finally securing housing; and

WHEREAS, there are no laws in Maine regulating application fees.

THEREFORE BE IT RESOLVED, the Rental Housing Advisory Committee sees application fees as a significant burden on tenants when securing housing; and

THEREFORE BE IT FURTHER RESOLVED, the Rental Housing Advisory Committee recommends to the City Council Housing Committee to address this concern through the recommended policy change in City ordinance, below.

Application Fee Ban:

At or prior to the commencement of any tenancy, no lessor may require a tenant or prospective tenant to pay any amount in excess of the following:

- (i) Rent for the first full month of occupancy, and
- (ii) A security deposit as defined in 14 MRS 6032

Renters say application fees a barrier to living in Portland's pricey housing market

<https://bangordailynews.com/2019/12/02/news/portland/renters-say-application-fees-a-barrier-to-living-in-portlands-pricy-housing-market/>

By Nick Schroeder, BDN Staff • December 2, 2019 2:00 am

Updated: December 2, 2019 6:28 am

PORTLAND, Maine — A newly formed rental-housing committee is discussing how and whether to regulate application fees landlords charge tenants.

In a city with a rental-housing market as competitive as Portland, the push to regulate application fees, otherwise known as screening fees, has sparked debate in a new committee comprised of landlords and renters. Social service officials say some landlords have abused the practice of charging tenants for fees for background checks, which can be as high as \$75 an application.

“Moving is a very expensive process for low-income people generally and the situation is worse when people have to spend their limited income on these fees,” said Katherine McGovern, an attorney with Pine Tree Legal Assistance who sits on the city’s Rental Housing Advisory Committee.

The abuse of application fees was the first item on the agenda for the committee on Nov. 25.

Because there aren’t limits on application fees at the state or local level, there is no requirement that any fee be tied to expenses a landlord actually incurs when running a background or credit check, McGovern said. Tenants may suspect but not be able to prove that some landlords are pocketing fees without seriously considering tenants for apartments.

“We know from talking with our clients that it has been getting harder and harder to find affordable housing, especially in the greater

Portland area, and low-income tenants can end up spending a lot of money on application fees before finding a unit,” McGovern said.

The Rental Housing Advisory Committee wants to crack down on landlords collecting fees with no intention of renting to the applicant and those who don’t run background checks; commercial property owners charging multiple screening fees per applicant or for units in the same building; and landlords charging screening fees to immigrants and “new Mainers” for background checks when they have not yet been given Social Security numbers — in other words, they have no credit report to check.

Social services agencies and city officials have so far called instances of the abuses “anecdotal” and not necessarily widespread. Tenants have no recourse besides showing proof of abuse through the legal system, an option which many renters won’t pursue because it can be costly and consumer protection laws make such evidence hard to obtain.

Citizens say that onerous fees serve as a barrier in Portland’s increasingly pricey rental market. Jenna Dorr said she saw firsthand how rental fees limited her apartment search when she paid more than \$500 on them during a two-week period in May.

“We paid all this money and then never heard from all these landlords who did these checks on us,” Dorr said during the committee’s public comment period last month. “We really have no way to know if these checks have been done.”

Dorr said she contacted more than 40 landlords, treating each application process like a job interview. She would pay the nonrefundable application fee, and then send an immediate follow-up, thanking the landlord or lessor for their time and that she looked forward to hearing back from them either way.

Dorr’s family eventually found housing. But the process was hard enough that it gave her reason to speak up.

“We felt desperate. We have a 2-year-old daughter. We were also lucky compared to a lot of people, [because we] had considerable savings to cover those fees.

Crow Jonah Norlander, a landlord representative on the Rental Housing Advisory Committee, said that landlords are essentially business owners, and that running a background check on a potential tenant should be considered part of the cost of doing business.

“It’s a customer acquisition cost,” Norlander said. “If I want someone to live in my home, it’s my responsibility to vet them.”

That’s not a universally shared view among property owners. Rents might be even higher if the cost of application fees is absorbed by the landlords, said Travis Heynan, director of property management for Avesta Housing, and a landlord representative on the committee.

Landlords, however, can also write off most screening fees on their taxes.

Another potential solution proposed by the committee would force landlords to accept a copy of a background check run on a prospective tenant in the previous 30 days, limiting the number of times a tenant’s credit would be run.

A survey conducted by the Southern Maine Landlord Association found that 57 percent of apartments in the Portland area come tied to application fees of some kind.

Among the respondents, 59 landlords and property owners said they did not charge rental application fees for the 644 units they owned.

The committee meets again on Dec. 16, and hopes to submit a recommendation to the Portland City Council’s Housing Committee soon after.

“I don’t understand how a city [of] this size with this kind of competition doesn’t have guidelines of this sort,” advisory committee member Nora Givens said.



October 17, 2019



Cara DeRose

Unregulated application fees make Portland's housing crisis even more expensive for renters

For renters who earn minimum wage or are just starting out in the workforce, affordable housing options in Maine — which has one of **the least affordable** rental markets in the country — are increasingly limited. In the Portland area, renters compete with dozens, if not hundreds, of others for apartments that often cost 33 percent or more of their income and require the payment of a security deposit, along with first and last month's rent.

Adding to the stress and expense of finding somewhere to live are fees that some landlords now charge simply to apply to rent an apartment.

No laws in Maine currently regulate how much can be charged for these fees, what they can be used for and from how many applicants they can be accepted for the same property, a system that affordable housing advocates say can create a significant obstacle for low-income renters and a situation ripe for abuse.

“As the rental market has gotten more challenging, as rents have gone up and the number of affordable units has gone down, people have ended up spending more on application fees because they're having to apply to more units before they find a place,” explained Katherine

McGovern, directing attorney for legal advocacy organization Pine Tree Legal's Portland office. "It's a real barrier for low- and moderate-income tenants."

While New England neighbors [Massachusetts](#) and [Vermont](#) have outlawed application fees, most states have no laws addressing these costs.

Application fees vary landlord to landlord and are usually not refundable. Two of Portland's biggest property management companies, [Port Property](#) and [Schneider Management](#), charge a non-refundable \$35 application fee, close to the \$40 McGovern says is the average in Portland.

Portland residents have raised concerns to McGovern about paying these fees, which can quickly add up to hundreds of dollars in the search for a single apartment. McGovern said her clients often feel like they are being cheated by property owners.

"You may be paying fees without any real prospect of getting an apartment," McGovern said.

Paying without prospect

There are anecdotal reports that abuses of these fees may already be occurring, with some landlords accepting fees from applicants to whom they have no intention of renting.

Housing advocate Adam Rice told *Beacon* that when he worked for his family's business, the Portland-based property owner Apartment Mart, he observed that the company would often settle on a desired tenant while still collecting fees of up to \$40 from other applicants.

"Say you have somebody come in, they look like they're a clean-cut person, well-kept. They're probably going to take care of the apartment. They apply for it," he said. "And then [Apartment Mart] could have that apartment booked all day long, every hour, and every person comes in and applies for that. And [Apartment Mart] knows only one person is going to get it."

This practice, Rice noted, contributes to the "false hope" that potential renters competing for a dwindling stock of affordable units feel when applying for an apartment.

"It's weird that you wouldn't say, 'Hey, somebody's already viewed this. I'm going to give it until the end of the day to see if their application passes,'" Rice said. "You could at least not be giving everyone false hope when you already know maybe five or six of these people aren't going to get it regardless."

Already beyond affordability

A recent [housing report](#) drafted by Portland's Division of Housing and Community Development highlights the economic situation facing low-wage workers in the city. The report, presented at

an Oct. 9 meeting of the city council's Housing Committee, warns about the lack of rental options for the city's low-wage residents and the financial burden this places on many Portlanders.

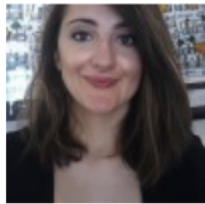
As much as 47 percent of Portland's renter households reported paying more than 30 percent of their income towards rent and utilities, which is considered unaffordable according to the rubric used in the report. A survey of city residents found that the median rent for a two-bedroom unit in 2018 was \$1,380. In order for this to be affordable, a renter must make \$26.61 an hour or \$55,480 per year. The median income for an individual renter is \$33,654 per year.

(Photo: [Kurt Bauschardt](#) | Creative Commons via flickr)

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Category [housing](#) [municipal](#)

ABOUT AUTHOR



Cara DeRose 211 posts

Cara DeRose is a staff writer for Beacon. A graduate of the University of Southern Maine, she served as writer and copy editor for the USM Free Press and interned at the Portland Press Herald.

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504B.173 APPLICANT SCREENING FEE.

Subdivision 1. **Limitations.** A landlord may not:

- (1) charge an applicant a screening fee when the landlord knows or should have known that no rental unit is available at that time or will be available within a reasonable future time;
- (2) collect or hold an applicant screening fee without giving the applicant a written receipt for the fee, which may be incorporated into the application form, upon request of the applicant; or
- (3) use, cash, or deposit an applicant screening fee until all prior applicants have either been screened and rejected, or offered the unit and declined to enter into a rental agreement.

Subd. 2. **Return of applicant screening fee.** (a) The landlord must return the applicant screening fee if:

- (1) the applicant is rejected for any reason not listed in the disclosure required under subdivision 3; or
 - (2) a prior applicant is offered the unit and agrees to enter into a rental agreement.
- (b) If the landlord does not perform a personal reference check or does not obtain a consumer credit report or tenant screening report, the landlord must return any amount of the applicant screening fee that is not used for those purposes.
- (c) The applicant screening fee may be returned by mail, may be destroyed upon the applicant's request if paid by check, or may be made available for the applicant to retrieve.

Subd. 3. **Disclosures to applicant.** If a landlord accepts an applicant screening fee from a prospective tenant, the landlord must:

- (1) disclose in writing prior to accepting the applicant screening fee:
 - (i) the name, address, and telephone number of the tenant screening service the landlord will use, unless the landlord does not use a tenant screening service; and
 - (ii) the criteria on which the decision to rent to the prospective tenant will be based; and
- (2) notify the applicant within 14 days of rejecting a rental application, identifying the criteria the applicant failed to meet.

Subd. 4. **Remedies.** (a) In addition to any other remedies, a landlord who violates this section is liable to the applicant for the applicant screening fee plus a civil penalty of up to \$100, civil court filing costs, and reasonable attorney fees incurred to enforce this remedy.

(b) A prospective tenant who provides materially false information on the application or omits material information requested is liable to the landlord for damages, plus a civil penalty of up to \$500, civil court filing costs, and reasonable attorney fees.

History: 1999 c 150 s 1; 1999 c 199 art 1 s 174; 2010 c 315 s 4

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2017 ORS 90.295¹

Applicant screening charge

- limitations
- notice upon denial of tenancy
- refund
- remedy

- (1) A landlord may require payment of an applicant screening charge solely to cover the costs of obtaining information about an applicant as the landlord processes the application for a rental agreement. This activity is known as screening, and includes but is not limited to checking references and obtaining a consumer credit report or tenant screening report. The landlord must provide the applicant with a receipt for any applicant screening charge.
- (2) The amount of any applicant screening charge shall not be greater than the landlord's average actual cost of screening applicants. Actual costs may include the cost of using a tenant screening company or a consumer credit reporting agency, and may include the reasonable value of any time spent by the landlord or the landlord's agents in otherwise obtaining information on applicants. In any case, the applicant screening charge may not be greater than the customary amount charged by tenant screening companies or consumer credit reporting agencies for a comparable level of screening.
- (3) A landlord may not require payment of an applicant screening charge unless prior to accepting the payment the landlord:
 - (a) Adopts written screening or admission criteria;
 - (b) Gives written notice to the applicant of:
 - (A) The amount of the applicant screening charge;
 - (B) The landlord's screening or admission criteria;
 - (C) The process that the landlord typically will follow in screening the applicant, including whether the landlord uses a tenant screening company, credit reports, public records or criminal records or contacts employers, landlords or other references; **and**
 - (D) The applicant's rights to dispute the accuracy of any information provided to the landlord by a screening company or credit reporting agency;

- (c) Gives actual notice to the applicant of an estimate, made to the best of the landlord's ability at that time, of the approximate number of rental units of the type, and in the area, sought by the applicant that are, or within a reasonable future time will be, available to rent from that landlord. The estimate shall include the approximate number of applications previously accepted and remaining under consideration for those units. A good faith error by a landlord in making an estimate under this paragraph does not provide grounds for a claim under subsection (8) of this section;
 - (d) Gives written notice to the applicant of the amount of rent the landlord will charge and the deposits the landlord will require, subject to change in the rent or deposits by agreement of the landlord and the tenant before entering into a rental agreement; **and**
 - (e) Gives written notice to the applicant whether the landlord requires tenants to obtain and maintain renter's liability insurance and, if so, the amount of insurance required.
- (4) Regardless of whether a landlord requires payment of an applicant screening charge, if a landlord denies an application for a rental agreement by an applicant and that denial is based in whole or in part on a tenant screening company or consumer credit reporting agency report on that applicant, the landlord shall give the applicant actual notice of that fact at the same time that the landlord notifies the applicant of the denial. Unless written notice of the name and address of the screening company or credit reporting agency has previously been given, the landlord shall promptly give written notice to the applicant of the name and address of the company or agency that provided the report upon which the denial is based.
- (5) Except as provided in subsection (4) of this section, a landlord need not disclose the results of an applicant screening or report to an applicant, with respect to information that is not required to be disclosed under the federal Fair Credit Reporting Act. A landlord may give to an applicant a copy of that applicant's consumer report, as defined in the Fair Credit Reporting Act.
- (6) Unless the applicant agrees otherwise in writing, a landlord may not require payment of an applicant screening charge when the landlord knows or should know that no rental units are available at that time or will be available within a reasonable future time.
- (7) If a landlord requires payment of an applicant screening charge but fills the vacant rental unit before screening the applicant or does not conduct a screening of the applicant for any reason, the landlord must refund the applicant screening charge to the applicant within a reasonable time.
- (8) The applicant may recover from the landlord twice the amount of any applicant screening charge paid, plus \$150, if:
- (a) The landlord fails to comply with this section and does not within a reasonable time accept the applicant's application for a rental agreement; **or**

- (b) The landlord does not conduct a screening of the applicant for any reason and fails to refund an applicant screening charge to the applicant within a reasonable time. [1993 c.369 §26; 1995 c.559 §10; 1997 c.577 §11; 1999 c.603 §14; 2011 c.42 §2; 2013 c.294 §6]

¹ Legislative Counsel Committee, *CHAPTER 90—Residential Landlord and Tenant*, https://www.oregonlegislature.gov/bills_laws/ors/ors090.html (2017) (last accessed Mar. 30, 2018).

judgment has been duly stayed by such a court. This subsection shall become effective January 1, 2008.

(12) There is no active arrest warrant for a Minneapolis Housing Maintenance Code or Zoning Code violation pertaining to any property in which the licensee, applicant or property manager has a legal or equitable ownership interest or is involved in management or maintenance.

(13) a. Any person(s) who has had an interest in two (2) or more licenses revoked pursuant to this article or canceled pursuant to section 244.1925 or a combination of revocations or cancellations shall be ineligible to hold or have an interest in a rental dwelling license or provisional license for a period of five (5) years.

b. Any person(s) who has had an interest in a license revoked pursuant to this article or canceled pursuant to section 244.1925, shall be ineligible from obtaining any new rental dwelling licenses for a period of three (3) years.

(14) No new rental dwelling license shall be issued for the property during the pendency of adverse license action initiated pursuant to section 244.1940.

(15) The licensee or applicant must have a current, complete, and accurate rental dwelling application on file with the director of inspections in accord with the provisions of section 244.1840.

(16) a. Before taking a rental application fee, a rental property owner must disclose to the applicant, in writing, the criteria on which the application will be judged.

b. Application forms must allow the applicant to choose a method for return of the application fee as either 1) mailing it to an applicant's chosen address as stated on the application form, 2) destroying it 3) holding for retrieval by the tenant upon one (1) business-day's notice.

c. If the applicant was charged an application fee and the rental property owner rejects the applicant, then the owner must, within fourteen (14) days, notify the tenant in writing of the reasons for rejection, including any criteria that the applicant failed to meet, and the name, address, and phone number of any tenant screening agency or other credit reporting agency used in considering the application.

- d. The landlord must refund the application fee if a tenant is rejected for any reason not listed in the written criteria.
 - e. Nothing in this section shall prohibit a rental property owner from collecting and holding an application fee so long as the rental property owner provides a written receipt for the fee and the fee is not cashed, deposited, or negotiated in any way until all prior rental applicants either have been screened and rejected for the unit, or have been offered the unit and have declined to take it. If a prior rental applicant is offered the unit and accepts it, the rental property owner shall return all application fees in the manner selected by the applicant, pursuant to section (b).
 - f. Violation of this subsection, 244.1910(16), may result in an administrative citation, or may contribute to the denial or revocation of a rental license.
 - g. This subdivision shall become effective December 1, 2004.
- (17) An owner shall not have any violations of Minnesota Rule Chapter 1300.0120 subpart 1, related to required permits, at any rental dwelling which they own or have an ownership interest. A violation of Minnesota Rule Chapter 1300.0120 subpart 1 shall result in a director's determination of noncompliance notice being sent, pursuant to 244.1930 to the owner regarding the rental dwelling where the violation occurred. A second violation, at any rental dwelling in which the owner has an ownership interest, of Minnesota Rule Chapter 1300.0120 subpart 1, related to required permits, shall result in the issuance of a director's notice of denial, non-renewal, or suspension of the license or provisional license, pursuant to 244.1940 of the Code, for the rental dwelling where the second violation occurred.
- (18) The owner, where the owner pays the water bill for a rental dwelling, shall not allow the water to be shut off for non-payment. If water to a rental dwelling has been turned off, for lack of payment by the owner it shall be sufficient grounds to deny, revoke, suspend or refuse to renew a license or provisional license.
- (19) The provisions of this section are not exclusive. Adverse license action may be based upon good cause as authorized by Chapter 4, Section 16 of the Charter. This section shall not preclude the enforcement of any other provisions of this Code or state and federal laws and regulations.

How many rental units do you own?	Do you currently charge an application fee?	If so, what amount do you charge?	On average, how many background and credit checks do you collect fees for before you find an appropriate tenant?
0	No	N/A	0
1	No	N/A	1
1	No	N/A	Non . will use airbnb for week long rentals on lake
1	No	N/A	0
1	No	N/A	1
1	No	N/A	0
1	No	N/A	2
2	No	N/A	0
2	No	N/A	I Air BNB my units
2	No	N/A	0
2	No	N/A	0
2	No	N/A	0
2	No	N/A	4
2	No	N/A	3
2	No	N/A	0
2	No	N/A	1
2	No	N/A	

How many rental units do you own?	Do you currently charge an application fee?	If so, what amount do you charge?	On average, how many background and credit checks do you collect fees for before you find an appropriate tenant?
2	No	N/A	
3	No	N/A	0
3	No	N/A	0
3	No	N/A	0
3	No	N/A	
3	No	N/A	1
3	No	N/A	2
3	No	N/A	0
3	No	N/A	
4	No	N/A	
4	No	N/A	
5	No	N/A	0
5	No	N/A	0
5	No	N/A	2-3
5	No	N/A	0
5	No	N/A	0
5	No	N/A	

How many rental units do you own?	Do you currently charge an application fee?	If so, what amount do you charge?	On average, how many background and credit checks do you collect fees for before you find an appropriate tenant?
6	No	N/A	0
6	No	N/A	0
6	No	N/A	
7	No	N/A	
8	No	N/A	0
8	No	N/A	1
8	No	N/A	0
8	No	N/A	0
8	No	N/A	0
9	No	N/A	0
10	No	N/A	0
10	No	N/A	0
10	No	N/A	0
11	No	N/A	2-3, we usually wait until we find a candidate that is likely to meet our standards, before we do reference checks.
13	No	N/A	0
14	No	N/A	0
14	No	N/A	0

How many rental units do you own?	Do you currently charge an application fee?	If so, what amount do you charge?	On average, how many background and credit checks do you collect fees for before you find an appropriate tenant?
15	No	N/A	3
16	No	N/A	0
21	No	N/A	
25	No	N/A	
30	No	N/A	0
31	No	N/A	1
60	No	N/A	0
70	No	N/A	0
130	No	N/A	3
1	No	We have used a tenant finder and have paid a fee!	When we have used a tenant finder service—it usually takes 2 to 3 credit credit and background checks time find someone
1	Yes	Cost of TenantNet	8
2	Yes	\$25 - \$35	1
3	Yes	\$50	2
3	Yes	\$50	1-2
3	Yes	\$29	1 to 5 - but I reimburse the fees to the tenant who ultimately signs a lease.
4	Yes	\$39.99 for one applicant. \$49.98 for two.	1-2
4	Yes	\$40	1

How many rental units do you own?	Do you currently charge an application fee?	If so, what amount do you charge?	On average, how many background and credit checks do you collect fees for before you find an appropriate tenant?
4	Yes	\$35	2
5	Yes	\$25	9
5	Yes	\$30	1
5	Yes	\$35	3
5	Yes	Whatever RentPrep charges	So far, 1
5	Yes	\$30	2
6	Yes	\$25 per adult applicant	Usual, just one. If applicant is approved, the app. fee is credited to their sec. dep. If rejected, it is refunded, unless lies on the app. I use judgement experience to
6	Yes	\$45	8
6	Yes	\$40	2 max - I have a conversation before collecting \$
6	Yes	\$35	
7	Yes	\$25	2
7	Yes	\$30	5

How many rental units do you own?	Do you currently charge an application fee?	If so, what amount do you charge?	On average, how many background and credit checks do you collect fees for before you find an appropriate tenant?
8	Yes	\$35	3
9	Yes	\$30	2
10	Yes	Tenant net/\$25	1-2
10	Yes	\$30	1
12	Yes	\$30	2
14	Yes	\$35	1
16	Yes	\$25	One or two
18	Yes	\$30	4
36	Yes	\$35	2 max
47	Yes	\$35	3-4
50	Yes	\$25	1
50	Yes	\$40	Only the ones we want to rent to - so NO extra
62	Yes	\$38	6
74	Yes	\$30	4
83	Yes	\$35	1-3
100	Yes	\$30	1-2
180	Yes	\$40	4

MEMORANDUM

FROM: Rental Housing Advisory Committee

TO: Housing Committee and City Council

DATE: April 27, 2020

SUBJECT: Short-Term Rental Housing Proposals by Councilor Cook:

- Amendment 1 to Order 156-19/20; and
- Amendment 2 to Order 156-19/20.

Prohibition on Rent Increases During “Stay-At-Home” Period + 30 Days

I. SUMMARY

Councilor Cook has proposed two Amendments to the City’s “Stay-At-Home Order,” #156-19/20, summarized as follows:

Amendment 1:

Short-term rental (“STR”) owners who convert their STR to a long-term rental (“LTR”) unit, register it as such, and “provide evidence to the Housing Safety Office that the person has entered into a lease agreement for the unit of at least one year’s duration” are entitled to: (1) a full refund of all STR fees paid for 2020; and (2) a waiver of all LTR registration fees for 2020.

Amendment 2:

STR owners who convert an STR to an LTR and “provide evidence to the Housing and Community Development Division that the person has entered into an agreement to lease the unit to an individual(s) for a minimum of 1 year, and that individual will be receiving either Section 8 funds or General Assistance funds for the unit” will be entitled to a one-time payment of \$1,000.00, which “shall be paid out of the Housing Trust Fund.”

The Rental Housing Advisory Committee (“RHAC”) met remotely on April 23, 2020, and, per its directive to “provide recommendations or proposals for improvements, modifications, or changes regarding landlord and tenant policy issues,” discussed Councilor Cook’s proposals. Although there was no consensus within the RHAC as to recommending adopting or rejecting either of the proposals as written, there were a number of questions and concerns, as well as suggestions for revisions that were shared among committee members, and we felt merit raising to the Housing Committee, and to the full City Council, to take into consideration as it evaluates these proposals.

The RHAC also considered a proposal to enact a moratorium on rent increases for rental properties in Portland during the duration of the City’s Stay-At-Home Order, and for a period of thirty (30) days after.

II. Amendment 1

To the extent committee members expressed a preference for one of Councilor Cook's proposals over another, Amendment 1 was a distant second choice.

Among committee members' concerns was that the amount of the incentive, a refund of 2020 STR registration fees, either \$100 or \$200 per STR, plus a waiver of the \$35 LTR fee, would be insufficient to generate a significant number of conversions. A few committee members also raised the fact that some rental units are registered as *both* an STR and an LTR, and therefore a refund of fees would be unnecessary to bring about a conversion of those units. Committee members generally felt that this proposal fell short by not including incentives to lease to tenants in rental assistance programs.

III. Amendment 2

The second of the proposals garnered a great deal more discussion, and, based on feedback and comments from committee members, was the preferred option of the two. There were a number of questions, concerns, and suggestions shared by many committee members, summarized as follows:

1. *Inclusion of Other Rental Assistance Programs*

- Committee members would like to see the \$1,000 incentive program expanded to include leasing to renters in other rental assistance programs, not just GA and Section 8, to include, for example, Shelter + Care, Stability Through Engagement, HUD, VASH, Bridging Rental Assistance Program, HOPWA, etc. (This list is not intended to be exhaustive; these are only some examples of such programs.)

2. *Inclusion of Long Term Rentals in Incentive Program*

- Several committee members suggested including LTR units in the \$1,000 incentive program, to encourage more owners of current LTRs to rent to tenants in rental assistance programs.
- One committee member raised concerns with including LTRs in the program; specifically that a number of LTR owners already rent to tenants in rental assistance programs, and substantial participation by LTR owners could cause a depletion of the Housing Trust Fund without significantly adding to the number of units available to renters in rental assistance programs.
- One committee member suggested that, to the extent the City is considering providing financial assistance to landlords, it should consider providing assistance to LTR owners that are working with their tenants who are having difficulties paying rent due to the pandemic.¹

¹ - The RHAC is aware that this is outside the scope of Councilor Cook's proposed Amendments, however, given the circumstances created by the COVID-19 pandemic, and the importance of moving quickly, the RHAC encourages the Housing Committee and City Council to investigate any available options to assist renters during these times. To the extent the Housing Committee or City Council seek further advice or guidance on any such proposals, the RHAC is available to do so

3. *Status of STR Registration During and After LTR Term*

Committee members had a number of questions and concerns about how the STR registration is treated during the time the unit is being rented out as an LTR, and even more about what happens when the LTR is over, and the owner seeks to return the unit to STR status.

- For an STR converted under the program, would that STR registration remain in place, or would the STR be cancelled, and the owner required to get in line and re-register the STR at the end of the LTR term?
- With approximately 800 STRs, and City Code only allowing 400, are STR owners who participate in this program essentially forfeiting their STR registration(s) forever?
- Would prospective STR registrants, who are currently on the waiting list, be eligible to register their STRs during this time, if sufficient STRs convert?
- Assuming the incentive program is successful, and numerous STRs convert to LTRs for one year, what happens at the end of that one year, when these LTRs go back to STRs? There were concerns that, a year from now, there could be a ripple effect with lot of people on assistance looking for housing at the same time, concurrent with an immediate reduction in available units as these converted back to STRs.

4. *Length of STR Registration Suspension*

- Some committee members suggested that, in order for STR owners to qualify for the \$1,000 incentive payment, they would need to relinquish the right to register the unit as an STR for a period of two years, being next eligible to re-register as such in 2022.
- Other committee members suggested that there be a type of transition period after the one-year LTR conversion, so that LTR tenants aren't immediately removed at the end of the one-year period and the unit converted back to an STR.

5. *Enforcement*

- Committee members expressed concerns about enforcement of the incentive program, noting that, as written, an STR owner need only present a one-year lease in order to receive the payment, and that they could evict a tenant – legally or otherwise – and still receive the full \$1,000 payment without actually renting the unit for a full year to tenants on assistance.
- The legal representatives on the committee reported dealing with leases that contain “no cause eviction” clauses that would be problematic, to say the least, to enforcement of the one-year lease requirement as currently written. Since City staff can't review every lease submitted for these kinds of issues, the committee's legal representatives would like to see more stringent requirements and/or protections for tenants to prevent abuse of the incentive program.
- One committee member suggested that the \$1,000 incentive be limited to one per STR owner, not one per STR unit, as it is currently proposed.

6. *Application to Islands*

- There were questions raised as to whether this would apply to rental properties on the islands, since they have been exempted from previous regulations and ordinances regarding STRs.
- Committee members felt that, given the seasonal nature of island properties, and the fact that many cannot be converted to all-season (*a.k.a.* LTR) use, they should not be included in, or covered by these programs.

7. *Use of Housing Trust Fund*

- Some committee members expressed concerns regarding the propriety of using Housing Trust Fund monies to pay STR owners, and whether or not it was appropriate for the City to make payments from the Fund to out-of-state STR owners.
- There were also concerns raised with the amount of the Housing Trust Fund that could potentially be spent on the incentive program (\$800,000) in light of the Fund's balance and pending requests from it for other programs.

IV. **TEMPORARY PROHIBITION ON RENT INCREASES**

In addition to Councilor Cook's proposals, the committee also discussed the possibility of recommending a temporary prohibition on rent increases, to remain in place as long as the Stay-At-Home Order is in effect, plus at least thirty days afterwards. Time and logistics prevented the committee from fully fleshing out a written proposal and recommendation on this, and, recognizing that any specific language would need to be vetted by Corporation Counsel, the committee simply recommends herein that the Housing Committee and/or City Council consider the issue.

To date, the measures enacted by federal and state government have addressed evictions and notices, but not rent increases during this time. Committee members believe that such a provision, with a clause extending the protection for at least thirty days past the effective date of the Stay-At-Home Order, would protect tenants from rent increases during a time when their incomes are severely reduced, and from rent increases immediately after the pandemic is over.

V. **SUMMARY**

At this stage, the RHAC does not have a specific recommendation regarding the adoption or rejection of Councilor Cook's proposals. There was more support shown for the second of the two proposals, but with the number of questions and concerns raised, the RHAC recommends that the Housing Committee and City Council take those into consideration, and seek to answer those as thoroughly as it can, as it debates these proposals.

The RHAC also recommends that the City Council consider its proposal to enact a temporary prohibition on rent increases as outlined herein.

Members of the RHAC will be available to answer any questions the Housing Committee or City Council may have at its April 27, 2020 meeting, and those that follow, addressing these proposals.

TO: Housing and Economic Development Committee
FROM: Rental Housing Advisory Committee
RE: Dissolution of the Rental Housing Advisory Committee
DATE: February 15, 2024

Dear Councilors:

We write to recommend that you dissolve the Rental Housing Advisory Committee. We do this with deep regret that a more constructive partnership could not have been built with the Housing and Economic Development Committee (HEDC) that would have made this committee's work meaningful and more useful to the residents of Portland.

We are not recommending dissolution because we think our mission has been accomplished. In fact, we are dealing with once-in-a-generation forces that make it more urgent than ever that the City tackle issues related to rental housing. While we have been eager to help be a part of the solution to these challenges, we have sought guidance and counsel from the HEDC without response, which ultimately frustrates our ability to carry out our charge.

The Rental Housing Advisory Committee (RHAC) was established in the wake of a City tragedy – the Noyes Street fires – to form a working group that could propose policy suggestions and assist in educational efforts with respect to landlord-tenant relationships and housing safety in the City of Portland.

Since the committee's inception, the RHAC has attempted to communicate with the Housing and Economic Development Committee about housing challenges in Portland. THE RHAC never received an explicit charge from the HEDC, or the City Council, and it was left to the committee, and City staff, to develop a focus for the committee.

The RHAC's focus ultimately included research and a recommendation regarding application fees that was ultimately significantly revised and diminished before passage by the City Council, without continued communication with the RHAC itself. It is worth noting that in the years since, the City, and the State, have adopted language consistent with the initial intention of the RHAC around this issue.

Following the RHAC's creation, our community has seen many large-scale changes to the housing market and critical views of conventional housing policies.

In 2020, the Black Lives Matter movement sought to address systemic barriers across all levels of government and society, including in the areas of housing quality, housing safety, and affordability.

Our community weathered a global pandemic during which rapid and significant changes to the housing market and housing law occurred. The market changes included a sharp increase in costs as well as increased demand for housing resulting in a high volume of Mainers, and Portlanders, facing homelessness. We are still dealing with the impact of those market changes, and a State study identifies a housing shortage in Maine of close to 80,000 units.

Most recently, and as a cumulative result of these forces, we have seen large numbers of people camping out in Portland because they are unhoused.

The housing crisis, across nearly all economic levels, has not abated and there are still market pressures that will impact our most vulnerable residents well into the future.

There is work to be done, and we have eagerly reached out, via memo and through City staff, to ask how we can help.

It is impossible to fulfill our mission without that direction, and thus, though there is much work for the City to do on these vital issues, we reluctantly request that the City dissolve the Rental Housing Advisory Committee.