

City of Portland, Maine
Remote Finance Committee Meeting
Thursday, February 11, 2021
5:00 PM, Remote Meeting via Zoom

AGENDA

ZOOM MEETING INFORMATION

This meeting will take place remotely using Zoom. Virtual meetings are allowed using emergency legislation approved by LD 2167; 1 M.R.S. §403A, that authorizes cities and towns to conduct meetings online.

Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live, a recording will be uploaded to portlandmaine.gov/livestream the next day.

Please click the link below to join the webinar:

<https://zoom.us/j/99979191528?pwd=dzJhbEVNNUc5WEwvNW1DK043SjBRdz09>

Passcode: 345352

Or iPhone one-tap :

US: +13017158592,,99979191528# or +13126266799,,99979191528#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 301 715 8592 or +1 312 626 6799 or +1 646 558 8656 or +1 253 215 8782 or
+1 346 248 7799 or +1 669 900 9128

Webinar ID: 999 7919 1528

International numbers available: <https://zoom.us/u/afdbwtMq>

1. Introductions

2. Presentation of the FY22 City Manager Recommended Capital Improvement Plan

At the meeting the City Manager Jon P. Jennings will unveil his list of recommended projects for funding within the FY22 Capital Improvement Plan process. Tonight's meeting will include presentation of General Fund recommended capital improvement projects (Sewer and Stormwater Enterprise Fund projects will be presented at the February 25th meeting). Department Heads will be on hand to present each of their projects and answer questions from Councilors on each project. This is a discussion item only, no action is scheduled for the current meeting.

FY22 City Manager Recommended Capital Improvement Plan - Powerpoint Presentation:

<https://docs.google.com/presentation/d/1TgFrzQJfOyl9f-El7AwCw5ShHYaQclHGfdAGEc5oh8/edit?usp=sharing>

Link to Capital Improvement 101 slide presentation from January 28, 2021:

<https://docs.google.com/presentation/d/1nBfukR73sOSaQulh2mc9KIBprKYpEBzCQDWRuiYL>

[aCk/edit?usp=sharing](#)

Link to full video from January 28, 2021 Finance Committee meeting:

https://townhallstreams.com/stream.php?location_id=42&id=34947

3. Other Business & Future Meeting Dates

a. Review of Q&A from Previous Meetings

https://docs.google.com/document/d/1NreH3lg8-fKVHshhJAd57_3bfF7ciedAy678BuXMd-g/edit?usp=sharing

b. Future Meeting Dates

- i. Thursday, February 25th – 5:00PM** – Further discussion of the FY22 Capital Improvement Plan, Public Hearing, and potential action on the FY22 funding appropriation and bond authorization
- ii. Thursday, March 25th – 5:00PM** – Joint City/School Finance Committee meeting, initial discussions on the FY22 Portland Public Schools Budget

4. Adjournment

FY22 City Manager Recommended Capital Improvement Plan				
General Fund Project Requests - 2/11/2021				
Classification	Department	Project Title	FY22 CIP Appropriation	External Funding
Streets/Sidewalks	Barron Center	Resurfacing of Roadways & Parking Lots	140,000	
Equipment	Information Technology	Barron Center Phones Upgrade	48,000	
Equipment	Information Technology	Improvements to Information Security Program	31,000	
Equipment	Information Technology	Replace Network Switches	250,000	
Equipment	Information Technology	DPW Traffic Managed Network	20,000	
Equipment	Information Technology	Consolidate city camera systems (except jetport)	72,000	
Facilities	Fire Department	Riverton Station - Boiler Room Upgrades	150,000	
Equipment	Fire Department	Cardiac Monitor Replacement	40,000	
Equipment	Communications	Portable Radios Upgrade	300,000	
Equipment	Parking / Garages	Parking Meter Replacement Phase 2	115,000	
Equipment	Parking / Garages	Multi Space Parking Meters Shipyard & Cross Arena	22,000	
Equipment	Parks & Rec	Payson Park Playground	350,000	
Parks, Fields, Trails	Parks & Rec	Skatepark Expansion	50,000	50,000
Parks, Fields, Trails	Parks & Rec	ADA Walkway Paving--Deering Oaks	118,000	
Facilities	Parks & Rec	Golf Course Upgrades - HVAC and Drainage	115,000	
Facilities	Parks & Rec	Evergreen Cemetery Columbaria Phase II	108,000	
Parks, Fields, Trails	Parks & Rec	Lyman Moore, Fox St, Talbot School	97,000	
Equipment	Parks & Rec	Deering Oaks Playground Accident Replacements	45,000	
Parks, Fields, Trails	Planning & Urban Dev	Congress Square Redesign - Construction Drawings	50,000	50,000
Facilities	Facilities & Waterfront	212 Canco Roof Replacement	325,000	
Facilities	Facilities & Waterfront	Offices & Customer Service Areas A/C Installation	150,000	
Sidewalks	Facilities & Waterfront	Sidewalks at Exposition Building Entrance	160,000	
Marine	Facilities & Waterfront	Compass Park Ongoing pile/pier work	200,000	
Marine	Facilities & Waterfront	POT - Pile Survey	140,000	
Marine	Facilities & Waterfront	On going pile/pier work at OG and P.O.T	100,000	
Marine (i.e., piers)	Facilities & Waterfront	Bollard/ Bit Replacement	100,000	
Facilities	Public Schools	Masonry Repair at Deering High School	150,000	
Facilities	Public Schools	Technology & Fire Alarm System Upgrades - PIES	100,000	
Facilities	Public Schools	Install fire sprinkler system - PIES	130,000	
Facilities	Public Schools	Door Access Controls - King and Lincoln	115,000	
Vehicles	Public Schools	3 Buses and 1 Van	325,000	
Transportation	Public Works	DOT - MPI - Paving Stevens Avenue	640,000	500,000
Transportation	Public Works	PACTS MPI - Elm Street Paving - Congress to Marginal	315,000	235,000
Transportation	Public Works	Pavement Preservation Program	1,500,000	
Transportation	Public Works	Sidewalk & ADA Rehabilitation Program	600,000	
Transportation	Public Works	Congress Square Intersection Construction	1,200,000	1,000,000

Transportation	Public Works	PACTS TIP - Brighton Avenue Multi-Modal Project	124,000	124,000
Transportation	Public Works	Traffic Signals Upgrade Program	500,000	
Transportation	Public Works	Water Resource Project Ineligibles	300,000	
Transportation	Public Works	Continuation of Adaptive Signal Corridors	100,000	
Facilities	Public Works	Federal Street Cemetery Wall Repair	35,000	
Streets/Sidewalks	Public Works	DOT Bridge Report	25,000	
Transportation	Public Works	Separated Bike Lanes - Additional Funding	100,000	
Transportation	Public Works	Andrews Square Supplemental Funding	100,000	
Fire		3 Fire Trucks (1 Quint Ladder, 2 Pumper Engines)	2,700,000	
Police		7 Hybrid Police Cruisers	413,000	
Fire		MEDCU Ambulance Grant Match	63,000	227,273
HHS		Used HHS 10 passenger van	30,000	
Various		Hyundai and Efficiency Maine rebates)	0	25,500
Waterfront & Public Buildings		2 ton plow truck w/wing 4WD	130,000	
Islands		1.25 ton truck w/plow GDI	75,000	
Winter		SA Plow truck	185,000	
Solid Waste		Packer (rental or lease)	65,000	
Winter		Loader w/wing & plow	220,000	
Islands		2 - 42 CY Dumpsters @ 9,000 ea.	19,000	
PDD		0.75 ton PU w/plow	40,000	
Parks & Rec		0.75 ton PU w/plow & dump	45,000	
Parks & Rec		Toolcat	65,000	
Parks & Rec		0.75 tn PU w/plow golf course	40,000	
Streets		Backhoe/Loader	105,000	
Parking		Used Compact Pickup	26,000	
PW Safety		Used SUV	23,000	
HHS		Used large SUV or Minivan	25,000	
Fleet		2-way radio replacement	30,000	
Parks & Rec		New Ventrac 4500K	75,000	
Parks & Rec		52 PTO HP Tractor	55,000	
Traffic		VMB (variable message board)	20,000	
Parks & Rec		JD 2025D Style Tractor	35,000	
SW		Used 1/2 ton PU w/liftgate	25,000	
Parks & Rec		Fairway Mower Golf Course	55,000	
Parks & Rec		3/4 ton PU w/plow	45,000	
Traffic		Used 1/2 ton PU	25,000	
Waterfront & Public Buildings		Van	35,000	
GENERAL FUND REQUESTS TOTAL			14,324,000	2,211,773
USE OF SURPLUS FUND BALANCE			-3,500,000	
USE OF PRIOR YEAR CIP FUNDING REALLOCATIONS & FY22 OPERATING BUDGET			-324,000	
TOTAL NEW GENERAL FUND BORROWING			10,500,000	

Note: The sheets included in this document represent original Department CIP requests. Amounts included and details of projects included within final FY22 City Manager Recommended Capital Improvement Plan may differ from the original requests due to limitations on funding and changes since the original requests were submitted in 2020.

Project Title **ID** 195026

Resurface of roadways & parking lots

Barron Center

Division Environmental Services

Classification Streets/Sidewalks

Project Description

Resurface & stripe/mark parking lot & roadways.

Project Justification

Current conditions of the surface & markings warrant this action. There are many pot holes, cracks & broken asphalt in the roadways & parking lots. In addition the markings/stripes have all but disappeared.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$278,586		\$278,586

Funding 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		\$139,293	\$140,000		☒
2022		\$139,293			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$278,586	\$140,000		

Other Funding Source Description

Operating Budget Impact

Barron Center Phones Upgrade

Information Technology

Division

Classification Equipment

Project Description

Phone System for Barron Center (replace Siemens system) Phone switch, 94 Mitel phones (at \$250 ea \$23,500), GrandStream to handle 221 phones/faxes (at \$1650 ea \$8,250)

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$48,000	\$48,000

Funding 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		\$48,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$48,000			

Other Funding Source Description

Operating Budget Impact

Information Technology

Division

Classification Equipment

Project Description

Concise list of new systems to provide capabilities to achieve a higher grade of quality regarding NIST compliance.
Incl VPN client modernization - currently on unsupported MS server infrastructure (was oos in 7/14/2015).

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$31,000				\$31,000

Funding 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		\$31,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$31,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 226703

Replace Network Switches

Information Technology

Division

Classification Equipment

Project Description

End of Support 6/30/2022

Core switches: 2 blades are end of support

Core switches: all chassis and blades end of support

Project Justification

Needed for reliable and secure IT network

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$365,000	\$365,000

Funding 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		\$250,000			☐
2023		\$115,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$365,000			

Other Funding Source Description

Operating Budget Impact

DPW Traffic Managed Network

Information Technology

Division

Classification Equipment

Project Description

Traffic Division has 50+ switches that need to be converted to a managed format, est @ \$400 apiece for parts and install and 5 yrs of support.

Project Justification

These devices control intersections and were installed as project work by third party vendors. IT has learned that the vendors don't undertake ongoing maintenance and so these have been unmanaged/ not kept current for security purposes. These need to be managed by someone because they are on the city's network. IT will refresh all of the switches and bring them into our management.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$20,000	\$20,000

Funding 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		\$20,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$20,000			

Other Funding Source Description

Operating Budget Impact

Consolidate city camera systems (except jetport)

Information Technology

Division

Classification Equipment

Project Description

Bring all city camera systems into one support model with active vendor maintenance and a "single pane" viewing capability for those that need it (such as dispatch).

Project Justification

Currently there are 5 -6 different camera systems and vendors responsible (or not) depending on which building they are in and who decided to add them. In 2019, IT contacted all parties to ask for vendor contacts capable to discussing network needs because our 150+ cameras are IoT devices and should be segregated from other city resources. Some departments did not realize that IT was not their vendor, some had to ask around to find out who the vendor was, and when we called one vendor they were surprised that department still regarded them as the vendor because they had done the install and walked away. With no single 'owner' of camera systems, there is no person accountable to making sure resources are kept maintained and secured. IT will take on ownership and see that all involved switches and servers are kept patched against security vulnerabilities following this project to bring all services into one management system.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$72,500	\$72,500

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>
2022		\$72,500			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$72,500			

Other Funding Source Description

Operating Budget Impact

IT or Buildings will pay for incremental repairs or call-outs instead of individual departments. IT will likely have ongoing license and support costs for switches and servers - but a worthwhile investment to ensure we have access to patches that protect our networks.



Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Replace inefficient Boiler
 Remove above ground oil tank (Change to gas)
 Replace 1971 Generator
 Replace Water Heater

Project Justification

Boiler - Oil Fired and only 80% efficient, no redundancy high- efficiency boilers will increase efficiency to approx 93%.
 Oil Tank - Does not meet code, reduce carbon footprint by using gas
 Generator - Parts are not available, unit runs on propane. (Most expensive form of fuel) Replace with Natural Gas Unit.
 Water Heater - 80 gal unit is undersized. With new gear extractor a more efficient gas fired unit is required.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$15,000		\$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>
2022		\$150,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

New efficient equipment will reduce annual use and repair/replacement costs.
 This work will not have to be touched during a larger renovation project. It will also decrease the cost of a larger project.

Cardiac Monitor Replacement



Fire Department

Division Emergency Medical Service

Classification Equipment

Project Description

Capital Lease program for Cardiac Monitors.

We would like to make a bulk purchase so that the technology and function on all the monitors will be the same, our providers will not have to adapt their practices depending upon which monitor they currently are using.

The Current Cost of an X-Series is \$37,275.00 plus the added cost for a spare battery, masimo cables and blood pressure cuff kits if we don't purchase a bulk quantity. If we began a plan to replace 2 monitors per year at this price, the annual cost would be approximately \$77,585.50. Annual price increases of generally 3% will significantly affect this price over time.

Additionally, last year we paid \$13,172.50 for warranties and preventive maintenance, which increased to \$14,535.00 this year. The next preventive maintenance and warranty contract will increase by \$3,777.00 to \$18,312.00. This is because Zoll added a 1 battery per monitor and cable replacement option to the warrantee plan. In addition, a technician will come to us within 24-48 hours instead of us shipping the monitor to them. This allows us to replace one battery per monitor per year, and if the ECG cables are found to be unusable in the servicing of a device, they replace them at no additional cost.

Project Justification

Cardiac Monitors are an essential piece of medical equipment that enables us to meet our license level for Maine EMS Protocol, and provide the highest level of advanced medical service to our citizens. We have developed a relationship with Zoll over the past 15+ years, and currently have 12 monitors in the city. Of these, 6 were manufactured in 2012 (Monitors considered to be at the end of their expected life cycle), 4 were manufactured in 2014, and we purchased two last year. Based on the age of our current inventory, we need to replace 10 monitors and wish to add another to augment our coverage of the city. We are seeing an increase in down time with our old monitors due to needed repairs:

~5 of the 6 2012 monitors have been shipped out for repair and 3 of those 5 have been shipped out 4 times.

~3 of the 4 2014 monitors have been shipped out for repair and 1 has been shipped out 3 times.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$364,952	\$364,952

Funding 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		\$40,064			☐
2023		\$40,064			☐
2024		\$71,206			☐
2025		\$71,206			☐
2026		\$71,206			☐
2027		\$71,206			☐
Total		\$364,952			

Other Funding Source Description

Operating Budget Impact

The annual savings of this current proposal and plan is \$19,855.00. The 5 year savings of this current proposal and plan is \$99,276.50

Project Title ID 216554

Replacement of 150 Portable Radios

Police Department

Division Dispatch Services

Classification Portable Radio Replacements

Project Description

Replace 150 Motorola APEX 6000 portable radios

Project Justification

Current radios are no longer being serviced by Motorla

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>
2022	\$300,000				☐
2023	\$300,000				☐
2024					☐
2025					☐
2026					☐
2027					☐
Total	\$600,000				

Other Funding Source Description

Operating Budget Impact

No initial operating budget impact, future miscellaneous repair/maintenance as needed.

Parking / Garages

Division Administration

Classification Equipment

Project Description

Converting existing single space meters with mew mechs to replace aging single space parking meters, (In areas with fewer than 6 metered spaces in a row).

NOTE: With previous years meter request we have a balance of \$198,000 less \$152,000 for the unexpected mandatory upgrade to 4G for multispace meters and \$160,000 for the single space upgrade we are short by \$114,000, hence this request

Project Justification

The existing meters are coming close to the end of their useful lives. The new meters will provide, better customer service, by having a lower failure rate.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$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>
2021		\$185,000	\$95,000		☒
2022		\$115,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$300,000	\$95,000		

Other Funding Source Description

Operating Budget Impact

Minimal

Project Title ID 216389

Multi Space Parking Meters Shipyard & CA

Parking / Garages

Division Administration

Classification Equipment

Project Description

3 new multi space parking meters

Project Justification

Replace time limited parking with 2 kiosk at Shipyard Brewery on Newbury and Mounfort
Replace 7 single space meters with 1 kiosk on Free St at the Cross Arena

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$37,500	\$37,500

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>
2021		\$15,000	\$15,000		☒
2022		\$22,500			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$37,500	\$15,000		

Other Funding Source Description

Operating Budget Impact

\$15,000 per year at Shipyard minimal at the Cross Arena

Payson Park Playground



Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

The Payson Park Playground is the priority playground for replacement in 2021. The city owns and manages 30 playgrounds ranging from parks, to schools, to islands. Each playground should ideally be replaced every 15-20 years. The Lyseth Playground is now 20 years old and requires constant maintenance and repair to keep in safe condition for the hundreds of children that use it daily. This playground was built with a very small budget and dedicated to a much younger age group than what is present in the area today. There is an abundance of rust, rubber surface coatings are peeling away and the wooden structures are so porous that they will no longer hold a fresh coat of paint.

Payson Park is one of our most athletically diverse parks in Portland as it has trails, baseball & softball fields, a lacrosse & football field and tennis & basketball courts in the summer months and then becomes a wonderland with sledding, snowboarding, snow shoeing, skating and nordic skiing in the winter months. With affordable housing right across the field, this playground see's a large amount of activity and would be utilized much more if the equipment was improved. Baxter Boulevard also offers a great connection to family use with the trail, Sunday's on the Boulevard and all the events that occur in the park.

Project Justification

The playground would include some ADA compliant elements and would primarily be surfaced with playground woodchips. The playground would likely have a network of paths flowing around it and through it to allow for bikes and scooters to play while also allowing for barriers between age appropriate equipment. The playground would have a mix of manufactured play equipment such as swings, net climbers, and slides, and would also have natural elements such as hills, bridges, tunnels and rock and log climbers. Trees and native plantings would complement the playground and provide shade and rest areas.

The playground has not yet been designed. Once funding is approved, a design team would convene to design the playground within budget parameters

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>
2022		\$350,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Skatepark Expansion



Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Portland Skatepark is due for an expansion due to its popularity and overuse. The Portland Skatepark at Dougherty Field was installed in 2008 using a mix of public and private financing. For the expansion project, we have chosen an approach of a public-private partnership to fund the skatepark expansion. A fundraising campaign started in 2018 has recently gained steam and has a balance of over \$100,000 in gifts and pledges to contribute towards this project. Soon after installation in 2008, the skatepark became very popular and now regularly has crowds of dozens of skaters, bikers, and scooters of all ages. Through regular observations, we estimate that on an average day in spring, summer and fall, over 200 skaters, bikers and parents visit the skatepark, with many staying an hour or more. It is not uncommon for skaters to wait in line to drop into popular features, and the Parks Division regularly receives feedback from parents, skaters and others concerning the crowded conditions at the skatepark. The skatepark is used year round, and it is not uncommon to see skaters and families digging snow out of the bowls in order to be able to use the skatepark throughout the winter. The skatepark serves a wide range of Portlanders ranging from toddlers on scooters, to teens, to adults and entire families.

Project Justification

The Parks Division has been working with the skater community and a skatepark design firm in designing the expansion to the skate park. We held two public design meetings in May and June of 2017, attended by over 100 skaters, bikers and community members. During the public meetings, we have discussed general design concepts and gauged interest in forming a fundraising committee to assist with private fundraising.

The new design would add 6,500 sq feet to the existing 8,350 sq feet for a new total of 14,850 sq feet. This would give Portland the largest skatepark in Maine (currently in Lewiston at 12,500 feet). The new design would add plaza skating areas, as well as learning progression areas for younger skaters.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$20,000		\$355,000		\$375,000

Funding 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	\$120,000	\$255,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total	\$120,000	\$255,000			

Other Funding Source Description

The total cost estimate for the expansion is \$375,000. A Skatepark committee made up of skaters, local business owners, parents and teachers has been actively fundraising with a series of events and online fundraisers, combined with outreach to foundations and individual donors. The Department of Parks, Recreation and Facilities challenged the fundraising committee to set a goal of contributing \$100,000 towards this project, and the committee recently reached that goal through a combination of small individual donations of \$5 and \$10 from skaters, grassroots community events, and outreach to foundations and donors. The city has an existing approved CIP account with \$20,000 available for design. The city would contribute an additional \$255,000 towards the project through CIP funds.

Project Title **ID** 226626

Operating Budget Impact

N/A



Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Deering Oaks Park is one of the more recognizable historic parks in the area and for good reason. It is a place where all sorts of folks gather to participate in games, enjoy the playground or ravine, sit near the pond or experience the diverse number of events that occur there year after year. The Park is interwoven with many paths that connect the three bordering roads but, what it does not offer is sufficient ADA accessibility to its inner amenities.

Project Justification

Many of the sidewalks and pathways are very narrow and in poor condition due to frost and tree roots. This could be due to a lack of base material and compaction. This request is to connect the ADA compliant sidewalks on State Street with the new ADA walks being designed and built this coming year with existing funds. It will also provide accessibility via plaza renovation at the Castle and allow for activation of the pond through a concessionaire. Additionally, these funds will reconstruct pathways adjacent to Farmers Market Road leading up to current design work. Finally, these funds will allow us to expand on the ADA parking area above the Playground that will be connected to the Ravine and pond walk. Some of these recommendations can be seen on pages 3-6 of the Tindale Oliver ADA report from June 2019.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$118,000		\$118,000

Funding 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		\$118,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$118,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 226619

Golf Course HVAC and

Drainage Upgrades

Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

This project would upgrade the current HVAC system in the building which does not function correctly and would also allocate funding for needed drainage work on the golf course bunkers.

Project Justification

The heat and air conditioning in the building can not be controlled correctly and needs a complete upgrade. The temperature in various rooms of the building is often 80+ degrees which is not only uncomfortable for visitors but a significant waste of energy. Cost estimate provided by City HVAC staff.

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>
2022		\$115,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$115,000			

Other Funding Source Description

Operating Budget Impact

N/A



Parks, Rec & Public Assembly

Division Parks

Classification Facilities

Project Description

This request will allow completion of the original Evergreen Cemetery Columbaria project of 2014. The estimate includes a 20% contingency due to cost fluctuations in the construction industry.

In 2014, Evergreen Cemetery proposed establishing a columbarium, i.e. an above ground structure with separate compartments that serve as the final resting place for the cremated remains of deceased persons. The original project called for the construction of 1 (one) 140 niche columbarium, and 2 (two) eighty niche columbaria. Due to overall construction costs, which included site work, it was decided to phase the installation of the 140 niche columbarium, and Phase II would consist of the construction and installation of the 2 (two) 80 niche columbaria.

Phase I was completed in 2015, and the 140 niche columbarium has reached 50% capacity. 70 niches have sold, with approximately 30 niche sales in 2020 alone.

Project Justification

The columbaria have a positive revenue effect on the cemetery division budget. The 2020 estimated construction cost of the Phase II columbaria is \$90,000 and is estimated that the Phase II columbaria will provide an estimated \$353,000 in revenue, based on 2020 fees.

Attached are the original drawings from 2014 for Phase I and II; these drawings will be used in the construction of Phase II as the footings for these units were poured during Phase I. Also attached are original construction estimates along with a recent construction update.

If successfully funded, it is expected that the Phase II columbaria will be constructed, installed, and put into use during 2021 construction season, most likely in the 4th quarter of the calendar year.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$108,000		\$108,000

Funding 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		\$108,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$108,000			

Other Funding Source Description

Operating Budget Impact

This project would insure the continuation of a steady source of revenue.

Project Title ID 216409

Court Resurfacing



Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Complete resealing and repainting of 7 basketball courts, 3 tennis courts and sealcoating and lining 3 basketball courts and 2 pocket park walkways.

Project Justification

These pocket park courts are all integral pieces of the community and provide a fun and safe environment for kids and adults to recreate. These particular courts are all over 20 years old and failing because of poor surface sealing or lack of surface sealing. Cracks have developed and our annual freeze/thaw has widened the cracks. These courts have become very worn down and slippery. Sealing and repainting will add another 10-15 years of life to the the asphalt courts and present a safe surface for all ages to recreate on.

Focus areas for 2021 sealing and resurfacing would be Fox Street Basketball Courts, Lyman Moore Basketball Courts, Reiche School, Munjoy South Public Housing courts, and various West End Pocket Park courts (Tyng Tate, Clark St, Taylor St, Pleasant St).

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$96,800		\$96,800

Funding 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		\$96,800			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$96,800			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

The year 2020 brought on many challenges and brought to the forefront many issues in our society. One major crisis is the drug overdose epidemic. Unfortunately, an individual overdosed while driving a vehicle and careened through Deering Oaks, taking a life and destroying City Property. This request is to fund the replacement of the items that were damaged beyond repair so that Deering Oaks can be whole again.

Project Justification

The damage started with the Baseball Field Bleachers where the life was lost. The additional items resided within the playground boundary and are a single net climber, 3 teeter totter seats and a seesaw. This playground is one of the City’s most heavily used playgrounds and is in need of a full arsenal of equipment to keep all the visitors occupied and entertained.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$47,725	\$47,725

Funding 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		\$47,725			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$47,725			

Other Funding Source Description

Operating Budget Impact

N/A

Congress Square Redesign

Planning & Urban Development

Division Planning

Classification Parks, Fields, Trails

Project Description

This project includes completing the design work and construction of a redesigned intersection and public open spaces at High Street, Free Street, and Congress Street, called "Congress Square." The project objectives include improving traffic function and safety for all modes, improving the accessibility of the intersection crossings, sidewalks, and public open spaces, and placemaking by creating a more comfortable, functional, and attractive public space. The intersection design and construction also needs to 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), Phase B = PMA plaza and Congress Square Park improvements (Planning FY22). The CIP entry in FY22 totaling \$100,000 is to complete the Phase B Construction Documents.

Project Justification

The primary goal of this project is to improve accessibility, circulation, and safety at this key downtown location which serves as the primary public open space for many residents in this dense and diverse neighborhood. This project will create a strong identity and sense of place, improving the usability and aesthetics of Congress Square Park and the PMA plaza. It will also provide economic development benefits by encouraging investment in this part of Congress Street. The abutting property owners, especially the Westin Hotel and Portland Museum of Art, view these spaces as their front porch and rely on the first impression these public spaces create for their visitors and fully support the proposed improvements.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$4,150,000		\$4,250,000

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>
2019		\$250,000	\$5,000		☒
2022	\$50,000	\$50,000			☐
2023	\$1,850,000	\$2,295,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
Total	\$1,900,000	\$2,595,000	\$5,000		

Other Funding Source Description

Friends of Congress Square Park have pledged \$50,000 towards the \$100,000 budget for Construction Documents for Phase B (PMA Plaza, Congress Square Park). A private fundraising effort is underway and expected to raise \$1,850,000 as reflected in the other funding for Phase B construction. PACTS, CDBG, and other grant and private funds would be sought for these improvements but cannot be guaranteed. Similarly, Downtown TIF funds might help pay for these improvements. MaineDOT has agreed to fund the PDR and \$1 million towards the construction for the intersection redesign (Phase A). We will also apply for MaineDOT stormwater protection funding.

Operating Budget Impact

The changes in the intersection will likely 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.

212 Roof Replacement



Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

Replace sections of the EPDM(Rubber) roof in phases due to budget constraints.
Analysis/Budget/Photo's attached

Project Justification

The existing EPDM roof was applied directly over a Tar & Gravel roof 25+ yrs ago. The Tar & Gravel application is most likely the original roof. This makes the T&G application 40+ yrs old. Due to expansion and contraction the T&G roof has stretched the EPDM causing leaks at the seams/edges and through screwheads which are in place to secure the roof insulation.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,125,000		\$1,125,000

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>
2022		\$325,000			☐
2023		\$400,000			☐
2024		\$400,000			☐
2025					☐
2026					☐
2027					☐
Total		\$1,125,000			

Other Funding Source Description

Reallocate existing Canco Rd Funding from -
C21B07 - 17,982
C21E05 - 76,835

Reducing the 2022 CIP Request to 230K

Operating Budget Impact

C21B07 - 250 Canco Rd Roof Replacement. All EPDM roofs are complete.

C21E05 - 250 Canco Rd Generator. This facility has adequate backup power. This generator was requested as redundancy for citywide use.

I suggest reallocating the remaining balances in the above accts to apply towards the current request of 325,000, which reduces the 325k request to 230k.

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

Managers Office- Install" mini splits" for proper cooling and supplemental heat as needed.
State of Me Rm- Install mini splits for cooling only

Project Justification

It's upsurd how were trying to cool this facility. With today's technology we can do a much better job for our employees and the public while drastically reducing our energy cost. Mechanical technology today allows for minimal disruption during installation, and provides a professional well thoughtout plan.

This technology can be phased in over a couple yrs if need be, this is the most practicle approach for this facility.

The State of Me room is mostly off limits in the summertime, due to no air conditioning. It's not practicle to open windows as you can't have a conversation due to the outside commotion.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$465,000		\$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>
2020		\$150,000	\$200,000		☒
2021		\$150,000	\$115,000		☒
2022		\$150,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$450,000	\$315,000		

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

Eliminate the need for outside engineering cost by using the RFP procurement process. Mechanical contractors have in house engineers that provide the engineering for projects of all sizes and scope.
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 152247

Sidewalks at Exposition Building Entrance



Public Buildings & Waterfront

Division Exposition Building

Classification Sidewalks

Project Description

Replace 10,000 sq ft of concrete sidewalk.

Project Justification

This is a public right of way and main access for users of the Expo by both the School Dept and City. This sidewalk was highlighted in the recent ADA assesment as well.

The cost of this walk is based on 6" concrete w/ a 12" mat of 1/2" rebar. This was recommended due the vehicle traffic that often crosses it.

Public Works Request?

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$10,000		\$150,000		\$160,000

Funding 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		\$160,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$160,000			

Other Funding Source Description

School Dept Acct - 352118005 has a remaining balance of 167,000 from a project Public Buildings managed at East End School.

The Expo is used heavily by the school department has it's the home facility for Portland High School. School track programs use this facility to hold meets as well.

Operating Budget Impact

3 Medical issues in 2 years, written request for repairs by our tenants. Additional staffing at times to direct pedestrians.

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					☐
2023		\$200,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$500,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

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					☐
2023					☐
2024		\$337,500			☐
2025					☐
2026					☐
2027					☐
Total		\$487,500	\$112,500		

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 173579

On going pile/pier work at OG and P.O.T

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Replace failing pile,bents,caps. Coat piles as needed

Project Justification

There's deterioration at the head of the pier that needs to be addressed. At some point in the past someone spliced piles,bents,caps together instead of replacing them. The splices have failed leaving a portion of the deck unsupported. These piles support truck/pedestrian access to the pier.

Funds need to be allocated for pile work on both wood and steel piles annually. We have over 9000 piles between our 3 major piers.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,295,000		\$1,295,000

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					☐
2023		\$225,000			☐
2024		\$225,000			☐
2025		\$350,000			☐
2026					☐
2027					☐
Total		\$1,420,000	\$495,000		

Other Funding Source Description

Operating Budget Impact

Closure of the pier would effect lease revenues and potential cruise passenger revenues.

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					☐
2023					☐
2024					☐
2025		\$400,000			☐
2026					☐
2027					☐
Total		\$500,000	\$100,000		

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



Public Works

Division Engineering

Classification Transportation

Project Description

The work includes a 2" mill/fill on Stevens Avenue from Forest Avenueo Pleasant Street, approximately 0.90 miles. The work also includes updating sidewalk ramps to meet ADA requirements, replacement of areas of sidewalk in poor condition, reset or replacement of curb in areas, striping and reinstalling raised speed tables. inspection, 5% engineering, and 2% admin costs.

Project Justification

Per our latest street scan data, this portion of road has a Pavement Condition Index ranging between 42 to 49. In addition, the street has not been paved since the 1970's and is in need of repair. This is a minor arterial in proximity to a school and therefore improving this street will improve safety and ride quality for a large population of motorists, bicyclists, and pedestrians. This project is 50% funded by MDOT and therefore would provide great value of City resources.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$1,140,000		\$1,190,000

Funding 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	\$550,000	\$640,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total	\$550,000	\$640,000			

Other Funding Source Description

\$500,000 from DOT

\$50,000 from storm water work (manholes adjustments) requested separately

\$640,000 new request

Note: The requested funding includes 5% contingency, 5% engineering costs, 5% inspection costs, and 2% administration costs.

Operating Budget Impact

Improving this road will reduce the maintenance required on this road such as pothole repair.

Public Works

Division Engineering

Classification Transportation

Project Description

The project includes a 1.5" mill/fill on Elm Street between Congress Street and Marginal Way. The project includes milling, paving, ADA upgrades to ramps within the project limits, some sidewalk reconstruction, and either new or reset curb in areas that are in need.

Project Justification

This project is part of the PACTS MPI program. PACTS pays a portion (typically 50%) of the estimated costs. This street was submitted as part of this program due to the PCI being between a 30 and 75 depending on which areas of the road were surveyed with a majority between 30 and 56. The road is in need of repair and is a minor arterial connecting downtown Portland with outer Portland. In addition, this street is highly utilized by METRO. The project hopes to implement bike lanes as part of its striping pattern and to meet the Bayside Master Plan.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$45,000		\$540,000		\$585,000

Funding 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	\$270,000	\$315,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total	\$270,000	\$315,000			

Other Funding Source Description

PACTS will pay \$234,393.95

Stormwater/Sewer funds will pay for \$35,000 of costs related to stormwater work. This is requested separately.

Note: The requested amount includes 10% engineering costs, 10% inspection costs, and 10% contingency.

Operating Budget Impact

Improving this road will reduce the maintenance required on this road such as pothole repair.

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 late fall of 2019 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 2019 street inventory concluded that 72% of the road segments in Portland need preventative maintenance projects such as crackseal, overlay, or mill/fill. Only 8% of the streets were deemed to be in good enough condition to only require deferred maintenance. The other 20% of the streets need even more help such as reconstruction or rehabilitation (requested as Street Rehab). The 72% of streets needing repair that would be covered as part of our Pavement Preservation Program equates 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>
\$500,000		\$30,240,000		\$30,740,000

Funding 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			☐
2023		\$1,750,000			☐
2024		\$2,000,000			☐
2025		\$2,500,000			☐

Project Title	ID	141013	
2026		\$2,500,000	☐
2027		\$2,500,000	☐
Total	\$230,000	\$48,150,000	\$17,760,000

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

2022: Funds requested this year would be used to help address a \$50M backlog in poor condition sidewalk and ramps. Contracts would be created to help address the worst condition facilities, not meeting federal ADA requirements, along arterial roadways, on key pedestrian routes, and or near transit, schools and neighborhood centers. Funds may also be used to supplement other, larger projects (ie. resurfacing or water resource work) if outcomes align with the goals and priorities of the Sidewalk & ADA Rehabilitation Program.

2019: This program would fund a three-year construction contract to help address a \$50M backlog in poor sidewalk condition, non-compliant ADA ramps and improve significant pedestrian crossings around the City. Contract scope would include a percentage of funds each year dedicated to each brick, concrete, and bituminous sidewalk work, with an additional allotment to cover electrical elements (pedestrian signal modifications, RRFBs, conduit, etc...) as needed.

Oct.31, 2017: This program includes high priority sidewalk infrastructure improvements, focused on areas with the heaviest pedestrian traffic and lack of ADA compliant facilities. Scope of projects may include brick, concrete and asphalt ramp and sidewalk reconstruction, reset or replacement of curb, driveway apron reconstruction to ensure continuous travel surface in both material and grade, and any additional work (pedestrian pole relocation, minor drainage improvements, etc...) to achieve these goals.

Project Justification

2022: Based on our Citywide inventory database and nominal improvements made during the 2020 construction season, the \$50M+ 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.

2019: A comprehensive condition inventory was completed in 2019 covering all sidewalks and ramps Citywide. Sidewalks were assigned a Sidewalk Condition Index (SCI; similar to PCI for pavement condition) on a scale of 0-100 and ramps were assessed as compliant or non-compliant. The result of this inventory indicated an approximate \$50M backlog of work to bring all sidewalks and ramps to an SCI of 80 or higher and in compliance with today's ADA requirements. In an effort to streamline contract and contractor management, benefit from lower unit pricing on higher quantities and have a more consistent product, DPW is proposing a three-year construction contract at \$1.5M each year to help address this considerable backlog.

Oct 2017: Significant progress has been made in spending down all prior funds; over \$1M since 2016 which cleared out FY13-16. New funding is necessary to continue making progress in safety & accessibility of our pedestrian network.

This project is necessary for compliance with state and federal ADA requirements to maintain accessibility along sidewalks and across public streets. This project advances more than one Council adopted plan (Complete Streets Policy, Comprehensive Plan, Sidewalk Material Policy) and aims to fund a program that formerly achieved these goals thru the operating budget.

DPW maintains a database of requests for sidewalk construction and rehabilitation. As of October 2017, this list identified a current backlog of 30 High Priority projects that have an estimated completion cost of \$2.9 million. From 2015-2017, the Sidewalk Rehab Program constructed approximately \$1.03 million in sidewalk and ADA infrastructure improvements and contributed another \$1.1 million toward similar projects with multiple funding sources. The projects completed between 2015 and 2017 drew down lingering CIP sidewalk funds dating back to 2013.

Prior entry:

Maintaining accessibility along sidewalks and across public streets is a federal regulation (ADA). Project is necessary to meet current state or federal requirements; Project advances more than one policy of a Council adopted plan (Complete Streets and Comp Plan.)

A portion of the sidewalk funding is recommended to address high priorities identified as part of Safe Routes to School planning. Regular repair to hazards and ongoing maintenance will prevent numerous required 'fixes' that now are funded via the operating budget. DPW planning for 2013 Sidewalk CIP program identified over \$5M in priority needs.

Project Title ID 141030

Repairs also prevent claims from trips or slips on hazardous sidewalk locations.

Past phases have been funded and the program remains viable - funded in FY '10, '13 & '14 CIP.

Arterial/Collector Accessibility was a high priority of the 1993 City Transportation Plan and continues to be.

Service on sidewalks in poor condition is interrupted and is a safety issue for the public; the funding is required for regular maintenance and replacement.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$11,100,000		\$11,700,000

Funding 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		\$700,000	\$700,000		☒
2014		\$700,000	\$700,000		☒
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			☐
2023		\$750,000			☐
2024		\$1,000,000			☐
2025		\$1,200,000			☐
2026		\$1,200,000			☐
2027		\$1,400,000			☐
Total		\$13,050,000	\$5,550,000		

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**

October 22, 2019: Update project cost based on preliminary cost estimate from 2018 and esculator based on construction cost overruns in the 2019 construction season.

October 31, 2017: Construct the intersection of High, Congress and Free Street as per the Congress Square Master Plan.

Project Justification

The Congress Square Master Plan has a completed preliminary design, and will likely have final design completed by the end of CY 2019. The plan for the intersection would include elimination of the right turn slip lane from High Street to Free Street, and adjustments to High at Congress to make it a more conventional urban intersection. As part of this work, the traffic signal would be overhauled. The design of the signal and the design of the intersection are linked, due to proposed locations of foundations and mast arm structures, so signal and intersection work should take place at the same time. This request constitutes the portion of the project cost that is eligible for DOT reimbursement, which includes items like paving, traffic signals, etc.; in general, the "typical" roadway and intersection elements.

Construction funding will be shared with MaineDOT. This request includes that funding. Another request is for funding of non-DOT-eligible elements such as specialty pavers and lighting.

This phase of the project is separate from the eventual reconstruction of Congress Square park.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$270,000		\$2,443,460		\$2,713,460

Funding 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	\$150,000		☒
2022	\$1,363,460	\$1,200,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total	\$1,363,460	\$1,350,000	\$150,000		

Other Funding Source Description

This request includes all items eligible for DOT reimbursement.

Other Funding includes an assumed \$325,000 contribution from the Transportation Impact Fee fund. Other construction funding (approx \$1M) would come from MaineDOT. Partial funding for design phase from MaineDOT is \$38,460, for a total outside funding amount of \$1,363,460.

Design fund requests include \$81,540 for design (\$120,000 estimate less the \$38,460 described above), plus the \$150,000 for construction phase support already approved in the 2020 CIP.

Project Title **ID** 194960

A design fee of \$120,000 is included in this request. Construction funding based on a \$2.985M initial estimate from Sebago Technics in 2018, escalated by 20% to \$3,704,000 to account for anticipated construction cost escalation as observed in CY2019. This amount, less the Other Funding described above and the City's share of the design fee (\$81,540) rounds out the requested funding in the 2021 FY.

Please note that the DOT non-eligible funding, and Planning Department support costs, are separate CIP requests.

Operating Budget Impact

New curbing, sidewalk, and traffic signal work would reduce maintenance and repairs, which are significant here, particularly around the existing aging signal equipment.

Public Works

Division Engineering

Classification Transportation

Project Description

FY22: \$123,750 - Assumes DOT completion of PDR and shifting to PIC/ROW by end of CY2022.

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>
\$300,000		\$8,450,000		\$8,750,000

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>
2022	\$146,250	\$123,750			☐
2023	\$75,000	\$62,500			☐
2024	\$3,000,000	\$1,000,000			☐
2025	\$75,000	\$62,500			☐
2026	\$3,000,000	\$1,000,000			☐
2027	\$75,000	\$130,000			☐
Total	\$6,371,250	\$2,378,750			

Other Funding Source Description

MaineDOT/PACTS funding for design and construction

Operating Budget Impact

Traffic Signals Upgrade Program

Public Works

Division Engineering

Classification Transportation

Project Description

FY 2022 Request: Pearl at Cumberland: \$500,000

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 120 active signal systems, and with a signal proposed for Marginal at Chestnut Street, the system is growing.

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, as opposed to support of MaineDOT, RTMS, or City paving projects.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$5,765,000		\$6,365,000

Funding 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		✓

Project Title	ID	141023		
2019		\$675,000	\$500,000	☒
2020		\$525,000	\$525,000	☒
2021		\$575,000	\$300,000	☒
2022		\$500,000		☐
2023		\$500,000		☐
2024		\$500,000		☐
2025		\$700,000		☐
2026		\$700,000		☐
2027		\$750,000		☐
Total	\$195,000	\$6,923,500	\$2,520,000	

Other Funding Source Description

Pearl at Cumberland and Congress: \$900,000

Operating Budget Impact

Reduction in call back and service calls. Lower electrical operating costs with LED installations. Safer pedestrian crossings meeting ADA compliance.

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 2021 Combined Sewer Overflow (CSO) projects that are not State Revolving Loan Funds (SRF) eligible. Example CY2021 projects include: Pearl Street, Back Cove West, Fore Street

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, 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>
		\$6,490,000		\$6,490,000

Funding 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			☐
2023		\$500,000			☐
2024		\$500,000			☐
2025		\$500,000			☐
2026		\$500,000			☐
2027		\$500,000			☐
Total		\$9,600,000	\$3,690,000		

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

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 - Woodfords Corner to Morrill's Corner

Year 3: Brighton Avenue - St. John Street to Nasons Corner

Year 4: Brighton Avenue - Nasons Corner to Taft Street

Year 5: Forest Avenue - Morrill's Corner to Riverton School

Year 6: 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		\$620,000		\$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>
2022		\$100,000			☐
2023		\$100,000			☐
2024		\$100,000			☐
2025		\$100,000			☐
2026		\$100,000			☐
2027		\$125,000			☐
Total		\$625,000			

Other Funding Source Description

Operating Budget Impact

Project Title**ID** 215875

Fewer communications failures and traffic operations staff call-ins. More effective and robust timing plans, reducing time moving through the City.

Project Title ID 226770

Federal Street Cemetary Wall Repair

Public Works

Division Engineering

Classification Facilities

Project Description

FY22: \$35,000 for engineering

FY23: \$100,000 for construction

Project Justification

The cemetery wall on Federal Street is at increased risk of failure and needs some level of reconstruction.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$35,000		\$100,000		\$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>
2022		\$35,000			☐
2023		\$100,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$135,000			

Other Funding Source Description

Operating Budget Impact

Larger repairs will help with annual efforts to patch and avoid the potential of losing cemetery contents into the roadway.

Public Works

Division Engineering

Classification Streets/Sidewalks

Project Description

Guardrail repair

Project Justification

Needed for safety of traveling public

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>
2022		\$25,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$25,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 226771

Andrews Square Supplemental Funding

Public Works

Division Engineering

Classification Transportation

Project Description

FY22: \$100,000 for higher than expected bid prices

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>
2022		\$100,000			☐
2023					☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact