CITY COUNCIL WORKSHOP

MEETING TO BE HELD REMOTELY

October 25, 2021

5:00 PM

ARPA Funds Discussion

ZOOM INFORMATION:

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.

For public comment, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be unmuted by the host when it is time for public comment.

Please click the link below to join the webinar:
https://us02web.zoom.us/j/82454041155?pwd=WVlCcDR5L3J0NENVVWFjRkVPTG4rUT09
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Passcode: 975606
International numbers available: https://us02web.zoom.us/u/kcVWkGkgkl

AGENDA ITEMS:

Workshop Presentation on Finance Committee ARPA Recommendations

KATE SNYDER (MAYOR)
BELINDA S. RAY (1)
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)

ORDER APPOPRIATING $14,200,000 IN AMERICAN RESCUE PLAN ACT FUNDING

ORDERED, the sum of $14,200,000 of American Rescue Plan Act Funding hereby is appropriated to fund the American Rescue Plan Projects listed in Exhibit A - ARPA First Tranche Funding Recommendations; and

BE IT FURTHER ORDERED, that if the actual funding necessary for any American Rescue Plan Project differs from the estimated cost on the attached Exhibit A, the City Manager is authorized, in his or her discretion, to reallocate available funding from within this appropriation to any other project listed on the ARPA First Tranche Funding Recommendations.

City of Portland Maine - American Rescue Plan Act - First Tranche Funding Recommendations				
(note - due to limited funding and other constraints some amount in the Funding Recommended column do not match the original requested funding amounts)				
Project Title	**Description**	**Funding Recomended**	**ARPA Eligible**	**Community Priority**
Kiwanis Community Pool Replacement	Kiwanis Community Pool Replacement	$3,900,000	Yes	Parks Maintenance & Community Recreation
Homeless Services Center	First allocation of funding in support of new Homeless Services Center. Additional funding will be required from a variety of other funding sources which may include State, County and Federal funding alongside additional City funding.	$3,500,000	Yes	Homeless Services
Housing Programs and Funding Expansion	Funding which will give City flexibility to expand funding approvals for projects which would be eligible for Jill C Duson Housing Trust Funds, supplementing existing funding.	$1,000,000	Yes	Affordable Housing Programs
Public Health / Social Services Facility - 39 Forest Ave Renovations and Expansion	Consolidation of HHS into single location for Social Services and Public Health including expanded programs, space for vaccine clinic and more.	$750,000	Yes	Public Health Homeless Services
Public Restrooms	Frequently mentioned "write in" request from open public comment in survey - funding for expanded public restrooms in the City. Further research and outreach will be done by City staff on on type and locations.	$600,000	Yes	Public Health Other
Portland Water District (PWD) - Replace Water Mains on Concord Street with ARPA funding and reduce future water/sewer rates.	PWD is underway with a project water and sewer mains on Concord Street. Two PWD projects being recommended for funding totalling just under $1M. A $1M reduction in the PWD budget reduce the water rate by $0.43 and would save the average Portland resident $36 in a year.	$555,000	Yes	Public Health
Funding to Address Child Care Needs	Although City did not receive many specific funding request in regards to child care, we know this is an area of great need based on outreach. City staff will continue to research and brainstorm with our community partners ways we can solve the child care problem. Items which may be considered with this funding are training about existing childcare subsdidies available, start up capital (ex. loans / grants starting at $10,000; funding for small providers), expansion of existing voucher programs, pay incentives to the extent they were not available from the State's recent $73M investment etc. This includes financial support for the Youth and Family Outreach Child Care project to the extent it is needed if other funding sources are not approved.	$1,000,000	Yes	Childcare Program Assistance
Amethyst Park Public Landing Dock	Cost to install existing floats to create a publicly accessible dock at the Amethyst Park. Can be used for transient berthing, islander use, water taxis, access to Ft Gorges, island access. Construct 240 lin ft of new public transient berthing in the existing Ocean Gateway marine passenger terminal complex. Project utilizes existing concrete floats and includes gangway, pilings, and landside improvements.	$475,000	Yes	Parks Maintenance & Community Recreation, Water Infrastructure
HVAC / Air Quality at Expo Center	Upgrade the 60 yr old ventilation system for adequate air flow to accommodate the facilities capacity. Facility has been used on an increasingly frequent basis to meet pandemic public health needs and may be called upon again in the future. The space was home to a vaccine clinic, hundreds of asylum seekers who could not be housed elsewhere, is a fallout shelter and cooling center, hosts Portland High School and maine other Maine school events, and is home to the Maine Celtics. The current system cannot provide adequate airflow or use greater then a MERV5 filter. Systems are designed for a specific airflow, restricting the airflow will cause the system to fail.	$475,000	Yes	Public Health
Continuation of Economic Development Programs	This bucket of funding will be used to continue successful programs run by the Housing and Economic Development Department during FY20 that were funded via previous Coronavirus Relief Funding. City staff including the American Rescue Plan Program Coordinator will assess the success of those previous programs and edtermine which to continue / expand based on demonstrated needs identified.	$400,000	Yes	Small Business Assistance
PWD Baxter	This project is needed and ready to be constructed due to a recent sewer force main leak that nearly ended in a spill into Back Cove. This force main replacement is another step in the City's goals to improve the reliability and resiliency of the infrastructure that protects the water quality of Casco Bay and the city of Portland.	$400,000	Yes	Public Health Water Infrastructure Improvements
IT Pandemic Related Expenses	The pandemic has exacerbated a number of IT issues based on the volume of users working remotely, the resulting cybersecurity issues, the complexities which have resulted from a fully remote public meeting environment, and potential future preparations for remote + local particilation in public meetings. This block of funding would be used based on ARPA eligibility to meet cybersecurity needs and replace and upgrade IT infrastructure strained by the pandemic.	$400,000	Yes	Other

City of Portland Maine - American Rescue Plan Act - First Tranche Funding Recommendations

(note - due to limited funding and other constraints some amount in the Funding Recommended column do not match the original requested funding amounts)

Project Title	Description	Funding Recomended	ARPA Eligible	Community Priority
Portland Pilots	Revenue loss from decreased cruise traffic due to pandemic - request was for $900,000 but deemed to be regional need (harbor shared by Portland / South Portland, all of Cumberland County / Southern Maine benefits).	$300,000	Yes	Small Business Assistance
PPL - Bridging the Digital Divide	To address the negative outlook for small businesses and disparities experienced by low- and moderate-income families as well as New Americans in our community, the Library is preparing to broaden wifi access and create a technology classroom with multi-lingual support. Upgrade mobile wifi on Bookmobile - $6,000 • Establish technology lab/classroom at the Main Library, including one staff position, equipment, and multilingual services - $125,000	$135,000	Yes	Broadband Infrastructure
Replacement and ADDING Big Belly's and Trash Barrels	10 Big Belly's @ $4,000/ea, 20 Trash Barrels @ $1,700/ea, 15 Recycle Barrels @ $1,700/ea + contingency	$125,000	Yes	Parks Maintenance & Community Recreation, Public Health
Behavioral Health Alternative Response Program	Equipment for enhancement of Behavioral Health / Alternative Response (Van, Radios, laptops)	$85,000	Yes	Homeless Services
Mental Health Crisis Training	Mental Health Crisis training enhancements for sworn, communications center and behavioral health staff	$40,000	Yes	Public Health
PPL - Reimbursement of COVID related expenditures	The Portland Public Library submitted two additional project requests (HVAC - $37K, additional COVID costs / revenue loss / budget curtailment of $270,492). This request spreads across a variety of cost categories and only a portion of them are likely to be considered eligible under the ARPA Interim Final Rule. We are recommending an allocation of up to $60,000 for ARPA eligible cost reimbursement.	$60,000	Yes	Other
		$14,200,000		

American Rescue Plan Act
First Tranche Funding Recommendations
City Council Meeting
October 18, 2021
5:00pm

Table of Contents For Supplementary Information

City of Portland Maine - American Rescue Plan Act - First Tranche Funding Recommendations

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Kiwanis Community Pool Replacement

Proposal for American Rescue Plan Act Funding
9/15/21

This project, located in a HUD qualified census tract, would replace and improve the aging Kiwanis Community Pool, located at Dougherty Field Park in the Libbytown neighborhood. The existing pool was built in 1961 and has received regular maintenance and upkeep, allowing it to last 60 years, which is double the typical 30 year lifespan of an outdoor municipal pool.
In 2019, the Parks, Recreation and Facilities Department worked with the aquatics facility consulting firm Counsilman-Hunsaker to do public outreach on the potential replacement of the Community Pool, along with a feasibility study and cost estimates. Through polling of aquatic stakeholders and a community meeting, we received valuable feedback from the community about desired features in the new pool. Features desired by the community and included in the feasibility study include:

- Accessibility and inclusivity for all community members, and compliance with Americans with Disabilities Act (ADA)
- Tot and child zero-beach entry with play area areas
- Waterslide tower
- New spraypad with expanded features
- Water current zones
- Shaded areas swimmer use and community gatherings,
- Lap and fitness lanes
- Recreational swimming area

Please find attached the final presentation from Counsilman Hunsaker that includes conceptual designs and cost estimates. It is anticipated a mix of ARPA, Capital Improvement Plan and private donations will be used to fund this asset for the community.

Counsilman · Hunsaker
AQUATICS FOR LIFE

Kiwanis Community Pool
Portland, ME
Feasibility Study
January 16, 2020

Project Overview

Feasibility Study Process

Needs Assessment

- Evaluate area providers
- Research area demographics
- Idenitfy user groups
- Identify potential community partners
- Site analysis

Facility Program & Space Requirements

- Develop schematic design options for programming
- Develop project cost estimates
- Identify potential partnerships

Operations & Business Plan

- Opinion of revenue
- Opinion of operating expenses
- Determine cash flow

Kiwanis Community Pool

Kiwanis Community Pool

- Built in 1961
- Outdoor lap / leisure pool
- Approximately 4,400 sf
- 200,000 gallons
- 6-lane, 25-meter pool
- Small waterslide
- Splash pad
- Adjacent to park playground

Kiwanis Community Pool

- 12,000 visits per summer
- Extended two week season for 2019
- Open swim offered for 3 hours a day
- Splash pad installed 10 years ago
- Kids swim free in July in 2019
- Swim lessons offered 3 sessions per summer (100 kids per session)
- Four foot water depth limits the number of children that can be in the pool at one time (parent/child ratio guidelines)

Kiwanis Community Pool

- Due to the type of structure, minimal improvements can be made to reconfigure the existing pool

- City will continue to have annual maintenance, structure patches and repairs

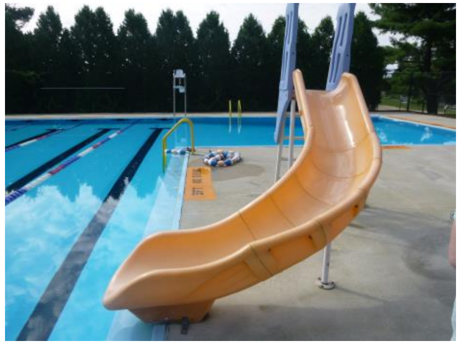
- Due to the inability of the gutters to handle surface skimming, water overflows out of the pool and onto the pool deck

- CH recommends outdoor aquatic facilities have three primary areas to meet the needs of aquatic users:
    - Capacity Holders (bodies of water)
    - Thrills (waterslides, diving board, climbing wall)
    - Children's area (shallow water specifically designed for children)

- While the existing Kiwanis pool does have 4,400 sf of water equating to an approximate capacity of 125 to 150 users, it does not have shallow water or thrill amenities to capture a greater number of children and teens

- Existing pool is over 300 perimeter feet and needs one additional ADA lift, or compliant stairs.

- Support building is in need of a renovation to provide Renovated locker rooms, Adequate storage for pool supplies, Office / user check-in area, Cash control, Lifeguard break room



Initial Feedback

Initial Feedback – Project Committee

- Children and families are primary users, current pool limits areas they can because of the lack of shallow water and 1:1 parent/child ratio

- Preferred features include:
  - Expanding play area for young children
  - Add lap lanes with deep water
  - Focus on families with children
  - Zero-depth entry
  - Shade and tables on the pool deck
  - Outdoor lighting
  - Updated bathhouse
  - Security fencing
  - Outdoor concessions
  - Family changing rooms
  - Climbing wall or larger slides to provide amenities for the older kids and teenagers

- Other considerations:
  - Bathroom access from back side of pool bath house
  - ADA Accessibility from the street parking
  - Ability to use splash pad when pool is not open
  - Ability to keep pool open until 8:00 p.m. would be fabulous
  - The pool name is confusing to the general public

Initial Feedback - Pool Users

- “We just discovered the pool this summer and it is great.”
- “I don’t like that there isn’t shallow end.”
- It would be nice to see a designated toddler area, as we have trouble managing multiple kids.”
- “Diving boards and a hot tub.”
- “We’d like a deck that doesn’t get soaked.”
- “A waterslide would be a nice option for this area and pool amenities for people with multiple children.”
- “Additional amenities for people with multiple children .”
- “The slide drop area is too deep and there are lots of rescues.”
- “More shade and tables for picnic area.”

Initial Feedback – Community Meeting

- Several meeting attendees like the pool as it is, make some schedule changes to allow for more community use, want toddler time, $5.50 admission is expensive, mural out front, request for season pass
- Resident pricing structure and discount requested
- “Kiwanis pool is a treasure”
- Pool facility amenities need to be enhanced
- One request for an outdoor 50-meter by 25-yard pool
- Family parent view, have lane lines and family area
- One resident spoke out opposed to outdoor lights and late night swims
- Maintain current feel of the park and provide ample parking
- Lots of discussion around inclusion and need for parking

Options Overview

September 24 Options Presentation

- Options shown are realistic and kid friendly
- Revised options should address amenities for children with parents who don't want to get into the water (keep existing splashpad)
- Diving boards are not essential, but deeper water is needed
- The 8-lane, 25-yard lap pool is a little big, show swimming pool with 6-lanes
- Options should account for lifeguarding considerations, including lifeguard zones and number of lifeguards needed on-duty
- Plan should including a new bathhouse, instead of a renovated bathhouse
- Move facility to the west in order to keep the spraypad and playground
- All options should include 2 separate pools
- Include ample perimeter deck space for pool guests

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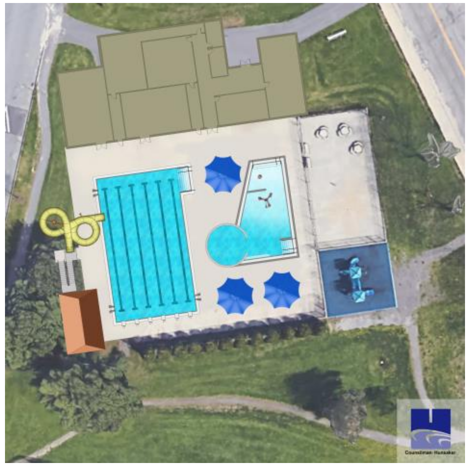
October 15 Options Overview

- Option 3 is the preferred option by the committee
- The swimming pool needs more deck space to accommodate increased number of pool users
- Reduce support building size
- Relocate pavilion to so that it can be accessed on a year-round basis
- Include restrooms that can be accessed year-round on the pool support building
- Explore phased swimming pool option, keeping existing pool while constructing a new leisure pool
- Provide costs to enclose the swimming pool for year-round swimming
- Community garden can be relocated if site requirements deem it necessary



Revised Option 3

- New 6-lane, 25-yard lap pool
  - Climbing wall
- New 3,000 SF leisure pool
  - Zero-beach entry w/children's play structure
  - Dual waterslide tower
- New 1,200 SF spraypad
- New entrance building
  - Locker rooms
  - Family changing restrooms w/offseason park access
  - Offices
  - Pool mechanical

Revised Option 3

Revised Option 3

- New 6-lane, 25-yard lap pool
  - Climbing wall

- New 3,000 SF leisure pool
  - Zero-beach entry w/children's play structure
  - Dual waterslide tower

- New 1,200 SF spraypad

- New entrance building
  - Locker rooms
  - Family changing restrooms w/offseason park access
  - Offices
  - Pool mechanical

- Construction Cost: $5.5M
- Total Project Cost: $7.1M

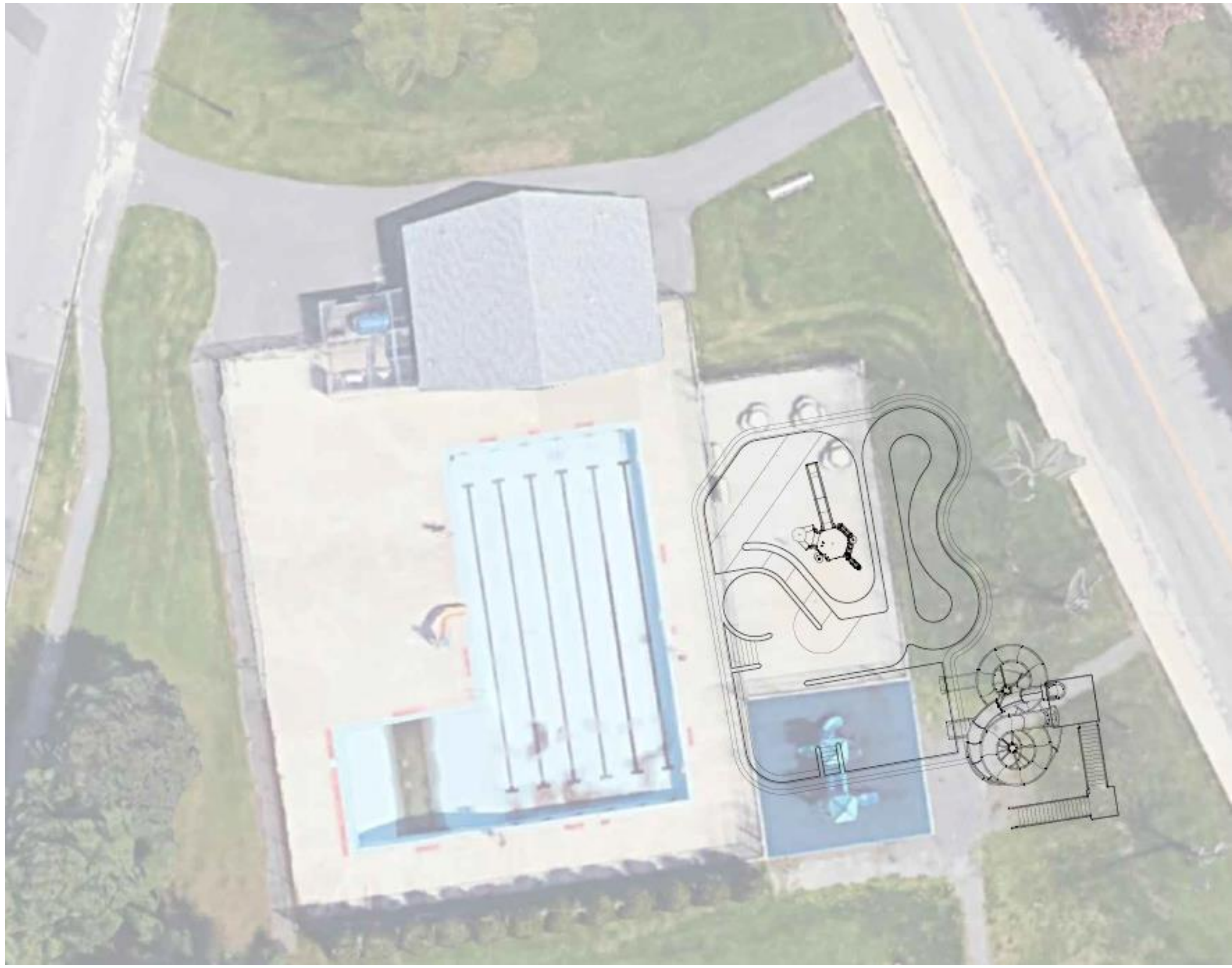
OPINION OF PROJECT COST: Leisure + Lap Pool

Description	Unit	Amount	Cost per Unit	Opinion of Cost	Opinion of Cost
Support Spaces		2,500	277	$693,000	$693,000
Concessions	Sq. Ft.	300	300	$90,000	
Offices (Lifeguard + Admin)	Sq. Ft.	600	255	$153,000	
Locker Rooms	Sq. Ft.	900	300	$270,000	
Family Changing Rooms	Sq. Ft.	300	300	$90,000	
Storage	Sq. Ft.	400	225	$90,000	
Outdoor Aquatic Center		24,126	158	$3,815,816	$3,815,816
Outdoor Lap Pool	Sq. Ft.	3,229	285	$920,265	
1M Diving	Qty.	1	15,000	$15,000	
Climbing Wall	Allowance	1	35,000	$35,000	
Waterslide	Allowance	1	100,000	$100,000	
Outdoor Leisure Pool	Sq. Ft.	3,242	300	$972,600	
Children's Play Structure	Allowance	1	175,000	$175,000	
Play Structure Mechanical	Allowance	1	50,000	$50,000	
Spray Features	Allowance	1	80,000	$80,000	
River Mechanical	Allowance	1	50,000	$50,000	
Waterslide Tower	Allowance	1	225,000	$225,000	
Waterslide Mechanical	Allowance	1	50,000	$50,000	
Spraypad	Sq. Ft.	1,200	195	$234,000	
Features	Allowance	1	200,000	$200,000	
Outdoor Pool Mechanical Room	Sq. Ft.	1,096	225	$246,568	
Shade Structures	Qty.	4	10,000	$40,000	
Shade Pavillion	Qty.	1	20,000	$20,000	
Outdoor Deck	Sq. Ft.	15,344	12	$184,128	
Overhead Lighting	Sq. Ft.	24,126	6	$144,755	
Fencing	Linear Ft.	700	105	$73,500	
Building Support		200	225	$45,000	$45,000
Building Mechanical / Electrical / Janitor		200	225	$45,000	
Unit		Sq. Ft.	Cost	Opinion of Cost	Opinion of Cost
Efficiency		540		$174,960	$174,960
Circulation and Walls (20%)		540	324	$174,960	
Unit		Sq. Ft.	Cost	Opinion of Cost	Opinion of Cost
Total Building Construction Costs		**27,366**	**$173**	**4,728,776**	**4,728,776**
Site Construction Costs (demolition, parking, landscaping, utilities, walks)				$684,146	$684,146
Furniture, Fixtures, Equipment				$165,000	$165,000
Subtotal				$5,577,922	$5,577,922
Escalation Allowance (1 year)	5.0%			$278,896	$278,896
Contingency (Design / Construction)	10.0%			$585,682	$585,682
Design Fees, Surveys, Permitting	10.0%			$644,250	$644,250
Opinion of Probable Cost				**$7,086,750**	**$7,086,750**
				20	
Total Estimated Project Costs:			**$259**	**$7,086,750**	**$7,100,000**
Estimate Current as of:		**12/13/2019**			

Source: Counsilman-Hunsaker

Phased Option (Existing + New Leisure)

- Existing 6-lane, 25-yard lap pool
- New 3,000 SF leisure pool
  - Zero-beach entry w/children's play structure
  - Dual waterslide tower
- New 1,200 SF spraypad
- New entrance building
  - Locker rooms
  - Family changing restrooms w/offseason park access
  - Offices
  - Pool mechanical



$6.5M Option

$6.5M Option

- In order to meet a budget under $6.5M, the following items (highlighted) would need to be revised:
  - Leisure pool reduced from 3,200 SF to 2,800 SF
    - Pool to include same types of features on a slightly smaller scale
  - Reduction in size of children's interactive play structure
  - Waterslide tower to include 1 slide instead of 2
  - Allowance of $150,000 for spraypad features (originally $200,000)

- These items could be included as add-alternates during the design and construction bidding process.

- Total opinion of probable cost: $6,312,556

OPINION OF PROJECT COST: Leisure + Lap Pool

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Support Spaces		2,500	277	$693,000	$693,000
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Offices (Lifeguard + Admin)	Sq. Ft.	600	255	$153,000	
Locker Rooms	Sq. Ft.	900	300	$270,000	
Family Changing Rooms	Sq. Ft.	300	300	$90,000	
Storage	Sq. Ft.	400	225	$90,000	
Outdoor Aquatic Center		22,737	149	$3,380,066	$3,380,066
Outdoor Lap Pool	Sq. Ft.	3,229	285	$920,265	
Climbing Wall	Allowance	1	35,000	$35,000	
Outdoor Leisure Pool	Sq. Ft.	2,800	300	$840,000	
Children's Play Structure	Allowance	1	100,000	$100,000	
Play Structure Mechanical	Allowance	1	50,000	$50,000	
Spray Features	Allowance	1	80,000	$80,000	
River Mechanical	Allowance	1	50,000	$50,000	
Waterslide Tower (1 Slide)	Allowance	1	175,000	$175,000	
Waterslide Mechanical	Allowance	1	50,000	$50,000	
Spraypad	Sq. Ft.	1,200	195	$234,000	
Features	Allowance	1	150,000	$150,000	
Outdoor Pool Mechanical Room	Sq. Ft.	1,033	225	$232,361	
Shade Structures	Qty.	6	10,000	$60,000	
Shade Pavillion	Qty.	1	20,000	$20,000	
Outdoor Deck	Sq. Ft.	14,460	12	$173,520	
Overhead Lighting	Sq. Ft.	22,737	6	$136,420	
Fencing	Linear Ft.	700	105	$73,500	
Building Support		200	225	$45,000	$45,000
Building Mechanical / Electrical / Janitor		200	225	$45,000	
Unit		Sq. Ft.	Cost	Opinion of Cost	Opinion of Cost
Efficiency		540		$174,960	$174,960
Circulation and Walls (20%)		540	324	$174,960	
Unit		Sq. Ft.	Cost	Opinion of Cost	Opinion of Cost
Total Building Construction Costs		**25,977**	**$165**	**4,293,026**	**4,293,026**
Site Construction Costs (demolition, parking, landscaping, utilities, walks)				$519,534	$519,534
Furniture, Fixtures, Equipment				$156,000	$156,000
Subtotal				$4,968,560	$4,968,560
Escalation Allowance (1 year)	5.0%			$248,428	$248,428
Contingency (Design / Construction)	10.0%			$521,699	$521,699
Design Fees, Surveys, Permitting	10.0%			$573,869	$573,869
Opinion of Probable Cost				**$6,312,556**	**$6,312,556**
				23	
Total Estimated Project Costs:			**$243**	**$6,312,556**	**$6,400,000**
Estimate Current as of:		**1/16/2020**			

Source: Counsilman-Hunsaker

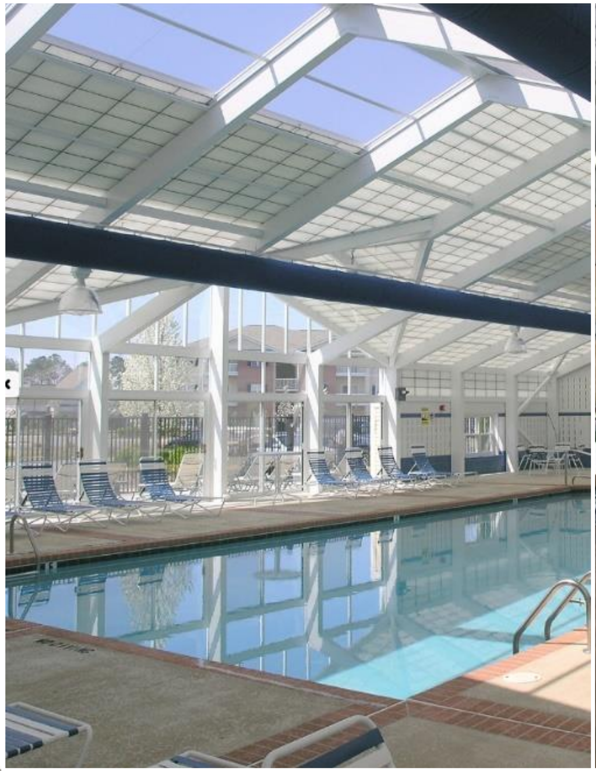
Pre-Engineered Pool Enclosures

Openaire Structures:

- Aluminum framing
- Translucent panels: glass, polycarbonate, ETFE, photovoltaic
- Operable roof & wall systems
- Cost varies on design & material selection:
- Approx. $220-$250/SF and up

Structures Unlimited:

- Aluminum framing
- Translucent Kalwall panels
- Insulation values up to R-46
- Operable roof & wall systems
- Cost varies on design & material selection:
- Approx. $220-$250/SF and up



*These images are manufacturer examples, projects not designed by C-H.

Sprung Structures:

- Architectural membrane structure
- Temporary & permanent structures
- Engineered for high moisture environments
- Daylight panels allow natural lighting
- Operable door options
- Cost varies on size & span
- Approx. $120 - $140/SF

*These images are manufacturer examples, projects not designed by C-H.

Sporting Event RG:

- Architectural membrane structure
- Temporary, semi-permanent, & permanent structures
- Expanded polystyrene insulated walls available
- Cost varies on size & span:
- Approx. $60-$80/SF

*These images are manufacturer examples, projects not designed by C-H.

Yeadon Domes:

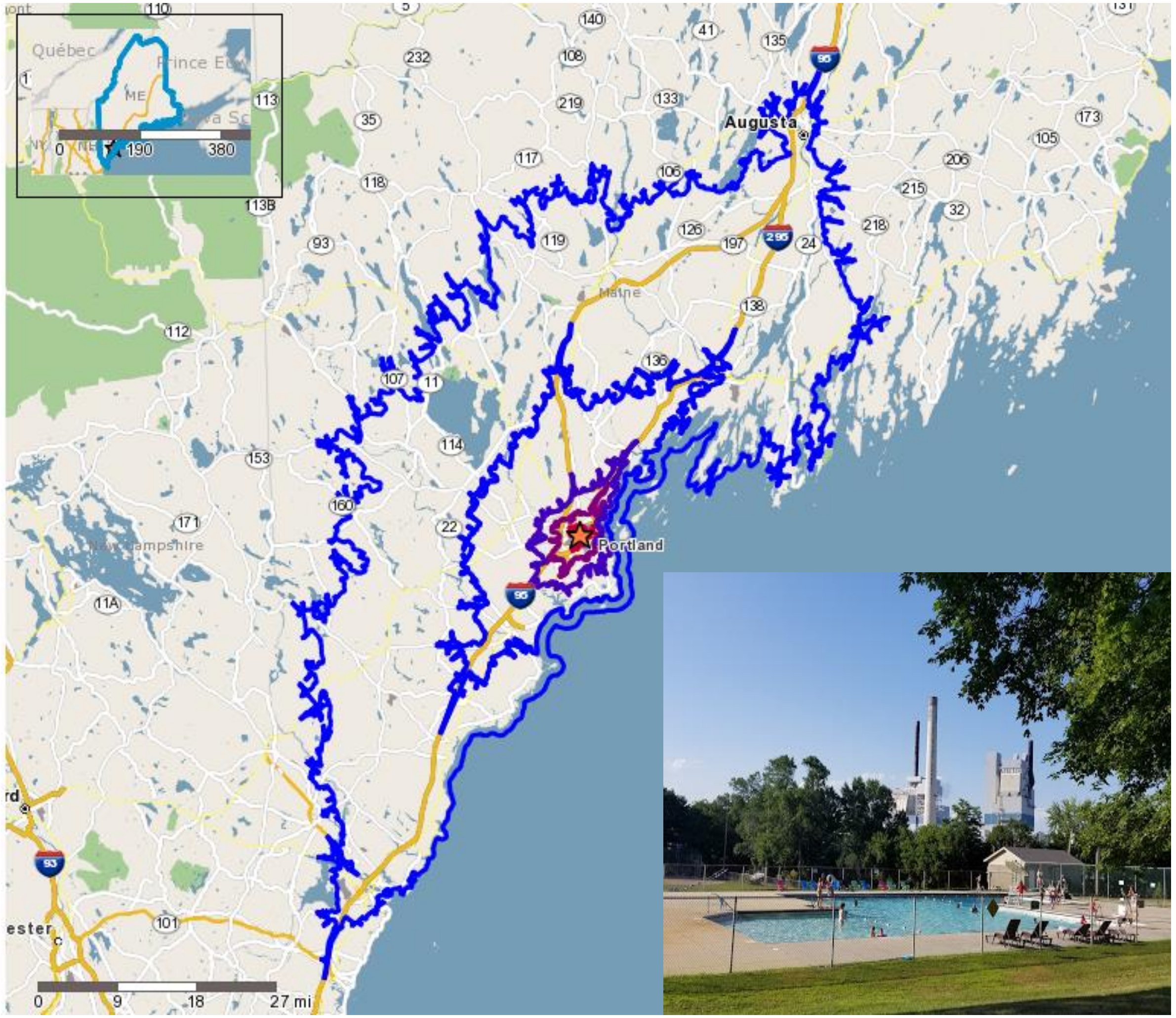
- Air-supported pool enclosure
- Aluminum base channel anchors inflated “dome” fabric enclosure
- PVC coated polyester
- Typically a seasonal installation
- Wind/Snow sensor options
- Labor intensive to install/remove each season
- Cost approx. $40-$65/SF
- Labor/equip cost for setup/takedown approx. $30,000

*These images are manufacturer examples, projects not designed by C-H.

Operational Overview

Market Overview

- Portland population: 69,200
- 124,000 people within a 15-minute drive of Kiwanis Community Pool
- Above average number of adults 20-39 years of age when compared to the national average
- 19,000 children under the age of 14 within a 15-minute drive of Kiwanis Community Pool
- Income levels 97% to 132% of the national median household average of $52,000
- Lack of area outdoor swimming pools
  - Cornelia Warren Pool (Westbrook)



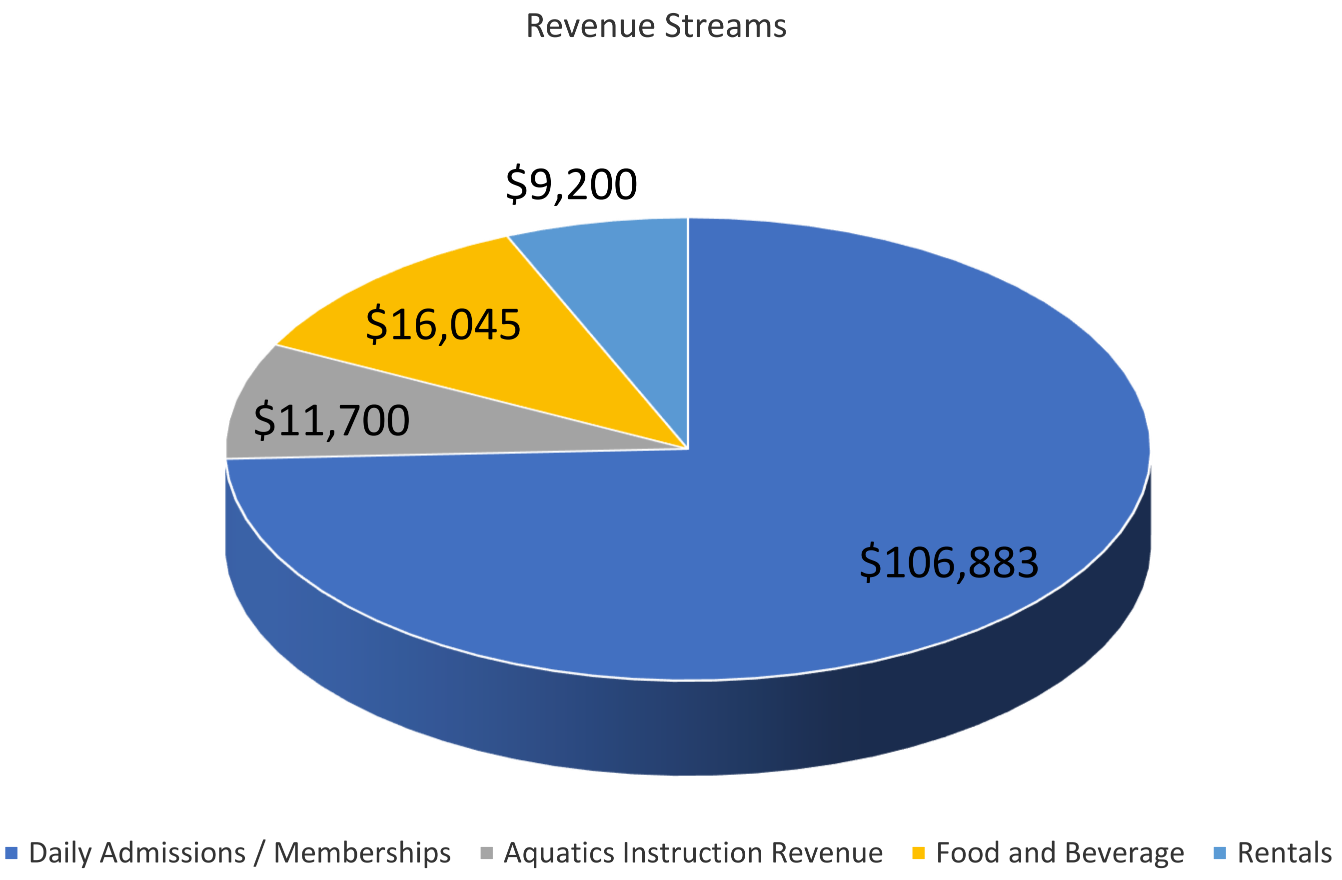
Expense Budget

- Personnel – lifeguards, admissions, pool managers, head lifeguards
- Insurance – property & liability
- Repair and maintenance – pumps, motors, lights, equipment repairs
- Operating supplies – office supplies, facility equipment
- Chemicals – chlorine/pH buffer
- Advertising – brochures, flyers, event budget, promotions
- HVAC – heat and cool support spaces
- Electricity – pumps/motors for pool + lighting
- Water/sewer – pool water replacement + toilets/showers
- Programs – personnel, supplies

Direct Facility Expense Budget	
	Option 3
Facility Staff	
Full Time Employment	Not Included
Part-Time Management	$5,184
Lifeguard Personel	$92,759
Front Desk Personnel	$3,672
Personnel Equipment Cost	$1,075
Training	$4,000
Total Labor	**$106,690**
Direct Facility Expenses	
Insurance	$38,787
Repair and Maintenance	$17,800
Credit Card Fees	$1,722
Operating Supplies	$10,680
Chemicals	$10,514
Advertising	$5,500
Total Commodities	**$85,003**
Utilities	
HVAC	$5,054
Electricity	$19,218
Pool Heating	$24,482
Data/Communications	$5,184
Trash Service	$3,120
Water & Sewer	$22,142
Total Utilities	**$79,201**
Programs	
Program Supplies	$5,321
LG Class Materials	$0
Food and Beverage	$9,627
Part-Time Program Staff	$4,050
Total Programs	**$18,998**
Total Operating Expenses	**$289,892**
Capital Replacement Fund	$35,500
Total Expense	**$325,392**

Revenue Budget

- Daily Admissions / Memberships
  - $3.33 per capita expenditure
- Swimming Lessons
  - $54 per session
- Food and Beverage
  - $0.50 per capita expenditure
- Facility Rentals
  - Pavilion and facility rentals
  - $100-$175 per rental



Overall Summary

- Project Cost
- Attendance
- Revenue
- Expense
- Operating Cashflow
- Capital Replacement Fund
- Recapture Rate

	2019	2020	2021	2022	2023
Option 3					
Project Cost	$7,086,750				
Attendance	35,711				
Revenue	$143,829	$146,025	$162,187	$163,804	$173,177
Expense	$293,548	$300,943	$309,992	$317,600	$326,040
Operating Cashflow	($149,719)	($154,918)	($147,806)	($153,796)	($152,862)
Recapture Rate	**49%**	**49%**	**52%**	**52%**	**53%**
Capital Replacement Fund	$35,500	$35,500	$35,500	$35,500	$35,500
Cash Flow	($185,219)	($190,418)	($183,306)	($189,296)	($188,362)

*revenue assumes fee increase in years 3 and 5

Executive Summary

- Due to the type of structure, minimal improvements can be made to reconfigure the existing Kiwanis Pool, and the City will continue to have annual maintenance, structure patches and repair costs.

- While the existing Kiwanis pool does have 4,400 sf of water equating to an approximate capacity of 125 to 150 users, it does not have shallow water or more modern aquatic facility thrill amenities to capture a greater number of children, teens and families.

- The preferred option to replace Kiwanis Pool consists of a 6-lane, 25-yard lap pool that include multi-use opportunities for swim lessons, water fitness and recreation, in addition to lap swim. A secondary, shallow water recreational pool with a zero-beach entry, current channel and waterslide would provide enhanced family and recreational amenities to the swimming pool complex.

- Capital cost for option 3 is projected at $5.5M for construction and $7.1M for the overall project cost.

- The aquatic facility is projected to recover approximately 50% of its operating expenses through the revenue streams of daily admissions / passes, swimming lessons, concessions and rentals.

- Operating the pool under a temporary enclosure from September to May would increase the non-personnel operating budget by approximately $144,000.

Questions / Comments

Counsilman · Hunsaker
AQUATICS FOR LIFE

Kiwanis Community Pool
Portland, ME
Feasibility Study
January 16, 2020

CITY OF PORTLAND
Executive Department
Jon P. Jennings, City Manager

James H. Gailey
County Manager
Cumberland County
142 Federal Street
Portland, Maine 04101

September 16, 2021

Dear Jim,

In an effort to strengthen collaboration throughout Cumberland County to end and prevent homelessness within the County, the City of Portland requests $3-$5 million of ARPA funding be allocated to the proposed 208-bed Homeless Services Center (HSC) to be located at 654 Riverside Street in Portland.

HSC will replace the existing Oxford Street Shelter (OSS), a low-barrier emergency shelter in Portland that serves individuals experiencing homelessness, a significant number of whom are Cumberland County residents. In 2019, over 250 individuals from Cumberland County (excluding Portland) were served at OSS, representing 13,000 bednights. In 2018, we served over 270 clients from Cumberland County (excluding Portland), representing over 14,000 bednights. In addition to a physical space to sleep, clients receive housing navigation services, referrals and housing retention specialists to increase the success of our housing placements.

HSC will be a state-of-the-art, one-story, adult emergency shelter. The new shelter will be open 24 hours a day, 7 days a week with on-site meals and a wide range of services including: health and mental health care, substance use treatment, housing assistance, peer support, case management, employment assistance and more. The new location will be a one-story building, easily accessible to all. Our clients will be able to access the space 24 hours a day and will not need to leave with their belongings. They will have a large day space with an area for meal services, including a kitchen where staff will serve meals. There will be indoor storage lockers, bathrooms and laundry services; clients will be assigned to beds rather than mats on the floor, as is the current practice at OSS. Sleeping areas will have beds where each individual will have a headboard charging station, allowing them a space to keep their phones fully charged to receive calls from potential landlords, employers or outside providers. The bed layout will provide increased ability to physically distance and will provide an increased sense of privacy, as beds will be set in quads.

Homelessness is a regional concern and necessitates a collaborative response; funding partners for HSC currently include Maine State Housing Authority, City of Portland Community Development Block Grant, City of Portland Emergency Solutions Grant (ESG), General Assistance reimbursement, and City of Portland General Fund.. Throughout the pandemic, we have coordinated with our neighbors in South Portland to meet the extreme needs created and exacerbated by COVID-19. We seek to expand this collaboration and spirit of mutual aid across the County. Similar to our data sharing efforts last winter when the County engaged with the Lakes Region to design a plan to solve homelessness in that region. We have commitments from over a dozen agencies to provide services on-site, creating a one-stop model. In its role as a central intake and referral facility, the HSC will leverage these relationships to maximize efficiency of the system's resources. The Homeless Services Center is our path forward to long term solutions beyond the immediate public health emergency.

Thank you for your consideration of our request.

Sincerely,

Jon P. Jennings
City Manager

CITY OF PORTLAND
Housing and Economic Development Department
Housing and Community Development Division

TO:	**Councilor Nicholas Mavodones, Chair** **Members of the Finance Committee**
FROM:	**Mary Davis, Acting Director** **Housing and Economic Development Department**
DATE:	**September 16, 2021**
SUBJECT:	**Use of American Rescue Plan Funding for Housing - $2,000,000**

Staff is providing the Finance Committee with an overview of funding available in the Housing Trust Fund (HTF) along with an update on the progress of projects in the City's Affordable Housing Development Program.

Housing Trust Fund The HTF has an unencumbered balance of $2,229,584.89. There are six projects that have Housing Trust Fund commitments totalling $2,143,999. Phase 1 of the Portland Housing Authority's Front Street project is underway and has been allocated $555,000 from the HTF. Phase 2 is not yet underway but has been allocated $370,000. HomeStart's 18 Luther Street project is underway with a $36,000 allocation. Community Housing of Maine's (CHOM) 83 Middle Street project ($136,734) and Avesta's 200 Valley Street project ($497,455) are expected to begin construction in September and October respectively. The Youth and Family Outreach project at 337 Cumberland Avenue ($500,000) is expected to begin construction in 2022. In July, the City Council allocated $48,810 to CHOM's 91 Winter Street project.

Other Development Projects. As you know, Request for Proposals for housing development have been issued on four city-owned parcels. The City has entered into Purchase and Sale Agreements (PSA) for three of the parcels and is negotiating a Purchase and Sale on the fourth parcel. In the proposals for the three parcels with signed PSAs, the developers indicated a need for assistance from the Housing Trust Fund totalling $1,000,000. The developers of the community land trust project on 21 Randall Street, have indicated they may have a funding gap of up to $900,000 in addition to the original request included in their proposal.

American Rescue Plan (ARP) Funding. In order to maximize the City's ability to leverage the HTF for additional housing development, staff is requesting that up to $2 million in ARP funding be allocated to housing development - one million from each of the first two tranches of funding.

389 Congress Street Room 312 • Portland, Maine 04101 • 207-874-8711
mpd@portlandmaine.gov • www.portlandmaine.gov

TO:	**Jon P. Jennings - City Manager**
FROM:	**Kristen Dow - Health & Human Services Director** **Kathy Alves - Facilities Director**
DATE:	**September 30, 2021**
SUBJECT:	**ARPA Funding Request - Public Health & Social Services Renovation and Expansion at 39 Forest Avenue**

The co-location of key programs from the Health & Human Services Departments Social Services and Public Health divisions to a single, centralized location at 39 Forest Avenue will reduce barriers to those who access vital services as well as enhance organizational efficiency. The much larger physical space at the Forest Avenue location provides opportunities for program expansion as well as increased opportunity for physical distancing to maintain health and safety for staff and service recipients.

The 39 Forest Avenue building spans the width of the block with entrances at 39 Forest Avenue and 100 Oak Street. At 37,000 square feet, the space is large enough to comfortably accommodate both Divisions' staff and the members of the public they serve. The large, flexible space inside the conference and training rooms will allow for expansion of existing offerings and creative opportunities for development of new services. The public health and social service divisions will each occupy one floor with public health clinical services on the first floor and Social Services, Administration and the fiscal team on the second floor.

The building allows for three separate entrances; public entrances to the building on Forest Avenue and a staff entrance on Oak Street. Accessibility ramps at the Forest Avenue entrance and inside the building provide accommodation for people who use wheelchairs and other mobility devices. Additionally, once inside the space at 39 Forest Avenue there is sufficient room to accommodate those using wheelchairs and other mobility devices- something lacking at some of our current locations.

The centralized location of the new building on the peninsula will place the office between Congress Street and Cumberland Avenue, granting access to major bus lines. We will also be able to operate some programs 7 days per week between 8am and 7pm, opening our doors to a wider array of people who work during the day or who need assistance after regular business hours. In addition to the fiscal and logistical benefits associated with co-location of HHS programs, the consolidation of these services in one location will result in reduced barriers for service recipients:

● Improved client access to services - Social Services and Public Health programs often share clients or see the same clients for different services, but don't always realize it. Co-locating our programs would improve our ability as a department to provide low-barrier services to clients under one roof.

● Strategic planning and collaboration - Co-locating services will naturally allow for programs to interact with one another in ways that are presently challenging. Meeting the vital health & human services needs of Portlanders will be improved through greater integration.

● Opportunities for program expansion - In both the Social Services and Public Health divisions, space constraints at current locations limit the opportunity to intentionally and strategically expand programs to meet community need.

● Improved health equity - At a time of increased recognition of the need to reduce health disparities as a means to achieve health equity for all, the co-location of HHS programs will serve to improve services for vulnerable populations. One example of many is that by physically locating the Resettlement Coordinator alongside the Minority Health Program, Portland will be taking a step forward in meeting the culturally and linguistically appropriate services (CLAS) standards to produce improved standards to the New Mainer population.

TO:	ARPA Review Committee c/o Portland Maine City Council
FROM:	Portland Downtown Cary Tyson, Executive Director
DATE:	September 14, 2021
RE:	Public Restroom Proposal, American Rescue Plan Act Funding

Portland Downtown is proposing American Rescue Plan Act (ARPA) funding be allocated for public restrooms and access to water (water fountains). While we can only comment on the geography of downtown, we recognize this is a citywide need.

There are many options for public restrooms including but not limited to fully assembeled site such as those produced by Greenflush Technologies, or the Sanisette and many, many others. We believe the most practical in terms of both cost and management is the Portland Loo.

Cost of the Portland Loo is modest, relative to such expenditures. The Loo itself ranges from **$120,000 - $150,000** depending upon the model. Installation numbers vary depending upon site location, need for property/easement acquisition and access/or to utilities. Given that we currently do not have an agreed upon location, it's difficult to estimate an exact cost for installation but it can run into the six-figures should there not an existing pad, the state of current utilities needs addressing, if the installation is handled by a third party and/or if the existing infrastructure needs to be upgraded, etc. As a comparison, Santa Rosa, CA recently spent a total of $268,000 for their Portland Loo and its installation. Included in this submission is detailed information from Portland Loo. This includes estimates of utility work, foundation work, shipping costs and installation brining the total anywhere from **$170,000 - $177,000**.

In an effort to keep costs as low as possible we are suggesting one location for consideration be our downtown parks. This avoids costs such as property acquisition and hopefully limits costs related to plumbing and other infrastructure. For example, the water fountain in Lincoln Park leads us to think the water infrastructure is currently in place and thus likely to keep costs down. There is a history of public restrooms being located in public space so this is in line with past practice. However, we are not strictly opposed to other downtown sites should they be deemed more practical or cost effective.

We believe a minimum of two (2) public restrooms are needed in downtown, one in the Old Port and one in the Arts & Government district. The Old Port is currently where we see the largest influx of tourists who face the needs of access to public restrooms. The lack of year around public restrooms in the Arts & Government district is a deterrent for some potential shoppers as well as an opportunity to address the human needs of residents alike.

While we believe the Portland Loo is the most practical and economical way to address the issue of the need for public restrooms, we aren't wed to the Portland Loo should alternatives be determined as more appropriate or effective.

Further, we are proposing the installation of water fountains in downtown. Access to water addresses one of our most basic human needs, aids in addressing the ongoing health crises, aids in improving quality of place and the visitor experience. We are again suggesting our downtown parks as locations for installation. Again, we don't know the existing status of water line infrastructure which will impact the installation costs, the style of water fountain we are proposing is a modest price, approximately **$5,000 per fountain**. We are largely agnostic in terms of brand, but we are suggesting a type similar to THIS EXAMPLE. That is, a fountain that offers bottle filling, drinking fountain and a pet station. In particular, we believe that providing pet stations is important to enhancing our status as a community that's walkable and pet friendly.

We recognize that installation comes with ongoing maintenance and expenses such as increased restroom cleaning and water costs. Portland Downtown is willing to contribute to the ongoing costs via an additional line item in our Supplemental Services Agreement or other arrangement that can be worked out upon approval of the initial expense. Opportunities exist for sponsorship of public restrooms. Should the City deem that appropriate, we are willing to pursue such agreements in conjunction with the City and within the parameters set for such opportunities. This could be an opportunity to offset ongoing costs for both entities. The only caveat is that installations must occur within the Downtown Improvement District for us to provide ongoing resources.

Thank you for your consideration of our requests. We remain committed to being a strong partner to the City, its leaders and its citizens.

QUOTE

The Portland Loo | *A Unique Solution to a Universal Problem*

Date:	September 14, 2021
Invoice #:	[701]
Customer ID:	Portland
Expires:	10/13/2021

To: **Name:** Cary Tyson **Ship to:** Zip Code 04101
City: Portland, ME

Salesperson	Shipping Method	Shipping Terms	Delivery Date	Payment Terms
Evan Madden	Truck	FOB Shipping Point	TBD	see attached

Item #	QTY	Description	Unit Price	Line Total
1	1	Portland Loo: Single occupant public toilet. **316** stainless steel posts, panels, louvers, roof and toilet. Aluminum front door. Skylight, 40W heat trace, interior & exterior LED lighting with photoeye and motion sensor control and occupancy counter. Incl. interior 32oz hand sanitizer dispenser and lockable 2-roll toilet paper dispenser with **AC power** option. (LH/RH door swing and hand wash station to be determined later)	$136,000.00	$136,000.00
2	1	Portland Loo with **Solar power** only option with 3 panel solar, 2 batteries, and solar controller. (LH/RH door swing and LH/RH hand wash station to be determined later)	$138,000.00	$138,000.00
3	1	Portland Loo with **Hybrid power** option with 3 panel solar, solar controller and 2 battery back up. (LH/RH door swing and LH/RH hand wash station to be determined later)	$138,600.00	$138,600.00
4	1	Loo Template	incl	-
5	1	Foundation Mounting Hardware	incl	-
6	1	As Built Drawings	$500.00	$500.00
7	1	Hand Wash Basin *for standard hand wash station	$1,500.00	$1,500.00
8	1	Baby Changing Table	$1,470.00	$1,470.00
9	1	Trash Can	$100.00	$100.00
10	1	Sharps Container	$900.00	$900.00
11	1	Cold Weather Toilet Upgrade	$4,500.00	$4,500.00
12	1	Recessed Hand Wash Station with Cold Air Hand Dryer, Tempered Water, and Soap Dispenser	$6,725.00	$6,725.00
13	1	Shipping & Handling	$9,320.00	$9,320.00
				Total: See Above

Make all checks payable to Madden Fabrication

Thank you for your business!

2550 NW 25th Pl. Portland, Oregon 97210 (503)226-3968

Proposal good for 30 days. Madden reserves the right to pass on any material price escalation beyond 30 days.

1. **Terms of Payment.** 30% at time of order, 50% at time of shipment and remaining 20% Net 30 after receipt by customer.
   a. **Deviation from Payment.** Payment Time is of the essence with respect to Buyer's payment of the purchase price, and timely payment shall not be delayed or excused for any reason. Payment agreement between Buyers and other parties, or failure by other parties to pay Buyer or perform any agreement with Buyer shall not result in delay of payment to Madden Fabrication. Madden Fabrication does not accept partial payments, any offsets, credit card merchant fees and/or retainage against the Purchase Order price. Should Buyer not act according to the terms of payment for any reason, the terms will be revoked and any remaining goods or services not yet delivered are subject to pre-payment terms whereby payment, in full is due 10 days prior to delivery. Any amounts not paid when due shall bear interest at the rate of 18 percent per annum or the highest lawful rate applicable, if such rate is less than 18 percent, from the date payment was due. The Madden Fabrication Warranty becomes null and void when payment is more than 5 business days past due.
   b. **Tax.** Unless otherwise indicated on the Madden Fabrication quote or purchase order, any sales, use, consumption, value added or other goods/services based tax imposed by a state, county/local or other agency with jurisdictional authority is excluded from this order. Buyer is responsible for remitting any taxes that are applicable.
   c. **Fees.** Madden Fabrication is not responsible for any fees and or expenses related to licensing, inspections and engineering as required by individual states or local governments.
2. **Change Orders.** All change orders must be signed by the buyer. Prices stated herein are valid for 1 month from the purchase order date, or two weeks from the purchase order date if unsigned, at which time Madden Fabrication may adjust its price if cost factors warrant. Additionally, any modifications to Madden Fabrication Portland Loo quote to customer, prior to formal approval, may result in a price adjustment. Any modification, to Madden Fabrication Portland Loo quote to customer, after formal approval, requested or required by Buyer for any reason shall be performed by Madden Fabrication at Buyer's expense, as follows: (i) Buyer shall submit a written description of the modifications to Madden Fabrication (ii) within 14 days of receipt of Buyer's description, Madden Fabrication shall provide to Buyer a written price quote for the modifications requested; (iii) Buyer shall pay the Change Order Invoice to Madden Fabrication in accordance with payment terms.
3. **Terms of Delivery.** Madden Fabrication will not be liable for any delay in the performance of orders or contracts, or in the delivery or shipment of goods, or for a damages suffered by the buyer by reason of such delay, when such delay is beyond Madden Fabrication control. All goods are shipped F.O.B. Portland, Oregon, which means that the risk of loss or damage to the goods and risk of delays in transit passes to the Buyer when the goods are duly delivered to the carrier at Portland, Oregon. Madden Fabrication has no control over arrival time of shipment, and shall not be responsible for delays in shipments once the goods leave Madden Fabrication plant.
   a. **Procedures for Handling Products.** Madden Fabrication suggested procedures for handling products are as follows:

i. All Madden Fabrication materials, whether palletized or separated from a pallet, must be handled per the instructions detailed in the Portland Loo Installation Procedures submitted with respect to the specified model of Portland Loo restroom facility or component.
ii. All material received from, but not manufactured by Madden Fabrication must be handled per the specific handling instructions of the manufacturer of the material.
iii. Proper handling equipment its supply and operation are strictly the responsibility of the Buyer.

4. **Description of Products and Warranty.** The Portland Loo and all its associated components shall be warranted against defects in materials and workmanship for a period for not less than one year from date of final acceptance.
5. **Time of Shipment and Delivery.** Unless otherwise specified on the purchase order, Madden Fabrication may ship goods pursuant to an order at any time after the goods are completed and ready for shipment. Further, unless payment has been made in advance, if a carrier holding a Madden Fabrication shipment order by a Buyer is ready to deliver the goods to the buyer, the Buyer agrees to accept the goods at the carrier's earliest possible delivery date and time.
6. **Store & Invoice.** If Buyer delays shipment, regardless of the reason for delay, Madden Fabrication is permitted to invoice and the Buyer accepts the obligation to pay Madden Fabrication under its agreed upon payment terms, using the date the order was ready for shipment as the invoice date. Once the order is invoiced, the materials shall become property of the agency/contractor. Further Madden Fabrication may at its sole discretion invoice the Buyer for a 100% of the contract value in addition for a **minimum** of $2,500 per month of on-site storage per Loo. Deliveries that are delayed by the Buyer may be canceled by Madden Fabrication and the goods returned to Madden Fabrication at its discretion. Any costs or difficulties arising from the Buyer's act in delaying receipt of Madden Fabrication's shipments are the complete responsibility of the Buyer. The Buyer agrees to pay for the complete shipment cost if Madden Fabrication elects to cause the goods to be returned to Madden Fabrication or delivered to another Buyer.
7. **Cancellation.** Mutual acceptance of the purchase order indicates notice to Madden Fabrication to proceed with the provisions of design service required in completing its fabrication of Portland Loo per this purchase order agreement. Should Buyer cancel its purchase order prior to granting Notice to Proceed in production of the Portland Loo, Buyer shall pay the design fee stated in the purchase order as compensation for design services rendered. Madden Fabrication requires the Buyer to indicate approval of its supply offering by executing the signature page of the Purchase order agreement document and Notice to Proceed. Upon granting Madden Fabrication approval of this purchase order agreement and Notice to Proceed, Buyer accepts responsibility for all costs incurred by Madden Fabrication in producing the Portland Loo for Buyer.

8. Special Orders. All products sold by Madden Fabrication are custom to each particular job. Payments toward any product, once made are non-refundable.

9. Contract Documents. Together with the Purchase Order, the following constitute the "Contract Documents" and the entire contract between the parties, either written or oral: (i) Approved "final" Madden Fabrication purchase order agreement and (ii) Change Order form (if applicable).

10. Attorney Fees. If Buyer fails to pay any amount when due, and Madden Fabrication incurs any expenses in pursuant of collection, Buyer agrees to pay the reasonable attorney fees (whether or not litigation is commenced) and other costs of such collection.

a. In any dispute involving the interpretation or enforcement of this agreement or involving issues related to bankruptcy (whether or not such issues related to the terms of this agreement), the prevailing party shall be entitled to recover from the non-prevailing party reasonable attorney fees, paralegal fees, costs disbursements, and other expense incurred by the prevailing party in the dispute, including those arising before and at any trial, arbitration, bankruptcy, or other proceeding, and in any appeal or review thereof. In addition, the amount recoverable by the prevailing party shall include an amount estimated as the fees, costs, disbursement, and other expenses that will be reasonably incurred in collecting monetary judgment or award, or otherwise enforcing any order, judgment, award, or decree entered in the proceeding

b. This agreement shall be interpreted and enforced according to the laws of the State of Oregon. The parties irrevocably submit and consent to the jurisdiction of the Multnomah County circuit courts of the State of Oregon and the Oregon Federal District Court, with respect to litigation regarding any dispute, claim or other matter related to this contract.

11. Intellectual Property. Madden Fabrication makes and sells the Portland Loo under license from the City of Portland, Oregon. Aside from implied licenses sufficient to install and maintain the Portland Loo purchased by the Buyer under this Agreement, the Buyer's purchase of the Portland Loo shall not transfer any intellectual property rights pertaining to the Portland Loo, including but not limited to patent, trademark, and copyright rights in the design of the Portland Loo or in the name PORTLAND LOO. All such intellectual property rights shall remain owned by the City of Portland, subject to any licenses or assignments granted or executed by the City of Portland. The Buyer shall have no right to make copies of the Portland Loo, or to sublicense or otherwise commercially use any intellectual property associated with the Portland Loo.

12. Controlling Provisions. The terms and conditions of this Purchase Order shall supersede and control any provisions, terms and conditions contained on any confirmation order, Purchase Order, or other writing the Buyer may give or receive, and the rights of the parties shall be governed exclusively by the provisions, terms and conditions thereof.

13. Binding Effect. This Purchase Order agreement shall be effective and in force only when signed by Buyer and Madden Fabrication. Madden Fabrication must consent to any assignment of this Purchase Order agreement in writing. Subject to any restrictions upon assignment, this Purchase Order agreement shall be binding on and inure to the benefit of the heirs, legal representative, successors, and assigns of the parties.

14. Notice. All notices required by this Purchase Order shall be in writing addressed to the party to whom the notice is directed at the address of that party set forth is this Purchase Order agreement and shall be deemed to have be given for all purposes upon receipt when personally delivered; one day after being sent, when sent by recognized overnight courier service; three days after deposit in United States Mail, postage prepaid, registered or certified mail; or on the date transmitted and received by facsimile. Any party may designate a different mailing address or a different person for all future notices by notice given in accordance with this paragraph.

15. Modification. No modification of this Purchase Order agreement shall be valid unless it is in writing and is signed by all of the parties.

16. Interpretation. The paragraph headings are for the convenience of the reader only and are not intended to act as a limitation of the scope or meaning of the paragraphs themselves. This agreement shall not be construed against the drafting party.

17. Severability. The invalidity of any terms or provisions of the agreement shall not affect the validity of any other provisions.

18. Waiver. Waiver of any party of strict performance of any provisions of this Purchase Order agreement shall not be a waiver of or prejudice any party's right to require strict performance of the same provision in the future or any other provision.

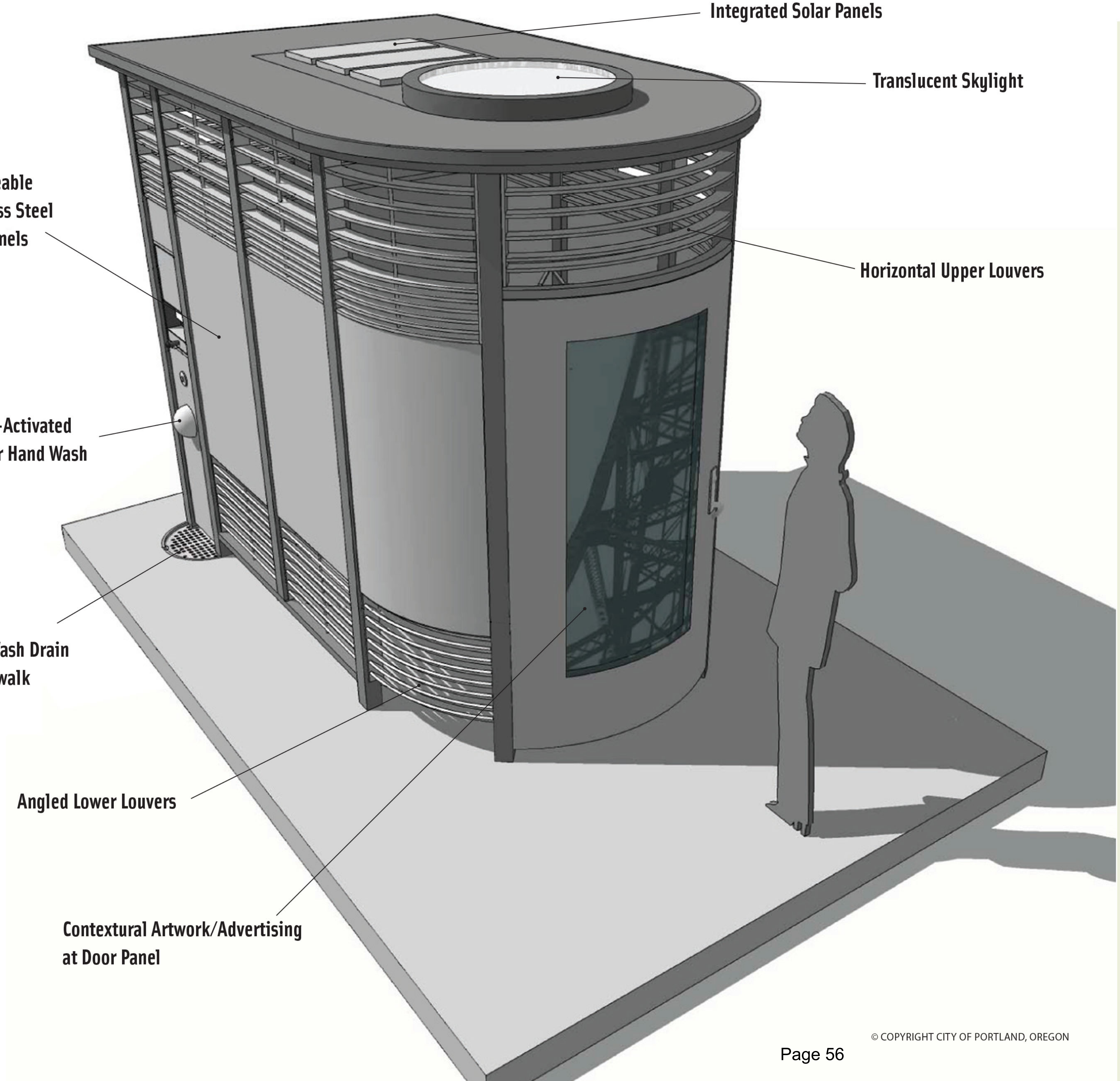
19. Counterparts. This Purchase Order agreement may be executed in multiple counterparts, each of which shall constitute one agreement, even though all parties do not sign the same counterpart.

X ____ X ____/ ____ / ___.

Buyer's Authorized Representative Date

X ____ X ____/ ____ / ___.

Portland Loo Representative Date



The Portland Loo

LIGHTWEIGHT.
The unit is composed of a minimum of materials. Utilizing stainless steel wall panels mounted to a slim profile steel structure means that the Portland Loo weighs a fraction of a typical restroom and can be delivered on-site as a complete enclosure.

SECURE.
Louvers at the top and bottom of the wall create an interior environment that offers complete visual privacy, while remaining as connected with the outside as possible. The lower louvers are angled to provide law enforcement the opportunity to observe the number of users within the unit without compromising privacy. The unit's hand-washing station is mounted on the exterior to promote shorter use times and to serve the general pedestrian population.

FUNCTIONAL.
The entire unit can be off-grid and lit entirely by solar-powered LED fixtures. Or the unit can be pre-wired for 115 volt AC power. At night a gentle light washes the exterior until it is occupied, at which time the interior lights activate and the exterior lights dim, announcing that it is in use. All of the cleaning and maintenance implements, as well as electrical components and solar batteries, are housed in the cabinet at the rear of the unit.

The Portland Loo

offers high durability and a unique and balanced blend of privacy and security, all at a cost that is a fraction of current stand-alone restroom models.

- Affordable
- Design deters illicit activity (CPTED)
- Durable/vandalism resistant
- Easy to service/replace damaged components
- Site almost anywhere (with water and sewer hookup)
- Designed to be open 24/7 without an attendant
- ADA accessible
- Sustainable/Solar-powered

Space available on exterior rear panels for graphics or advertising

Solar mechanics accessed through rear panel

Interior view

Exterior hand washing area

Solar panels and skylight on roof

The Portland Loo

The Portland Loo A Unique Solution to a Universal Problem ™

www.theloo.biz

CONTACT:

Evan Madden
503-298-6032

emadden@theloo.biz

The Portland Loo

Innovative Public Restroom Design

A Unique Solution to a Universal Problem

Portland Water District
FROM SEBAGO LAKE TO CASCO BAY

September 13, 2021

Mayor Kate Snyder & Portland City Council
City Hall, Portland Maine
via: online submission

RE: The Portland Water District requests $555,429 ARPA funds to replace Water and Sewer Mains on Concord Street

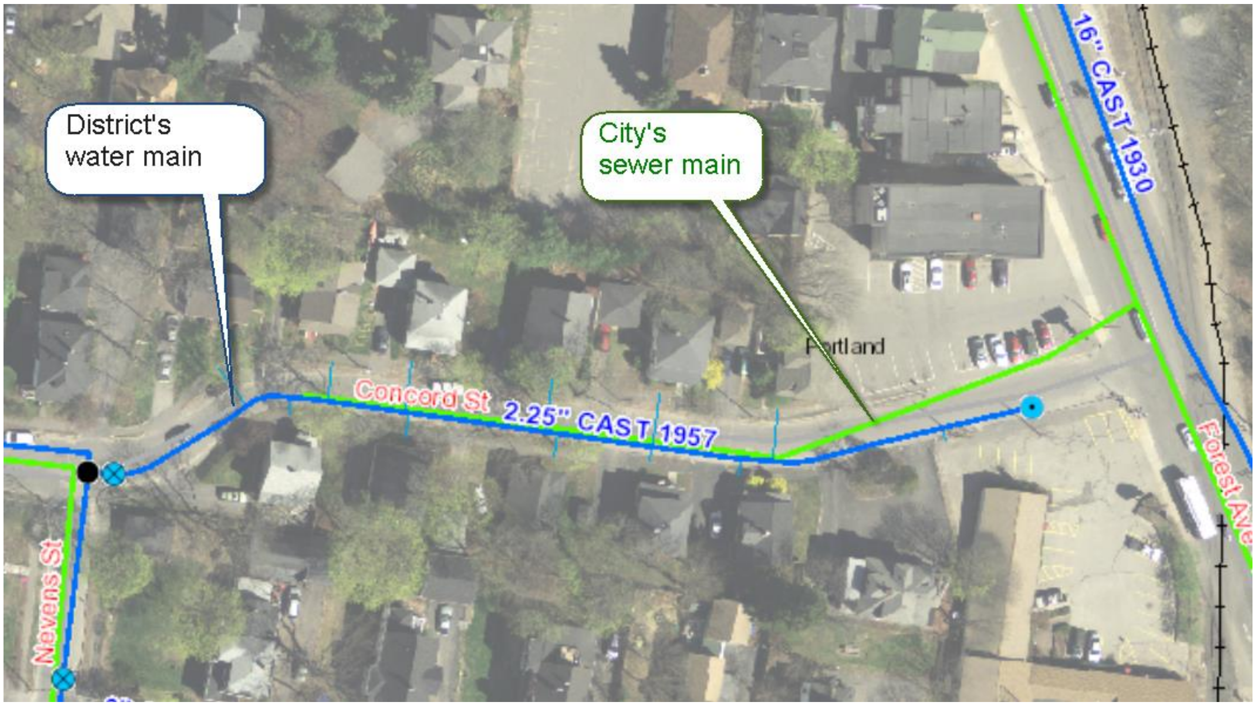
Portland Water District (District) is writing to request $555,000 in supporting funds from the ARPA funds program for the replacement of water and sewer mains on Concord Street. This project was recently bid due to a failed City gravity sewer. The City of Portland contacted the District this past May, asking to fast-track a water main replacement due to a collapse sewer main. The District's 1957, 2.25" cast iron water main that services 13 customers needed to be relocated for the City to replace the existing sewer. The District bid the project and received bids (attached) from 3 contractors. The water main portion of the project is $411,000, and the City's sewer main replacement is $144,000. This project is expected to start next week.

Approval of the Portland Water District's request for $555,000 will benefit both the City of Portland sewer ratepayers ($144,000) and the District's water ratepayers ($411,000) while updating the aging infrastructure on Concord Street.

Very Truly Yours,

Louise Douglas
President of the Board of Trustees

Carrie Lewis
General Manager



Water and Sewer Main Replacements in Concord St., Portland Bid Tabulation

			Storey Brothers, Inc.		Gorham Sand & Gravel		Pratt & Sons Inc.	
Item No.	Description	Unit	Bid Unit Price	Bid Price	Bid Unit Price	Bid Price	Bid Unit Price	Bid Price
W-1	Temporary Water Sytem	LS	$45,050.00	$45,050.00	$17,010.00	$17,010.00	$75,000.00	$75,000.00
W-2	6" D.I. Water Main	LF	$465.00	$4,650.00	$0.01	$0.10	$500.00	$5,000.00
W-3	4" D.I. Water Main	LF	$435.00	$206,625.00	$407.00	$193,325.00	$500.00	$237,500.00
W-4	6" Gate Valve	EA	$3,350.00	$3,350.00	$2,435.00	$2,435.00	$3,000.00	$3,000.00
W-5	4" Gate Valve	EA	$1,950.00	$1,950.00	$2,265.00	$2,265.00	$2,500.00	$2,500.00
W-6	1-Inch Air Release Valve	EA	$1,420.00	$1,420.00	$1,885.00	$1,885.00	$4,000.00	$4,000.00
W-7	1" Copper Service - Long Side	EA	$9,380.00	$56,280.00	$3,975.00	$23,850.00	$7,500.00	$45,000.00
W-8	1" Copper Service - Short Side	EA	$6,245.00	$37,470.00	$2,995.00	$17,970.00	$5,000.00	$30,000.00
W-9	Rock Removal	CY	$0.01	$4.25	$0.01	$4.25	$200.00	$85,000.00
W-10	Gravel Borrow	CY	$50.00	$10,000.00	$102.00	$20,400.00	$30.00	$6,000.00
W-11	Hot Mix Asphalt - 19mm	TON	$250.00	$32,500.00	$150.00	$19,500.00	$250.00	$32,500.00
W-12	Remove/Reset Granite Curb	LF	$61.00	$4,880.00	$51.25	$4,100.00	$80.00	$6,400.00
W-13	Asphalt Sidewalk	SY	$115.00	$3,450.00	$79.00	$2,370.00	$50.00	$1,500.00
W-14	Foreman	HR	$60.00	$600.00	$80.00	$800.00	$75.00	$750.00
W-15	Laborer	HR	$40.00	$400.00	$50.00	$500.00	$50.00	$500.00
W-16	Excavator w/Operator	HR	$110.00	$1,100.00	$280.00	$2,800.00	$150.00	$1,500.00
W-17	Loader w/Operator	HR	$90.00	$900.00	$170.00	$1,700.00	$125.00	$1,250.00
W-18	Dump Truck w/Operator	HR	$70.00	$700.00	$100.00	$1,000.00	$80.00	$800.00
Water Main Bid Total			$411,329.25		$311,914.35		$538,200.00	
603.1	Sanitary Sewer Pipe Bursting With HDPE Pipe	LF	$200.00	$83,000.00	$590.00	$244,850.00	$550.00	$228,250.00
604	Manholes and Basins	EA	$6,900.00	$20,700.00	$8,050.00	$24,150.00	$10,000.00	$30,000.00
632	Wyes	EA	$2,800.00	$39,200.00	$1,200.00	$16,800.00	$1,000.00	$14,000.00
633	House Sewer Laterals	LF	$120.00	$1,200.00	$175.00	$1,750.00	$2,500.00	$25,000.00
Total of Sewer Bid			$144,100.00		$287,550.00		$297,250.00	
Basis of Award	Total of PWD and City of Portland Bids		$555,429.25		$599,464.35		$835,450.00	

Prepared 8/5/21
By Patrick Fitzgerald, Purchasing Agent, Portland Water District

SUPPORTING LOCAL CHILD CARE PROGRAMS

CITY OF PORTLAND BLUEPRINT FOR ARPA FUNDS

WHY INVEST IN CHILD CARE IN PORTLAND?

High-quality child care is essential for a vibrant, thriving county. It provides a powerful pathway to growing the human capital of a prosperous and sustainable community. It strengthens the workforce and local economy by allowing parents to work, build a career, and pay their bills. It also provides young children with experiences that support school readiness and nurture their cognitive, social, and emotional growth.

In recent months, the value of early care and education has become top-of-mind for many members of our community, including those who struggle to balance remote working while home with young children. The lack of high-quality early care and education in Portland has been negatively impacted by COVID-19.

Cumberland County Children's Data

(2021 Maine Kids Count Data, https://www.mekids.org/priorities/kids-count/)

1. Prior to Covid-19 over 12,500 children under 6 had all available parents in the workforce
2. Around 50 child care sites were enrolled as a level 3 or higher on Maine's Quality Ratings Scale prior to Covid-19
3. Cumberland County had by far the lowest rate of children attending public preschool in 2020 (around 500 children prior to Covid-19)
4. Additionally, the county's rate of children in high-quality child care sites fell during 2019-2020

Maine State Child Care Data

(State of Maine Child Care Survey Spring 2021, https://www.maineaeyc.org)

5. Less than 20% of child care programs had their financial needs met through current federal relief funding
6. 43% of family child care programs cited a growing waitlist to be their biggest challenge, while 58% of child care centers cited staff shortages
7. 44% of child care centers are operating at a deficit while 29% of family child care providers are operating at a deficit

HOW TO INVEST?

Language per the Department of Treasury's Interim Final Rule on State and Local Fiscal Recovery Funds *(Recommended uses of funds for the City of Portland in Blue)*

Addressing Educational Disparities

Eligible services include new, expanded, or enhanced early learning services, including pre-kindergarten, Head Start, or partnerships between pre-kindergarten programs and local education authorities, or administration of those services.

Provide Cumberland County's Head Start agency with funding to expand partnerships with community-based child care programs, to include costs to support access and quality including, but not limited to, wages, materials, coaching/training

Promoting Healthy Childhood Environments

Eligible services include new or expanded high-quality child care to provide safe and supportive care for children.

Invest in a Child Care Business Incubator program to support a cohort of new entrepreneurs with the tools to start a successful business, develop their early childhood education philosophy, and navigate the licensing process

Build upon Portland's CDBG Childcare Voucher Collaborative, which offers child care scholarship assistance to some of Portland's low-to-moderate income families, to include additional providers

Provide grants for new child care start-up programs or existing child care expansions including costs for renovations, construction, materials, equipment, hiring, licensing, leasing, staff compensation

FOR MORE INFORMATION

If you would like to learn more about the opportunities above, please feel free to contact either Katie or Heather for more details:

Katie Soucy,
Starting Strong Director
Portland ConnectED
ksoucy@portlandconnected.org
(651) 329-0306

Heather Marden,
Policy Director,
Maine Association for the Education of Young Children
heather@maineaeyc.org
(207) 489-2187

For additional reading:

Portland Press Herald Policy Matters: Child Care
https://www.pressherald.com/policy-matters-child-care/

Another labor crisis hits Maine: Parents can't find child care
https://www.pressherald.com/2021/05/30/another-labor-crisis-hits-maine-parents-cant-find-child-care/

starting STRONG

United Way
United Way of Southern Maine

PORTLAND Regional Chamber of Commerce

maineaeyc
Maine Association for the Education of Young Children

outh & Family Outreach

Building a Brighter Future:

Expanding Portland's Early Childhood Education, Workforce, and Affordable Housing Capacity
Proposal Narrative

Brief Project Summary & Request:
Portland's workforce infrastructure requires access to quality childcare for working parents --- especially low-income parents. This expansion and housing project will provide space to increase Youth & Family Outreach's (YFO) comprehensive early childhood educational and family support services, create affordable housing and double child and family education enrollment, a two-generation approach to ensure family stability.

YFO's History and Service Overview
Mission Statement: *Youth and Family Outreach creates opportunities that enhance independence and learning to support the quality of life for children, youth, and families in Greater Portland.*
Specifically, Youth & Family Outreach (YFO) is a comprehensive, high-quality early childhood education program that transforms the lives of young children and supports parent workforce participation to build strong a community. YFO has a rich, unwavering history of meeting the needs of Portland's children, teens, and families since 1844 initially as a community outreach mission of the Portland Ministries at Large working to prevent homelessness.

As a long-standing partner in the West Bayside community, YFO, since 1986, and in its current form, operates a full-day, full-year non- profit early care and education program serving children six weeks to five years of age and their families with the primary goal to alleviate the effects of poverty, ensure children are prepared to succeed in K-12 education, and parents complete their education and enter the workforce. Dedicated to diversity, YFO trains and hires 50% of its teachers from the immigrant community.

YFO is licensed by the state, accredited by the National Association for the Education of Young Children, and has received the highest rating for Maine's Quality Rating System. Hiring, retaining, and advancing the careers of quality early childhood educators is a priority at YFO.

YFO currently serves 58 infant, toddlers and preschool-age children and their parents and family members in full-day, year round educational programming. In addition, YFO was the first community-based childcare provider that offered a public Pre-K program in partnership with the Portland Public schools, utilizing a high-quality, evidence-based and aligned curriculum to ensure children are prepared to successfully transition into K-12 education.

Sustainable Business Model
YFO has managed a sustainable business model of services by enrolling 60% of children and their families living at or below poverty and 40% from a variety of incomes using a sliding scale. By carefully applying childcare subsidies and benefits to support eligible low-income families and with private tuition, and public preschool partnership funds. YFO's sustainability initiatives are designed to create a vibrant, nurturing community now and into the future. We collaborate to increase the efficiency of operations and seek groundbreaking approaches to improve services. We partner with community organizations, citizens, and businesses working to create economic opportunities for families and lift them up out of poverty.

We are innovative and promote actions that will make YFO resilient in the face of a changing climate. Our Building a Brighter Future capital campaign and Joint Development Agreement with Portland Housing Authority is exactly one of those actions. Taking our already sustainable business model and bringing it forward into this expansion and partnership will further our efforts of sustainability by adding shared rental income to our revenue streams. As has been demonstrated many times over the years, Youth and Family Outreach will engage in every opportunity to diversify our revenue streams, while building a strong, connected community.

A Model for Workforce Diversity & Inclusion
The YFO location is key to ensuring accessibility to families that are displaced or underserved, many of whom rely on public transportation or attend by foot. YFO uniquely fosters a culturally responsive environment: 50% of its children come from diverse racial/cultural communities and speak multiple languages. Half of YFO's teachers are from these same communities and use languages other than English with all children and their families.

YFO serves as not only a training and workforce development opportunity for immigrant families with young children but fosters empathy and builds strong relationships in and out of the classroom. With support from Department of Labor, several YFO immigrant staff have completed their degrees and certifications and currently four staff members working toward their professional degrees. YFO not only sets an example of cultural diversity for its students but supports the economic and workforce development that our diverse community needs, addressing racial equality and wage gaps for women and people of color.

Wrap-Around Services through Partnership

YFO offers a nationally recognized child nutrition program where all children eat a healthy family-style breakfast, lunch, and snack with classmates and teachers. Environmental sustainability is core to YFO's pedagogy and operations, therefore YFO buys all local food (and grows a little themselves), cooks creative and healthy meals from scratch, while teaching the students to respect the natural world. This unique nutrition program partners with local producers, uses only whole ingredients and is good for our planet. A collaboration with Cooking Matters extends nutritional support to families through evening classes, teaching nutrition and low-cost meal planning.

To serve the needs of the whole family, YFO engages in strategic partnerships to provide critical services to children and families. Partners provide free Public Pre-K, an on-site social work intern, workshops for families and children in nutrition, music education, parenting, language, and literacy support training for staff, and more. Service partners include Educare Central Maine, the Greater Portland Immigrant Welcome Center, Opportunity Alliance, Portland Public Schools, University of Southern Maine, Portland Housing Authority, Maine Behavioral Health, SnapEd, Palaver Strings, Fedcap, Greater Portland United Way, Portland Public Library, Portland Ovations, and Portland Museum of Art. (Memoranda of Understanding from Portland Public Schools and Portland Housing Authority is available upon request).

Key Partner

The Portland Housing Development Corporation (PHDC) will be our key partner in this project. PHDC was created in 1983 as the real estate development arm of the Portland Housing Authority. PHDC creates new affordable housing in Portland while also preserving affordable housing through renovation or re-development. Their staff has over 15 years of experience in community planning, finance, sustainable design and construction. PHDC creates communities that are affordable, environmentally responsible and strive to empower residents and bring people together as a community through integrated support services.

Portland's lack of affordable housing exacerbates the financial strain on moderate or low-income families raising young children as noted in data from the recent City of Portland's 2018 Biennial Housing Report: Portland Housing Authority has a waitlist and 47% of renter-occupied households and 29% of owner-occupied households pay over 30% or more of their income towards housing costs. When this project is complete there will be 60 affordable apartment units.

Expansion & Housing Project Need:
An estimated 3,910 children under five live in Portland with more than half living in poverty. YFO's home, West Bayside, is a densely populated neighborhood (12K people/per sq. mile) with 36.4% of residents living in poverty (compared to 15.9%/Portland). Nearly 75% of all West Bayside residents are foreign-born and 9.4% speak English "not well or not at all." (*City-Data.com, Census*)

As a community anchor institution, YFO effectively engages at risk parents and exposes their young children to evidence-based high-quality early education. Such exposure is a proven way to bolster a child's brain and social-emotional development, resulting in improved school-readiness and other outcomes over that child's lifetime. Families from all income levels make up the YFO waitlist of roughly 100 families, however, families living in poverty have more barriers to achieve educational success and are more likely to experience toxic stress and trauma. Early exposure to quality care can mitigate the deleterious effects of trauma and poverty *(Harvard's Center for the Developing Child),* therefore YFO is committed to reducing the wait list for those most in need first.

Portland's lack of affordable housing exacerbates the financial strain on moderate or low-income families raising young children as noted in data from the recent City of Portland's 2018 Biennial Housing Report: Portland Housing Authority has a waitlist and 47% of renter-occupied households pay over 30% or more of their income towards housing costs.

Workforce Development & Participation Barriers
Cumberland County has the highest rate of all parents with young children working statewide with 76.7%. *(Compared to 71% statewide- 2019 Kids Count Data)*. Providing working parents full-day, full-year quality childcare ensures employee productivity as well as the ability of employers to attract and retain talent. A recent survey conducted by the Chamber of Commerce and region's United Way surveyed 125 greater Portland-based employers and found that:

- 70% of employees struggle to find affordable quality childcare.
- 88% either strongly agree or somewhat agree that increasing access to quality childcare should be a priority for our community.

Expansion Project Plan & Timeline
To address the enormous need in Greater Portland for quality early care and education, YFO conducted a feasibility study in the fall of 2019 and subsequently entered into an agreement with Portland Housing Development Corporation (PHDC). Together, YFO and PHDC have embarked on an ambitious plan that will transform the West Bayside community in Portland, and which is founded on the belief that a safe and affordable home, high-quality early childhood care and education, and culturally-inclusive family support will increase the opportunity for more families to grow and live with a sense of place, purpose, well-being, and financial stability.

The complete project includes **Three Phases**:
Phase 1: Property Acquisition of adjacent property formerly Maria's Restaurant: Completed on March 21, 2019;

Phase 2A: Submit and acquire Maine Housing Application Funding award: May 2020 to December 2020: Project was fully approved by the City of Portland in November 2020.

Phase 2B: YFO to secure signed pledges and/or cash and/or stock gifts to build out and equip the New and Renovated Program Space for direct services expansion: ($800M in cash and pledges required by the end of January 2021; an additional $800M by June 2021; final $1M by January 2022);

Phase 3: Expand Early Childhood & Family/Community Education: June 2021 to December 2022
- Demolish the adjacent (Restaurant) building; and
- Construct and Implement 12,518 sq. ft of new and renovated education and community space:
    - Double the number of available childcare slots – from current 58 slots to 107 slots. Providing quality early care and education to an additional 23 infants and toddlers and 24 Preschoolers
    - Integrate renovated Chapel community space to allow for fuller wrap around services delivered by partners.
    - Bring a 11 new full-time jobs to the neighborhood.
- Provide 60 eligible families with safe, accessible, and affordable homes that honor Portland's rich and growing diversity.
- Expansion Project Grand Opening: September 2023.

YFO's leadership would welcome the opportunity to discuss this proposal with city staff, councilors and committee members. Access a portion of the recent American Rescue Funds that the city has received would be a significant to our fundraising efforts. We are keenly aware of the tremendous level of need that has risen in our state and community since the pandemic began, and we are therefore grateful for the opportunity to submit this proposal and for your consideration.

Sincerely,

Camelia Babson-Haley, Executive Director

enc.: YFO brochure with case for support

Youth and Family Outreach

Driven to Serve

Youth, Family, Community

With roots tracing back more than 150 years, Youth and Family Outreach is built on compassion and driven to meet the needs of Portland's children and families. Today, we are focused on early childhood education. We consciously prioritize homeless, teen and immigrant parents to provide them with quality care that sets a strong foundation for future success in school, work, and life. These early, vulnerable years are a time of such promise and possibility. By exposing young people to high quality environments and diverse, caring relationships, we can bolster their brain wiring and social emotional development that sets them afoot on the path out of poverty.

In Portland, the waitlists for early childcare are hundreds long. And the cost for many families, especially those who are already struggling to make ends meet, is prohibitive. At Youth and Family Outreach, we give 60 children the gift of a strong start.

90% of brain development happens before children enter kindergarten

Source: First Five Years Fund, www.ffyf.org

When a child enters kindergarten ready for school, there is an 82% chance that child will master basic skills by age 11, compared with a 45% chance for children who are not school ready.

Source: First Five Years Fund, www.ffyf.org

The Program

The future for not only our youth but the betterment of our community begins in the early formative years as we set the stage for reading comprehension, vocabulary and crucial social-emotional development. Staff meet training requirements for universal design, social emotional development, trauma informed practice, assessment tracking, and more. We are not only state licensed but accredited by the National Association for the Education of Young Children (NAEYC) and a level 4 on Maine's Quality Rating and Improvement System – the highest rating possible. Quality at YFO is not negotiable.

Rooted in Bayside

Our location in the heart of Portland's Bayside neighborhood allows for invaluable enrichment. We are within walking distance to the Portland Public Library, farmers market, Children's Museum, Portland Museum of Art, Merrill Auditorium, Portland's working waterfront, and more. Our community is truly an extension of our classroom.

Moreover, our location is key to ensuring accessibility to families that are displaced or underserved, many of whom rely on public transportation or come here by foot. West Bayside has almost twice as many foreign born residents as other Portland neighborhoods. Furthermore we have a higher concentration of households living in poverty, with all adults working, compared to the rest of Portland. Our immediate community is families who are employed or in school. It's imperative that they have consistent and high quality environments for their children.

	West Bayside	Portland
Percentage of population below poverty level:	36.4%	18.9%
Percentage of single-mother households (among all households):	20.5%	12.0%
Percentage of foreign born residents:	23.9%	13.2%

Source: http://www.city-data.com/

1 in 4 children in Maine are considered to be food insecure.

Source: Coleman-Jensen, 2016

75% of food served at YFO comes from New England farmers and producers.

Teaching and Feeding the Whole Child

Hungry children can't focus and learn. Maine ranks 1st in New England, and 18th in the nation, for child food insecurity *(Educate Maine, 2016).* YFO has a nationally-recognized child nutrition program where all students eat a healthy family-style breakfast, lunch, and snack with their classmates and teachers. Our nutrition program is mindful of our community's resources, set in sound nutrition, uses only whole ingredients and is good to our planet. A collaboration with Cooking Matters extends nutritional support to families through evening classes, teaching nutrition and low-cost meal planning.

Wrap-Around Services through Partnerships

At YFO we know that a family needs to feel supported, be well fed, and have access to resources in order to be successful. Families living in poverty have more barriers to achieve that success and are more likely to experience toxic stress and trauma. To serve the needs of the whole family, YFO engages in strategic partnerships to provide much needed services to children and families. Partners provide an on-site social worker, workshops for families and children in nutrition, music, parenting, language and literacy support, training for staff, and much more. At YFO, our families get more than early education for their children, they get comprehensive support from our partners, and an ally in parenthood.

The People

What makes YFO unique is the people.

We are of and for our community and both our student population and our teachers reflect that. YFO embraces the positive contributions to our lives and community that comes from experiencing people of different backgrounds.

Our Community

60% of children at YFO are from families living at or below the poverty level.

- *60 children ages 6 weeks to 5 years and their families are enrolled in year-round, full day services and supports at YFO;*
- *33% of children have an identified special or mental health need;*
- *50% of our children are from diverse racial and cultural communities in which multiple languages are spoken;*
- *95% of our families are working or enrolled in school. The remaining 5% are actively searching for jobs.*

1/2 8 of the 16 YFO teachers incorporate language other than English from their home country as a means to communicate with students and families who are non-English speakers, as well as enhance the center's educational programming.

Strengthening Our Workforce

Relationships are key for our youngest learners. Hiring, retaining, and advancing the careers of quality early childhood educators is a priority at YFO. With support from YFO and the Department of Labor we have four staff members working toward their degree. In this way we not only set an example for our students, but we support the economic and workforce development that our community needs, addressing wage gaps for women and people of color.

As the Need Grows, So Will We

Maine is in the midst of a childcare crisis. 68.5% of Maine children under age 6 live in households with all parents working, but the average cost of care for one infant is 92.6% of the cost of tuition and fees at a 4-year Maine college. While the need for childcare grows, the number of licensed family childcare facilities has dropped 37% in the last 10 years. In addition, fewer and fewer childcare centers participate in the Child Care Subsidy Program. Investing in quality early care and education so that it is accessible and affordable for all families in Maine is essential to a healthy economy *(Maine Public Digital, https://projects.mainepublic.org/child-care-deep-dive).*

100+

We maintain an average wait list of 100 children.

To address the enormous need for expanded quality early care and family support, YFO has purchased the adjacent property (formerly Maria's Restaurant) and embarked on an ambitious plan to double our full-year student enrollment.

Our **Building a Brighter Future Campaign** will fund the design and building of a new structure on the newly acquired property, renovate our existing facility, create innovative green outdoor learning space, and expand programming to serve 110 students and their families.

To learn more about how you or your organization can help Build a Brighter Future for Greater Portland's most vulnerable young children, contact:

Camelia Haley,
Executive Director
Camelia.HaleyYFO@gmail.com
(207)874-1073
yfoutreachme.org

Every $1 invested in early care and education yields $7 - $16.

Source: Grunewald, Rob, and Art Rolnick. "Early Childhood Development = Economic Development." Fedgazette, vol. 15, no. 2, 2003.

Our Mission

Youth and Family Outreach creates opportunities that support learning and enhance the quality of life for children, teens, and families in Greater Portland.

Youth & Family Outreach

331 Cumberland Avenue
Portland, Maine 04101
207-874-1073
yfoutreachme.org

Design and Photography by Polychrome Collective

Building a Brighter Future

A Campaign for Youth & Family Outreach

co-chaired by Michael Bourque and Nancy Brain

As childcare providers across the state were forced to shutter, the critical importance of the childcare industry has become ever more apparent during the COVID-19 pandemic. The Center for American Progress reported on May 5, 2020 that as a result of COVID-19, Maine stands to lose 48% of its childcare provider supply and 22,814 licensed childcare slots.

Youth & Family Outreach (YFO) recognizes the gravity of this situation. We are actively engaged in advocating for the recovery of the early childhood field. By creating an additional 49 childcare slots through our expansion, we are providing a solution to help our community adapt to the new world we're living in.

The long term economic impacts of COVID-19 will make providing affordable, quality childcare services imperative for families looking for jobs and participating in the Greater Portland workforce.

In the fall of 2019, YFO conducted a feasibility study to explore how to address the already enormous need in Greater Portland for quality early care and education. To best expand and serve the needs of families, YFO chose to move forward in partnership with the Portland Housing Authority (PHA).

Together we are embarking on an ambitious plan to increase the opportunity for more families in our community to live with a sense of place, purpose, well-being, and financial stability.

A Space to Grow

The “Building a Brighter Future” Campaign includes three phases:

1 Acquisition of Adjacent Property

Completed on March 21, 2019;

2 Planning & Design

January 2020 to June 2021
Planning for the construction of a state of the art new sustainable childcare facility by achieving the Living Building Challenge and Passive House Certification.

These two programs will ensure that the new building will be designed to the highest level of energy efficiency, saving over 50% of energy cost, from a typical building, utilize healthy and sustainable materials, and create a connection to nature and the surrounding community.

3 Expand Early Childhood Education & Affordable Housing

June 2021 to June 2022

- Provide quality early care and education to an additional 23 infants and toddlers and 24 Public Pre-K and preschoolers—doubling current capacity
- Provide 60 eligible individuals and families with safe, accessible, and affordable homes that honor Portland’s rich and growing diversity
- Integrate community learning space and services for children, families, and childcare providers in the region.

Shared Purpose: Existing partner programs will continue to serve families in the expanded community space, including The Opportunity Alliance, Maine Behavioral Health,The Greater Portland Immigrant Welcome Center, FedCap, SnapEd, University of Southern Maine, Cooking Matters, Palaver Strings, Portland Museum of Art, and Portland Public Schools. New partners will be strategically engaged to elevate economic opportunity and foster family stability.

4,066
square feet of renovated facility space (in the chapel)

5,452
square feet of new facility space

3,000
square feet of green playground space

A Stablizing Beacon for the Bayside Neighborhood

Demolish the adjacent structure and build a new, fully accessible, energy efficient, 6-story building attached to the existing renovated chapel with state-of-the-art childcare space and 60 housing units:

- 12,518 square ft of new & renovated program space to include:
  - play therapy, gross motor and project rooms
  - family welcome center
  - 9 new & renovated classrooms, half of which are for infants and toddlers
- 60 mixed income family units, broadening our scope as a service hub for local families.
- Expand nationally recognized nutrition program
- 1,697 square ft of family, community, & provider programming space

Developing affordable housing will allow YFO and PHA to secure significant outside investment and Low-Income Housing Tax Credits, reducing the capital campaign budget required for YFO.

LOWER LEVEL

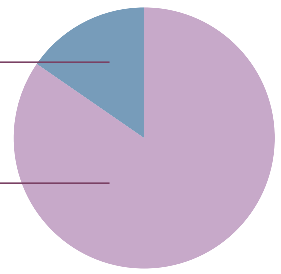
FIRST FLOOR

$18.35 MILLION

COLLABORATIVE PROJECT:

$2,952,000 for YFO facility space and programming expansion

$15,400,000 million for 60 housing units



$2.95 MILLION

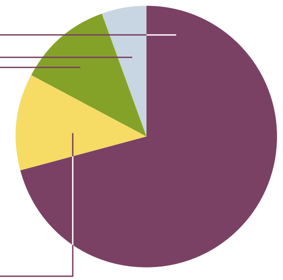
YFO CAMPAIGN:

$2,091,000 million for YFO expansion and renovation

$161,000 educational equipment, curriculum & materials

$346,000 children’s scholarship endowment

$354,000 outdoor play spaces



We Need You

Immediately upon completion this project will increase the availability of affordable homes, childcare and educational opportunities for Portland's working families. Over time, this project will serve as an integrated model for developing greater cultural understanding and social equity from birth through higher education, thereby strengthening workforce development, family stability, and community cohesion.

Your charitable gift, or organization's support can make a huge impact for Greater Portland's most vulnerable young children and their families. To learn how you or your business can help us Build a Brighter Future,
please contact:

Camelia Babson-Haley
Executive Director
Camelia.HaleyYFO@gmail.com
(207) 874-1073
yfoutreachme.org

Board of Directors
& Campaign Committee
Amy Grommes Pulaski
Board President,
Grommes Pulaski Consulting
Melissa Cilley
Board Vice President,
Apex Youth Connection
Owen Patrick
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Portland Public Schools
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Special Education Teacher, Retired
Elise Malongi
Portland Comunity Squash
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Campaign Co-Chairs
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Frances Hollis Brain Foundation Fund
at the Maine Community Foundation

Campaign Advisory Council
Weston Bonney
Peoples Heritage Financial Group,
Retired
Ana Hicks
Anti Poverty Policy Expert
Marie McCarthy
L.L. Bean
Victoria Rogers
MaineHealth

Campaign Friends
Laurel Getz
PR Consultant
Holly Martzial
Mindwell Marketing

in memory of Alain Nahimana
Leader, Friend, Supporter

CITY OF PORTLAND
Housing and Economic Development Department

Memorandum

To: Brendan O'Connell, Finance Director

From: Bill Needelman, Waterfront Coordinator

Date: September 16, 2021

RE: ARPA funding for the Public Landing at Ocean Gateway

CC: Jon P. Jennings, City Manager
Mary Davis, Acting HED Director
Kathy Alves, Public Buildings and Waterfront Director
Ethan Hipple, PR&F Director

Introduction:

The need for expanded public landing facilities in Portland has been discussed publicly and privately within the Portland Harbor and Island communities for decades. To meet the growing needs of recreational and commercial boaters and to mitigate against significant shortcomings in the existing facilities, city staff is recommending a new public landing to be constructed within the Ocean Gateway marine passenger terminal complex. The project is estimated to cost $400,000.

Purpose and Need:

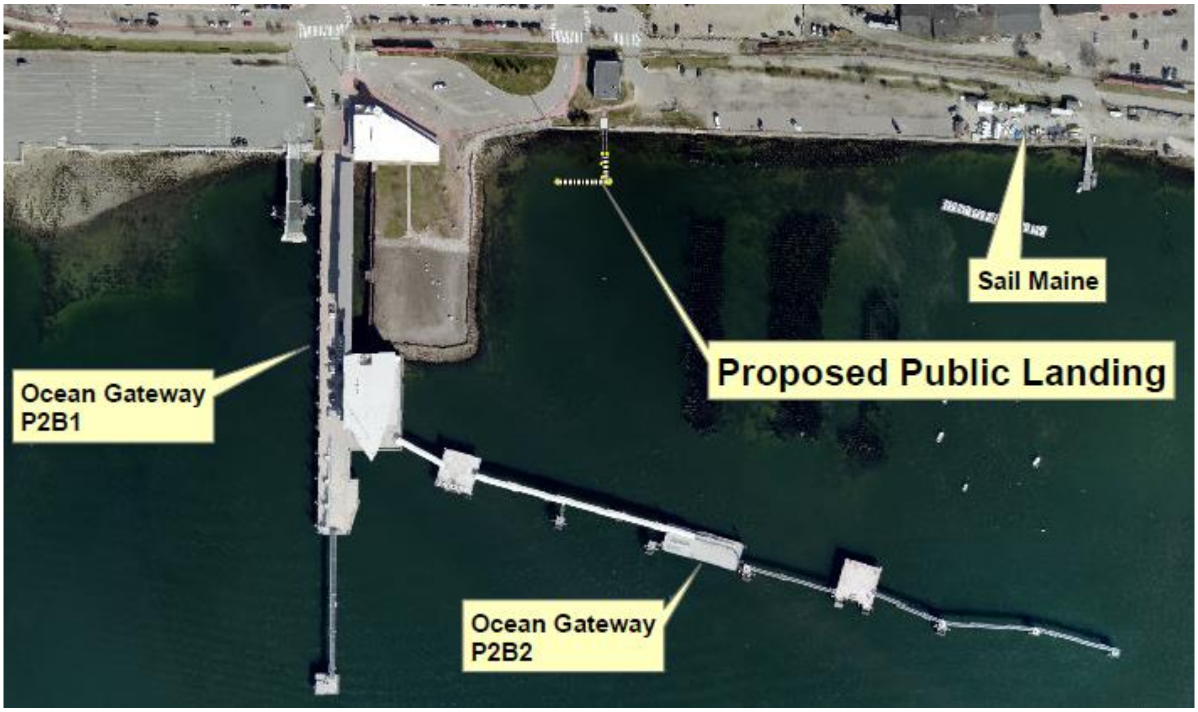
Portland Harbor is one of Maine's busiest water bodies, but has an inadequate supply of full tide access to transient berthing for public use. Currently, the boating public has only one option for short-term tie up in Portland at Maine State Pier. The Maine State Pier landing is typically over capacity and has inadequate landside pickup and drop off facilities for safe and convenient use.

The COVID-19 pandemic raised the need for public landings in Portland Harbor. Boating, as a pandemic-safe activity, rose dramatically. Likewise, Casco Bay Island communities have always relied on private vessels for a portion of their everyday commuting and transportation needs. The pandemic increased islander demand for private boating infrastructure as a perceived safer alternative to crowded ferries.

Project Description:

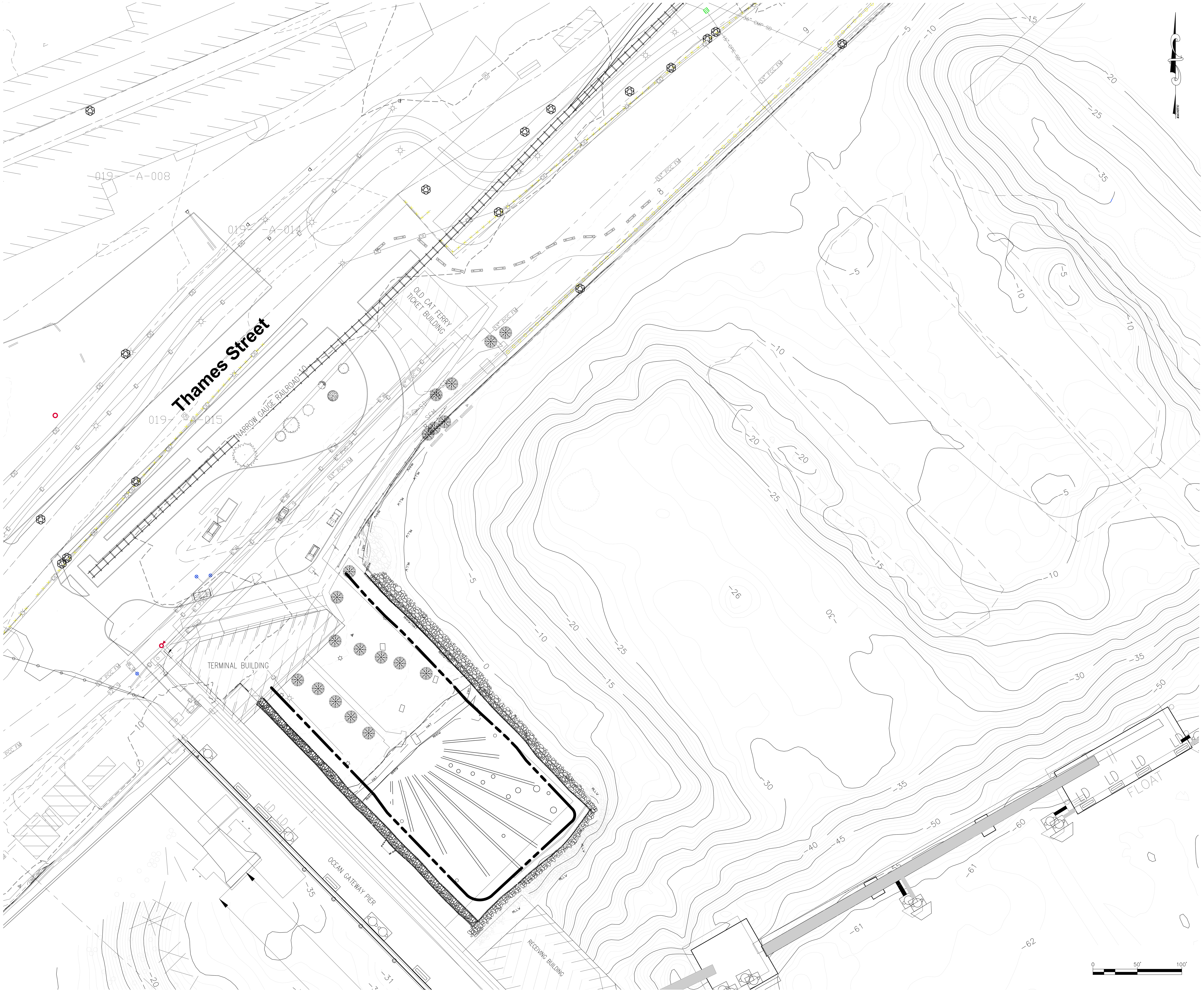
The Public Landing at Ocean Gateway is proposed to be located east of the Ocean Gateway terminal, near the "paint building" which currently houses the Maine Narrow Gauge Museum.

The site is located proximate to the newly improved “Amethyst Lot” openspace and served by the existing Ocean Gateway vehicular turnaround.



The Public Landing at Ocean Gateway project consists of final design, permitting, and construction. Landside improvements would include construction of a concrete pad and pedestrian walkways. Pedestrian access to the dock would be provided by a 50-foot aluminum gangway ramp. The dock itself would be assembled from already owned recycled concrete floats secured to steel pilings and mooring dolphins. The completed facility would provide +/- 240 linear feet of public transient berthing.

Project construction costs are estimated at $357,800. Final engineering, design, and permitting is estimated at $37,400. Rounding up, total <u>costs to complete are estimated at $400,000</u>



NOTES

1. SURVEY DATA INCLUDED FOR REFERENCE ONLY, AND MAY NOT BE UP TO DATE WITH EXISTING CONDITIONS.
2. DUE TO THE NATURE OF A TIDAL ENVIRONMENT, ALL HYDROGRAPHIC INFORMATION DEPICTED ON THESE PLANS CAN ONLY BE CONSIDERED TO REPRESENT CONDITIONS AT THE TIME OF THE BATHYMETRIC SURVEY.
3. BATHYMETRY DATA COLLECTED BY APEX COMPANIES, LLC OF BOSTON, MASSACHUSETTS, FROM NOVEMBER 29 THROUGH DECEMBER 1 OF 2016.
4. DEPTHS ARE BASED ON MEAN LOWER LOW WATER (MLLW) AND ARE SHOWN IN FEET.
5. CONTOUR INTERVAL IS ONE FOOT.

TIDAL DATA (ADJUSTED TO MLLW 0.00)

HIGHEST OBSERVED WATER LEVEL - 14.17'
MEAN HIGHER HIGH WATER LEVEL - 9.91'
MEAN HIGH WATER LEVEL - 9.45'
MEAN LOW WATER LEVEL - 0.34'
MEAN LOWER LOW WATER LEVEL - 0.00'
LOWEST OBSERVED WATER LEVEL - MINUS 3.41'

PRELIMINARY/CONCEPTUAL ONLY

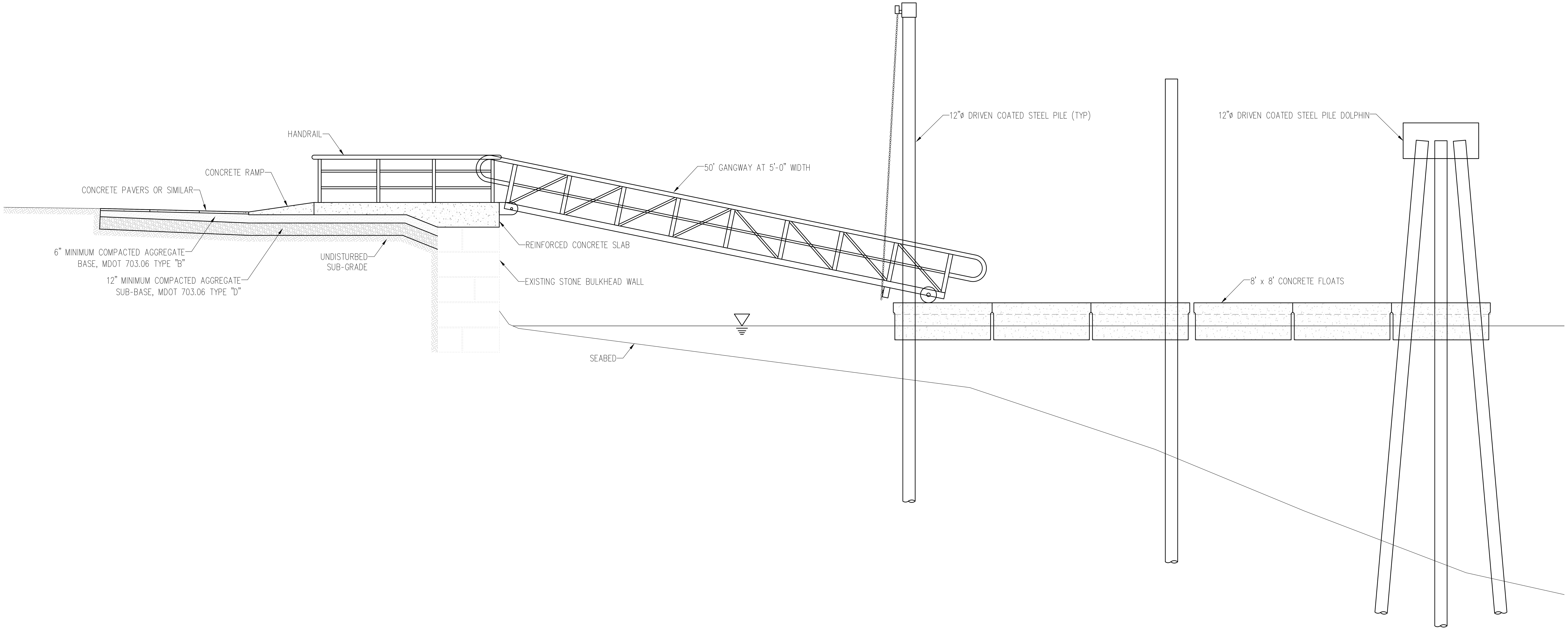
CITY OF PORTLAND, MAINE
HOUSING AND ECONOMIC DEVELOPMENT

PUBLIC ACCESS CONCEPTS - OPTION #4
OCEAN GATEWAY PUBLIC LANDING
SITE PLAN AND BATHYMETRY

TEC ASSOCIATES CONSULTING ENGINEERS
46 SAWYER STREET SOUTH PORTLAND, MAINE 04106

SCALE 1" = 500'		DATE 16 NOVEMBER 2020	
JOB NUMBER 2001-4	DRAWN BY B.E.A.	DESIGNED BY B.E.A.	DRAWING NO. 1


Thames Street
CONCRETE GANGWAY PLATFORM
50' GANGWAY
STEEL PILE (TYP)
8' x 8' FLOATS
(15) PIECES
(3) STEEL PILE DOLPHIN
EXISTING DERELICT TIMBER
PILE STRUCTURE
POSSIBLE MOORING FIELD
PRELIMINARY/CONCEPTUAL ONLY
0
25'
50'
CITY OF PORTLAND, MAINE
HOUSING AND ECONOMIC DEVELOPMENT
PUBLIC ACCESS CONCEPTS - OPTION #4
OCEAN GATEWAY PUBLIC LANDING
PLAN VIEW
TEC ASSOCIATES
CONSULTING ENGINEERS
46 SAWYER STREET
SOUTH PORTLAND, MAINE 04106
SCALE 1" = 25'-0"
DATE 16 NOVEMBER 2020
JOB NUMBER 2001-4
DRAWN BY B.E.A.
DESIGNED BY B.E.A.
DRAWING NO. 2



PRELIMINARY/CONCEPTUAL ONLY

CITY OF PORTLAND, MAINE
HOUSING AND ECONOMIC DEVELOPMENT

PUBLIC ACCESS CONCEPTS - OPTION #4
OCEAN GATEWAY PUBLIC LANDING
SECTION VIEW

TEC ASSOCIATES CONSULTING ENGINEERS
46 SAWYER STREET SOUTH PORTLAND, MAINE 04106

SCALE	1/4" = 1'-0"	DATE	16 NOVEMBER 2020
JOB NUMBER	DRAWN BY	DESIGNED BY	DRAWING NO.
2001-4	B.E.A.	B.E.A.	3

TEC ASSOCIATES
46 Sawyer Street
South Portland, Maine 04106
(207) 767-6068 FAX (207) 767-7125

JOB 2001-4
SHEET NO. 1 **OF** 2
CALCULATED BY BEA **DATE** 12/1/2020
CHECKED BY **DATE**
Sheet Title: City Access Float Proposals - Ocean Gateway

ITEM #	DESCRIPTION	UNITS	UNIT PRICE	QUANTITY		TOTAL ($)
1	**MATERIALS**					
1.1	Pipe Pile, Coated	lf	$52.00	1,000		$52,000.00
1.2	Concrete for Gangway Pad	cy	$137.50	20		$2,750.00
1.3	Rebar #6, Epoxy Coated	lb	$0.75	250		$187.50
1.4	Gangway, 5'x50'	ls	$20,000.00	1		$20,000.00
1.5	Gangway Hardware	ls	$2,000.00	1		$2,000.00
1.6	Float Hardware	ls	$4,000.00	1		$4,000.00
1.7	Galvanized Handrail	lf	$6.20	180		$1,116.00
1.8	Loam/Compost Mix	cy	$35.25	50		$1,762.50
1.9	Seed	sy	$0.94	700		$658.00
1.10	Base Course Crushed Rock	cy	$25.00	15		$375.00
1.11	Plant Mix Bearing Course, 2"	sy	$7.60	25		$190.00
1.12	Plant Mix Wearing Course, 1½"	sy	$6.35	25		$158.75
1.13	Park Fixtures	ea	$500.00	10		$5,000.00
1.14	15% Contractor Mark-up					$12,779.66
					Subtotal	**$102,977.41**
2	**LABOR/EQUIPMENT**					
2.1	Mobilization/Demobilization	ls	$5,000.00	2		$10,000.00
2.2	Marine Demolition	day	$7,000.00	4		$28,000.00
2.3	Drive Pipe Pile	day	$7,000.00	5		$35,000.00
2.4	Site Demolition/Tree Removal	day	$4,000.00	3		$12,000.00
2.5	Excavation	day	$4,000.00	3		$12,000.00
2.6	Set Rebar and Forms	day	$4,000.00	1		$4,000.00
2.7	Concrete Pour	day	$4,000.00	1		$4,000.00
2.8	Sitework	day	$4,000.00	7		$28,000.00
2.9	Paving	day	$4,000.00	1		$4,000.00
2.10	Traffic Control	day	$120.00	12		$1,440.00
2.11	15% Temporary Facilities					$20,766.00
					Subtotal	**$159,206.00**
3	**ENGINEERING**					
3.1	Geotechnical	ls	$15,000.00	1		$15,000.00
3.2	Design/Permitting Phase	ls	$15,000.00	1		$15,000.00
3.3	Construction Phase	ls	$6,000.00	1		$6,000.00
					Subtotal	**$36,000.00**
	20% Contingency					**$59,636.68**
					Grand Total	**$357,820.10**

6 January 2021

Mr. Bill Needleman
Waterfront Coordinator
Housing and Economic Development Department
City of Portland, Maine
389 Congress Street
Portland, ME 04101-3509

Re: Professional Engineering Services for
Proposed Public Access Berthing at Ocean Gateway

Dear Mr. Needleman:

TEC Associates is happy to submit this proposal for engineering services for the design of a public access berthing at Ocean Gateway, per your request.

The proposed project would enable additional public access to the waterfront through the installation of seasonal floats capable of temporary small vessel berthing. The project includes a landward seating and gangway access pad, a 50-foot access gangway, approximately 120 linear feet of 8-foot by 8-foot concrete floats, and related sitework.

Engineering work for the proposed project includes the design of structural concrete, steel connections, pile or pile dolphins, permitting (including Harbor Commission, City Site Plan, NRPA (MaineDEP), and Army Corps), construction management, and other ancillary engineering services. Design plans and specifications will be provided for all work. The following is a cost breakdown of these services:

<u>Subsurface Investigation (Including Field Borings)</u>

- Field boring and soils analysis $8,360.

<u>Site Survey and Preliminary Permit Drawings and Design</u>

- Two-man survey crew on site for 1/2-day, site drawings $1,560.
- Provide preliminary design and permitting drawings, obtain necessary permits as outlined above (including permitting fees and related meetings/field visits) $7,900.

<u>Engineering Design</u>

- Provide all geotechnical calculations and design for pile $9,130.
- Provide all structural calculations and final design for gangway pad, anchoring/securement, site work, and ancillary engineering $3,200.
- Provide all bid documents and facilitate bidding process and contract award with the City $1,500.

Construction Management

- Provide site visits and pile driving/observation reports during the construction phase (assumed 12 week project duration) $5,750.

Estimated cost: $37,400.

All work shall be in accordance with the terms and conditions set forth in the Master Agreement for Engineering Consulting Services for 2020-2024 between TEC Associates and the City of Portland, Maine. This proposal may be accepted by signing in the spaces below and returning one complete copy to TEC Associates.

As always, please do not hesitate to reach out should you have any questions or concerns. We greatly appreciate this opportunity to work with the City.

Very truly yours,

TEC ASSOCIATES

Brendan Amy

Brendan Amy
Project Engineer

I understand and accept this proposal for the City of Portland, Maine – Public Access Berthing at Ocean Gateway:

By: ______________________________ Title: ______________________________
(Authorized Representative's Signature)

By: ______________________________ Date: ______________________________
(Print or Type Name)

Please sign and return one copy of this proposal to TEC Associates.

CITY OF PORTLAND
Public Buildings & Waterfront

To: Jon Jennings

From: Kathy Alves Public Buildings Director

Date: September 30, 2021

Re: EXPO ARPA Funding Request

The following request is to update the facility's HVAC system. The system is 50+ yrs old and is unable to safely support the needs as a multi-purpose space which has been increasingly called upon to meet the public health and social services needs of the City in addition to its traditional uses. The space is used primarily for large gatherings such as sporting events, educational needs, voting, a Fallout Shelter and most recently a mass vaccination site.

Antiquated systems at this facility have challenged us in many ways over the past few years, particularly during the use of the site as shetler for recently arrived asylum seekers and during the site's use as a mass vaccination site. Air exchanges are minimal, heat recovery units are non-existent preventing additional air exchanges from taking place.

New technology within the HVAC industry will make this space suitable for the community's needs in a safe and efficient environment.

System needs have been reviewed by staff and local Engineers and our latest cost estimate for the project is $475,000, next steps include specifying equipment for availability. HVAC equipment currently has a 16-18 week lead time.

Kathy Alves

Public Buildings Director

389 Congress Street Room 312 • Portland, Maine 04101 • 207-874-8711
mpd@portlandmaine.gov • www.portlandmaine.gov

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

September 13, 2021

Mayor Kate Snyder & Portland City Council
City Hall, Portland Maine
via: online submission

RE: The Portland Water District requests $400,000 ARPA funds to replace aging Sewer Force Main on Back Cove

Portland Water District (District) is writing to request $400,000 in supporting funds from the ARPA funds program for the replacement of the Baxter Blvd sewer force main. This project is needed and ready to be constructed due to a recent sewer force main leak that nearly ended in a spill into Back Cove. This force main replacement is another step in the City's goals to improve the reliability and resiliency of the infrastructure that protects the water quality of Casco Bay and the city of Portland.

In conjunction with the City of Portland's Baxter Blvd West Combined Sewer Overflow (CSO) Storage project, the District is currently upgrading the Baxter Blvd Wastewater Pumping Station that will receive all the stored first flush storm/CSO water (2 million gallons) and pump it to the East End Wastewater Treatment Plant. The force main that we are requesting funding for is the conduit to deliver the stored storm/CSO water to the plant.

The current pump station upgrade of $2.1 million did not include upgrading the force main, which is necessary now due to a recent force main break (7/16/2021). Baxter Blvd is currently closed to accommodate the current projects which further prioritizes this 40 year-old force main for replacement.

Approval of the Portland Water District's request for $400,000 will be a significant step toward updating the existing infrastructure around the Back Cove and will ultimately be less that the City of Portland rate-payers will have to fund.

Very Truly Yours,

Louise Douglas
President of the Board of Trustees

Carrie Lewis
General Manager

Baxter Blvd Force Main Project.

Replacement of 1000 of 12” 1980 ductile iron pipe at an estimated cost of $400/ft. .

District plans to perform this work next Spring.

In early 2020, however, the COVID-19 pandemic drastically changed commercial vessel traffic in Portland Harbor and upended the Harbor Commission's pilotage rate-setting paradigm. By early spring, the Governor shut down schools, businesses operated remotely, and out-of-state travel was prohibited. This action, combined with the end of heating fuel season, reduced the demand for product (fuel oil) vessels calling on the Port of Portland. The cruise ship industry was in a negative spotlight from the onset of the virus and a worldwide cease in cruise ship activity began. The U.S. C.D.C. set a "No Sail Order" and prohibited cruise ship operations in U.S. waters.

The vessel traffic projection component of the Harbor Commission's formula to set a "fair and reasonable" rate was shattered because it envisioned a rate that was based in part on the income Pilots could anticipate from cruise ships. It was immediately clear Portland Harbor would have no cruise ship visits for 2020 and fewer fuel oil vessels given the travel ban, but the need for emergency and household supplies arriving by ship continued to necessitate the need for ongoing pilotage operations. In other words, the ongoing expenses remained, but the lion's share of the income evaporated overnight. The Harbor Commission set an emergency rate hearing, and unanimously voted to implement the previously approved 2021 rate, effective May 1, 2020. In addition to the rate change, the Harbor Commission recognized a severe decrease in vessel numbers warranted an increase in the capital construction fund fee. As a result, the Port of Portland did not shut down during the pandemic.

<u>COVID-19 recovery assistance:</u>

Nonetheless, in 2020, Portland Pilots, Inc., struggled to meet basic monthly expenses to remain in operation given that 60% of its typical income comes from cruise ships. Regardless of the loss of ship traffic, pilots must maintain two pilot vessels, two full-time boat operators, three full-time pilots, and an operations manager, in order to service the remaining ship traffic. During the pandemic, the company retained all employees and continued to pay employee salaries, full medical premiums, and retirement expenses. The principals took deep salary cuts, received no return on investment, put company loans on the vessels' mortgages in forbearance for the maximum time allowed by our lender, took out additional lines of credit, and utilized PPP monies and a GPCOG grant to continue operations. These emergency measures, while helpful in the short-term, have now lapsed, and bills are again due.

The CERTS act was finally put in place, over 18 months after the start of pandemic. The wording and guidelines do not adequately address or remedy the loss of cruise ship traffic, which accounts for nearly 60 percent of Portland Pilots, Inc.'s annual revenues. Maine recently released Charter Transportation & Border Business Assistance Grant Program, which, like the CERTS Act does <u>not</u> begin to accurately or adequately address the colossal loss of cruise ship revenues.

P.O. Box 7485 • Portland, Maine 04112 • (207) 774-5623

As stated in the letter to the City Council by the Harbor Commission Chair Daniel Haley, no cruise ships called in 2020, and none called in 2021. What happens in 2022 is unknown, of course, but it's a reasonable inference that cruise ship traffic will not come roaring back to pre-pandemic levels next summer. Portland Pilots, Inc. has not recovered and is now faced with a second consecutive year with no cruise ship traffic. There are myriad COVID relief funds for businesses affected by the pandemic, but Portland Pilots, Inc., notwithstanding its commitment to keeping Maine's largest Port open, has been, and continues to be, significantly financially damaged by the effect COVID-19., Our search for funds to keep our vessels operating and our pilots and crews employed has been unavailing. We have been aggressively cutting and borrowing to keep the Port open, but time is running out. Pilots play a vital role in maritime transportation; the loss of pilot service is a critical point of failure to the safety of the Port and the State of Maine's commercial needs.

For the reasons outlined above and below, Portland Pilots, Inc. respectfully asks City Council for $900,000 in ARPA discretionary funds to allow for a recovery from the devastating effect of the pandemic caused by the loss of over 200 scheduled cruise ship visits to the Port of Portland over the past two years. You should know that Portland Pilots is also requesting emergency (ARPA) funding from the Cumberland County Council ($350,000) and the City of South Portland ($450,000), whose deadlines for application are later in 2021, to spread out the impact of this loss to several government entities receiving ARPA funds.

Below is an overview comparison that clearly shows the trajectory and steady increase in cruise ship visits prior to the pandemic. The years 2017, 2018, and 2019 numbers are actual visits by cruise ships calling on the Port of Portland. The years 2020 and 2021 reflect the visits that were scheduled but then canceled due to COVID 19. The numbers for 2022 reflect very early bookings and expected to either increase (if the pandemic suddenly clears) or be canceled once again due to COVID variants.

Summary of cruise ship income *prior* to COVID-19:

2017: 61 cruise ship calls to Portland

2018: 72 cruise ship calls to Portland

2019: 73 cruise ship calls to Portland

2019 Actual Cruise Ship Revenue: $612,018.59, plus $14,600 in Capital Construction Fees ("CCF') = $626,618.59

P.O. Box 7485 • Portland, Maine 04112 • (207) 774-5623

2020 Cruise ships visits CANCELED as result of CDC "NO SAIL ORDER" / COVID-19:

2020: 99 scheduled / canceled cruise ship calls to Portland

Losses based on scheduled visits that did not occur: $942,846 plus $29,700 CCF = $972,546.00

2021: 126 scheduled / canceled cruise ship calls to Portland

Losses based on scheduled visits that did not occur: $1,043,130 plus $37,800 CCF = $1,080,930

2022 (projected): 121 scheduled cruise ship calls to Portland (early estimate reflects smaller ships with less revenue)

Scheduled revenue / losses (currently unknown): $1,435,259 plus $36,300 CCF = $1,471,559

Conclusion:

As described above, Portland Pilots has suffered losses in excess of $2 million as a direct result of the loss of cruise ship and other commercial ship traffic in the Port of Portland thus far, yet the Port has stayed open, there have been no ships delayed, and none of its boat crews have been laid off. Notwithstanding these losses and the ongoing expenses of running a safe pilotage operation, the recent rate increase by the Harbor Commission would allow Portland Pilots to recover its financial footing but only if City Council (and its sister councils in the County and across the harbor) chooses to fund this request of $900,000. City Council has an opportunity to build a bridge to a sustainable pilotage service.

Thank you for your attention. We look forward to seeing you at the Workshop on September 13 so that we can answer any questions you may have as to our operation or the present challenges facing Portland Pilots and the Port of Portland.

Sincerely,

Mark Klopp

Capt. Mark Klopp
President

cc: Governor Janet Mills / Joseph Marro (Governor's Senior Policy Analyst)
Bruce Van Note (Commissioner, Maine Dept. of Transportation)
Matthew Burns (Interim Director, Maine Port Authority)
Daniel T. Haley (Chair, Portland Harbor Commission)
James Gailey (County Manager, Cumberland County)
Jon Jennings (City Manager, City of Portland)
Scott Morelli (City Manager, City of South Portland)

P.O. Box 7485 • Portland, Maine 04112 • (207) 774-5623

Captain Thomas J. Meyers, USCG, (retired)
4 Sea View Avenue
Cape Elizabeth, ME 04107
tommeyers72@gmail.com
1 (207) 310-1726

September 1, 2021

Mayor Kate Snyder and other members of the City Council
City of Portland
389 Congress Street
Portland, ME 04101

Re: Letter of support for Portland Pilots - ARPA funding

Dear Mayor Snyder and councilors:

I am writing in strong support of the Portland Pilots, Inc. application to receive funding through the American Rescue Plan Act (ARPA) of 2021. This personal endorsement is based on 28 years of experience in the Coast Guard – the last three as Commander, Coast Guard Group Portland - as well 13 years as the director of Transportation and Waterfront for the City of South Portland. A majority of my career assignments were directly related to navigation safety and waterways management. While quick to remind everyone that "I'm nobody's Captain anymore," I remain active in the Propeller Club and other organizations with a focus on the working waterfront. My experience with the marine transportation system is none-the-less relevant today as in the past.

There are navigation risks associated with every port and the vessels that call upon them. Port partners work together to mitigate the risk by providing or requiring systems of communication, navigational aids, training, and safety and security. When vessels of a certain size enter port, integration of all these systems into the safe movement of the vessel rests in the hands of one person: the pilot.

In the Port of Portland, the Board of Harbor Commissioners oversees the pilots' licensing process. Over time, the Commission has crafted stringent qualifications that expand upon the Coast Guard's mandatory licensing process. The regulations require hands on experience under the tutelage of other pilots, plus practical testing. This initial qualification process is reinforced with a re-licensing process with mandatory continuing professional training.

The Harbor Commission is best positioned to describe the negative impact the coronavirus has had on the port, in general, and the Portland Pilots specifically. It is not a stretch to offer that the pilot is the critical human element in the safe transit of vessels into the Port of Portland – now and in the future. I encourage your thoughtful consideration in providing them with emergency ARPA funds to ensure they can continue to provide the level of safety and experience the port demands.

Sincerely,

T Meyers

460 Commercial Street Portland, ME 04101 207-200-2400 www.maineports.com

MAINE PORT AUTHORITY

September 9, 2020

Dear Mayor Snyder and City Council Members,

This letter serves to express my support for the Portland Pilots Inc. in their pursuit to obtain American Rescue Plan (ARPA) emergency funding from the Portland City Council. The Portland Pilots are experiencing a significant financial shortfall due to the COVID-19 pandemic and the ensuing cancellation of virtually all commercial cruise vessels at the Port of Portland since 2020. The loss of revenue from piloting cruise vessels is also coupled with the decline of Portland Pipeline tankers that has occurred over the last several years.

Harbor Pilots are a critical link in the statewide and regional marine transportation system. Maritime transportation is often an "unseen and unheard-of" driver for commerce in coastal states. In Maine, many residents are oblivious to the fact that a tremendous amount of goods are shipped by sea and millions of tons of freight come across piers and wharves on an annual basis to supply the state with everything from petroleum products, road salt, household goods, containerized cargo, and many other daily use items. Harbor Pilots are responsible for safely bringing in the vessels carrying those goods. Pilot duties are essential to Maine's marine transportation system, but pilots also act as stewards of the environment by ensuring their duties are handled in a professional, safe, and conscientious manner.

Cognizance of the plight of the Portland Pilots is not just an awareness of one business' financial hardship due to the pandemic. State and local governments should also be aware that without a functional pilotage service in the Port of Portland, the people of Maine stand to lose a crucial link in the statewide chain of freight transportation. Funding from the City Council of Portland with ARPA funds to support this important business and service will allow the Portland Pilots to continue to operate while Maine and the country at large are affected by the COVID-19 pandemic.

I have personally spoken with the owners of Portland Pilots Inc. and understand their predicament very well. The Maine Port Authority is working closely with the pilots to help in our area of expertise, infrastructure development, and we are currently considering a study to explore the feasibility of a pilot berthing area and operating station at the International Marine Terminal. I ask you to support the Portland Pilots in their request for emergency funding to keep the Port of Portland viable throughout this difficult time in our country.

Best Regards,

Matthew B. Burns
Acting Executive Director
Maine Port Authority
207-592-3221
matthew.burns@maine.gov.

Mayor Kate Snyder and other Members of the City Council
City of Portland
389 Congress Street
Portland, ME 04101

September 8, 2021

Re: Letter of Support for Portland Pilots - ARPA funding

Dear Mayor Snyder and Councilors:

Friends of Casco Bay writes in support of the Portland Pilots' request for ARPA funds. For more than 30 years, Friends of Casco Bay has worked to improve and protect the environmental health of Casco Bay. Over the course of our history, we have worked with the United States Coast Guard, the Maine Department of Environmental Protection, the Portland Harbor Commission, the City of Portland, and many other public and private interests to improve and protect the water quality of Portland Harbor.

Friends of Casco Bay knows the significant role the Portland Pilots play in keeping our harbor safe and protecting it from accidents and spills. Portland Harbor is a busy port. Children learning to sail, kayakers, and recreational boaters share our waters with oil tankers, cruise ships and container vessels. Portland Pilots are the highly trained professionals the community depends upon to safely pilot large vessels into the harbor without harm to people or the Bay.

The Portland Pilots have sent you a letter detailing their current financial strife secondary to the COVID-19 pandemic. We respectfully request that you allocate ARPA funds to them, to ensure the pilots will be here to protect our harbor from accidents and spills well into the future.

Thank you for considering our comments.

Respectfully submitted,

Ivy L. Frignoca, Casco Baykeeper
Friends of Casco Bay

September 21, 2021

Dear Mayor Snyder and City Council,

This letter serves as support for the Portland Pilots Inc. request for ARPA funding. MaineDOT is involved in all modes of transportation in the State of Maine. Specifically, the Office of Freight and Passenger Services provides administration to the Maine Pilotage Commission, which is representative of Pilots from all three regions in the state as well as industry experts to ensure that the marine transportation system is manned by competent and state-licensed river and harbor pilots.

As you probably know, the pilots have struggled with a significant decline in commercial vessel traffic in recent years in the Port of Portland. Cruise ships, which were once common on the Portland waterfront have all but ceased operations for time being, their return to service remains unclear at this time. As a small port without much vessel traffic, this loss of revenue has made a significant financial impact for the Portland Pilots.

It will be very difficult to keep the Port of Portland viable if the Portland Pilots continue to struggle financially. Vessel appointments, delays, or an outright suspension of service could occur which would be a departure from the on-demand 24/7 service currently offered for pilotage. Because of these reasons, I respectfully ask for your support of the request from Portland Pilots Inc.

Best Regards,

Bruce A. Van Note

Bruce A. Van Note
Commissioner, MaineDOT

PROPRIETORS OF UNION WHARF
ESTABLISHED 1793

October 6, 2021

Mr. Brendan O'Connell
Mr. Nick Mavodones
City of Portland
389 Congress St.
Portland, ME 04101

Dear Brendan and Nick:

On behalf of the Proprietors of Union Wharf, I am writing in strong support of the Portland Pilot's application before you, to receive funding from the City of Portland's American Rescue Plan Act – ARPA funds, received from the federal government. I know there will be many qualifying plans, projects, businesses etc. within the City of Portland that will also be considered. But I cannot think of a better area to invest some of the funds, than in Portland's working waterfront with the Portland Pilots, a critical and very important piece of our waterfront.

The Portland Pilots exist to ensure that large ocean- going ship traffic can safely navigate in and out of the Port of Portland. They own , maintain and operate 2 – large pilot vessels that are based on Union Wharf, where they have been for over 36 years. They are always ready to go to sea, to meet the next ship calling on Portland or to help move bulk cargo, oil, passenger cruise vessels, barges and the like, 24/7, 365 days of the year out of the port and back to the open sea off Portland Head Light.

The Pilots operate as a business and have the same issues, expenses, equipment and vessel maintenance, overhead costs, payroll, insurances etc. that any other business would have. Their rate structure is overseen and set by the Portland Harbor Commission, and they are also protected from any entity wanting to jump in and become navigation Pilots and operate in the Port. They are also at the mercy of the ship traffic calling on the Port and over the past 18- 24 months, the ship traffic has been reduced dramatically. The large cruise ships have been tied up, the Portland Pipeline has all but stopped receiving ships and a general cut in ship traffic calling on Portland, has resulted in a significant reduction in operating revenue received by the Pilots.

The Pilots should be considered a part of the Port of Portland's infrastructure, just like the piers, wharfs and terminals are. Vessels need a place to tie up, load or unload their cargo/passengers etc. and they also need to be safely moved in and out of the port, no exceptions ever! For many decades, the Portland Pilots have been performing this critical and crucial function for the Port and will continue to do so for many decades to come.

By acting favorably on the Pilots application for ARPA funds, you will be helping to ensure they will have the necessary revenue to operate through this very rough and uncertain economic time and ensure that vessels calling on the Port of Portland will be safely moved in and out of the port.

Thank you for your consideration of the Portland Pilots.

Sincerely,

Charlie

Charles A. Poole
President

36 UNION WHARF - P.O. BOX 7467 - PORTLAND, MAINE 04112
TEL 207-772-8160

Building health and resilience for Portland's youth and vulnerable communities - Portland Public Library Input to City of Portland's ARPA Funding

Portland Public Library is a partner to the City of Portland in generating the path forward for growth and revitalization in the continuing wake of COVID-19. Portland Public Library (PPL) provides free resources for our community to thrive through discovery, curiosity, and connection.

As the COVID-19 pandemic developed, and persists, in the Portland community, the Library has been sharpening our focus on bridging inequity, reducing barriers, and providing practical tools for those surviving and striving. This document describes economic and public health harm due to COVID and three strategies the Library proposes as solutions for the compounding effects of COVID, within the scope of Federal Guidelines for ARP funding.

At its core, the Library provides crucial frontline, in-person services to those who are unserved or underserved. Every day, the Library addresses the compounding effects of economic disparity and public health risks.

I. Bridging the digital divide to advance workforce development with New Americans and low-income families

Inequities that the pandemic exacerbated in Portland include inadequate access to the internet and technology for low- and moderate-income families, and communication barriers for New Americans of all ages whose primary language is not English. PPL addresses small business support and workforce development tangibly through public computers available at all of our locations, targeted online resources, and expert staff assistance. We help community members research and apply for jobs, connect to medical and government services online, and learn business development skills.

COVID-19 revealed the need for PPL's commitment to digital access to become more than offering 90 minutes of use on the Library's on-site computers. Today's modern urban library needs a computer lab/classroom where there is not only access to technology but in-person tutoring, introductions to various software, and class assignments to build proficiency that can enable a stronger workforce in our community.

To address the negative outlook for small businesses and disparities experienced by low- and moderate-income families as well as New Americans in our community, the Library is preparing to broaden wifi access and create a technology classroom with multi-lingual support.

- Upgrade mobile wifi on Bookmobile - $6,000
- Establish technology lab/classroom at the Main Library, including one staff position, equipment, and multilingual services - $125,000

TOTAL investment for Bridging the Digital Divide: $ 131,000

II. Restoring lost revenue, budget cuts, and additional expenditures for staff

As an employer, PPL incurred extra expenses to support our staff, many of whom represent low- or moderate-income families, and lost regular annual revenue due to COVID. The Library was not eligible for a PPP loan during the pandemic because of our payroll relationship with the City of Portland (COP). However, because we are legally a 501c3 independent employer, we offered reasonable and important supports to staff addressing COVID realities. We are proud to report that we have not had a positive COVID case to date amongst PPL staff and we are 96% fully vaccinated.

Additional wage expenses incurred in FY21 and FY22: **Total $ 22,093**

- Time off for vaccine side effects - $6,723
- Time off to quarantine while awaiting COVID test results - $3,498
- Covid FMLA for childcare - $5,672
- Emergency minimum wage differential to low-income frontline staff - $6,200

Lost Revenue FY 2021 (excludes COP budget reduction): **Total $ 38,898**

- Conference Room rentals - $13,834
- Fees - $3,690
- Photocopying/Printing - $12,447
- Retail - $8,927

COVID supplies including PPE supplies, plexi barriers, and HEPA filters: **$ 7,894**

COP FY21-22 budget curtailment, not yet restored: **Total $ 201,607**

- $7,000 for staff FY22 step increase to start 7/1/2021 instead of 8/28/21 (pending)
- $43,000 for restoring two frozen frontline staff positions in FY22 (pending)
- $151,607 for restoring remaining frozen positions and operations cuts from original FY20 budget

Combined, these direct COVID revenue losses and additional costs total: $ 270,492

III. Upgrading ventilation

Two of our branch libraries have inadequate ventilation systems by CDC and OSHA standards, so they are open to very limited numbers of patrons. Burbank Branch, where patron lending has bounced back fastest of all PPL locations, is currently limited to only 15 patrons. The Peaks Island Branch is limited to 7 patrons.

Having researched solutions, the attached proposal to provide fresh air exchanges for the Burbank Branch totals $24,000. Peaks would be just over half of that. This investment of **$37,000** would allow us to more than double occupancy in each branch.

Citywide Trash Barrel Additions and Replacements

Proposal for American Rescue Plan Act Funding
9/15/21

This project would address the need for additional trash barrel placements citywide where outdoor recreation has become more prominent due to indoor related safety concerns from COVID. The project will also help replace a few of our aging Big Belly trash receptacles that are no longer capable of communicating and functioning properly.

Citywide, there are over 260 trash barrels on the streets and in the parks. Many of these barrels are either solar-powered compactor Big Belly's at $4,500/ea or Historic/parkside DuMor barrels at $1,700/ea. This request will replace roughly 5 Big Belly receptacles and add an additional 5 units. Additionally, we will replace 10 regular trash barrels and add 10 new ones. Finally, we will add 15 new recycle barrels throughout the parks where food waste is most prevalent. Locations of these additions are below:

- 5 NEW Big Belly's: 2 at Eastern Promenade, 1 at Payson Park, 1 at Deering Oaks, 1 at the Riverton Trolley Park
- 10 NEW DuMor Trash Barrels: 3 at Eastern Prom, 1 at Payson Park, 2 at Western Prom, 3 at Deering Oaks, 1 at the park at the Amethyst Lot
- 15 NEW Recycle Barrels: 4 at Eastern Prom, 4 at Deering Oaks, 2 at the Western Prom, 2 at Payson Park, 2 on the Bayside Trail, 1 at the park at the Amethyst Lot

Totals:
10 Big Belly's @ $4,500/ea = $45,000
20 DuMor Trash Barrels @ $1,700/ea = $34,000
15 DuMor Recycle Barrels @ $1,700/ea = $25,500
Total = $104,500*

*** Contingency should be added for cost increases and potential additional staff collection costs.**

PORTLAND POLICE DEPARTMENT
INTERDEPARTMENTAL MEMORANDUM

September 30, 2021

TO: Brendan O'Connell, Finance Director

FROM: Heath Gorham, Assistant Chief of Police

SUBJECT : Behaviour Health Alternative Response ARPA Request

Although the deinstitutionalization movement of the 1960's was grounded in the best of intentions, a dearth of cohesive community support and treatment programs has left a significant number of individuals with severe mental illness struggling and at high risk of early death from suicide, substance use disorders or untreated medical problems. These individuals cycle in and out of a fragmented system of care and often land on the street, homeless, in crisis, and interacting with law enforcement.

With limited crisis services available in Southern Maine, and those that do exist severely taxed by the volume of need, police departments have increasingly become the de facto mental health providers. Over the course of the past four years, the Portland Police Department has responded to an average of more than 5,800 mental health related calls for service each year. These calls range from welfare checks and reports of public intoxication, to suicide threats to violence and threats of violence.

In order to appropriately respond to mental health related calls for service, the Portland Police Department has developed a robust, nationally recognized Behavioral Health program which includes licensed co-responders, mandatory, all sworn-staff Crisis Intervention Training and a substance use disorder clinical component. Despite these efforts, the need for boots on the ground crisis response remains high.

On the civilian side, limited staffing precludes 24/7 availability of crisis workers so more calls are being directed to emergency departments and the police. This past summer, the one on-duty crisis worker from The Opportunity Alliance, who also happens to be a Portland PD co-responder, responded to calls as far south as Biddeford and as far north as Topsham in a single shift.

While law enforcement agencies have long expressed concerns about the increasing reliance on officers to provide mental health services, the community at large has recently developed an awareness of this problem with community leaders, media outlets, and the general public all calling for an increase in non-police response.

The ever increasing demand for police response to mental health related calls along with the lack of available civilian community responders led to the addition of an Alternative Response Liaison position at the Portland PD in February 2021. The concept was initially brought forward during the summer of 2020 by a PPD staff member who learned of the Cahoots program in Eugene, Oregon and immediately recognized the applicability to Portland. The Liaison spent her first few months evaluating successful alternative response models to identify the model best suited for Portland.

In June, 2021, the PD launched a pilot Alternative Response Program. Members of the PD's mental health team were prepositioned to Bayside during certain hours to provide a non-law enforcement response to certain calls[1] triaged through the Portland Regional Communications Center (PRCC). They also self-addressed layouts and other issues of concern.

Although the trial program was limited in scope, it confirmed the need for and the benefits of such a program. Alternative response provides a means for consumers to receive safe, appropriate and often, proactive, services while preserving public and responder safety.

The pilot program also revealed a number of challenges and program needs. In terms of responder safety, it became clear that a 2nd responder is not only desirable, it is necessary given the potential volatility of clientele served by the program. Because the pilot program was limited in scope, we were able to pair the Alternative Response Liaison with another member of the PD Behavioral Health Team, however this is not a viable long-term solution. We also identified the need for transportation and equipment to facilitate consumer services and enhance responder safety.

To address the concerns outlined above and to expand the program city-wide, the PD is seeking funding to outfit an Alternative Response Team. Specifically, we will purchase a passenger van, portable radios and laptops. The van will be used for responders to get to calls as well as to transport consumers to the hospital for mental health evaluation and / or medical treatment or to other services. Radios will provide a means of requesting additional support to include police or EMS while the laptops will be used to tie the responders into the Computer Aided Dispatch /Records Management System. This will facilitate dispatch of team members as well as documentation of interactions. Total estimated cost of these requests is $125,000.

---

[1] Eligible call types include Check Well-Being, Behavioral Health and non-criminal drug type calls. Any call deemed to involve a serious crime, weapon, threat or likelihood of violence, and / or person with a history of violence is ineligible for alternative response.

PORTLAND POLICE DEPARTMENT
INTERDEPARTMENTAL MEMORANDUM

September 30, 2021

TO: Brendan O'Connell, Finance Director

FROM: Heath Gorham, Assistant Chief of Police

SUBJECT : Crisis Intervention Training - ARPA Funding Request

The Portland Regional Communications Center receives more than 100,000 calls for service each year. While many calls require a police, fire or EMS response, others are best handled by civilian crisis service workers. 911 call takers play a vital role in identifying these calls and connecting individuals to crisis lines and other behavioral health care services in lieu of police services and/or providing crisis intervention trained officers with the information they need for safe, effective response.

Crisis Intervention Team (CIT) International, a leader in the development of mental health crisis response systems, recently introduced a CIT training program for personnel assigned to 911 centers. The 8-hour course prepares call takers to identify crisis calls, understand their role in triaging these calls and begin the de-escalation process. The course provides instruction in eliciting information to identify the possibility of a call being mental health related, offers techniques to reduce the emotional level of the caller and informs the process of dispatching appropriate first responders or conducting a warm hand-off to crisis services. If, in fact, a police response is deemed appropriate, this training assists the call taker in understanding what information should be gathered and relaying it to the responding officer(s).

Topics include Understanding Crisis Intervention, The Role of 911 in a Crisis Response System, indications of Mental Health Disorders, Suicide Assessment and Intervention, Crisis Intervention Strategies, and Call Management. The course includes scenario-based training which reflects actual mental health related calls for service to allow attendees to practice their skills.

ARPA funds will be used to ensure all members of the Portland Regional Communications Center attend this training. Costs include the course registration fee ($250) as well as funds to cover the cost of backfilling positions in order to maintain adequate staffing estimated at a total of $40,000.

Building health and resilience for Portland's youth and vulnerable communities - Portland Public Library Input to City of Portland's ARPA Funding

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THE AMERICAN RESCUE PLAN ACT

CITY COUNCIL WORKSHOP AND PUBLIC FORUM - SEPTEMBER 13th, 2021

AMERICAN RESCUE PLAN ACT OF 2021

$1.9 Trillion TOTAL

Municipal Portion (called the State and Local Fiscal Recovery Funds or SLFRF) is $130 billion of the $1.9 trillion

- 45.5 B allocated to Entitlement Communities utilizing a modified formula
- 19.5 B to smaller jurisdictions under population basis
- Counties receiving $65B

Payments made to local governments in two tranches - first half 60 days after enactment, second half one year later.

City completed long US Treasury application and verification process and has received first tranche payment.

FUNDING FOR PORTLAND (AND OTHER ENTITLEMENT UNITS) IN MAINE

Maine	Auburn	$13,545,799.00
Maine	Bangor	$20,478,297.00
Maine	Biddeford	$9,759,098.00
Maine	Lewiston	$20,970,428.00
Maine	Portland City	$46,290,652.00
Maine	South Portland city	$10,498,362.00

NOTE: There were minor changes in funding amounts in the final ARPA. South Portland was previously an entitlement community but aligned itself with Cumberland County to provide the full county with entitlement status in 2006. For ARPA payment purposes South Portland appealed their initial treatment as a non-entitlement unit and received an increase in funding in from $2.5 to $10.5M.

- Other Towns/Cities (non-entitlement units) in Maine are all receiving smaller allocations.
- State Counties (including Cumberland, who will receive $57,300,87) are also receiving allocations.
- The State of Maine has also released their initial plans for the $4.5 billion invested by the American Rescue Plan in the State of Maine

ELIGIBLE EXPENDITURES: GENERAL RULES

Unless otherwise noted, covered period is March 3, 2021-December 31, 2024

- Costs can be committed by December 31, 2024 but must be expended by December 31, 2026

Cannot spend funds on pension deposits

States and territories cannot spend the funds to reduce taxes or delay a tax increase

May not be used as non-Federal Match for other Federal Programs

USE OF FUNDS

- **Eligible uses include (section 602 and 603)**
  - "(A) to respond to the public health emergency with respect to the Coronavirus Disease 2019 (COVID–19) or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;
  - "(B) to respond to workers performing essential work during the COVID–19 public health emergency by providing premium pay to eligible workers of the State, territory, or Tribal / local government that are performing such essential work, or by providing grants to eligible employers that have eligible workers who perform essential work;
  - "(C) for the provision of government services to the extent of the reduction in revenue of such State, territory, or Tribal / local government due to the COVID–19 public health emergency relative to revenues collected in the most recent full fiscal year of the State, territory, or Tribal government prior to the emergency; or
  - "(D) to make necessary investments in water, sewer, or broadband infrastructure.

PUBLIC HEALTH EXPENDITURES

Services and programs to contain and mitigate the spread of COVID-19, including:

- **Vaccination programs (Portland is >90% vaccine rate according to latest data released by the State of Maine (see chart to the right) so not considered high need)**
- **COVID texting and other related medical expenses**
- **Contact Tracing**
- **Personal protective equipment purchases**
- **Support of vulnerable populations to access medical or public health**
- **Capital investments in public facilities to meet pandemic operations needs**
- **Public communication efforts**

Zip Code	Rate	updated 6/14/21
04101	89%	
04102	91%	
04103	91%	
04108	99%	Peaks
04109	78%	Islands
04019	99%	Cliff

PUBLIC HEALTH EXPENDITURES

Services to address behavioral healthcare needs exacerbated by the pandemic, including:

- Mental health treatment
- Substance use treatment
- Other behavioral health services
- Services or outreach to promote access to health and social services

ADDRESS NEGATIVE ECONOMIC IMPACTS CAUSED BY THE PUBLIC HEALTH EMERGENCY

Supporting small businesses

Speeding the recovery of the tourism, travel, and hospitality sectors

Serving the hardest-hit communities and families

- Addressing health disparities and the social determinants of health
- Investments in housing and neighborhoods
- Addressing educational disparities
- Promoting healthy childhood environments

Delivering assistance to workers and families

REPLACE LOST REVENUE

Recipients may use these funds to replace lost revenue

Treasury's Interim Final Rule establishes a methodology that each recipient can use to calculate its reduction in revenue.

Ability to calculate this revenue loss for several years (with growth factor 4.1%)

Most flexible category of eligible expenses and funds can be used to sustain municipal services, for maintenance and capital needs, cybersecurity, healthcare, police, fire or pubic safety and more.

Calculation method is being developed and Treasury is still taking input on Interim Final Rule.

PROVIDE PREMIUM PAY FOR ESSENTIAL WORKERS DURING COVID19 EMERGENCY

Employees of the jurisdiction designated by executive as essential

Can be provided directly, or through grants to private employers to public health/safety staff and essential workers outside the public sector.

INVEST IN WATER, SEWER, AND BROADBAND INFRASTRUCTURE

Necessary investments

Uses aligned with Environmental Protection Agency’s Clean Water Revolving Fund and Drinking Water State Revolving Fund to expedite project identification

- Building/upgrading facilities and transmission, distribution, and storage systems, including the replacement of lead service lines
- Invest in wastewater infrastructure projects- constructing publicly-owned treatment infrastructure, managing and treating stormwater or subsurface drainage water, facilitating water reuse, and securing publicly-owned treatment works

Broadband Infrastructure

- Build broadband infrastructure with modern technologies in mind, specifically projects that deliver services offering: reliable 100 Mbps download and 100 Mbps upload speeds

REPORTING REQUIREMENTS
GUIDING PRINCIPLES

- 34 pages of reporting requirements released earlier this week - staff review in progress
- Requirements include one initial interim report, quarterly reports, and in some cases annual reports
- Guidance addresses four priority areas for ensuring an equitable economic recovery:

Accountable: The SLFRF requires program and performance reporting to build public awareness, increase accountability, and monitor compliance of eligible uses. Recipients are required to account for every dollar spent and provide detailed information on how funds are used.

Transparent: Large recipients will publish a detailed Recovery Plan each year so the public is aware of how funds are being used and outcomes are being achieved; Treasury will provide comprehensive public transparency reports each quarter across all recipients.

User friendly: SLFRF reporting has improvements requested by recipients of CARES Act funding, including deadlines 30 days after the close of the reporting period (versus 10 days in CARES), streamlined requirements for smaller funding recipients, and increased availability of bulk upload capabilities.

Focused on Recovery: The SLFRF reporting guidance addresses priority areas for an equitable economic recovery, including provisions that prioritize equity, focus on economically distressed areas, support community empowerment, encourage strong labor practices, and spotlight evidence-based interventions.

ARPA GUIDING PRINCIPLES

Temporary Nature of ARPA Funds

- Care should be taken to avoid creating new programs or add-ons to existing programs that require an ongoing financial commitment.
- Use of ARPA funds to cover operating deficits caused by COVID-19 should be considered temporary and additional budget restraint may be necessary to achieve/maintain structural balance in future budgets.
- Investment in critical infrastructure is particularly well suited use of ARPA funds because it is a non-recurring expenditure that can be targeted to strategically important long- term assets that provide benefits over many years.

ARPA GUIDING PRINCIPLES

Take Time and Careful Consideration

- Use other dedicated grants and programs first whenever possible and save ARPA funds for priorities not eligible for other federal and state assistance programs.
- Whenever possible, expenditures related to the ARPA funding should be spread over the qualifying period (through December 31, 2024) to enhance budgetary and financial stability.
- Adequate time should be taken to carefully consider all alternatives for the prudent use of ARPA funding prior to committing the resources to ensure the best use of the temporary funding.

LINKS TO KEY ARPAL ARPA AND SLFRF DOCUMENTS AND RESOURCES

Document Title (# of pages)	Description	Link
American Rescue Plan Act of 2021 State and Local Fiscal Recovery Funds website	The general landing page for the ARPA State and Local Fiscal Recovery Funds	https://home.treasury.gov/policy-issues/coronavirus/assistance-for-state-local-and-tribal-governments/state-and-local-fiscal-recovery-funds
Full Text - American Rescue Plan Act of 2021 (242 pages)	Full text of the American Rescue Plan Act (State and Local Fiscal Recovery Funds section is on pages 220 - 233).	https://www.congress.gov/117/bills/hr1319/BILLS-117hr1319enr.pdf
Interim Final Rule - State and Local Fiscal Recovery Funds (151 pages)	The US Department of Treasury's initial implementation guidance (interim only, not expected to be finalized until late summer 2021) containing more details on SLFRF and eligible categories of expenses	https://home.treasury.gov/system/files/136/FRF-Interim-Final-Rule.pdf
State and Local Fiscal Recovery Funds - Frequently Asked Questions As of July 19, 2021 (42 pages)	Complete list of frequently asked questions and responses from the US Treasury on implementation. Excellent source of more detailed information, updated frequently.	https://home.treasury.gov/system/files/136/SLFRPFAQ.pdf
State and Local Fiscal Recovery Funds Compliance and Reporting Guidance (35 pages)	Contains detailed information on the reporting requirements for entities which receive funding (including subrecipients).	https://home.treasury.gov/system/files/136/SLFRF-Compliance-and-Reporting-Guidance.pdf

COMMENT PERIOD IS OPEN

- Public facing website and public comment portal has been released
  - https://portland.civilspace.io/en
  - Public comment portal now opened on the CivilSpace
  - Public health survey has been launched
  - Business community survey has been launched
  - Email comments may be submitted at any time
- Staff awaiting Final Rule from US Treasury (fall 2021)

English

City ARPA website → https://portland.civilspace.io/

Welcome to Portland's Civil Space

Civil Space is the City of Portland's new hub to share, discuss, inform, and collaborate on creating sustainable solutions for important issues, challenges, and opportunities in our community. Thanks for taking part, joining with us, and making your voice heard!

THE AMERICAN RESCUE PLAN

AMERICAN RESCUE PLAN ACT OF 2021

NEXT STEPS - PUBLIC MEETINGS

In addition to the many meetings the City has already held during 2021 regarding the American Rescue Plan Act funding, the following additional meetings are scheduled over the next several months.

- *9/13/21 - 5PM - City Council Workshop - American Rescue Plan Act Funding Community Meeting / Public Forum*
- *9/23/21 - 5PM - Finance Committee Meeting - American Rescue Plan Act Project Requests & Recommendations Review*
- *10/7/21 - 5PM - Finance Committee Meeting - American Rescue Plan Act Project Recommendations - Public Hearing & Vote*
- *10/14/21 - 5PM - Finance Committee Meeting - American Rescue Plan Act Project Recommendations (If Necessary)*
- *10/18/21 - 5PM - City Council Meeting - American Rescue Plan Act Funding Recommendations - First Read*
- *10/25/21 - 5PM - City Council Workshop - American Rescue Plan Act Funding Recommendations*
- *11/1/21 - 5PM - City Council Meeting - American Rescue Plan Act Funding Recommendations - 2nd Read / Vote (Public Hearing)*

THE AMERICAN RESCUE PLAN ACT

Public Forum