

**City of Portland, Maine
Remote Finance Committee Meeting
Thursday, February 10, 2022
5:00 PM, Remote via Zoom**

AGENDA

ZOOM MEETING INFORMATION

This meeting will take place remotely using Zoom.

This meeting will be held remotely pursuant to the Remote Meeting Policy adopted by the Portland City Council and as authorized under 1 M.R.S. 403-B because of the existence of an emergency or urgent issue that requires the committee to meet by remote methods. 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 available in the [Agenda Center](#) following the meeting.

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://us06web.zoom.us/j/88099899743?pwd=VXc2MlovNnJWazdBMFJtdmExVGU3Zz09>

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Webinar ID: 880 9989 9743

Passcode: 980423

International numbers available: <https://us06web.zoom.us/j/kjpeRpWAG>

1. Introductions

2. American Rescue Plan Act Updates

The Committee will hear updates from City staff on the American Rescue Plan Act (ARPA) projects approved for funding by City Council in November 2021. Staff will also review funding expected to be available in the second tranche of ARPA funding, commitments of that funding and expected remaining balance, and general timeline for the second tranche application and approval process. This is a discussion item only, no formal action or public comment is expected to be taken.

3. Discussion of Finance Committee Specific Goals

The Committee will continue discussion of the Finance Committee Goals for 2022 which may be finalized at the current meeting. The full City Council agreed upon common goals in December 2021 and the majority of those will impact the work of the Finance Committee. This is a discussion item only, no formal action or public comment is expected to be taken.

4. Presentation of City Manager Recommended Capital Improvement Plan

This City Manager will unveil the list of recommended general fund projects to be funded in the current year capital improvement plan. Department Heads from each applicable City Department will be on hand to discuss each project in more detail. This is a discussion item only, no formal action or public comment is expected to be taken.

5. Adjournment

**City of Portland, Maine
Finance Committee Meeting
ARPA Update**

1. City ARPA website → <https://portland.civilspace.io/en/projects/american-rescue-plan-act>

2. **Child Care Funding Updates - Portland Growing Childcare Grant (LAUNCHED)**
 - a. 16 applications received – (2 ineligible, 1 withdrawn)
 - b. 7 existing child care providers; could open up to 27 more slots with \$71,500 of funding.
 - c. 6 new existing child care providers, could open up to 66 more slots with \$92,000 of funding.

LEARN MORE HERE:

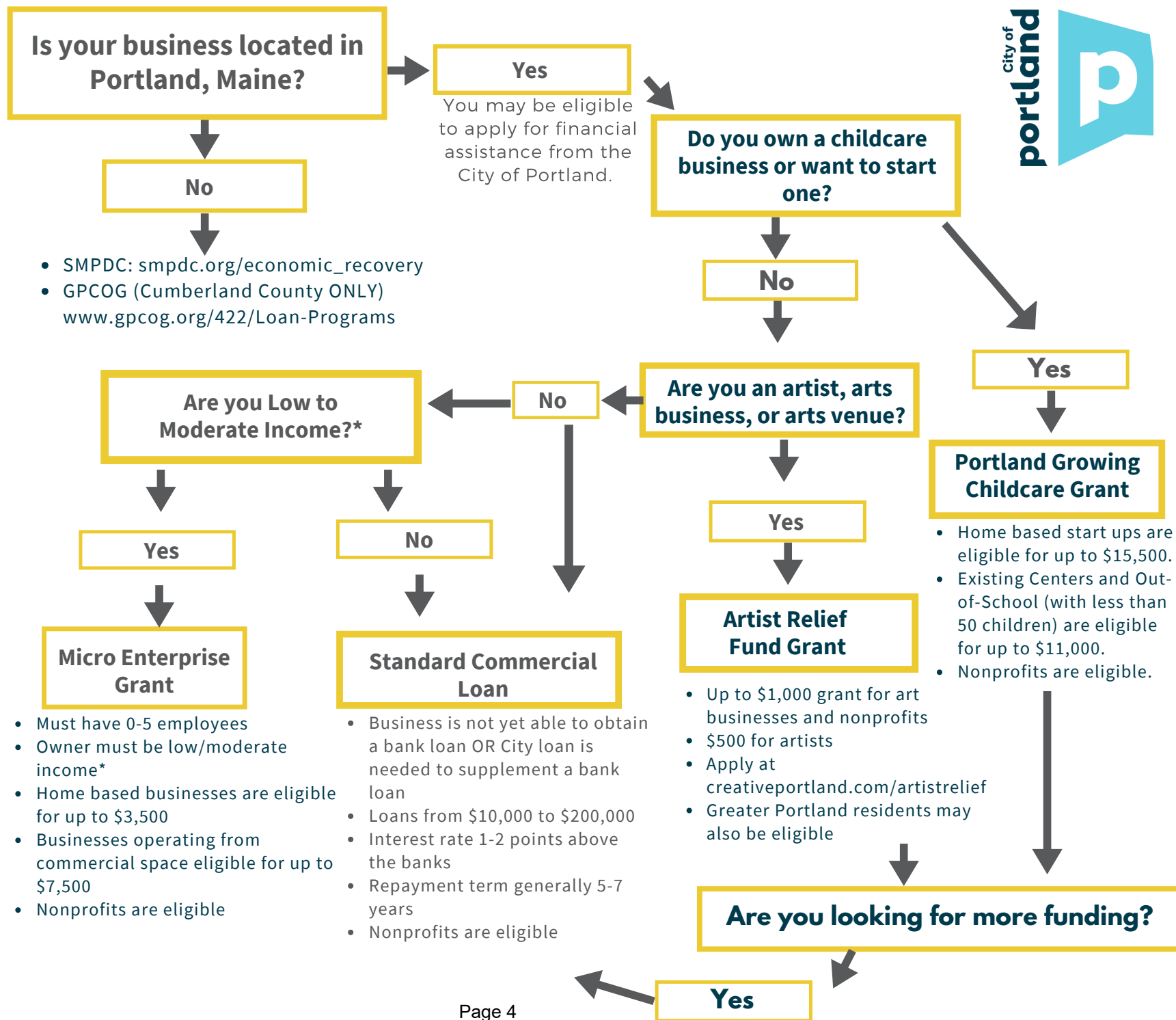
<https://www.portlandmaine.gov/2751/Portland-Growing-Child-Care-Grant>

3. **Small Business Assistance – Launching Soon (see attachment)**

For updates - <https://www.portlandmaine.gov/485/Housing-Economic-Development>

4. **Other Items for Discussion**
 - a. Other ARPA funding distributions made to date
 - b. Recent Public Restrooms Added
 - c. Final ARPA Guidance Released in January 2022
 - d. First ARPA Compliance Report submitted in January 2022
 - e. Discussion of Future ARPA Meeting Dates / Phase 2 Process

HOW CAN I GET FINANCIAL SUPPORT FOR MY BUSINESS?



***FY 2021 Income Limits – Effective June 1, 2021**

Number in Household	1	2	3	4	5	6	7	8
Low/Moderate Income 80%	\$55,950	\$63,950	\$71,950	\$79,900	\$86,300	\$92,700	\$99,100	\$105,500

Portland, ME HUD Metro FMR Area

If you have any questions, or you are unable to fill out an application online, contact NRH@portlandmaine.gov

If you have problems filling out this application in English, email OEO@portlandmaine.gov

CITY OF PORTLAND BUSINESS LOAN AND GRANT PROGRAMS

The City's commercial loan and grant programs provide financial assistance to help entrepreneurs start new businesses and existing businesses to thrive in Portland.

HOW DO I APPLY?

- The application and more information is available at: www.portlandmaine.gov/BusinessFinancing
- If you have questions contact nrh@portlandmaine.gov

WHICH PROGRAM SHOULD I APPLY FOR?

Review the programs below. If you need assistance determining which program is the right one for your business, you can contact nrh@portlandmaine.gov.

- Micro Enterprise Grant
 - Grant up to \$7,500
 - 0-5 Employees
 - Business owner must be low/moderate income**
- Portland Growing Childcare Grant
 - Home based start ups are eligible for up to \$15,500.
 - Existing Centers and Out-of-School (with less than 50 children) are eligible for up to \$11,000.
 - Nonprofits are eligible.
- Artist Relief Fund Grant
 - Up to \$1,000 grant for art businesses and nonprofits
 - \$500 for artists
 - Apply at: creativeportland.com/artistrelief
 - Greater Portland residents may also be eligible
- Standard Commercial Loan
 - Loan from \$10,000-\$200,000
 - Business is not yet able to obtain a bank loan OR City loan is needed to supplement a bank loan

If your business is not located in Portland but is in Cumberland County, you may be eligible for: the following:

SMPDC's Programs: smpdc.org/economic_recovery
GPCOG's Programs: gpcog.org/422/Loan-Programs

WHAT CAN I USE THE FUNDS FOR?

- Working capital expenses (e.g., rent, utilities, payroll, insurance, inventory);
- Possible refinance of existing debt.
- And more depending on the program
- Funds cannot be used to pay owner;
- Cannot be used to pay taxes;
- Other restrictions may apply

WHAT WILL I NEED TO APPLY?

The most important documentation you need to submit with your application includes:

- 2020 and 2021 business tax returns (or 990 for nonprofits)
- Personal financial statement from all owners of the business with 20% ownership or greater
- Balance Sheet and Profit and Loss (within 90 days)
- Signed commercial lease, if applicable

WHAT HAPPENS AFTER I APPLY?

Staff will review each application to ensure eligibility and completeness. For some of the programs an underwriter will review the business financials and prepare a report for the Portland Development Corporation (PDC), the City's lending and granting board. The PDC will review those reports and approve the applications that best meet the program criteria. Approved applicants will work with City staff to sign program agreements. Loans will require unlimited personal guarantees from all those with ownership in the business of 20% or greater

INCOME DEFINITION

* Low/moderate income is defined by the U.S. Department of Housing and Urban Development as 80% of median household income- see chart below.

FY 2021 Income Limits – Effective June 1, 2021

Number in Household	1	2	3	4	5	6	7	8
Low/Moderate Income 80% or less	\$55,950	\$63,950	\$71,950	\$79,900	\$86,300	\$92,700	\$99,100	\$105,500



For more information visit:
portlandmaine.gov/BusinessFinancing

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To: Brendan O'Connell and Finance Committee
From: Kaela Gonzalez, ARPA Program Coordinator
Subject: ARPA Growing Child Care Grant Program
Date: 02/15/2022



The City of Portland's Growing Child Care (PGCC) Grant Program provides grants of up to \$15,500 for start-up costs associated with the opening of a home based child care business and up to \$11,000 for existing child care businesses, including home-based, out-of-school (before and after school), and centers that serve less than 50 children.

Program Requirements/Eligibility

- Business is located in Portland or desires to open a home-based child care business in Portland.
- Plan to care for 3-12 children for start-ups
- Currently licensed childcare business (serving under 50 children) or proof of out-of school program license exemption (for existing businesses)

Application Review Criteria

- | | |
|-------------------------------------|---|
| • Completeness of Application | • Soundness of Budget |
| • Motivation/Need | • Education Background |
| • Teaching Approach | • Experience in child care |
| • Experience in business management | • Evaluation of personal financial statement, 2020 taxes and personal credit report |

With preference given to:

- Number of additional slots as a result of this investment
- Number of infant and toddler slots.
- Quality Rating (existing child care business)
- Hours and number of days (weekly) open for operation.
- Offer extended hours as well as weekend care

Members reviewing the applicants:

Kaela Gonzalez - ARPA Program Coordinator, City of Portland
Nelle Hanig - Business Program Manager, City of Portland
Angelina Klouthis - Office of Economic Opportunity, Acting Director, City of Portland
Julia Trujillo - Director of Economic Development Coordination, State of Maine
Jennifer Wiles - Statewide Communications Coordinator for Maine Roads to Quality
Zoe Sahloul, Founder of the New England Arab American Organization

2023 City Manager Recommended Capital Improvement Plan New Project Authorizations & Funding Sources
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<u>Classification</u>	<u>Department</u>	<u>Division</u>	<u>ProjectTitle</u>	<u>Total Appropriation Requested</u>	<u>New General Obligation Bonds Needed</u>	<u>Other Funding</u>	
EQUIPMENT & TECHNOLOGY							
Equipment	Information Technology	Information Technology	Replace 30 CSG124 switches	200,000	200,000		
Equipment	Information Technology	Information Technology	109 Middle Street WiFi Upgrades	60,000	0	60,000	(2)
Equipment	Police Department	Uniformd Ops Group	Motorola APX6000 Radio Upgrade	300,000	0	300,000	(2)
Equipment	Barron Center	Environmental Services	Domestic Hot Water Heater	65,000	65,000		
PARKS & RECREATION							
Parks, Fields, Trails	Planning & Urban Development	Planning	Congress Square Redesign	900,000	900,000		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Dougherty Skate Park Expansion	235,000	235,000		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Riverton Trolley Park Rehabilitation	125,000	125,000		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Longfellow Playground Design	50,000	50,000		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Portland Harbor Common	75,000	75,000		
Facilities	Parks, Rec & Public Assembly	Golf Course	Bridge Over Dole Brook (Emergency Replacement)	255,000	255,000		
Facilities	Parks, Rec & Public Assembly	Recreation	Riverton Pool Filter Replacement	130,000	130,000		
Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Back Cove Trail Reconstruction	95,000	95,000		
PUBLIC WORKS							
Streets/Sidewalks	Economic Development	Economic Development	Portland Technology Park - Extension of Roadways	595,000	0	595,000	(1)
			Congress Square Intersection Construction Inspection - Additional				
Transportation	Public Works	Engineering	Items Beyond DOT Scope	205,000	205,000		
Facilities	Public Works	Engineering	City Retaining Wall Repairs	100,000	100,000		
Transportation	Public Works	Engineering	PACTS MPI Paving - Cumberland Ave (Wash to Franklin)	580,000	0	580,000	(5)
Transportation	Public Works	Engineering	PACTS Libbytown Project	65,000	65,000		
Transportation	Public Works	Engineering	PACTS Washington Avenue Road & Signals (Oxford to Congress)	480,000	480,000		
Transportation	Public Works	Engineering	Pavement Preservation Program	1,200,000	0	1,200,000	(5)
Transportation	Public Works	Engineering	Sidewalk & ADA Rehabilitation Program	700,000	0	700,000	(5)
Transportation	Public Works	Engineering	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	300,000	0	300,000	(5)
Equipment	Public Works	Island Services	Islands 30 Yard Dumpsters	40,000	40,000		
Transportation	Public Works	Engineering	DOT MPI - State Street Paving - Pine to York	630,000	630,000		
Transportation	Public Works	Engineering	Traffic Signals Upgrade Program	100,000	100,000		
			PACTS RTMS - Regional Signals, Communications, and Match Money for				
Transportation	Public Works	Engineering	Projects	20,000	0	20,000	(5)
Transportation	Public Works	Engineering	Bike Facility Safety Improvements	50,000	50,000		
Transportation	Public Works	Engineering	Traffic Signal Upgrades with Paving Programs	150,000	150,000		
			High-Speed Communications for Adaptive Signal Corridors and				
Transportation	Public Works	Engineering	Improved Coordination	50,000	50,000		
Transportation	Public Works	Engineering	Commercial Street Sidewalk Improvements	50,000	50,000		
Transportation	Planning & Urban Development	Transportation	East Coast Greenway Baxter Blvd/Back Cove to Martins Point	100,000	100,000		
Transportation	Planning & Urban Development	Transportation	Parkside to Libbytown Pathway Phase II	20,000	20,000		
FACILITIES							
Facilities	Parking / Garages	Temple Street Garage	Replace Deck 2 Pavement and Membrane	550,000	550,000		
			Sealants and Concreate Repairs Levels 2 and 3 290K one year and levels				
Facilities	Parking / Garages	Elm Street Garage	4 & 5 295K the next year	290,000	290,000		
Facilities	Public Buildings & Waterfront	Waterfront	Portland Ocean Terminal Structural Repair	375,000	75,000	300,000	(3)
Facilities	Public Buildings & Waterfront	Canco Road	212 Roof Replacement (4 Phases)	270,000	270,000		
Facilities	Public Buildings & Waterfront	Public Safety	Police Dispatch Renovation/Expansion	115,000	0	115,000	(2)
Facilities	Public Buildings & Waterfront	Other Public Buildings	90 Anderson St - Exterior Upgrades	100,000	100,000		

Facilities	Public Buildings & Waterfront	Other Public Buildings	Observatory - Painting and Other Maintenance	70,000	70,000		
Facilities	Public Buildings & Waterfront	Public Safety	Replace Concrete Steps/Railings & Other	200,000	0	200,000	(2)
Marine	Public Buildings & Waterfront	Waterfront	On going pile/pier work at OG and P.O.T	125,000	125,000		
Facilities	Fire Department	Building Maintenance	Ocean Ave - Roof Replacement	65,000	65,000		
Facilities	Fire Department	Building Maintenance	Bramhall - Boiler Room Upgrades	155,000	155,000		
Facilities	Various	Various	Additional Appropriations for Previously Approved Capital Projects	3,250,000	0.00	3,250,000	(5)
SCHOOL DEPARTMENT FACILITIES							
Equipment	School Department	PATHS	PATHS Boiler Replacement (School Request)	630,000	630,000		
	School Department	Talbot Elementary School	TAL Renovate Single Use Bathrooms	335,000	335,000		
	School Department	King Middle School	KMS Replace rooftop HVAC units	190,000	0	190,000	(4)
	School Department	PATHS	PATHS Replace rooftop HVAC units	160,000	0	160,000	(4)
	School Department	Lyman Moore Middle School	LMMS Replace rooftop HVAC units	435,000	0	435,000	(4)
	School Department	Transportation	ADA Bus 87 replacement	110,000	110,000		
	School Department	Portland High School	Portland High School Roof - Phase 1 (Partial Funding of Phase 1)	1,800,000	1,800,000		(4)
FLEET VEHICLES							
Vehicles	Vehicle Maintenance	Fire Department	Tower Ladder Unit - "Ladder #6"	1,610,000	1,610,000		
Vehicles	Vehicle Maintenance	Fire Department	Pumper Truck - "Engine #9"	875,000	875,000		
Vehicles	Vehicle Maintenance	Police Department	Police Cruisers (07 EA)) Replacement - Police	335,000	0	335,000	(2)
Vehicles	Vehicle Maintenance	Public Works	LR 64R - W/ McNeilus 25 Yard Rear Loader - Trash Packer	300,000	0	300,000	(5)
			Single Axle Heavy Plow Truck (Freightliner) w/Permanent Mount				
Streets/Sidewalks	Vehicle Maintenance	Public Works	Sander	200,000	0	200,000	(5)
Streets/Sidewalks	Vehicle Maintenance	Public Works	2.0 Ton Plow Truck w/ Sander	150,000	0	150,000	(5)
Streets/Sidewalks	Vehicle Maintenance	Public Works	Holder Sidewalk Machine	150,000	0	150,000	(5)
Vehicles	Vehicle Maintenance	Public Works	Cab Over 8 Yard Rear Loader Mini Trash Packer	140,000	140,000		
Vehicles	Vehicle Maintenance	Public Works	Service / Road Call Truck for Fleet Department - Fully Outfitted	125,000	125,000		
			Golf Course Utility Vehicle REPLACEMENT with Aerifier and core				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	harvester attachments (priority #1)	90,000	90,000		
Vehicles	Vehicle Maintenance	Police Department	SUV K9 Police Cruisers - 02 EA	85,000	0	85,000	(2)
Streets/Sidewalks	Vehicle Maintenance	Public Works	1.0 Ton - Single Axle Plow Truck	80,000	80,000		
Vehicles	Vehicle Maintenance	Public Works	Bucket Van	75,000	75,000		
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	0.75 Ton Pick up w/ Plow Set Up - PRF Cems (Forest City)	70,000	70,000		
			02 EA - NEW Jacobsen Truckster Utility Vehicle w/ Tow Behind Turfco				
Parks, Fields, Trails	Vehicle Maintenance	Recreation and Facilities	Spreader	40,000	40,000		
Streets/Sidewalks	Vehicle Maintenance	Public Works	RMV Hot Patcher - 4 Ton	65,000	65,000		
Facilities	Vehicle Maintenance	Recreation and Facilities	7180 Mower Replacements	35,000	35,000		
Vehicles	Vehicle Maintenance	Public Works	0.5 Ton Pick Up (no plow / sander) Street Openings	50,000	50,000		

WATER RESOURCES - SEWER & STORMWATER ENTERPRISE FUNDED PROJECTS

Wastewater	Water Resources	Sewer	CSO - Close CSO #42	200,000	200,000	(6)
Wastewater	Water Resources	Sewer	CSO- Fore River Storage SWMM Modeling	500,000	500,000	(6)
Wastewater	Water Resources	Sewer	CSO-Non SRF Sewer / Storm Consulting and Inspection Services	500,000	500,000	(6)
Wastewater	Water Resources	Sewer	Forest Avenue / Belmont St. Sewer Separation	150,000	150,000	(6)
Wastewater	Water Resources	Sewer	CMOM - Pump Station Rehabilitation	670,000	670,000	(6)
Wastewater	Water Resources	Sewer	Inflow and Infiltration Phase 3 Mitigation	1,100,000	1,100,000	(6)
Wastewater	Water Resources	Sewer	ESRI Conversion to Utility Network	100,000	100,000	(6)
Vehicles	Water Resources	Sewer	Combination Unit - Vactor Truck	500,000	500,000	(6)
Wastewater	Water Resources	Sewer	Pearl Street Sewer/Repair and Storm Drain	100,000	100,000	(6)
Stormwater	Water Resources	Stormwater	Green Infrastructure	200,000	200,000	(6)
Stormwater	Water Resources	Stormwater	Stroudwater Dam	155,000	155,000	(6)
Stormwater	Water Resources	Stormwater	Sagamore Village Green Infrastructure Project	1,300,000	1,300,000	(6)
Wastewater	Water Resources	Stormwater	Coyle's Culley / Ricker Park	550,000	550,000	(6)
Wastewater	Water Resources	Stormwater	Fore Street Sewer Separation	2,000,000	2,000,000	(6)
Wastewater	Water Resources	Stormwater	Center Street Storm Drain	100,000	100,000	(6)
Wastewater	Water Resources	Stormwater	Presumpscot Culvert	155,000	155,000	(6)
Wastewater	Water Resources	Stormwater	Stormwater Neighborhood Infrastructure Improvements	200,000	200,000	(6)
Wastewater	Water Resources	Stormwater	Torrington Avenue Peaks Island Storm Drain Improvements	200,000	200,000	(6)
Wastewater	Water Resources	Stormwater	Reed Avenue Storm Drain Improvements	70,000	70,000	(6)
Wastewater	Water Resources	Stormwater	Bayside Trail Storm Drain	70,000	70,000	(6)
Wastewater	Water Resources	Stormwater	Eastern Prom Storm Drain Replacement	40,000	40,000	(6)
Wastewater	Water Resources	Stormwater	Mechanical Sweeper	285,000	285,000	(6)
				30,770,000	21,145,000	9,625,000

TOTAL APPROPRIATIONS AND FUNDING SOURCES

(1)	To be funded via Portland Technology Park Sale proceeds	\$	595,000
(2)	To be funded via the appropriation of asset forfeiture funding received from the FBI		1,095,000
(3)	To be funded via cruise ship infrastructure fees		300,000
(4)	To be funded via either the State of Maine Revolving Renovation Fund or PPS ARPA Funds*		785,000
(5)	Funding being utilized from Assigned Fund Balance - Capital Improvement		6,850,000
(6)	To be funded via new borrowing authorization (enterprise fund debt service repayment)		9,145,000
ALL OTHER	To be funded via new borrowing authorization (general fund debt service repayment)*		<u>12,000,000</u>
			\$ 30,770,000

*Note: New borrowing authorization will not be fully utilized if (a) ARPA funding is utilized for PPS HVAC projects (\$785k) and alternative funding source is identified for remaining portion of PPS Roof Phase 1 Project (\$1.015M)

City of Portland
2023 City Manager Recommended
Capital Improvement Plan
Additional Backup for Requested Appropriations

Equipment & Technology

Project Title ID 226703

Replace 30 C5G124 switches

Information Technology

Division

Classification Equipment

Project Description

End of Support 6/30/2022, approx \$200,000

Project Justification

Needed for reliable and secure IT network

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025					☐
2024					☐
2023		\$200,000			☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237204

Install Wifi at 109 Middle and DPW for public safety

Information Technology

Division

Classification Facilities

Project Description

109 Middle St has only localized/ temporary grade wifi and needs an enterprise/ office-building style install. Vehicles also need to access wifi for their on-board PCs to get remote support on a less intrusive/ more frequent basis.

Project Justification

Police use mobile devices in many important applications and this is necessary for these to work in areas not previously covered, such as the evidence check-in area.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$60,000				\$60,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>Approved Funding</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$60,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$60,000			

Other Funding Source Description

Operating Budget Impact

We buy the hardware outright and there is no ongoing support/ operating budget impact.

Motorola APX6000 Radio Upgrade

Police Department

Division Uniformd Ops Group

Classification Equipment

Project Description

The department has started the process of upgrading the our portable radios by purchasing 75 Motorola APX 600 radios. To complete the upgrade we will need to purchase an additional 75 radios.

Project Justification

The older model Motorola XTS radios are no longer supported by Motorola and a third party vendor must be contracted for all repairs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$290,966	\$290,966

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$290,966			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$290,966			

Other Funding Source Description

Operating Budget Impact

Domestic Hot Water Heater

Barron Center

Division Environmental Services

Classification Equipment

Project Description

Replace Domestic Hot Water Heater

Project Justification

The existing tank is not holding a temperature of 140 degrees which is vital to to reduce the possibility of bacteria. The replacement of the Hot Water Heater and controls will stabilize the tank temperature.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$65,450	\$65,450

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$65,450			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$65,450			

Other Funding Source Description

Operating Budget Impact

Reduced costs from the manufactuer.

Parks and Recreation

Planning & Urban Development

Division Planning

Classification Parks, Fields, Trails

Project Description

This project includes completing the design work and construction of a redesigned intersection and public open spaces at High Street, Free Street, and Congress Street, called "Congress Square." The project objectives include improving traffic function and safety for all modes, dramatically improving the accessibility of the intersection crossings, sidewalks, and public open spaces, and place-making by creating a more comfortable, functional, and attractive public space.

The intersection design and construction will be coordinated with the DPW signal upgrade project on Congress Street. The funding request includes construction documents and construction phases; the budgets are based on design development level design and estimates prepared by consultant WRT. The project has 2 construction phases - Phase A = roadway improvements (DPW FY21) and Phase B = PMA plaza and Congress Square Park improvements (Planning FY22-23). Phase A will be constructed in 2022. The CIP entry for FY23, totaling \$2,300,000, is to construct Phase B, including the PMA Plaza and Congress Square Park improvements on both sides of Congress Street. Each of these phases is highly leveraged by funding from MaineDOT and contributions raised by the Friends of Congress Square.

The intersection design and construction will be coordinated with the DPW signal upgrade project on Congress Street. The funding request includes construction documents and construction phases; the budgets are based on design development level design and estimates prepared by consultant WRT. The project has 2 construction phases - Phase A = roadway improvements (DPW FY21) and Phase B = PMA plaza and Congress Square Park improvements (Planning FY22). Phase A will be constructed in 2022. The CIP entry for FY23, totaling \$2,300,000, is to construct Phase B, including the PMA Plaza and Congress Square Park improvements on both sides of Congress Street. Each of these phases is highly leveraged by funding from MaineDOT and contributions raised by the Friends of Congress Square.

Project Justification

The primary goal of this project is to improve accessibility, circulation, and safety at this key downtown location which serves as the primary public open space, gathering and event space for many residents in this dense and diverse neighborhood and the city as a whole. This project will create a strong identity and sense of place, improving the usability and aesthetics of Congress Square Park and the PMA plaza. It will also provide economic development benefits by encouraging investment in this part of Congress Street. The abutting property owners, especially the Westin Hotel and Portland Museum of Art, view these spaces as their front porch and rely on the first impression these public spaces create for their visitors and fully support the proposed improvements. Throughout the pandemic, the park has been heavily used, including events such as readings and cultural events in partnership with local establishments, providing invaluable economic development, public health, and civic benefits for the City. The redesign will include an already designed public art installation (funded through the Public Art budget. Congress Square serves all residents and visitors, but it will bring particular benefits to residents of the dense and diverse urban neighborhoods that abut it. As a phased project that has been planned for for over eight years, there is tremendous impetus - in terms of the substantial fundraising efforts of Friends of Congress Square, the completion of the Phase B construction documents currently underway, the designed nad funded art installation, and the complementary intersection redesign slated to begin in 2022 - to complete this long strived for remaking of this crucial public space.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$4,155,000		\$4,255,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$250,000	\$5,000		✓
2022	\$50,000	\$50,000	\$50,000		✓

Project Title	ID	163160	
2023	\$1,850,000	\$2,300,000	☐
2024			☐
2025			☐
2026			☐
2027			☐
2028			☐
Total	\$1,900,000	\$2,600,000	\$55,000

Other Funding Source Description

A private fundraising effort is underway and expected to raise \$1,850,000 as reflected in the other funding for Phase B construction. ARPA funds may also be requested in the second tranche, but no ARPA funds have been committed at the time of this request. MaineDOT has agreed to fund the PDR and \$1 million towards the construction for the intersection redesign (Phase A).

Operating Budget Impact

The changes in the intersection are anticipated to have an operating budget neutral impact. There will be changes to the roadway configuration that will result in less pavement to plow/maintain. The plaza spaces are designed to require as minimal maintenance as possible with the suggestion that the City continue to enter into a MOU with Friends of Congress Square Park for programming and some maintenance.

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Portland Skatepark is due for an expansion due to its popularity and overuse. The Portland Skatepark at Dougherty Field was installed in 2008 using a mix of public and private financing. For the expansion project, we have chosen an approach of a public-private partnership to fund the skatepark expansion. A fundraising campaign started in 2018 has recently gained steam and has a balance of over \$100,000 in gifts and pledges to contribute towards this project.

Project Justification

Soon after installation in 2008, the skatepark became very popular and now regularly has crowds of dozens of skaters, bikers, and scooters of all ages. Through regular observations, we estimate that on an average day in spring, summer and fall, over 200 skaters, bikers and parents visit the skatepark, with many staying an hour or more. It is not uncommon for skaters to wait in line to drop into popular features, and the Parks Division regularly receives feedback from parents, skaters and others concerning the crowded conditions at the skatepark. The skatepark is used year round, and it is not uncommon to see skaters and families digging snow out of the bowls in order to be able to use the skatepark throughout the winter. The skatepark serves a wide range of Portlanders ranging from toddlers on scooters, to teens, to adults and entire families.

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

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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$408,000		\$408,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$173,000	\$235,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$173,000	\$235,000			

Other Funding Source Description

Previous CIP of \$70,000 and private donations of approximately \$103,000. This request could be funded by impact fees that have been collected currently.

Operating Budget Impact

Project Title

ID 237120

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Riverton Trolley Park has seen centuries of fascinating use from an historic casino ballroom to an amusement park and now a natural open space for all to enjoy. Unfortunately, this space has seen very little improvement funding and an uptick in usage over the years.

Project Justification

In 2020 and 2021, our Department and the Portland Parks Conservancy conducted extensive public outreach in the Riverton neighborhood to discuss desired improvements to this under-utilized open space resource.

Due to the neighborhood feedback, a plan was created to activate this park with trail upgrades, mountain bike trail additions, signage, fencing improvements, parking improvements, and small historic preservation measures. Open spaces are more important than ever today and natural landscapes such as Riverton Trolley Park are high on the list for desirable spaces to recreate for folks.

The pricing sheet shows a \$510,000 cost estimate for which the city is only responsible for \$125,000. The Land and Water Conservation Fund is financing half of the funds while the Portland Parks Conservancy is providing half of the remaining match. The LWCF funds have been approved at the state level at this time.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$510,000		\$510,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$385,000	\$125,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$385,000	\$125,000			

Other Funding Source Description

The Land and Water Conservation Fund is financing half of the funds (\$250K) while the Portland Parks Conservancy is providing half of the remaining match (\$125K). The LWCF funds have been approved at the state level at this time.

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Longfellow School Playground is the priority playground for replacement in 2021. The city owns and manages 30 playgrounds ranging from parks, to schools, to islands. Each playground should ideally be replaced every 15-20 years. The Longfellow School Playground is now 20 years old and requires constant maintenance and repair to keep in safe condition for the hundreds of children that use it daily.

Project Justification

This playground is seen as the #1 priority from our Playground Safety Inspectors for the reasons listed below:

- Metal is rotted to the point it can no longer be welded
- Replacement parts are more and more difficult to acquire
- Rubber coatings have worn off to where only sharp and jagged surfaces remain
- Metal needs to be sand blasted and powder coated in order for paint to adhere
- Posts and frames are racked/tilted from all the heavy use
- The degradation is making it increasingly difficult to keep up with repairs

Longfellow Playground is the only playground for the entire Deering Neighborhood and serves the children at Longfellow, Lincoln and Deering High Schools. The nearest playground to Longfellow on a map is Ocean Avenue School to the East and Nasons Corner to the west with Dougherty Field and Rowe School a bit further away.

New age playgrounds require thoughtfulness and intent to accommodate as many users as possible. As seen with the new playground at Talbot School, Longfellow will also incorporate some inclusive elements and safety surfacing. Our goal is to make all our spaces moving forward inclusive to some extent so that any user can recreate and enjoy the space.

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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$350,000		\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$350,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Project Title

ID 237118

N/A

Portland Harbor Common

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Portland Harbor Common project seeks to activate existing city land along Portland's Eastern Waterfront as a new city park. This project will involve significant community fundraising, state and federal grants, and public-private partnerships. Seed funding of \$150,000 will allow project planners and design teams to move forward with community engagement, conceptual design, budgeting, and fundraising.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$150,000		\$2,000,000		\$2,150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$150,000			☐
2024	\$2,000,000				☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$2,000,000	\$150,000			

Other Funding Source Description

Operating Budget Impact

Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

Replacement of bridge that was washed out in storm.

Project Justification

This project would provide the emergency replacement of the Dole Brook bridge that washed out during a bad storm this past season. At this time, players must use the bridge located close to the river on the 13th hole that also frequently floods during storms. Due to this flooding there is concern that this bridge will also fail and a portion of the course will be inaccessible. This request would result in the function of two bridges being combined into one thereby reducing future maintenance costs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$255,000		\$255,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$255,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$255,000			

Other Funding Source Description

Operating Budget Impact

N/A

Riverton Pool Filter Replacement

Parks, Rec & Public Assembly

Division Recreation

Classification Facilities

Project Description

Replacement of current filter and removal of old filter which will require significant site work as it is below grade. It will require the removal of the floor access grid, destruction of the current filter in place and disposal of the materials.

Project Justification

The Riverton Pool was built in 1974 and the current filter is original to the pool. The general life expectancy of a filter built in 1970 was 20-25 years. The project would involve the removal of the current filter which would require lifting the trap door to the filter room and dismantling as much as possible and cutting up the remaining structure. The filter room is 15 feet below the surface of the deck which creates a challenge in removal and replacement. The old filter would be replaced with two smaller more efficient filters that would be placed back in the filter room. The scope of the project includes removal, replacement, disposal, labor and the purchase of a new filter and pump with a current life expectancy of 25 - 30 years.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$130,000		\$130,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$130,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$130,000			

Other Funding Source Description

Operating Budget Impact

If not repaired soon, the pool will be need be shut down.

Back Cove Trail Reconstruction

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

The Back Cove Trail is Portland's premiere walking and running trail. It borders the beautiful scenic views of Back Cove and also gives you a glimpse of Casco Bay. Thousands of joggers and walkers of all ages use this 3.6 mile trail weekly and that has taken a toll on the stone dust surface. Currently, the trail is filled with large peaks and valleys where water will sit after each storm, causing users to have to weave around and sometimes even steer off the path to avoid a puddle.

Project Justification

This project will correct the shape of a large portion of the trail so that it sheds water properly and maintains a hazard free experience for those using it.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$171,000		\$171,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$96,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028		\$75,000			☐
Total		\$171,000			

Other Funding Source Description

Operating Budget Impact

N/A

Public Works

Project Title ID 236882

Portland Technology Park - Extension of Roadway to Lots 5, 6, and 7

Economic Development

Division Economic Development

Classification Streets/Sidewalks

Project Description

The Phase 1 roadway was completed in 2013 opening up lots 1, 2, and 3. Patrons Oxford purchased Lot 4 and extended the roadway to Lot 4, constructed its new headquarters, and relocated to Portland from Auburn in 2017. This is the last phase for the Tech Park to extend the road with utilities and wetlands fee to open lots 5, 6, and 7 for development.

Project Justification

Aroma Joe's is now interested in purchasing Lots 6 and 7 for a purchase price of \$595,000 to move its headquarters from Warren Avenue to the Park, so it is time to move forward to extend the roadway with utilities and wetlands fee by 350 feet. The estimated cost in May 2021 was \$670,000, and staff is working to get this updated, conservatively estimating \$800,000.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$800,000		\$800,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$553,000	\$247,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$553,000	\$247,000			

Other Funding Source Description

Operating Budget Impact

With the sale of lots 6 and 7 to Aroma Joe's, less the broker's commission fee, this would net the City \$553,000. The CIP Request would be for \$247,000.

Congress Square Intersection Construction Inspection - Additional Items Beyond DOT Scope

Public Works

Division Engineering

Classification Transportation

Project Description

These funds are to allow for DPW to hire inspection services for the Congress Square project, which exceed the available current funding in our capital funds and the funding from MaineDOT. It duplicates a separate request made to Finance requesting use of existing CIP accounts.

The items associated with this request are those made by Planning Staff and the Friends of Congress Square, which include granite pavers, crosswalks, custom planters and landscaping, and other items above and beyond what will be matched by the \$1,000,000 in MaineDOT funds.

Project Justification

The Congress Square intersection project has been based on a participation of \$1,000,000 from MaineDOT toward direct intersection outcomes, including signal installation, new sidewalks, ramps, and realignment of High and Free Streets. The agreement between MaineDOT and Portland, with this \$1,000,000, totals \$2,654,138.

In an effort to expedite outcomes as well as anticipate likely high bid costs, especially for the specialized landscaping components, the City also put in a purchase order for signal and lighting equipment, for \$293,800.

As expected, the low bid came in over the Engineer's estimate, requiring funding above and beyond that allocated for construction. As a result, this item represents an additional \$205,000 for inspection services.

In total, the cost of all components of this work, inspection services included, are at \$3,152,938.

Additional work elements cited by Planning staff and the Friends of Congress Square include decorative pavers, granite crosswalk treatments, extensive tree work and landscaping, as well as granite-lined planters, some of which would be raised. This request constitutes this portion of the project cost that brings the cost of the project above the amount the state is matching.

The current FY23 request for Inspection Services has also been requested via a series of existing CIP accounts, as follows:

\$33,655.74 from C18104, Paving
\$103,701.22 from C17102 Paving
\$16,028.05 from C20111, Traffic Signal
\$18,743.70 from C20112, PACTS Regional Traffic Management
\$20,103.75 from C21116, Sidewalks
\$12,780 from C19117, Congress Square

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$205,000		\$205,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025					☐

Project Title	ID	216407	
2024			☐
2023		\$205,000	☐
Total		\$205,000	

Other Funding Source Description

All outside funding sources, including DOT funding and transportation impact fee funding, is included in a separate CIP request, which covers DOT-eligible line items only.

Operating Budget Impact

This request is for \$200,000 for inspection. All constructed-related items have used up the DOT contribution of \$1,000,000

City Retaining Wall Repairs

Public Works

Division Engineering

Classification Facilities

Project Description

Various retaining wall repairs need including along Federal Street and more recently the wall between Commercaill and York Street that needs reinforcement.

Project Justification

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$20,000		\$80,000		\$100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$100,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Public Works

Division Engineering

Classification Transportation

Project Description

The work includes a 2" mill/fill in Cumberland Avenue from Washington Avenue to Franklin Street, approximately 1,110 feet. The work also includes updating sidewalk ramps to meet ADA requirements, reset or replacement of curb in areas, and striping.

Project Justification

This section of Cumberland Avenue is in disrepair and was rated with a PCI of 56 when it was last evaluated in 2019. This is a busy arterial connecting the East End to Franklin Street and is busy with both motorized and non-motorized traffic. The project will improve the street surface as well as improve curb ramps that will allow pedestrians using the corridor to have a safer and easier trip. A portion of the project will be paid by PACTS as part of their MPI program.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$50,000		\$713,700		\$763,700

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$183,700	\$580,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$183,700	\$580,000			

Other Funding Source Description

\$151,700 from PACTS

\$32,000 from WR fund for drainage work on a Transportation Project

Operating Budget Impact

Improving this street will reduce the maintenance repairs which will reduce maintenance and operation costs.

PACTS Libbytown Project

Public Works

Division Engineering

Classification Transportation

Project Description

The design and future construction for reconfigured Congress Street and Park Avenue in Libbytown, as well as change at St. John Street. This could include streetscape, lighting, and intersection improvements.

Project Justification

The City has long studied changes in this neighborhood, to create safer and more community-oriented streets. PACTS and DOT have committed to design and future construction of this project.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$250,000		\$2,950,000		\$3,200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$135,000	\$65,000			☐
2024					☐
2025	\$2,250,000	\$750,000			☐
2026					☐
2027					☐
2028					☐
Total	\$2,385,000	\$815,000			

Other Funding Source Description

\$135k from PACTS and MaineDOT for PDR
Anticipated future match potential of \$2,250,000 from PACTS for FY25

Operating Budget Impact

Updates to signals, intersections, roadway paving, sidewalks, and other features will reduplicate maintenance on what is, in many cases, rapidly deteriorating infrastructure.

Project Title ID 184332

PACTS Washington Avenue Road & Signals (Oxford to Congress)

Public Works

Division Engineering

Classification Transportation

Project Description

PACTS is funding list was the rehabilitation of Washington Avenue from Oxford Street to Congress Street, which includes a new roadway surface, sidewalks, and traffic signals/lighting. A portion of the work, sidewalks on the west side of Washington from Cumberland to Oxford, is being pursued separately as a CDBG request. Our remaining Local Match is 25% minus currently available funds (est. = \$485,000) to be used for construction.

Separately requested Sewer Funds will supply City Utility ineligible costs.

Project Justification

Washington Avenue on the Portland Peninsula has a poor pavement condition, and has been identified as a reconstruction candidate. In addition, the sidewalks are relatively narrow, and ramps do not meet current ADA and City design standards. Furthermore, the signal equipment is aging, and at Congress and Washington, MaineDOT has identified critical issues with the condition of the equipment, including the structures.

This portion of Washington Avenue is also in an area experiencing economic growth and new development, and these improvements would help to further accomplish that end.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$350,000		\$2,330,000		\$2,680,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$150,000	\$150,000		☒
2020	\$150,000	\$50,000	\$50,000		☒
2023	\$2,130,000	\$200,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$2,280,000	\$400,000	\$200,000		

Other Funding Source Description

Water Resources request for ineligible City Utility costs estimated at \$125,000
Other funding includes \$485,000 in existing CIP funding and \$1,645,000 in PACTS funding

Operating Budget Impact

This project will significantly improve a portion of Washington Avenue, with 75% leveraged funds. This should reduce near to medium-term maintenance needs.

Public Works

Division Engineering

Classification Transportation

Project Description

Preservation and rehab including combination of treatments ranging from crack sealing and preservation overlays to milling and resurfacing throughout the city. Scope of work also includes improvements to storm and sanitary structures, installation/improvement to ADA curb ramps as required, and other existing infrastructure. A reinventory of pavement conditions city-wide was completed in late fall of 2019 and results from that are being used to support the continued request for significant funding for improving and protecting our investment in infrastructure. All cost associated with a complete paving project are not direct paving costs. Funds are needed to maintain positive flow and safe access for driveways, adjustment of curb including work to comply with ADA, replacement/revisions to pavement markings and traffic signals (see separate Traffic signals request), adjustment/repair to sanitary/storm structures (see Sewer Fund requests).

Project Justification

Our 2019 street inventory concluded that 72% of the road segments in Portland need preventative maintenance projects such as crackseal, overlay, or mill/fill. Only 8% of the streets were deemed to be in good enough condition to only require deferred maintenance. The other 20% of the streets need even more help such as reconstruction or rehabilitation (requested as Street Rehab). The 72% of streets needing repair that would be covered as part of our Pavement Preservation Program equates to approximately 250 lane miles of roads. It is clear from this information, as well as the continual complaints and pothole repair requests that many streets in the City are in disrepair. The cost to maintain a road in poor condition will be four to six times higher than a road that is in good or better condition. We need to maintain the roads that are in good condition while providing upgrades to those in poor condition. Maintaining an adequate roadway system is essential to support transportation including vehicular, transit, pedestrian, and bicycle traffic throughout the city.

Keeping more streets in a good condition greatly reduces the annual maintenance costs city wide and also reduces hours needed to address concerns from residents/business regarding poor street condition.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$490,000		\$30,000,000		\$30,490,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$4,000,000	\$2,500,000		✓
2014		\$4,000,000	\$2,500,000		✓
2015		\$4,000,000	\$1,750,000		✓
2016		\$4,000,000	\$1,000,000		✓
2017		\$4,000,000	\$2,900,000		✓
2018		\$3,800,000	\$2,900,000		✓
2019		\$3,800,000	\$750,000		✓
2020		\$4,000,000	\$1,850,000		✓
2021	\$200,000	\$3,800,000	\$1,610,000		✓
2022	\$30,000	\$1,500,000	\$1,500,000		✓
2023		\$1,500,000			□
2024		\$2,000,000			□
2025		\$2,500,000			□

Project Title	ID	141013	
2026		\$2,500,000	☐
2027		\$2,500,000	☐
2028			☐
Total		\$230,000 \$47,900,000 \$19,260,000	

Other Funding Source Description

NOTE - 2% of the request is made to Sewer Fund, and separate General Fund request is made for traffic signal support.

Operating Budget Impact

Saves significant hours and material costs of minimally effective pothole patching; also has an indirect savings realized with less damage to the city fleet.

Public Works

Division Engineering

Classification Transportation

Project Description

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

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

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

Project Justification

2022: Based on our Citywide inventory database and nominal improvements made during the 2020 construction season, the \$50M+ backlog remains before all sidewalks and ramps in the city achieve an acceptable SCI rating of 80 or higher. At current funding levels, only a very small number of locations could be addressed depending on their complexity.

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

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

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

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

Prior entry:

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

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

Project Title ID 141030

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

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

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

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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$10,950,000		\$11,550,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$700,000	\$700,000		☒
2014		\$700,000	\$700,000		☒
2015		\$850,000	\$700,000		☒
2016		\$700,000	\$500,000		☒
2017		\$600,000	\$500,000		☒
2018		\$600,000	\$600,000		☒
2019		\$750,000	\$700,000		☒
2020		\$1,000,000	\$650,000		☒
2021		\$1,000,000	\$500,000		☒
2022		\$600,000	\$600,000		☒
2023		\$600,000			☐
2024		\$1,000,000			☐
2025		\$1,200,000			☐
2026		\$1,200,000			☐
2027		\$1,400,000			☐
2028					☐
Total		\$12,900,000	\$6,150,000		

Other Funding Source Description

Paving Preservation

TIF

CDBG

Operating Budget Impact

In-house staff may be asked to help with small scale repairs that are not a good fit or are too small for a larger contract.

New sidewalk segments may be added to winter sidewalk plow routes and increase operating costs. Rehabilitation of sidewalks and ramps in poor condition will reduce operating costs related to temporary repairs, and may reduce liability claims.

Project Title ID 141009

Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)

Public Works

Division Engineering

Classification Transportation

Project Description

To fund portions of the City's 2021 Combined Sewer Overflow (CSO) projects that are not State Revolving Loan Funds (SRF) eligible. Example CY2021 projects include: Western Prom, Sagamore Village, Hersey/Ocean.

Western Prom = \$55,200

Sagamore Village = \$50,000

Hersey/Ocean = \$500,000

These projects will be expected to achieve additional improvements to infrastructure, and if SRF is used to fund the CSO objectives the City will be obligated to supply funding from CIP. These project objectives & CIP funding needs will continue to exist as long as SRF is used for the ongoing CSO Program.

Project Justification

The City's CSO program is a Federally and State mandated program.

The City's use of the State Revolving Loan Fund (SRF) limits the ability to repair and upgrade infrastructure to the City's ADA compliance and technical standards requirements. Limitations include the installation of new gravels, underdrain, granite curbing, ADA ramps, and sidewalks. This funding is also used for the purchase of easements and property to achieve CSO project execution.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
				\$6,590,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$500,000	\$500,000		☒
2015		\$1,000,000	\$800,000		☒
2017		\$1,000,000	\$400,000		☒
2018		\$1,000,000	\$600,000		☒
2019		\$2,000,000	\$600,000		☒
2020		\$800,000	\$500,000		☒
2021		\$500,000	\$290,000		☒
2022		\$300,000	\$300,000		☒
2023		\$600,000			☐
2024		\$500,000			☐
2025		\$500,000			☐
2026		\$500,000			☐
2027		\$500,000			☐
2028					☐
Total		\$9,700,000	\$3,990,000		

Other Funding Source Description

Operating Budget Impact

Dependent on each project scope; there could be reduced maintenance costs of roadways, pavement markings, signal systems, and sidewalks if improvements are made to those systems as CSO abatement work progresses

Islands 30 Yard Dumpsters

Public Works

Division Island Services

Classification Equipment

Project Description

Purchase and delivery of three (3) 30 yard, 22' long by 62" high rolloff containers

Project Justification

Existing dumpsters need to replaced.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$40,000	\$40,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$40,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$40,000			

Other Funding Source Description

Operating Budget Impact

Public Works

Division Engineering

Classification Transportation

Project Description

The project is a 2" mill/fill on State Street from Congress Street to York Street. The project will include milling, paving, ADA upgrades to ramps within the project limits, curb reset or new curb installation, and striping.

Project Justification

The street was evaluated in 2019 and reported to have a PCI of 60; this is very low for a heavily travelled minor arterial. In addition, improvements to the ramps here will improve pedestrian access for a heavily trafficked pedestrian area. As part of the MPI program, a portion of the project costs will be paid for by the state which is a good way to leverage City funds.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$45,000		\$955,295		\$1,000,295

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$370,295	\$630,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$370,295	\$630,000			

Other Funding Source Description

\$332,550 from MaineDOT

\$37,745 from a sewer/stormwater fund (requested separately)

Note: The requested amount includes a 15% contingency, 5% design costs, and 10% inspection costs

Operating Budget Impact

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

Traffic Signals Upgrade Program

Public Works

Division Engineering

Classification Transportation

Project Description

FY 2023 Request: Franklin at Somerset: \$500,000

Project Justification

Properly updated and coordinated signal systems, along with state-of-the-art detection and pedestrian/bicycle crossing devices, can improve traffic flow along major corridors and provide safety for all modes of travel. At this time, the City has approximately 120 active signal systems, and with a signal proposed for Marginal at Chestnut Street, the system is growing.

Portland invested heavily in its signal systems about 30 years ago, and had a very modern OSAM (DOS-based) control system. The City is now fully two-generations from this system, in its first stages of placing Advanced Traffic Control Systems (ATC), tied to an updated ATMS.now-based state-of-the-art communications system. In addition, the age of much of the equipment has gotten to the point where a number of signal control cabinets have moisture problems, controllers fail, wiring is corroding, and bases are rusting away. Some type of signal failure, ranging from lights going to flash to broken wires to complete power loss happens several times a week, usually due to the age of the equipment.

The traffic technicians have become less about regular maintenance and fine-tuning and more about emergency response, having to act, often on-call after hours, to ensure the safe and efficient passage of movement along Portland's major routes.

Furthermore, current ADA and state/federal requirements dictate having larger and brighter, LED-based lighting, pedestrian crossing buttons with audio, countdown heads with a seconds indicator, video or infrared-based camera detection, 12-inch signal heads with reflective back plates and fiber-optic interconnect to bring signal systems into the 21st century. While the RTMS-based funding from PACTS and in a separate CIP account have allowed for some corridor optimization, many locations simply do not meet current operational requirements, nor do they demonstrate adequate reliability.

This year's request and subsequent requests are part of a five-year plan to bring the City's signal systems to a reliable, modern and compliant state, and allow for better pedestrian provisions, bicycle detection, and flexible timing plans during special events. The request for State Street will begin to address issues of lack of connectivity and aging equipment, and all upgrades will be able to accommodate future changes in traffic patterns if a two-way conversion is to take place at some time in the future.

Signal equipment requests in this CIP line item as of 2018 will be for signal-specific projects, as opposed to support of MaineDOT, RTMS, or City paving projects.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$600,000		\$6,515,000		\$7,115,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2014		\$168,500	\$165,000		✓
2015	\$195,000	\$230,000	\$230,000		✓
2017		\$200,000	\$200,000		✓
2018		\$900,000	\$600,000		✓

Project Title	ID	141023		
2019		\$675,000	\$500,000	☒
2020		\$525,000	\$525,000	☒
2021		\$575,000	\$300,000	☒
2022		\$500,000	\$500,000	☒
2023		\$500,000		☐
2024		\$500,000		☐
2025		\$700,000		☐
2026		\$700,000		☐
2027		\$750,000		☐
2028		\$750,000		☐
Total		\$195,000	\$7,673,500	\$3,020,000

Other Funding Source Description

Operating Budget Impact

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

Project Title ID 141740

PACTS RTMS - Regional Signals, Communications, and Match Money for Projects

Public Works

Division Engineering

Classification Transportation

Project Description

RTMS = Regional Transportation Management Systems

FY2023: \$20k

Local support to augment PACTS UPWP funding for regional transportation system upgrades. Includes money for new equipment and especially improved communications. Anticipate requiring approximately \$200,000 to \$300,000 per year, which includes PACTS funding when a project from PACTS requires a match. In FY18 the City began on a project solely dedicated to updates on Auburn Street and Washington Avenue, solely funded with local money. This request would aid in supplying capital for the communications portion of the work.

The FY16 funding request is for component and communications upgrades for the intersections of Congress/India, Congress/Washington, and Washington/Cumberland. The equipment is generally out of date, and in some cases, begun to malfunction. The total request is for \$271,770 in equipment upgrades, plus the PACTS match of \$5,500, for \$277,270. The existing FY15 funds will be allotted between the local match for the Congress Street work (\$82,500), with the remainder going to Washington Avenue and Auburn Street improvements.

Project Justification

The City of Portland has partnered with Portland Area Comprehensive Transportation Study (PACTS), as well as the Cities of Westbrook, South Portland, Biddford, Saco and the Town of Scarborough to oversee the deployment of transportation management systems for the more efficient flow of traffic and improved detection for all modes along the City's major travel corridors. Work to date has included upgrades along Riverside Street, Brighton Avenue and Forest Avenue.

Significant work remains to be done along several major arterials, as well as in-town corridors. Longer-term, the region anticipates upgrading technology to allow for up-to-date emergency vehicle and transit vehicle pre-emption systems.

The FY2022 request is zero, as there are sufficient funds for this upcoming year.

The FY22 requests and beyond are based upon 25% match for \$275,000 projects, likely a combination of signal and communications updates.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$1,502,500		\$1,802,500

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2014	\$22,000	\$78,000	\$80,000		✓
2015	\$22,000	\$167,000	\$165,000		✓
2016	\$269,500	\$277,270	\$100,000		✓
2017	\$22,000	\$222,000	\$222,000		✓
2018	\$30,000	\$260,000	\$260,000		✓
2019		\$270,000	\$270,000		✓
2020		\$200,000	\$200,000		✓

Project Title	ID	141740		
2021	\$0	\$20,000	\$20,000	☒
2023		\$20,000		☐
2024		\$20,000		☐
2025		\$20,000		☐
2026		\$20,000		☐
2027		\$20,000		☐
2028		\$20,000		☐
Total	\$365,500	\$1,614,270	\$1,317,000	

Other Funding Source Description

Operating Budget Impact

This funding will help to supplement the limited money from PACTS and MaineDOT for RTMS upgrades, as well as reducing the strain on the capital available for City signal equipment.

Public Works

Division Engineering

Classification Transportation

Project Description

2019 & 2020: Design and implementation of bikeways between the Portland Transportation Center (PTC)/Fore River Parkway Trail and Park Avenue. This would include bike-friendly intersection design at St. John Street and Park Ave and various configurations of bikeways on Frederic St, Marston St and Park Ave.

10/15/18: The completion of the Park Avenue Separated Bike Lane in 2018 will allow the opportunity in 2019 to monitor the project and determine the th next logical location to put in an additional location.

10/19/17: Construct Bike Lanes on 2 segments of Park Ave.; between Saint John Street and Forest Avenue and Deering, and St John Street to Marston Street. Outcomes are dependent on Bayside Trail Extension Study recommendations due in early 2018.

Project Justification

The recently completed Park Avenue Separated Bike Lane project has highlighted the need for better bike facility connectivity to the west. By improving the intersection of St. John Street and Park Ave and implementing an on-road bike facility on Frederic St, Marston St and the one-way portion of Park Ave, cyclists will have a designated route between the PTC and Downtown. Improvements at the St. John / Park intersection in particular will address several comments, requests and concerns received by the public following the Park Ave project and will connect the bike lanes on St. John St installed in October 2019.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$20,000		\$330,000		\$350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$100,000			☒
2023		\$50,000			☐
2024		\$50,000			☐
2025		\$50,000			☐
2026		\$50,000			☐
2027		\$50,000			☐
2028					☐
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Additional annual costs for pavement markings will result.

Public Works

Division Engineering

Classification Transportation

Project Description

For FY23:

\$50,000 for State at Spring detection/wiring updates

\$50,000 for State at Danforth detection/wiring updates

\$50,000 for State at Congress detection/wiring updates

Project Justification

This request will be to provide updates at the intersections of State Street at Spring and Danforth streets in association with an anticipated MaineDOT MPI paving project.

The City and MaineDOT's paving programs expects to continue a robust period of street repair in coming funding cycles, using CIP requests, as well as anticipated locally-funded projects, and City-Administered paving projects (through the MaineDOT and PACTS MPI programs). However, in the past these type of corridor paving projects have often been saddled with various non-paving costs, like traffic signal features such as video detection, pavement loops, and pedestrian buttons (ADA requirement).

Beginning in FY17, the City sought to keep separate various types of funding for each "type" of corridor improvement.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$200,000			\$2,010,000	\$2,210,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$185,000	\$150,000		☒
2018		\$210,000	\$210,000		☒
2019		\$800,000	\$500,000		☒
2020		\$300,000	\$100,000		☒
2021		\$150,000	\$100,000		☒
2023		\$150,000			☐
2024		\$200,000			☐
2025		\$200,000			☐
2026		\$200,000			☐
2027		\$200,000			☐
2028		\$200,000			☐
Total		\$2,795,000	\$1,060,000		

Other Funding Source Description

\$50,000 for Walton at Stevens detection updates

\$100,000 for Brighton at Barron Center for detection, wiring, new cabinet

Operating Budget Impact

This work will reduce overtime calls to these deficient locations, reducing overtime costs, and also keep operating budget

requests for basic signal items from being saddled with much larger needs at this location. Addition of detection technologies here will also make for improved performance.

Project Title ID 215875

High-Speed Communications for Adaptive Signal Corridors and Improved Coordination

Public Works

Division Engineering

Classification Transportation

Project Description

Funding for high-speed communications for Adaptive Signal System Support.

Year 1: Forest Avenue - Falmouth Street to Woodfords Corner - COMPLETE

Year 2: Forest Avenue - Woodfords Corner to Morrill's Corner - Needs additional funding for to integrate new signal at Baxter/Vannah

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

Year 4: Brighton Avenue - Nasons Corner to Taft Street

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

Year 6: Forest Avenue - Riverton School to Riverside Street

Project Justification

With the exception of Washington Avenue/Auburn Street off-peninsula, the City's signal system along its primary arterials is served by aging twisted-pair copper wire, which is decades old and has limited bandwidth.

As per a summary report prepared by RapidFlow, one of the companies providing adaptive technologies to the Portland signal system, in September 2019:

Network communication continues to be a concern for both Rapid Flow and the City of Portland. The use of Ethernet over copper communications is, in general, sufficient for good Surtrac operation, but downtime coming from poor communication will have an effect on Surtrac performance. The Actelis network devices can only be as reliable as the 30+ year copper interconnect that runs throughout the city.

As such, the request is to bring the City's signal communications system where adaptive equipment is being installed up to modern communications and reliability standards.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$5,000		\$695,000		\$700,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$100,000	\$100,000		☒
2023		\$50,000			☐
2024		\$100,000			☐
2025		\$100,000			☐
2026		\$100,000			☐
2027		\$125,000			☐
2028		\$125,000			☐
Total		\$700,000	\$100,000		

Other Funding Source Description

Project Title **ID** 215875

Operating Budget Impact

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

Public Works

Division Engineering

Classification Transportation

Project Description

Sidewalk improvements from DiMillos to Ri Ra's that includes widening and reseting curb.

Project Justification

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025					☐
2024		\$100,000			☐
2023		\$50,000			☐
2021		\$400,000	\$100,000		☒
Total		\$550,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

Design and construct a safer and more accessible short-to-mid term bikeway facility from Baxter Blvd/Back Cove Trail pathway to the Martin's Point Bridge to serve as the East Coast Greenway link connecting Portland and points north. The East Coast Greenway is a nationally significant bikeway and pedestrian-way envisioned from Key West, Florida to Calais, Maine. The FY2021 appropriation (\$15,000) funded the conceptual design of the bikeway. The FY2023 request will fund construction of the bikeway in 2022 to match the opening date of MaineDOT's reconfigured Veranda Street (November 2022).

Project Justification

A prior feasibility study to provide an upgraded East Coast Greenway connection between the Back Cove Trail/Tukey's bridge to Martin's Point with a shared use pathway was approx. \$4M. Given state and local funding constraints, a mid-term time frame and more affordable approach is to upgrade street crossings and road configurations from the Back Cove Trail at-on Baxter Blvd/Bates Street and on Veranda Street to match with the MaineDOT's replacement of the I-295 overpass at Veranda Street and Veranda Street's reconfiguration to be completed in November 2022.

The bikeway/walkway will be designed to serve the "interested but concerned" cyclists who are typically lower skilled and strongly prefer higher degrees of separation from higher speeds and higher volume motor vehicle traffic. This project will complement MaineDOT's I-295 and Veranda Street projects in November 2022. In addition to the feasibility study, a Road Safety Audit conducted identified significant safety issues with the current roadways: 1) the crossing of Baxter Boulevard 2) the intersection with and crossing of Washington Avenue; and, 3) the I-295/Veranda Street ramps/interchange. The city and MaineDOT projects would address these significant safety issues as well as provide an upgraded bikeway on Bates and Veranda Streets.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$15,000		\$100,000		\$115,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$15,000	\$15,000		☒
2023		\$100,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$115,000	\$15,000		

Other Funding Source Description

Operating Budget Impact

On and along the road bikeway facilities will minimally impact annual operating budgets primarily through pavement marking and signage maintenance.

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

Construction of a shared use pathway/enhanced bikeway from Forest Avenue through-behind Deering Oaks Park-Hadlock Field to connect to the Portland Transportation Center, Fore River Parkway Trail, and the city-wide Neighborhood Byway network. MaineDOT is anticipated to construct Phase I from Forest Avenue to Hadlock Field/Park Avenue along the abandoned Union Branch rail line on the back side of Deering Oaks Park. Phase II will extend the pathway from Park Ave/Hadlock Field to the Fore River Parkway Trail and the Portland Transportation Center. The FY2023 request for \$20,000 covers local match for design for Phase II. The FY2024 request for \$250,000 is for components of Phase I construction which are not anticipated to be covered under an existing agreement with MaineDOT, including funding for pathway landscaping and placemaking. The FY 2025 request is local match for construction of Phase II. Phase I is highly leveraged funding at approximately 90% state/federal and 10% local. Phase II is leveraged at 80% state/federal funding and 20% local.

Project Justification

This project extends the existing Bayside Trail from its terminus in Bayside through Deering Oaks Park to the Portland Transportation Center. Through an existing agreement with MaineDOT, the eastern part of the project, described here as Phase I, will use the abandoned Union Branch rail line. Phase II will continue the trail from Park Avenue/Hadlock Field to the PTC. The trail construction - in combination with other peninsula pathway projects - will transform bicycling and walking on the Portland peninsula, helping complete the circumferential shared use pathway/separated bikeway network that has long been envisioned around Portland's downtown.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$4,450,000		\$4,550,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$80,000	\$20,000			☐
2024	\$2,700,000	\$250,000			☐
2025	\$1,250,000	\$250,000			☐
2026					☐
2027					☐
2028					☐
Total	\$4,030,000	\$520,000			

Other Funding Source Description

Other sources include anticipated 100% MaineDOT construction funding for Phase I. Funding from MaineDOT covers the design of the pathway at 80% with 20% local match. Phase II construction is anticipated to be funded at the same 80%/20% funding split. 2025 anticipated final funding is an estimate that is still subject to change based on possible interactions of this project with the Libbytown 2-way construction project; later year costs and MaineDOT matching funds totals will be updated in future requests.

Operating Budget Impact

Additional funds will be required for winter maintenance/snow clearing per MaineDOT requirements for funded pathways to be maintained and accessible year-round.

Facilities

Project Title **ID** 216396

Replace Pavement & Membrane

Parking / Garages

Division Temple Street Garage

Classification Facilities

Project Description

Replace Pvmnt & Membrane 1/2 level 2 Recoat Travel lanes

Project Justification

Protect concrete and prevent leaks

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$450,000		\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023					☐
2024		\$450,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$450,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 184225

Sealants and Concreate Repairs Levels 2 and 3 290K one year and levels 4 & 5 295K the next year

Parking / Garages

Division Elm Street Garage

Classification Facilities

Project Description

Sealants and Concreate Repairs Levels 2 and 3 one year and levels 4 & 5 the next year

Project Justification

These are standard maintenance issues to preserve the integrity of the structure and prevent more expensive repairs and damage to vehicles.

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$290,000			☐
2024		\$295,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$585,000			

Other Funding Source Description

Operating Budget Impact

Public Buildings & Waterfront

Division Waterfront

Classification Facilities

Project Description

Replace concrete deck spans at front entrance of building. (See engineers report)

Project Justification

The concrete deck slabs have failed as a result of harsh weather and under deck salt water splash.

See engineers report and cost estimate.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$40,000		\$710,000		\$750,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$750,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$750,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 226760

212 Roof Replacement (4 Phases)

Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

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

Project Justification

Replace Roof Areas A,B & F as proposed from roof audit 11/2020.

See attached Roof Audit.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,195,000		\$1,195,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$325,000	\$325,000		☒
2023		\$270,000			☐
2024		\$400,000			☐
2025		\$200,000			☐
2026					☐
2027					☐
2028					☐
Total		\$1,195,000	\$325,000		

Other Funding Source Description

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

Reducing the 2022 CIP Request to 230K

Operating Budget Impact

Completing sections A,B & F will eliminate all roof repairs including sections
D- Completed summer 2021
E- Completion Winter 2022
Sections remaining include sections C,G as stated in the attached report.

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

Expand dispatch work area into the former records office, install a new window on the South wall, improve bathroom & Kitchen facilities.

Project Justification

The existing 24/7 dispatch area was designed for 4-6 positions a telephone and 2 way radio in 1975.

Currently there are 10 positions with 4 monitors each and a complete console for each staff.

The kitchen, lockerroom and bathroom are completely inefficient and much too small. The dispatch space has a single window allowing only minimal natural light into the space.

Adding a window has been a request from staff for sometime. Other PD and dispatch equipment needs have always been the priority.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$15,000		\$100,000		\$115,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$115,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$115,000			

Other Funding Source Description

Operating Budget Impact

90 Anderson St - Exterior Upgrades

Public Buildings & Waterfront

Division Other Public Buildings

Classification Facilities

Project Description

Replace windows, roof, doors. Repair brick and waterproof.

Project Justification

At a minimum funding needs to be provided to protect this asset. This facility is an efficient location to leave machinery on the peninsula. Having everything at Canco Rd is extremely inefficient. Ie lawnmowers/sidewalk plows, etc.

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025					☐
2024					☐
2023		\$150,000			☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

The roof is in need of replacing, in order to do this the front brick façade needs to be repaired. This work alone is approximately 75k.

Project Title **ID** 184340
Observatory - Painting and Other Maintenance

Public Buildings & Waterfront

Division Other Public Buildings

Classification Facilities

Project Description

Repair, repaint entire structure.

Project Justification

This structure is a landmark and needs to have a 5 yr maintenance plan. The windows are a constant problem due to the exposure. It's been recommended by both the engineer and window fabricator to keep this structure on a maintenance plan.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$70,000		\$70,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$70,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$70,000			

Other Funding Source Description

Operating Budget Impact

275K was invested in this structure in 2013. In order to protect that investment it's adamant the maintenance plan be implemented. The 5 yr plan has yet to be funded.

Public Buildings & Waterfront

Division Public Safety

Classification Facilities

Project Description

Replace existing exterior stairs and railings to meet ADA requirements.

Project Justification

The main entrance steps are concrete and original to the building. With sand/salt being applied for the past 50 yrs the concrete is spawling causing the rebar and steel support beam to deteriorate, exposing serious trip hazards. This entrance is used by the public accessing the Police Station the court house. Currently the stair treads and railings do not meet ADA.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025					☐
2024					☐
2023		\$200,000			☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Serious injuries are possible in the current condition. Providing concrete patches are costly and last only 12-18 months.

Project Title ID 173579

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

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Replace failed concrete deck at head of pier. Replace pile caps, stringers as needed.
See report in attachments..

Project Justification

Engineers Recommendations

The areas of heavy spalling and rebar corrosion on the bottom of the slabs, between Stations 0+40 and 0+50, fall directly beneath the driveway into the warehouse structure. Bents 1 and 3 both have failed caps at the same location. These defects, combined with the loss of compressive strength on the top side of the concrete deck, lead us to recommend that the areas directly beneath the driveway be replaced with new concrete decking and timber caps as soon as is practicable, and that access to the remainder of the concrete deck be cordoned off and restricted.

Spans are almost entirely at ten-foot centers, and the solution utilized in 2008 has proven effective. A similar repair, with the additional replacement of timber caps, should prove cost effective and relatively easy to install. TEC Associates would be happy to work with the City on next steps should you wish.

Thank you for asking us to perform this inspection, and please do not hesitate to contact me with any questions.

Sincerely,

TEC Associates

Brendan Amy

Project Engineer

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,295,000		\$2,295,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$170,000	\$170,000		☒
2019		\$225,000	\$150,000		☒
2021		\$225,000	\$175,000		☒
2022		\$100,000	\$100,000		☒
2023		\$125,000			☐
2024		\$225,000			☐
2025		\$350,000			☐
2026					☐
2027					☐
2028					☐
Total		\$1,420,000	\$595,000		

Other Funding Source Description

Operating Budget Impact

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

Project Title **ID**
Ocean Ave - Roof Replacement

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Replace an existing 40 yr old tar and gravel roof. Add 6" of poly iso insulation, 1/2" cover board and EPDM.

Project Justification

The existing roof is well beyond it's expected 30 yr lifecycle. The roof leaks with heavy rain and snow loads. We've made some positive changes within the facility regarding air quality, sleeping arrangements for all gender and "Best Practice" decompression space.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$5,000		\$60,000		\$65,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$65,000				☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$65,000				

Other Funding Source Description

Operating Budget Impact

Multiple costly roof repairs and ongoing inside damage.

Project Title ID 226764

Bramhall - Boiler Room Upgrades

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Boiler Replacement

Generator Removal

HVAC Sytem (50 yrs old) Removal/Replacement

Project Justification

Boiler - The boiler is 80 % efficient and operates year round to provide hot water. This facility has only one boiler, best practice requires heating redundancy. New high-efficient boilers would increase the efficiency to approx 92%.

Generator Removal - The original generator has been replaced with new switchgear and outdoor generator.

HVAC Sytem - Replace system with heat pumps and ERV which is much more efficient and can be designed to serve offices and meeting space on the lower level.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$15,000		\$140,000		\$155,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027					☐
2026					☐
2025					☐
2024					☐
2023		\$155,000			☐
Total		\$155,000			

Other Funding Source Description

Operating Budget Impact

Operating fuel/electric costs will decrease. Costly expenses for boiler repairs will decrease.
Overall air quality will greatly improve.

Project Title ID

ARPA Forest Avenue Renovations Project

Health & Human Services

Division Public Health

Classification Social Services

Project Description and Justification

Combining key programs from the Social Services and Public Health divisions to a single, centralized location in the city seeks to reduce barriers to those who access vital services as well as enhance organizational efficiency. In addition, 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. \$750,000 was approved during the ARPA process with an additional estimated \$100,000 of surplus fund balance as part of 2023's Additional Appropriations for Previously Approved Capital Projects required to complete the renovations including external project management costs.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$850,000		

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested ARPA Funding</u>	<u>Approved ARPA Funding</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$100,000	\$750,000	\$750,000		☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total					

Operating Budget Impact - TBD during FY23 budget process

Project Title **ID**

ARPA Homeless Services Center Project

Health and Human Services

Division Public Health

Classification Social Services

Project Description and Project Justification

Oxford Street Shelter (the current adult shelter) is not well equipped to serve the City's growing homeless service needs. The construction of a one-story, adult emergency shelter, located at 654 Riverside Street would be a huge step forward in addressing this need. The Homeless Services Center (HSC) 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 easily accessible to all. There will be indoor storage lockers, bathrooms and laundry facilities. Clients will be assigned beds and there will be the ability to physically distance and a headboard charging station for safe phone charging. The City also has commitments from over a dozen agencies to provide services on-site, creating a one-stop model. The City has approved use of \$3,500,00 of ARPA funding and received \$3,000,000 from Cumberland County via the County ARPA allocation. These funds have been committed towards initial capital and lease costs and the City needs an estimated additional \$450,000 for sidewalk construction and improved pedestrian access, connecting the HSC on Riverside Street to the nearest METRO bus routes. Staff is requesting approval of these funds as part of the 2023 CIP Additional Appropriations for Previously Approved Capital Projects. Other funding sources are still being investigated and pursued. NOTE - the costs indicated below are in addition to required lease payments as approved by the City Council (approximately \$2.5M annually for 10 years, followed by approximately \$300k annually, indexed to inflation for the next 15 years).

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$6,950,000		

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested</u> <u>ARPA Funding</u>	<u>Approved</u> <u>ARPA Funding</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$3,450,000	\$3,500,000	\$3,500,000		☐
2024					☐
2025					☐
2026					☐
2027					☐
					☐

Operating Budget Impact .

To be discussed in detail during the FY23 budget process. Existing costs related to Oxford Street shelter will end in March 2023 when HSC is expected to be operational.

Parks, Rec & Public Assembly**Division** Recreation**Classification** Facilities**Project Description**

This project 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.

Project Justification

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. The facility is within a qualified census tract. 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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$6,500,000		\$6,500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested</u> <u>ARPA Funding</u>	<u>Approved</u> <u>ARPA Funding</u>	<u>Funding Type</u>	<u>Approved</u>
2023	\$2,700,000	\$3,800,000	\$3,800,000		☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$2,700,000	\$3,800,000			

Other Funding Source Description \$3,800,000 awarded in ARPA funds in November 2021 and \$2,700,000 of surplus fund balance was assigned to cover the remainder. This funding is being requested as part of the 2023 CIP Additional Appropriations for Previously Approved Capital Projects

Operating Budget Impact TBD - Previous recommendations based on initial design included the addition of one lifeguard per shift. However the final design of the pool made several scope reductions including removal of the current river. Final assessment of whether additional operating budget expenditures will be performed after project bids are received and any further modifications to the project scope are required.

School Department Facilities



Brendan O'Connell <boconnell@portlandmaine.gov>

Backup Materials for PPS CIP Requests

Douglas Sherwood <sherwd@portlandschools.org>

Thu, Feb 10, 2022 at 2:33 PM

To: "Brendan T. O'Connell" <boconnell@portlandmaine.gov>

Cc: Kaela Gonzalez <kgonzalez@portlandmaine.gov>, Kathie Winchenbach <winchk@portlandschools.org>, Steven Stilphen <stilps@portlandschools.org>, Xavier Botana <botanx@portlandschools.org>

Mr. O'Connell
Brendan

Good afternoon!

We have a fully loaded multiyear capital program bolstered by our comprehensive 2017 Facilities Assessment that indicated we need to invest over \$16 million per year (actually \$320 million over 20 years) just to maintain what we have in place without new initiatives. We know that \$16 million per year will never happen so we explore every avenue to secure funding not just City of Portland CIP. The "new" East End, Ocean Avenue, and Rowe Schools were all state funded. PHS and PATHS were on the last state list but did not score high enough; hence, why Supt Botana recently approached the State Board of Education with an out of cycle request as reported in today's Press Herald. Often times, we are able to leverage other funding sources using City CIP as "collateral" which is the case again this year with recent MDOE approval of our FY22 State Revolving Renovation Fund projects which are guaranteed with a zero percent loan with 30% forgiven if we contribute 70% and complete on time.

Project summaries follow:

1. Portland High School - Roof Replacement (phase 1 - \$1.8 million): The 2017 facilities assessment stated that the roof system had exceeded its useful life and should be replaced within 5 years. The price tag is staggering given limited annual funding so we kept deferring the work and conditions have gone from poor to failing in sections of the 30 plus year old EPDM roof over the original 1867 building and 1919 addition. Seals and lapped edges are cracked. Fasteners are showing through in spots and nearby insulation is soft. Metal flashing is in poor condition with splice joints open and separating. In addition and supported by the MDOE SRRF program (\$250,000), 20 beams have deflected requiring structural reinforcement.

2. King Middle School - Replace rooftop HVAC units (\$188,550 which is supportly fully by the MDOE SRRF program): Though we have thoroughly cleaned our air handling equipment, added ionizers to improve air quality and continue to change air filters regularly, we have yet to replace our end of service life rooftop heating and ventilation equipment required to ensure our filtered air supply volumes meet code and that enough air is being exhausted to permit required air exchanges per hour that are both essential especially during COVID. The project proposes two 5000 cfm heating and ventilating units to serve the cafe, library and 8 classrooms as well as the exhaust systems serving this area of the school and the original 1950s roof ventilators.

3. PATHS - Replace rooftop HVAC units (\$161,350 which is supported fully by the MDOE SRRF program): Yet another urgent indoor air quality project critical to improving air exchanges that have become more critical due to COVID. Narrative in the King Middle School project above also applies here. This project proposes to replace ten 2,000 cfm rooftop exhaust fans.

4. Moore Middle School - Replace rooftop HVAC units (\$432,239 which is supported fully by the MDOE SRRF program): Similar narrative to King and PATHS listed above. We urgently need to replace end of service life equipment to produce sufficient air exchanges as part of our COVID mitigation measures. We plan to replace rooftop heating and ventilating serving the 1996 two story classroom addition as well as the gym and cafeteria as well as the powered toilet exhausts and unit ventilator relief hoods that have all exceeded their service life.

5. PATHS - Replace boiler (\$737,675): We had hoped to replace the boilers at Lincoln Middle School in this CIP, but this project for PATHS listed in our FY24 CIP took its place when boiler #2 failed earlier this fall. We currently have a temporary boiler on standby if necessary to support the 210,000 SF campus when demand exceeds the capability of the one remaining boiler. The HB Smith 17 section 650 Mills steam boiler is original equipment that survived 40 plus years going from burning #6 fuel oil to natural gas in 2013 before the header failed last fall. Replacing this boiler before the next heating season is critical.

6. Transportation - Replace ADA Bus 87 (\$106,020): ADA bus 87 is the next bus to be retired due to age, mileage and serviceability as part of our ten year vehicle replacement plan.

Hope this helps and is timely enough to meet your needs for tonight!

Best
Doug

[Quoted text hidden]

[Quoted text hidden]

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

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October 7, 2021 CIP Request

Location	Project Title	2022	FA Year	Condition Level	Life Cycle	Action Priority	Comments
DHS	Replace windows - final phase	\$345,000	16-20	2	END	L	
PHS	Replace windows - final phase	\$555,000	16-20	2	ESL	L	
Multi	Door access controls - year 4 of 5	\$115,000					new upgrade
PHS	Phase I Roof Replacement	\$1,800,000	1-5	2/3	ESL	S	\$250k req from SRRF
TAL	Renovate single use bathrooms	\$332,049	1-5	0	OBS	S	
KMS	Replace rooftop HVAC units	\$100,000	6-10	2	END	L	\$100k req from SRRF
PATHS	Replace rooftop HVAC units	\$100,000	6-10	2	END	L	\$100k req from SRRF
MMS	Replace rooftop HVAC units	\$250,000	6-10	2	END	L	\$200k req from SRRF
DHS	Replace boiler feed tank, pumps and controls	\$87,255	1-5	1	END	S	
LMS	Replace boilers	\$737,675	6-10	1	END	L	Likely needs to flip to PATHS
CIS	Address exterior electric concerns	\$82,543	1-10	1/2	OBS/END	S/L	
TRNS	ADA Bus 87 replacement	\$106,020					
	Total:	\$4,610,542					

Location	Project Title	2022	FA Year	Condition Level	Life Cycle	Action Priority	Comments			
DHS	Replace windows - final phase	\$0	16-20	2	END	L	move to FY24 - \$345K			
PHS	Replace windows - final phase	\$0	16-20	2	ESL	L	move to FY24 - \$555K			
Multi	Door access controls - year 4 of 5	\$0					move to FY24 - \$115K			
PHS	Phase I Roof Replacement	\$1,800,000	1-5	2/3	ESL	S	\$250K req from SRRF			
TAL	Renovate single use bathrooms	\$0	1-5	0	OBS	S	defer \$332,049 - assess whether or not summer 2022 SRRF project will meet need			
KMS	Replace rooftop HVAC units	\$188,550	6-10	2	END	L	\$170K in orig SRRF request			
PATHS	Replace rooftop HVAC units	\$161,350	6-10	2	END	L	\$120K in orig SRRF request			
MMS	Replace rooftop HVAC units	\$432,239	6-10	2	END	L	\$380K in orig SRRF request			
DHS	Replace boiler feed tank, pumps and	\$0	1-5	1	END	S	defer \$87,255			
PATHS	Replace boilers	\$737,675	6-10	1	END	L				30000
CIS	Address exterior electric concerns	\$0	1-10	1/2	OBS/END	S/L to	defer \$82,543			
TRNS	ADA Bus 87 replacement	\$106,020								
	Total:	\$ 3,425,834								

Fleet Vehicles

Project Title ID 236953

Tower Ladder Unit - "Ladder #6"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

Pierce Enforcer All Steer 100' Mid Mount Tower Ladder

Project Justification

This replacement would include the sole Tower Ladder Unit. This truck would serve as both the West End Ladder Company as well as the city wide Tower for uses that include elevated/low level waterway as well fixed platform for high and low angle rescues. This truck will replace a 1994 Pierce unit that has more than well served the city.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$1,610,000	\$1,610,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$1,610,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$1,610,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236955

Pumper Truck - "Engine #9"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

Pierce Enforcer 1500GPM Pumper

Project Justification

This replacement Engine will primarily serve the Riverton District as well as the second engine for Deering Section as a whole and one of the four city wide. This truck would replace a 1999 Pierce unit that has served the city well.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$825,000	\$825,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$825,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$825,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 141804

Police Cruisers (07 EA)) Replacement - Police

Vehicle Maintenance

Division Police Department

Classification Vehicles

Project Description

Yearly replacement of 7 marked police cruisers @\$43000 each. Cost assumes all hybrid vehicles.

Project Justification

scheduled replacement / requesting 07 EA for CIP 2023

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$3,402,000	\$3,402,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2027		\$301,000			☐
2026		\$301,000			☐
2025		\$301,000			☐
2024		\$301,000			☐
2023		\$301,000			☐
2021		\$301,000	\$301,000		☒
2019		\$266,000	\$266,000		☒
2018		\$266,000	\$266,000		☒
2017		\$266,000	\$152,000		☒
2016		\$266,000	\$160,000		☒
2015		\$266,000	\$265,000		☒
2014		\$266,000	\$265,000		☒
Total		\$3,402,000	\$1,675,000		

Other Funding Source Description

Operating Budget Impact

Reduced fuel consumption by replacing 6 cylinder gasoline engines with 6 cylinder hybrids. Ford estimates 40% fuel savings over the gasoline engines

Project Title **ID** 236990

LR 64R - W/ McNeilus 25 Yard Rear Loader - Trash Packer

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

LR 64R - W/ McNeilus 25 Yard Rear Loader - Trash Packer for Solid Waste Bill Patnaude

Project Justification

Required to replace active unit #4050 - Year 2007 / Miles 105,471

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$1,500,000	\$1,500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$300,000			☐
2024		\$300,000			☐
2025		\$300,000			☐
2026		\$300,000			☐
2027		\$300,000			☐
2028					☐
Total		\$1,500,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 236978

Single Axle Heavy Plow Truck (Freightliner) w/Permanent Mount
Sander

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

Single Axle Heavy Plow Truck (Freightliner) w/Permanent Mount Sander - Streets and Sidewalks

Project Justification

Required to replace active unit #3036 / Year - 2001 - Miles - 36,865

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$200,000	\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$200,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 236979

2.0 Ton Plow Truck w/ Sander

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

2.0 Ton (F550-C5500) Plow Truck w/ Sander - Streets and Sidewalks

Project Justification

Required to replace active unit #3131 / Year - 2006 - Miles - 34,023

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$150,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Holder Sidewalk Machine

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

Holder Sidewalk Machine - Streets and Sidewalks

Project Justification

Required to replace active unit #8105 / Year - 2005 - Hours - 4,716

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$150,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

Cab Over 8 Yard Rear Loader Mini Trash Packer. Diamond Back / New Way body make and model - Solid Waste Bill Patnaude.

Project Justification

Per Chris Branch: "We are looking into adding a second mini packer to help with the barrell route".

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$140,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$140,000			

Other Funding Source Description

Operating Budget Impact

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

Service / Road Call Truck for Fleet Department- Fully outfitted for both Heavy and Light wheel service.

Project Justification

Service / Road Call Truck - Fully Outfitted for both Heavy and Light Wheel service required to replace Service Truck #2501 model year 2001 with 82,004 miles - Bad Injection pump and low compression on motor.

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$125,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$125,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237102

Golf Course Utility Vehicle REPLACEMENT with Aerifier and core harvester attachments (priority #1)

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

Golf Course Utility Vehicle REPLACEMENT with Aerifier and core harvester attachments (priority #1)

Project Justification

Golf Course Utility Vehicle REPLACEMENT with Aerifier and core harvester attachments (priority #1)

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$90,000	\$90,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$90,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$90,000			

Other Funding Source Description

Operating Budget Impact

SUV K9 Police Cruisers - 02 EA

Vehicle Maintenance

Division Police Department

Classification Vehicles

Project Description

SUV K9 Police Cruisers - 02 EA per Heath Gorham are required.

Project Justification

SUV K9 Police Cruisers - 02 EA per Heath Gorham are required. #1027 is a patrol K9 car, 2014 Ford SUV, 123,500 miles. #1028 is a patrol K9 car, 2014 Ford SUV, 138,000 miles. These are required in addition to the yearly 07 EA squad SUV vehicles. 02 EA @ \$43,000 ea = \$86,000.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$86,000	\$86,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$86,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$86,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236975

1.0 Ton - Single Axle Plow Truck

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

1.0 Ton - Single Axle Plow Truck - Streets and Sidewalks

Project Justification

Required to replace current active unit #4981 / Year - 1999 - Miles - 78,153

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$80,000	\$80,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$80,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$80,000			

Other Funding Source Description

Operating Budget Impact

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

Bucket Van - Public Buildings / Port Operations - Kathy Alves

Project Justification

Bucket Van - Public Buildings / Port Operations - Required to replace Bucket Truck #2218 model year 2005.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$75,000	\$75,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2028					☐
2023		\$75,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
Total		\$75,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237100

0.75 Ton Pick up w/ Plow Set Up - PRF Cems (Forest City)

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

0.75 Ton Pick up - PRF Cems (Forest City)

Project Justification

0.75 Ton Pick up- PRF Cems (Forest City) to replace aged out asset #2110.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$70,000	\$70,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$70,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$70,000			

Other Funding Source Description

Operating Budget Impact

RMV Hot Patcher - 4 Ton

Vehicle Maintenance

Division Public Works

Classification Streets/Sidewalks

Project Description

RMV Hot Patcher - 4 Ton for Marc Spiller Streets and Sidewalks

Project Justification

RMV Hot Patcher - 4 Ton for Marc Spiller Streets and Sidewalks required to replace failed unit #5104 that requires major repairs and is a 1998 model year.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$65,000	\$65,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$65,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$65,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 237074

0.5 Ton Pick Up (no plow / sander) Street Openings

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

0.5 Ton Pick Up (no plow / sander) Street Openings

Project Justification

0.5 Ton Pick Up (no plow / sander) Street Openings required yearly for this department per Chris Branch.

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$50,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$50,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 236969

1.0 Ton Single Axle, Single Cab with Skid Pump and Tank - "Cushing Fire Engine"

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

The Replacement vehicle would be a 1.0 Ton single cab with skid pump & tank

Project Justification

This vehicle is placed on the island 6-8 months a year to be used by Fire Crews responding from the mainland to the island. Currently there is a 1981 MACK fire engine that was purchased in 2015 from Windham FD. The truck is in poor condition, however should be replaced with a more suitable type of truck.

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023					☐
2024		\$150,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

Project Title

ID 237096

02 EA - NEW Jacobsen Truckster Utility Vehicle w/ Tow Behind Turfco Spreader

Vehicle Maintenance

Division Recreation and Facilities

Classification Parks, Fields, Trails

Project Description

02 EA - NEW Jacobsen Truckster Utility Vehicle w/ Tow Behind Turfco Spreader - Alex Marshall

Project Justification

This is Pesticide Ordinance related. Our crew can not spread top soil efficiently with their current equipment and, like a golf course, this would allow them to hit a large number of acres per day/year with minmal impact to the field.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$40,000	\$40,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023					☐
2024		\$40,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$40,000			

Other Funding Source Description

Operating Budget Impact

Water Resources (Sewer/ Stormwater Enterprise Funds)

CSO - Close CSO #42

Water Resources

Division Sewer

Classification Wastewater

Project Description

Do a detailed study of the Capisic sewer system and watershed to determine where and how storm water is entering into the sewer system and causing sewer overflows at CSO#42. Overflows at CSO #42 were supposed to be eliminated at the completion of Tier 2 but they are still occurring even after completing all of the projects outlined in Tier 2 and the CSO Master Plan. This study would involve hiring a consultant and also installing numerous flow meters within the system for the first year. Subsequent years will involve actual design and construction of action items determined by the study to fully close CSO #42.

This project has been added to the Inflow and Infiltration and the initial investigation has been completed. Work is ongoing to design and address connected roof leaders. Additionally, the interceptor in the City owned wetland north of Warren Avenue will likely need rehabilitation.

Project Justification

The completion of Tier 2 separation projects within the Capisic Brook Watershed was supposed to close CSO#42. This action was not successful and more work needs to be done in order to obtain complete closure. The CSO Long Term Control Plan Tier 3 update did not propose any new projects or studies of Capisic Brook because it was thought that at the completion of Tier 2 CSO #42 would be closed. Since this CSO is still overflowing on rain events and we did not meet the goal of Tier 2 a new CIP request has been made in order to correct this and meet our long term control plan and consent decree. By still overflowing at CSO #42 we are not in compliance with our consent decree and DEP may take action due to this.

5 Year Cost Summary

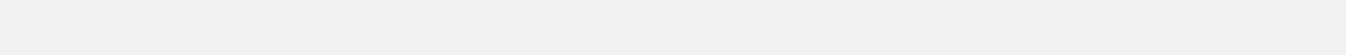
<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$125,000		\$1,000,000		\$1,125,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$75,000	\$75,000		☒
2019		\$100,000	\$100,000		☒
2020		\$250,000	\$250,000		☒
2022		\$500,000	\$500,000		☒
2023		\$200,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$1,125,000	\$925,000		

Other Funding Source Description

Operating Budget Impact



Water Resources

Division Sewer

Classification Wastewater

Project Description

Funding to update the City's India Street and Fore River pump station SWMM models.

Project Justification

Integrated plan mandate from MDEP and EPA to analyze the potential for CSO reduction at the Fore river pump station and Portland Harbor waterfront.

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$500,000			☐
2024		\$500,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$1,000,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 194901

CSO-Non SRF Sewer / Storm Consulting and Inspection Services

Water Resources

Division Sewer

Classification Wastewater

Project Description

To be used for consulting services that are not SRF eligible, including but not limiting to; test pits, CCTV, borings, geo-technical, etc.

Project Justification

Due to the cities current procurement procedures some services are not SRF eligible. This would be used to cover those services.

Inspection services for the following:

Back Cove West Storage Conduit = \$500k

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$2,000,000		\$2,000,000		\$4,000,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$500,000	\$500,000		☒
2022		\$1,500,000	\$1,500,000		☒
2023		\$500,000			☐
2024		\$500,000			☐
2025		\$500,000			☐
2026		\$500,000			☐
2027					☐
2028					☐
Total		\$4,000,000	\$2,000,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

Stormwater on Ashmont and Coyle is currently separated but ties into the sewer on Forest Avenue. Also Forest Avenue's stormwater goes into the sewer. This project would separate Forest Ave, Ashmont St, Coyle St and Belmont St by taking a new storm drain from Back Cove up Belmont St. Coyles Gully also currently goes under 3 building and this project would remove the stormwater from going under The Great Lost Bear, Ricker Park, and 18 Ashmont St.

Project Justification

This would significantly reduce the overflows associated with CSO 13 and 15. PWD is also planning on replacing its water mains from Dartmouth to Arlington St. The street is also slated to be paved.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$150,000		\$5,000,000		\$5,150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$150,000			☐
2024		\$5,000,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$5,150,000			

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

This budget request is to meet EPA Administrative Order requirements based on recommendations from the CMOM report which was done by Woodard and Curran.

The following projects remain to be completed:

Riverton Replacement with Submersible Pump Station

Castine Replacement of Security Fence

Franklin Street Wet Well Coating

Riverton Street Pump Station Force Main Condition Assessment

SCADA and Hardware Updates

Flowmeters at Pump Stations

Security upgrades at Pump Stations (fencing, gates, lighting)

Project Justification

CIP Year 2023 Projects: Riverton Street Pump Station, Riverside Force Main Condition Assessment, Additional flow meters at Pump Stations, and SCADA upgrades.

The Riverton Pump Station Replacement project is currently under design and will be bid in December 2021. Expected to use most of the existing funds for this project.

Future year CIP work includes a condition assessment of the Riverside Pump Station Force Main, the replacement of coating for the wet well at Franklin Street Pump Station, flow meter installation at the remaining pump stations, ventilation alarms, pump replacements, gate replacement, and various other upgrades as required including SCADA systems and security features.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$9,890,000		\$9,890,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2015		\$682,000	\$680,000		☒
2016		\$670,000	\$670,000		☒
2017		\$1,100,000	\$1,100,000		☒
2018		\$670,000	\$670,000		☒
2019		\$670,000	\$670,000		☒
2020		\$2,000,000	\$2,000,000		☒
2021		\$750,000	\$750,000		☒
2022		\$670,000	\$670,000		☒
2023		\$670,000			☐
2024		\$670,000			☐
2025		\$670,000			☐
2026		\$670,000			☐

Project Title	ID	152461	
2027			☐
2028			☐
Total		\$9,892,000	\$7,210,000

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Sewer

Classification Wastewater

Project Description

The Inflow and Infiltration Program is a multi-year three phase program to identify and remove extraneous flows to the sanitary sewer system. Phase 3 is the mitigation of sewers found to be deficient and a source of infiltration into the system. All work is based on the Inflow and Infiltration Program Final Report which provides a three phase mitigation strategy to address Inflow and Infiltration.

Project Justification

Phase three of the Inflow and Infiltration Program is the mitigation phase to address sources of extraneous flows identified in both Phase one and Phase two. For the most part, mitigation measures will utilize Trenchless Technologies to address leaky pipes and manholes. Additional consideration will be made to address connected sump pumps and leaky laterals.

Mitigation Phase 1 Estimated Cost = \$8,864,857 (includes engineering and contingency costs). Full program esitimated to cost \$18,813,821 over three phases.

Will utilize existing Sewer System Renewal Accounts (3173019504, C20512, C21505) for 3.3 million of the estimated costs for the first phase. Current request have been based on rehabilitation estimate not including engineering and contingency costs. As the Mitigation Phase 1 is underway and completed, future funding requests may be revised.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$9,350,000		\$9,350,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$1,100,000	\$1,100,000		☒
2023		\$1,650,000			☐
2024		\$1,650,000			☐
2025		\$1,650,000			☐
2026		\$1,650,000			☐
2027		\$1,650,000			☐
2028					☐
Total		\$9,350,000	\$1,100,000		

Other Funding Source Description

Operating Budget Impact

All funding will come from CIP accounts.

Water Resources

Division Sewer

Classification Wastewater

Project Description

Transition from ArcMap and the geometric network to ArcGIS Pro and the Utility Network, along with transitioning all of the current tools that we use to the newer versions. Crews will be able to edit and trace the path of the network data in the field. The technology can handle modern data needs and makes it easy to share information securely with those who need it.

Project Justification

In the next 5+ years Esri will be transitioning its development and resources to ArcGIS Pro and the Water Resources GIS (along with the rest of the City) will need to start to move towards that transition. This transition will affect GIS, Cityworks, ITpipes as well as our ArcGIS Enterprise system and services.

The first step would be to work with the ESRI team to determine what components, additional software, other systems would be affected and what the level of effort would be. The following years would be implementation of the upgrade.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$450,000				\$450,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$25,000	\$25,000		☒
2022		\$225,000	\$225,000		☒
2023		\$100,000			☐
2024		\$100,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$450,000	\$250,000		

Other Funding Source Description**Operating Budget Impact**

There will likely be annual licensing fees.

Project Title ID 226692

Combination Unit - Vactor Truck

Water Resources

Division Sewer

Classification Vehicles

Project Description

Replace existing vactor unit (#5074) with a second combination unit that has a hydraulic rodder with debris vacuum.

Project Justification

A second unit will provide the ability to clean pump stations wet wells, combined storage overflow tanks, stormwater treatment units as well as hydroexcavation needs. The existing combo unit (#5064) supports in-house CCTV production work. Existing vactor unit has strong resale or trade in potential per CN Wood.

Cost to go up by 5% within the next 6 months.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$500,000	\$500,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$500,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$500,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 205710

Pearl Street Sewer/Repair and Storm Drain

Water Resources

Division Sewer

Classification Wastewater

Project Description

Sewer repair and storm drain on Pearl Street between Fore Street and Cumberland Avenue.

Project Justification

Multiple segments of sewer pipe within Pearl Street between Fore Street and Somerset have a high likelihood of failure and are deformed beyond the ability to rehabilitate. Other utility work and the installation of a storm drain be a part of this work and could be part of the planned transportation work for the intersection of Pearl Street and Fore Street. This project is currently requesting money for 100% design.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$4,000,000		\$4,300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$200,000	\$200,000		☒
2023		\$100,000			☐
2024		\$4,000,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$4,300,000	\$200,000		

Other Funding Source Description

Need to determine a better idea of costs.

Operating Budget Impact

Green Infrastructure

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Design and construction of added Green Infrastructure systems, storm drainage piping, catch basins and other improvements addressing street and property flooding, combined sewer capacity in the West End and erosion issues as well as stormwater pipe failures. Project funds would be used within public rights of way, on public property, and within private property affecting public right of way, where existing drainage systems are inadequate.

Project Justification

The project funds would address on going complaints about drainage system deficiencies within the City's storm drainage system and addresses issues that the Department receives request to correct from residents, City Councilors and or staff, including many from off peninsula neighborhoods. The department is also looking to utilize Green Infrastructure within combined sewershed areas to address capacity issues that have resulted in a high frequency of overland Sanitary Sewer overflows. The proposed storm water utility program if adopted would fund improvements and system corrections on a sustained basis.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$2,822,000		\$2,822,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$200,000			☐
2025		\$200,000			☐
2026		\$200,000			☐
2027		\$200,000			☐
2019		\$272,000	\$272,000		☒
2020		\$750,000	\$750,000		☒
2016		\$200,000	\$200,000		☒
2017		\$200,000	\$200,000		☒
2018		\$200,000	\$200,000		☒
2022		\$200,000	\$200,000		☒
2023		\$200,000			☐
2028					☐
Total		\$2,822,000	\$1,822,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Marine

Project Description

Monitoring and rehabilitation of existing dam

Project Justification

Replace exsisting Sluice Gate, Drill 3 Peizometers with Data Loggers,
Set 3 Monuments, Construct Bar Screen up stream of Sluice gate, and Repointing of Downstream Face.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$5,000		\$410,000		\$415,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$100,000	\$50,000		☒
2023		\$155,000			☐
2024		\$205,000			☐
2025		\$5,000			☐
2026					☐
2027					☐
2028					☐
Total		\$465,000	\$50,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Stormwater

Project Description

This project is to install several green infrastructure best management practices throughout the Sagamore Village neighborhood. Practices are all vegetative filters that will manage, reduce, and treat stormwater runoff throughout the development.

Project Justification

Sagamore Village is within the Capisic Brook Watershed and had a project identified within the neighborhood as part of the Watershed Management Plan required by the Maine DEP and MS4 Permit. The original design location is no longer an option due to future development so the City has begin design on smaller treatment options throughout the neighborhood. A previous CIP request for a similar amount was moved to a CIP Outlay account in the operating budget which has allowed for the payment to Ransom Engineering for the design of the potential projects but the construction.

This project has been identified as a required stormwater structural control project in the City's updated Stormwater management plan. This plan is being developed concurrently with the City's next MS4 permit with the DEP. Delivery of this project will be a permit requirement in the City's next 5-year MS4 permit with DEP, which is scheduled to become active on July 1, 2022.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,790,000		\$1,790,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020	\$450,000	\$600,000	\$40,000		☒
2023	\$0	\$1,300,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total	\$450,000	\$1,900,000	\$40,000		

Other Funding Source Description

A separate green infrastructure CIP account will be utilized for the remainder. Additional CIP funding in FY 2020 request should be reduced to \$250,000.00. Total funding required for construction= \$1,590,000.00.

Operating Budget Impact

Coyles Gully Ricker Park

Water Resources

Division Stormwater

Classification Wastewater

Project Description

Coyles Gully storm drain / CSO pipe goes under building 4 of Ricker Park. This project would move the pipe to go around the building and not under it. Currently the pipe is broken under the slab of building 4 for Ricker Park.

Project Justification

Corp Counsel has agreed with the property owner that we would move the pipe out from under the building. The pipe is 20-25 feet deep and is currently broken under the building.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$550,000		\$550,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$550,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$550,000			

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Wastewater

Project Description

Sewer separation of Fore Street from Morning Street to the Thames Street Connector Road

Project Justification

This project is a continuation of the new Thames Street stormwater outfall and would involve installing 1,700 feet of new storm drain and 29 new catchbasins. Currently Fore Street is combined and overflows at CSO #23 when the sewer system is over capacity. There are 25 catch basins currently flowing into the combined sewer system in the Fore Street sewershed which will be separated as part of this project. The contributing drainage area to be separated is approximately 50 acres. This project has also identified approximately 1,000 lf of combined sewer in poor condition for replacement. The transportation division has identified the replacement of existing pedestrian ramps as part of this project and will also request funding as part of the transportation CIP.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$4,300,000		\$4,400,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$100,000	\$100,000		☒
2022		\$4,000,000	\$2,300,000		☒
2023		\$2,000,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$6,100,000	\$2,400,000		

Other Funding Source Description

This project will include additional paving outside the utility trench limits and ADA ramp improvements which are to be funded by a separate CIP Request by the transportation division.

Operating Budget Impact

Project Title ID 216232

Center Street Storm Drain

Water Resources

Division Stormwater

Classification Wastewater

Project Description

Center Street was separated in 1976 with a storm drain which reconnects to the combined sewer in commercial street. The project will remove the connection to the combined sewer and discharge into the Fore River as a separated outfall.

Project Justification

This project will work towards separating the existing drain line to help reduce CSO volumes at CSO #25-Long Wharf.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$2,000,000		\$2,300,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$200,000	\$200,000		☒
2023		\$100,000			☐
2024		\$2,000,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$2,300,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

Presumpscot Culvert

Water Resources

Division Stormwater

Classification Wastewater

Project Description

Replacement of existing 3'x4' concrete box culvert which was originally constructed in approximately 1930.

Project Justification

The sidewall of the existing culvert is failing.
Need additional funds due to increase in prices.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,380,000		\$1,380,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$750,000	\$750,000		☒
2022		\$475,000	\$475,000		☒
2023		\$155,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$1,380,000	\$1,225,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Wastewater

Project Description

Stormwater projects within neighborhoods to fix issues when a complaint has been received.

Project Justification

Stormwater projects to mitigate complaints received from residents with stormwater issues within their neighborhoods

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$200,000	\$200,000		☒
2023		\$200,000			☐
2024		\$200,000			☐
2025		\$200,000			☐
2026		\$200,000			☐
2027					☐
2028					☐
Total		\$1,000,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Wastewater

Project Description

Storm Drain Extension on Torrington Avenue on Peaks Island.

Project Justification

Project to extend existing storm drain on Torrington Avenue on Peaks Island with the intent of mitigating stormwater flowing from the gravel road and causing private property damage.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$200,000		\$200,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$200,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$200,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 236821

Reed Avenue Storm Drain Improvements

Water Resources

Division Stormwater

Classification Wastewater

Project Description

Drainage Improvements for Reed Avenue on Peaks Island.

Project Justification

Improving ditches and culverts to mitigate drainage issues in the Reed Avenue City easement area on Peaks Island.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$100,000		\$1,000,000		\$1,100,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$100,000			☐
2024		\$1,000,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$1,100,000			

Other Funding Source Description

Operating Budget Impact

Bayside Trail Storm Drain

Water Resources

Division Stormwater

Classification Wastewater

Project Description

Project to extend storm drain from Deering Oaks Parking Lot to Hood Dairy underneath the Bayside Trail Extension which is being proposed in the old Maine DOT rail corridor located between Deering Oaks Park and I-295.

Project Justification

New Storm Drain system to be installed in conjunction with a future Bayside Trail extension towards Hood Dairy to alleviate flooding and to provide future sewer separation opportunities for the north west corner of peninsula.

Initial funding request would be conceptual/feasibility design analysis for the new system.

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$100,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

Water Resources

Division Stormwater

Classification Wastewater

Project Description

Congress to Quebec

Project Justification

This project proposes to replace a failing storm drain system in Eastern Promenade from Congress Street to Quebec Street which has 9 class 5 defects based on the NASSCO pipe rating system. This project will also upsize storm drain capacity in this coordior to prevent flooding issues in at the Congress Street/Eastern Promenade intersection which has periodically resulted in stormwater to flow down the Eastern Promenade Embankment causing erosion issues.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$40,000		\$200,000		\$240,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2023		\$40,000			☐
2024		\$200,000			☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$240,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 237206

Pelican NP Three Wheel Broom Street Sweeper w/ Dual Side Brooms and Belt Conveyor

Water Resources

Division Stormwater

Classification Equipment

Project Description

Pelican NP Three Wheel Broom Street Sweeper w/ Dual Side Brooms and Belt Conveyor

Project Justification

Required for Water Resources

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$285,000	\$285,000

Funding Request

Year	Other Funding	Requested Funding	Approved Funding	Funding Type	Approved
2023		\$285,000			☐
2024					☐
2025					☐
2026					☐
2027					☐
2028					☐
Total		\$285,000			

Other Funding Source Description

Operating Budget Impact