

City of Portland, Maine
Joint City / School Finance Committee Meeting
Thursday, January 24, 2019
5:30 PM, City Hall, Room 209

AGENDA

1. Introductions

2. Debt Management Policy Update (JOINT ITEM)

The Finance Director will provide a brief update on the Debt Management Policy (last revised October 2011) including discussion of the limits within the policy, current status of each debt limit as well as available borrowing capacity, and will provide a timeline for 2019 Committee review of updates to the policy. This is a discussion item only and no action is scheduled at the current meeting.

3. City Manager Recommended FY20-FY24 Capital Improvement Plan (Public Hearing and Vote - JOINT ITEM)

The Committee will continue their discussion of the City Manager's Recommended Capital Improvement Plan. Staff will answer remaining questions and provide responses to requests for information made at the previous meeting. A Public Hearing will be held and a vote will be taken to refer the FY20 City Manager Recommended Projects and FY20 CIP Bond Authorization to City Council. A City Council workshop on the CIP will be held on 2/4 with potential first and second reads during the 2/4 and 2/20 meetings.

4. FY20 Budget Discussion (JOINT ITEM)

The Committee will jointly discuss the FY20 budget with members of the Portland Public Schools Board of Education. This is a discussion item only and no action is scheduled at the current meeting. The City Council will also be discussing overall budget guidance at the January 28th City Council Workshop.

5. Capitalization of the Housing Trust Fund Discussion (CITY ITEM)

The Committee will discuss further Capitalization of the Housing Trust Fund, a pool of funding used to assist private party developers to meet the goal of providing increased availability in all segments of the housing market. The Housing Trust Fund currently receives funding from many sources including fees paid under the Housing Preservation and Replacement Ordinance, revenue from the Short Term Rental Registration Program, fee-in-lieu contributions from the Inclusionary Zoning Ordinance, hotel project inclusionary fees of \$3,806 per room, and other funding resources including \$1M which was recently appropriated from the sale of City owned property. In addition to these revenue sources the City also receives funding from the HUD HOME and CDBG Programs to help the City increase housing availability. Deposits into the Housing Trust have nearly quadrupled since FY17 and the fund has an unencumbered balance of approximately \$1M. This is a discussion item only and no action is scheduled at the current meeting.

6. February Meeting Dates Discussion (CITY ITEM)

The Committee will set dates for February meetings of the Finance Committee. Currently scheduled dates (February 14 and February 28) may need to be cancelled / rescheduled due to conflicts.

7. Adjournment

Debt Management Policy - As of June 30, 2018

	Target	Current	Status	Capacity until Limit Reached
1. Net debt service* payments should not exceed 15% of general fund expenditures	15%	9.44%	OK	\$16.4M of additional debt service
2. Net debt service* payments(should not exceed 1.5% of per capita income**	1.5%	1.36%	OK	\$3M of additional debt service
3. Net Debt per capita should not exceed the “moderate” range by Moody’s, currently at \$5,000	\$5,000	\$4,691	OK	\$20.6M of net new debt
4. Total outstanding debt should not exceed 5% of the State equalized valuation of the City	5%	3.47%	OK	\$138M of net new debt
A. Comply with State law (limits long term debt outstanding to 15% of state equalized valuation)	15%	3.69%	OK	Over \$1B of net new debt

*Net Debt Service equals budgeted debt service net of Enterprise Funds and State reimbursed School DebtService

**Per Capita Personal Income, as published by the U.S. Bureau of Economic Analysis (BEA), Bearfacts, forPortland-South Portland-Biddeford region.

NOTE 1: Inclusive of the anticipated issuance of FY19 CIP, retirement of FY19 debt, and anticipated issuance of FY20 CIP, each of the applicable debt limitations above will still be in compliance with the Debt Management Policy. Estimated revised total capacity would be:

1) \$15.4M of additional debt service 2) \$2M of additional debt service 3) \$10M of net new debt 4) \$128M of net new debt and A) Over \$1B of net new debt

NOTE 2: The current debt management policy has not been updated since 2011. The current policy is attached for reference. Staff is recommending the policy be reviewed in early 2019 to ensure up to date metrics are included. Additional clarifying definition should be added including more careful consideration of debt supported by the Enterprise Funds (Sewer User Fees, Stormwater Service Charges, Jetport Revenues).

**City of Portland, Maine
Debt Management Policy**

Policy Statement

The City borrows money to finance its Capital Improvement Program and other capital assets. It also borrows money to fund workers' compensation settlements, loan programs, non-recurring extraordinary circumstances (such as funding pension obligations) and economic development activities. The City's ability to achieve the lowest possible financing costs is tied directly to its fiscal management, including the existence and adherence to formal fiscal policies. Because of the significant annual cost of debt service, and to assure both taxpayers and bond rating agencies that debt levels and ability to pay debt service are actively managed, the City of Portland adopts this policy.

Purpose

The purpose of this policy is to provide the City with a guide to manage debt levels by evaluating the need for capital investment against the capacity to pay for financing the costs of meeting that need. The primary focus of this policy is to measure debt secured by the full faith and credit of the City (general obligation, or GO), for which the debt service is supported. The goal of this policy is to equip the City Council, administration, and taxpayers with guidelines and information that can inform good decisions on borrowing money to accomplish the fiscal and operational mission of the City.

The City currently has limited instances of debt issuance that is not supported by taxes. The Jetport issues debt that is secured solely by the revenues generated by the Jetport operations. These types of borrowings are not covered by this policy, as they are analyzed using commercially-based methods, such as debt service coverage ratios and other financial covenants.

The City also has instances of debt requirements that, while ultimately backed by a GO pledge of the City, is by its nature self-supporting through user fees or other non-tax sources of revenue.

Governing Factors

The City shall maintain an outstanding GO debt total that complies with State law, which currently limits long-term debt outstanding to 15% of the State assessed valuation of the City. The City Charter describes conditions that require a referendum vote to borrow funds. It also contains the conditions under which financing can be used. Issuance of General Obligation debt requires affirmative votes of seven members of the City Council.

It is understood, and imperative, that the School Department capital investment financing is included in this policy, as it is also GO debt of the City and debt service is supported by tax dollars. All

calculations within this policy will also include debt service that is all or partially reimbursed, such as State School Funding.

The City shall not issue debt to fund current or ongoing operations of the City or Schools, except in the form of Tax Anticipation Notes (TANs) when applicable; in compliance with State law and in conformance with Internal Revenue Service (IRS) regulations.

The City shall not lend its borrowing capacity to or guarantee debt of any other entity.

Maturity of debt obligations must be no more than the useful life of the capital investment being financed, or than the final maturity of refunded debt; pursuant to Maine law which may not exceed 30 years from issuance.

Refunding opportunities will be evaluated annually to achieve future interest cost savings.

Rules of borrowing and this Policy also cover lease purchases, as they are secured by the general obligation of the City.

Debt Limitations

The City's Capital Improvement Program is based on a Capital Plan . This Plan includes projections for replacement of assets as well as anticipating investment in new assets that may be needed. The Plan is expected to be updated periodically to reflect additions, deletions and other changes in assets or circumstances. It is expected that investment in operating equipment, fleet and technology will be transitioned such that acquisitions will be made through annual budget appropriations when applicable, as determined by management and City Council.

Borrowing capacity will be evaluated first by the Governing Principles, and then using a number of factors, specifically:

1. *Demand*—what is the need for borrowing
 - a. Demand is measured by the needs presented by the Capital Plan. It can also be based on opportunities that arise from time to time which require capital investment by the City.
2. *Capacity*—what is the maximum amount to borrow
 - a. The maximum amount to be borrowed at any given time will be determined by evaluating the following factors:
 1. Current and projected annual debt service level, based on current outstanding debt.
 2. Market conditions (ability to access the financing market, interest rates, etc.).
 3. Economic conditions, including cost of construction.

4. Opportunity for participation in low interest financing programs, debt service reimbursement, grant opportunities, or other situations beneficial to the City.
3. *Affordability*—what is the fiscal impact
 - a. A projection of annual debt service impact for each borrowing will be done, incorporating the elements of Capacity. It will include budgetary impact, as well as a projection of tax impact. Debt service will be calculated as annual amount needed to satisfy principal and interest payments, net of any applicable revenue.
 1. Net debt service* payments should not exceed 15% of general fund expenditures.
 2. Net debt service payments should not exceed 1.5% of per capita income.**
 3. Net Debt per capita should not exceed the “moderate” range by Moody’s, currently at \$5,000.
 4. Total outstanding debt should not exceed 5% of the State equalized valuation of the City.
4. *Term*—length of payback period
 - a. Financing shall be secured with the goal of paying back the debt in the shortest term that is economically feasible.
5. *Payment Structure*—how payments are applied
 - a. Payments will be structured with level principal and declining interest over the life of the debt, except
 - b. In instances where level debt service payments offer economic benefit, such as for rate stabilization.
6. *Advance Refundings*— bond issuance used to pay off another outstanding bond, issued at a lower rate
 - a. Opportunities for advance refunding will be reviewed when issuing other GO bonds in order to package issues.
 - b. Opportunities for advance refunding will be considered independently for issues where the net savings, after costs of issuance, is estimated to be at least \$50,000 annually for the new financing period.

Pension Obligation Bonds (POB's)

In 2002, the city refinanced its unfunded pension liability with the Maine State Retirement system through Variable Rate Demand Obligation (VRDO) financing. This saves and estimated \$21 million in interest costs over the 25 year term.

The VRDO structure bears interest at a floating rate that is adjusted at specified intervals (daily, weekly, monthly) and can be redeemed at the holder’s option when the rate changes. This structure requires a Standby Bond Purchase Agreement (SBPA), and is managed by a remarketing agent.

While this financing offered the City significant savings, it is the goal of the City to refinance this obligation into a more standard and predictable debt. However, refinancing of this type of debt is

costly to do because of the buyout requirements. The Finance Director will periodically review the status of the cost of buyout and refinancing, and pursue any reasonable opportunity.

Bond Ratings

Debt issuance is rated by agencies specializing in the analysis of organizations' ability to pay off their debt. The City is rated for each bond issue, and also during an annual affirmation of ratings. As of 2011, the City is rated AA by Standard & Poor's and Aa1 by Moody's.

It is the goal of the City to maintain these ratings, as it allows easy entry into the bond sale market and favorable interest rates. This policy, in conjunction with other fiscal policies of the City and overall good fiscal management are critical in rating maintenance.

Debt Issuance

The City relies on the sale of bonds for the majority of its financing needs. These sales are conducted through the use of a financial advisory firm and recognized bond counsel. This allows the City continued access to the bond market and ensures compliance with all Securities and Exchange Commission (SEC), Municipal Securities Rulemaking Board (MSRB) and IRS regulations. The City may also enter into lease purchase agreements if it is determined to be cost effective.

Each issuance of general obligation debt will be evaluated to determine compliance with this policy, and that information will be submitted to the City Council as they deliberate actions on financing approvals.

Reporting

The City's debt information is part of the Comprehensive Annual Financial Report (CAFR). Annual debt service requirements are budgeted as part of the annual budget approval process. Bond ratings received by rating agencies are published and available for public review.

The City Council will receive an annual report on the overall debt status of the City. This will include a specific discussion on the status of the Pension Obligation Bonds.

The City is required to provide certain information to investors periodically and financial information annually. This information is filed through the Electronic Municipal Market Access system (EMMA), provided by the MSRB.

Administration

This Policy is for use in guiding financing decisions of the City, and can be interpreted by the City Council as part of overall discussions related to debt issuance. It is administered in conjunction with the City's other fiscal policies, including Investment and Fund Balance policies. It may be amended or revised from time to time as determined by the City.

**Net Debt Service equals budgeted debt service net of Enterprise Funds and State reimbursed School Debt Service*

***Per Capita Personal Income, as published by the U.S. Bureau of Economic Analysis (BEA), Bearfacts, for Portland-South Portland-Biddeford region.*

*Recommended by City Council Finance Committee, October 6, 2011
Order 64-11/12 – Given first reading on 11/7/2011, and passage on 11/21/2011.*

General Fund

FY20-FY24 City of Portland Maine Capital Improvement Plan					
City Manager Recommended FY20 Projects & Costs					
See Attachment for Additional Backup Materials					
FY	Classification	Department	Division	ProjectTitle	2020
HEALTH AND HUMAN SERVICES					
Total FY20 for Department				\$416,850	
2020	Facilities	Barron Center	Environmental Services	Generator Replacement-Phase II-Life Safety & Internal Wiring	170,000
2020	Facilities	Barron Center	Nutrition Services	BCI Basement Kitchen & Receiving Renovations	104,250
2020	Equipment	Barron Center	Nursing	Replace Patient Call System Phase III	142,600
FIRE DEPARTMENT					
Total FY20 for Department				\$460,000	
2020	Facilities	Fire Department	Building Maintenance	Fire Station Rehabilitation (Various Stations)	300,000
2020	Facilities	Fire Department	Building Maintenance	Bramhall - Sprinkler System Feed	160,000
INFORMATION TECHNOLOGY					
Total FY20 for Department				\$150,000	
2020	Information Technology	Information Technology		Virtualization, Storage and Redundancy Upgrade	
2020	Equipment	Information Technology		Upgrade Network switches	150,000
LIBRARY					
Total FY20 for Department				\$35,000	
2020	Facilities	Library		Lower Level Flooring / Carpeting	35,000
PARKING / GARAGES					
Total FY20 for Department				\$1,190,000	
2020	Facilities	Parking / Garages	Spring Street Garage	Spring St Garage Steel Beem repairs	290,000
2020	Facilities	Parking / Garages	Temple Street Garage	Temple St Garage Façade	700,000
2020	Equipment	Parking / Garages	Administration	Parking Meters Replacement	185,000
2020	Equipment	Parking / Garages	Administration	Multi space parking meters	15,000
PARKS AND RECREATION					
Total FY20 for Department				\$925,000	
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Riverton Playground Replacement	250,000
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Riverton Softball Drainage and Erosion Issues	65,000
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Dougherty Athletic Field	200,000
2020	Equipment	Parks, Rec & Public Assembly	Public Assembly	Walk Through Metal Detectors	55,000
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Park Walkways and Road Paving	100,000
2020	Facilities	Parks, Rec & Public Assembly	Golf Course	Reconstruction of Cart Path for ADA Access	50,000
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Eastern Prom, Lyman Moore and Riverton Tennis/Basketball Courts	50,000
2020	Vehicle - New (Not Rep)	Parks, Rec & Public Assembly	Recreation	Twelve Passenger Van with Handicapped Lift	65,000
2020	Facilities	Parks, Rec & Public Assembly	Ice Arena	Flooring, Sound System and Rear Entryway	90,000
PLANNING AND URBAN DEVELOPMENT					
Total FY20 for Department				\$170,000	
2020	Transportation	Planning & Urban Development	Transportation	West Commercial Street Pathway - Phases II and III	50,000
2020	Transportation	Planning & Urban Development	Transportation	Neighborhood Byway Network Implementation	120,000
POLICE DEPARTMENT					
Total FY20 for Department				\$250,000	
2020	Equipment	Police Department	Operations Support Svces	Records Management System	250,000
PUBLIC BUILDINGS & WATERFRONT					
Total FY20 for Department				\$2,025,000	
2020	Marine	Public Buildings & Waterfront	Waterfront	Waterfront Fender System (POT)	1,050,000
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Expo Exterior Masonry North Wall	200,000
2020	Equipment	Public Buildings & Waterfront	City Hall	State of Maine Room & Customer Service Areas A/C Installation	200,000
2020	Marine	Public Buildings & Waterfront	Waterfront	Compass Park Ongoing pile/pier work	100,000
2020	Marine (i.e., piers)	Public Buildings & Waterfront	Waterfront	Bollard / Bit Replacement	100,000
2020	Facilities	Public Buildings & Waterfront	Other Public Buildings	Fort Allen Gazebo	25,000
2020	Equipment	Public Buildings & Waterfront	City Hall	Passenger Elevator Modernization	300,000
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Roof Replacement Exposition Building	50,000
PUBLIC WORKS					
Total FY20 for Department				\$6,138,750	
2020	Facilities	Public Works	Solid Waste	Ocean Avenue Landfill	300,000
2020	Transportation	Public Works	Engineering	CSO Compliance - SRF Ineligibles	500,000
2020	Transportation	Public Works	Engineering	PACTS Collector Paving - Cumberland Avenue	249,000
2020	Transportation	Public Works	Engineering	PACTS Collector Paving - Danforth Street	103,000
2020	Transportation	Public Works	Engineering	India Street CPR and ADA Improvements	396,000
2020	Transportation	Public Works	Engineering	PACTS MPI Brighton Ave. (Holm to Westbrook)	180,750

General Fund

2020	Transportation	Public Works	Engineering	PACTS Washington Avenue Road & Signals	50,000
2020	Transportation	Public Works	Engineering	Congress Square Intersection Construction	150,000
2020	Transportation	Public Works	Engineering	Pavement Preservation Program	1,800,000
2020	Transportation	Public Works	Engineering	Traffic Signal Upgrades with Paving Programs	100,000
2020	Sidewalks	Public Works	Engineering	Sidewalk Rehabilitation/Accessibility	525,000
2020	Transportation	Public Works	Engineering	Traffic Signals Upgrade Program	400,000
2020	Transportation	Public Works	Engineering	PACTS RTMS - Traffic Signal Communications Systems	200,000
2020	Transportation	Public Works	Engineering	Street Rehabilitation Program	250,000
2020	Transportation	Public Works	Engineering	GDI to LDI Passageway	235,000
2020	Transportation	Public Works	Engineering	Washington Avenue Rehabilitation (Cumberland to E. Prom)	50,000
2020	Transportation	Public Works	Engineering	Rehabilitation of Cobblestone / Paver Streets	100,000
2020	Transportation	Public Works	Engineering	Monument Way & Square Rehabilitation	100,000
2020	Transportation	Public Works	Engineering	Arterial Street Ped Crossings	50,000
2020	Transportation	Public Works	Engineering	Separated Bike Lanes	100,000
2020	Transportation	Public Works	Engineering	Peaks Island Parking Lot	50,000
2020	Marine	Public Works	Engineering	Stoudwater Dam	50,000
2020	Transportation	Public Works	Engineering	Franklin Street Design Completion and Construction	200,000
SCHOOL DEPARTMENT					
Total FY20 for Department				\$3,500,400	
2020	Vehicles	School Department	PPS	Replace one van and two ADA buses	\$234,900
2020	Equipment	School Department	PPS	PATHS/CBHS Technology/Network Upgrade	\$200,000
2020	Facilities	School Department	PPS	DHS Kitchen remodel	\$200,000
2020	Facilities	School Department	PPS	Pave multiple campuses	\$250,000
2020	Facilities	School Department	PPS	Replace retaining wall and iron railings	\$325,500
2020	Facilities	School Department	PPS	PATHS/CBS Replace windows	\$430,000
2020	Facilities	School Department	PPS	PIES Interior renovations	\$250,000
2020	Facilities	School Department	PPS	DHS Replace Windows	\$405,000
2020	Facilities	School Department	PPS	PHS Replace Windows	\$75,000
2020	Facilities	School Department	PPS	DHS Replace Air Handling Units	\$355,000
2020	Facilities	School Department	PPS	Riverton Replace A/C	\$660,000
2020	Facilities	School Department	PPS	Door access controls - DHS, PHS, and PATHS	\$115,000
FLEET MAINTENANCE					
Total FY20 for Department				\$3,619,000	
2020	Vehicles	Vehicle Maintenance	Fire Department	0272 Squad 301 Heavy Rescue PFD Fire	68,000
2020	Vehicles	Vehicle Maintenance	Fire Department	0284 Engine 311 Replacment PFD Fire - Ocean Ave Station	750,000
2020	Vehicles	Vehicle Maintenance	Public Works	4057 - Rear Load Packer, Replace with Automated - DPW Solid W	325,000
2020	Vehicles	Vehicle Maintenance	Public Works	4052 - Rear Load Packer DPW Solid Waste	250,000
2020	Vehicles	Vehicle Maintenance	Public Works	2501 1 Ton Wrecker Replacement - Fleet	100,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	5097 Pulp Loader Replacement - Forestry	250,000
2020	Vehicles	Vehicle Maintenance	Police Department	Replace Patrol Vehicles PD Patrol (7 total including 2 hybrids)	280,000
2020	Vehicles	Vehicle Maintenance	Public Works	Plow Loader - DPW Winter	160,000
2020	Vehicles	Vehicle Maintenance	Public Works	3096 TA Dump Truck Wheeler Plow Replacement - Districting	215,000
2020	Vehicles	Vehicle Maintenance	Fire Department	0931 Rechassis Medcu Ambulance PFD Medcu	150,000
2020	Vehicles	Vehicle Maintenance	Public Works	8104 Sidewalk Tractor DPW PDD	150,000
2020	Vehicles	Vehicle Maintenance	Public Works	8107 Sidewalk Tractor DPW PDD	150,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3121 1 Ton Dump Truck Replacement - Cemeteries	65,000
2020	Vehicles	Vehicle Maintenance	Fire Department	0224 Command Car FD Fire	40,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	2185 3/4 ton pickup - PRF Ballfields	40,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3104 1 Ton PRF Ballfields	65,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3103 1 Ton Dump Truck Replacement - Parks	65,000
2020	Vehicles	Vehicle Maintenance	Public Works	3105 1 Ton Dump Truck Replacement - Districting	70,000
2020	Vehicles	Vehicle Maintenance	Public Works	Add Sanders to 2 DPW F550s for Winter	15,000
2020	Vehicle - New (Not Rep	Vehicle Maintenance	Public Works	Add Steam Weed Removal Machine - DPW Districting	25,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	0247 1/2 Ton Pickup w/ Liftgate PRF PAF	35,000
2020	Vehicles	Vehicle Maintenance	Public Works	0041 - Replace Taurus w/ Used SUV - DPW	20,000
2020	Vehicles	Vehicle Maintenance	Public Works	Pickup Truck Funding	100,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Purchase (2) Used Utility Vans - PRF Trades	36,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Replace Crown Vic w/ Used SUV PRF Parks Manager	20,000
2020	Vehicles	Vehicle Maintenance	Police Department	0186 Animal Control Officer Van Replacement - Police	35,000
2020	Vehicles	Vehicle Maintenance	Police Department	0140 Rechassis Arrest Truck PD Patrol	40,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Smithco Turf RakeReplacement - Cemeteries 1046	40,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Replace Fairway Mower(s) PRF Golf	60,000
2020	Public Art				60,000
2020	Land Bank				60,000
Total FY20 for Department					19,000,000
	Less: 1M of City Fund Balance				-1,000,000
	Less: 1M of School Fund Balance				-1,000,000
FY20 Total - New Debt / General Obligation Bonding					17,000,000

General Fund

FY20-FY24 City of Portland Maine Capital Improvement Plan									
City Manager Recommended FY20 Projects & Costs									
FY21-FY24 Amounts are Requests Only - Initial Available Funding Projection by Department for FY21-FY24 Also Listed									
FY	Classification	Department	Division	ProjectTitle	2020	2021	2022	2023	2024
HEALTH AND HUMAN SERVICES									
Total FY19					\$615,028				
Total FY20					\$416,850				
FY21-FY24 Initial Projections					\$300,000				
2020	Facilities	Barron Center	Environmental Services	Generator Replacement-Phase II-Life Safety & Internal Wiring	170,000				
2020	Facilities	Barron Center	Nutrition Services	BCI Basement Kitchen & Receiving Renovations	104,250				
2020	Equipment	Barron Center	Nursing	Replace Patient Call System Phase III	142,600				
2020	Streets/Sidewalks	Barron Center	Environmental Services	Resurface of roadways & parking lots		139,293	139,293		
2020	Facilities	Barron Center	Environmental Services	Storage Garage for Wheelchairs & Equipment		93,750			
2020	Equipment	Barron Center	Environmental Services	Domestic Hot Water Heater BCI & Laundry		65,450			
2020	Facilities	Barron Center	Environmental Services	Energy Management System		233,500	68,000	68,000	68,000
FIRE DEPARTMENT									
Total FY19					\$100,000				
Total FY20					\$460,000				
FY21-FY24 Initial Projections					\$350,000				
2020	Facilities	Fire Department	Building Maintenance	Fire Station Rehabilitation (Various Stations)	300,000				
2020	Facilities	Fire Department	Building Maintenance	Bramhall - Sprinkler System Feed	160,000				
2020	Facilities	Fire Department	Building Maintenance	Munjoy Station Renovation		885,000			
2020	Facilities	Fire Department	Building Maintenance	Munjoy, Riverton, Ocean Ave		165,000			
2020	Equipment	Fire Department	Building Maintenance	Allen Ave Appliances		100,000			
2020	Facilities	Fire Department	Building Maintenance	Engineering Services - Munjoy		90,000			
2020	Facilities	Fire Department	Building Maintenance	Engineering Service - Riverton Fire Station		90,000			
2020	Facilities	Fire Department	Building Maintenance	Ocean Ave - Floor Slab Repair		80,000			
2020	Equipment	Fire Department	Building Maintenance	Fire Alarm/AES Panel Installations		80,000			
2020	Facilities	Fire Department	Building Maintenance	Munjoy - Floor Slab Repair		70,000			
2020	Facilities	Fire Department	Building Maintenance	Riverton - Window Replacement		50,000			
2020	Facilities	Fire Department	Building Maintenance	Schematic Designs		50,000			
2020	Central Fire -	Fire Department	Building Maintenance	Central Fire - Lead/Abatement Removal Phase 1		30,000			
2020	Facilities	Fire Department	Building Maintenance	Ocean Ave Station Renovation			966,000		
2020	Facilities	Fire Department	Building Maintenance	Engineering Services - Stevens Ave				250,000	
2020	Facilities	Fire Department	Building Maintenance	Riverton Station Renovation		900,000			
2020	Facilities	Fire Department	Building Maintenance	LDI/Cushing Island Apparatus Storage					
2020	Facilities	Fire Department	Building Maintenance	Peaks Police/Fire Station Renovation					
2020	Facilities	Fire Department	Building Maintenance	Engineering Services - Central Fire Station				300,000	
2020	Facilities	Fire Department	Building Maintenance	Engineering Services - Bramhall Station			200,000		
2020	Facilities	Fire Department	Building Maintenance	Bramhall Station Renovation				2,400,000	
2020	Facilities	Fire Department	Building Maintenance	Stevens Ave Station New Construction					
2020	Facilities	Fire Department	Building Maintenance	Central station Renovation					
2020	Facilities	Fire Department	Building Maintenance	Engineering Services - Ocean Ave		100,000			
2020	Equipment	Fire Department	Building Maintenance	Portable Building Generator		105,000			
INFORMATION TECHNOLOGY									
FY19 Total					\$350,000				
FY20 Total					\$150,000				
FY21-FY24 Initial Projections					\$300,000				
2020	Information Technolog	Information Technology		Virtualization, Storage and Redundancy Upgrade					
2020	Equipment	Information Technology		Upgrade Network switches	150,000				
LIBRARY									
FY19 Total					\$0				
FY20 Total					\$35,000				
FY21-FY24 Initial Projections					\$25,000				
2020	Facilities	Library		Recarpet Lower Level	35,000				
2020	Facilities	Library		Fluorescent Light Retrofit		32,000			
PARKING / GARAGES									
FY19 Total					\$290,000				
FY20 Total					\$1,190,000				
FY21-FY24 Initial Projections					\$375,000				
2020	Facilities	Parking / Garages	Spring Street Garage	Spring St Garage Steel Beam repairs	290,000				
2020	Facilities	Parking / Garages	Temple Street Garage	Temple St Garage Faade	700,000				
2020	Facilities	Parking / Garages	Temple Street Garage	Temple St Parking Garage Cond. Appraisal Rprs		185,000			
2020	Equipment	Parking / Garages	Administration	Parking Meters Replacement	185,000		185,000		
2020	Equipment	Parking / Garages	Administration	Multi space parking meters	15,000				
2020	Facilities	Parking / Garages	Temple Street Garage	Temple St Garage Cond. Appraisal Rrs Concrete & S/W 1					
2020	Facilities	Parking / Garages	Elm Street Garage	Recaulking joints Elm St Garage			360,000		
2020	Equipment	Parking / Garages		Parking Meter Replacement		185,000			
2020	Facilities	Parking / Garages	Temple Street Garage	Neogard traffic Membrane recoat Temple St				475,000	
2020	Facilities	Parking / Garages	Spring Street Garage	Neogard Traffic membrane Recoat Spring St					
2020	Facilities	Parking / Garages	Spring Street Garage	Roof Deck Traffic Membrane Recoat				140,000	
2020	Facilities	Parking / Garages	Elm Street Garage	Deck Waterproofing				160,000	
PARKS AND RECREATION									
FY19 Total					\$872,772				
FY20 Total					\$925,000				
FY21-FY24 Initial Projections					\$900,000				
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Stabilization of Moontide Park - Portland Landing Phase 1A		1,000,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Riverton Playground Replacement	250,000				
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Riverton Softball Drainage and Erosion Issues	65,000				
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Dougherty Athletic Field	200,000				
2020	Equipment	Parks, Rec & Public Assembly	Public Assembly	Walk Through Metal Detectors	55,000				
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Park Walkways and Road Paving	100,000				
2020	Facilities	Parks, Rec & Public Assembly	Golf Course	Reconstruction of Cart Path for ADA Access	50,000				
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Eastern Prom, Lyman Moore and Riverton Tennis/Basketball Cov	50,000				
2020	Vehicle - New (Not Rep	Parks, Rec & Public Assembly	Recreation	Twelve Passenger Van with Handicapped Lift	65,000				
2020	Facilities	Parks, Rec & Public Assembly	Ice Arena	Flooring, Sound System and Rear Entryway	90,000	100,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Riverton Softball Lighting Replacement		255,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Evergreen Driveway Drainage		290,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Picnic Pavilions		110,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Riverton Preserve ADA Trail		60,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	City Wide Fencing Replacement		100,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Recreation	Replace Gym Floor at Riverton		125,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	East End Boat Launch Reconstruction		150,000			
2020	Facilities	Parks, Rec & Public Assembly	Golf Course	Replace Maintenance Facility		20,000	200,000		
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Administration	Repair fence at Ocean Avenue Dog Park		28,000			
2020	Equipment	Parks, Rec & Public Assembly	Golf Course	Winter Grooming Machine		30,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering High Field Upgrades		275,000	200,000		
2020	Facilities	Parks, Rec & Public Assembly	Recreation	Ice Arena - Sidewalk replacement and addition parking spaces		87,200			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Baseball Lights		350,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Infield Upgrades		75,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fitzpatrick Paving and ADA Improvements		235,000			
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fitzpatrick Stadium Entrance Upgrades					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fox St Irrigation Replacement			50,000		

General Fund

2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Evergreen Repaving Roads			125,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Nasons Corner Community Garden			25,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Tennis Court Lights-Replace								
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fox St Basketball Resurface		30,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Longfellow Basketball Drainage			175,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Longfellow Basketball Resurface			75,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Tennis and Basketball Court Resurface		50,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Reiche Basketball Resurface		30,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Ravine Rehab		475,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Sidewalks and Curbing-Kings Cross Rd			450,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Sidewalks-walking paths around pond			150,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Martins Point Access Improvements			150,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson Park Parking and Curbing Construction			250,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Picnic Pavilions			150,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Riverton Trolley Park Trails, Water Access		75,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Longfellow Playground		250,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Deering Oaks Ravine Wading Pool		250,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Stone Street Playground-Upgrade and Splashpad Erosion Issues			200,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Tate Tyng Playground			150,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Back Cove Guard Rail		100,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Sensory Trail		50,000						
2020	Facilities	Parks, Rec & Public Assembly	Golf Course	Cart Shed Upgrades		50,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Evergreen Columbarium: Phase II and III			70,000					
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Harborview Park Community Garden		30,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Valley Street Basketball Reconstruction		65,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lyseth Playground		250,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Payson B Softball Drainage and Irrigation		110,000						
2020	Facilities	Parks, Rec & Public Assembly	Golf Course	ADA Accessible Path at Riverside Golf Course		225,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Fort Gorges		209,000						
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Lincoln Park Fence Restoration Phase II		300,000						
PLANNING AND URBAN DEVELOPMENT												
FY19 Total						\$105,000						
FY20 Total						\$170,000						
FY21-FY24 Initial Projections						\$170,000						
2020	Transportation	Planning & Urban Development	Transportation	Parkside to Libbysown Pathway		200,000	500,000					
2020	Transportation	Planning & Urban Development	Planning	Congress Square Redesign			145,000			2,130,000		
2020	Transportation	Planning & Urban Development	Transportation	East Coast Greenway Baxter Blvd/Back Cove to Martins Point		100,000	75,000					
2020	Transportation	Planning & Urban Development	Transportation	West Commercial Street Pathway - Phases II and III	50,000	105,000						
2020	Transportation	Planning & Urban Development	Transportation	Neighborhood Byway Network Implementation	120,000	120,000	120,000	120,000				
POLICE DEPARTMENT												
FY19 Total						\$1,000,000						
FY20 Total						\$250,000						
FY21-FY24 Initial Projections						\$250,000						
2020	Equipment	Police Department	Operations Support Svces	Records Management System	250,000							
PUBLIC BUILDINGS & WATERFRONT												
FY19 Total						\$750,000						
FY20 Total						\$2,025,000						
FY21-FY24 Initial Projections						\$900,000						
2020	Marine	Public Buildings & Waterfront	Waterfront	Waterfront Fender System (POT)	1,050,000							
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Expo Exterior Masonry North Wall	200,000							
2020	Equipment	Public Buildings & Waterfront	Hadlock Field	Hadlock Lighting Upgrades		250,000						
2020	Equipment	Public Buildings & Waterfront	City Hall	City Hall Fire Doors for Common Areas		105,000						
2020	Equipment	Public Buildings & Waterfront	City Hall	State of Maine Room & Customer Service Areas A/C Installation	200,000	150,000	150,000					
2020	Facilities	Public Buildings & Waterfront	Public Safety	Replace Concrete Steps/Railings at Main Entrance		125,000						
2020	Marine	Public Buildings & Waterfront	Waterfront	Compass Park Ongoing pile/pier work	100,000	100,000						
2020	Facilities	Public Buildings & Waterfront	Waterfront	Pile Jackets -OG			225,000					
2020	Marine (i.e., piers)	Public Buildings & Waterfront	Waterfront	Bollard / Bit Replacement	100,000		100,000					
2020	Facilities	Public Buildings & Waterfront	Other Public Buildings	East End Recreational Boat Ramp Replacement		150,000						
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Expo - ADA Upgrades		230,000						
2020	Facilities	Public Buildings & Waterfront	Other Public Buildings	Observatory - Painting and Other Maintenance		50,000						
2020	Facilities	Public Buildings & Waterfront	Public Safety	Window Replacement		300,000	200,000					
2020	Marine	Public Buildings & Waterfront	Waterfront	POT - Pile Survey		100,000						
2020	Sidewalks	Public Buildings & Waterfront	Exposition Building	Sidewalks at Exposition Building Entrance		160,000						
2020	Facilities	Public Buildings & Waterfront	Other Public Buildings	Forest City Cemetery		200,000						
2020	Equipment	Public Buildings & Waterfront	City Hall	Portable 3 Phase Generator		10,000	120,000					
2020	Equipment	Public Buildings & Waterfront	Merrill Auditorium	Heat Piping replacement		100,000						
2020	Facilities	Public Buildings & Waterfront	Other Public Buildings	Fort Allen Gazebo	25,000							
2020	Equipment	Public Buildings & Waterfront	City Hall	Passenger Elevator Modernization	300,000							
2020	Equipment	Public Buildings & Waterfront	City Hall	Mechanical Assist Mobile Storage for Planning		80,000						
2020	Facilities	Public Buildings & Waterfront	Waterfront	Terminal Bldg Renovation		420,000						
2020	Facilities	Public Buildings & Waterfront	City Hall	Archivist		200,000						
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Roof Replacement Exposition Building	50,000	490,000						
2020	Facilities	Public Buildings & Waterfront	Merrill	Merrill - Engineering for roof replacement		40,000	550,000					
2020	Facilities	Public Buildings & Waterfront	Merrill Auditorium	Replace Rest Room Partitions		100,000						
2020	Facilities	Public Buildings & Waterfront	City Hall	Copper Roof Eng/Replacement		40,000				1,000,000		
2020	Facilities	Public Buildings & Waterfront	City Hall	Replace sewer main in tunnel			100,000					
2020	Facilities	Public Buildings & Waterfront	City Hall	Roof Replacement Engineering			300,000					
2020	Facilities	Public Buildings & Waterfront	City Hall	Clock Tower Mortar Repairs	250,000							
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Emergency Egress at Exposition Building	235,000							
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Concession Stand Renovation		400,000						
2020	Facilities	Public Buildings & Waterfront	Other Public Buildings	North Course Clubhouse								
2020	Facilities	Public Buildings & Waterfront	Hadlock Field	Hadlock Concourse Stair Stringers			100,000					
2020	Facilities	Public Buildings & Waterfront	Hadlock Field	Structural Repairs/Roof Covering - Hadlock	150,000							
2020	Facilities	Public Buildings & Waterfront	Hadlock Field	Metal Siding,Door,Window Replacement			100,000					
2020	Facilities	Public Buildings & Waterfront	Hadlock Field	Skybox Structural Concrete/Steel Repairs	100,000	100,000						
2020	Facilities	Public Buildings & Waterfront	Merrill Auditorium	Replace exterior doors and windows			300,000					
2020	Facilities	Public Buildings & Waterfront	Merrill Auditorium	Lobby/Concession Flooring	200,000							
2020	Facilities	Public Buildings & Waterfront	Merrill Auditorium	Hall Seating Replacement (4 Phases)		200,000	200,000					
2020	Facilities	Public Buildings & Waterfront	Merrill Auditorium	Stage Floor Replacement			80,000					
2020	Facilities	Public Buildings & Waterfront	Other Public Buildings	Deering Oaks Restroom Facility		50,000	500,000					
2020	Facilities	Public Buildings & Waterfront	Other Public Buildings	90 Anderson St - Upgrades		250,000						
2020	Facilities	Public Buildings & Waterfront	Public Safety	Repaint/Waterproof Building Exterior			300,000					
2020	Facilities	Public Buildings & Waterfront	Public Safety	Brick Plaza Replacement								
2020	Facilities	Public Buildings & Waterfront	City Hall	Café relocation/Breakroom	75,000							
2020	Facilities	Public Buildings & Waterfront	City Hall	Add Sprinkler System	315,000							
2020	Facilities	Public Buildings & Waterfront	Public Safety	Master Plan			200,000					
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Retaining Wall		90,000						
2020	Facilities	Public Buildings & Waterfront	Merrill Auditorium	Exterior Masonry Repairs	50,000							
2020	Facilities	Public Buildings & Waterfront	Hadlock Field	Restroom Partition Replacement	20,000							
2020	Facilities	Public Buildings & Waterfront	Merrill Auditorium	Carpet Replacement		200,000						
2020	Marine (i.e., piers)	Public Buildings & Waterfront	Waterfront	Capstans at Portland Ocean Terminal			80,000					
2020	Marine	Public Buildings & Waterfront	Waterfront	On going pile/pier work at OG and P.O.T	225,000	225,000	225,000					
2020	Marine	Public Buildings & Waterfront	Waterfront	Mega Berth Terminal Structural Painting	100,000							
2020	Marine	Public Buildings & Waterfront	Waterfront	POT Rail Removal	100,000		100,000					
2020	Marine (i.e., piers)	Public Buildings & Waterfront	Waterfront	Floats at Maine State Pier/Great Diamond Island	100,000	100,000						
2020	Streets/Sidewalks	Public Buildings & Waterfront	Waterfront	Great Diamond Island Boardwalk								
2020	Marine	Public Buildings & Waterfront	Waterfront	Peaks Govt Dock								
PUBLIC WORKS												

General Fund

FY19 Total					\$6,688,291					
FY20 Total					\$6,138,750					
FY21-FY24 Initial Projections					\$5,000,000					
2020	Facilities	Public Works	Solid Waste	Ocean Avenue Landfill		300,000	300,000			
2020	Transportation	Public Works	Engineering	CSO Compliance - SRF Ineligibles		500,000	1,000,000	1,000,000	1,000,000	1,000,000
2020	Transportation	Public Works	Engineering	PACTS Collector Paving - Cumberland Avenue		249,000				
2020	Transportation	Public Works	Engineering	PACTS Collector Paving - Danforth Street		103,000				
2020	Transportation	Public Works	Engineering	India Street CPR and ADA Improvements		396,000				
2020	Transportation	Public Works	Engineering	PACTS MPI Brighton Ave. (Holm to Westbrook)		180,750				
2020	Transportation	Public Works	Engineering	PACTS MPI Congress St (FRPW to Stevens)			320,000			
2020	Transportation	Public Works	Engineering	Congress Street RTMS Signal Project: Supplemental Funding			275,000			
2020	Transportation	Public Works	Engineering	Morrills Corner (State Route 302 and 100)			105,000	280,000	1,800,000	
2020	Transportation	Public Works	Engineering	PACTS Washington Avenue Road & Signals		50,000	390,500			
2020	Transportation	Public Works	Engineering	Congress Square Intersection Construction		150,000	1,000,000			
2020	Transportation	Public Works	Engineering	Pavement Preservation Program	1,800,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
2020	Transportation	Public Works	Engineering	Traffic Signal Upgrades with Paving Programs	100,000	150,000	150,000	200,000	200,000	200,000
2020	Sidewalks	Public Works	Engineering	Sidewalk Rehabilitation/Accessibility	525,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
2020	Transportation	Public Works	Engineering	Traffic Signals Upgrade Program	400,000	600,000	600,000	600,000	600,000	600,000
2020	Transportation	Public Works	Engineering	PACTS RTMS - Traffic Signal Communications Systems	200,000	250,000	250,000	275,000	275,000	275,000
2020	Transportation	Public Works	Engineering	Street Rehabilitation Program	250,000	250,000	250,000	250,000	250,000	250,000
2020	Transportation	Public Works	Engineering	GDI to LDI Passageway	235,000					
2020	Transportation	Public Works	Engineering	Washington Avenue Rehabilitation (Cumberland to E. Prom)	50,000	150,000	2,200,000			
2020	Transportation	Public Works	Engineering	RR Quiet Zone Compliance Program		100,000	100,000	100,000	100,000	100,000
2020	Facilities	Public Works	Island Services	Islands Salt Sheds		100,000				
2020	Transportation	Public Works	Engineering	Rehabilitation of Cobblestone / Paver Streets	100,000	200,000	200,000	250,000	250,000	250,000
2020	Transportation	Public Works	Engineering	Monument Way & Square Rehabilitation	100,000	250,000	250,000	250,000	250,000	250,000
2020	Transportation	Public Works	Engineering	Arterial Street Ped Crossings	50,000	150,000	150,000	175,000	175,000	175,000
2020	Transportation	Public Works	Engineering	Seperated Bike Lanes	100,000					
2020	Transportation	Public Works	Engineering	Peaks Island Parking Lot	50,000					
2020	Marine	Public Works	Engineering	Stoudwater Dam	50,000	50,000	100,000	34,000	33,000	
2020	Transportation	Public Works	Districting	Casco Bay Bridge Light Wands						
2020	Transportation	Public Works	Engineering	Congress Street Sidewalk and ADA Improvements			150,000	150,000	150,000	150,000
2020	Transportation	Public Works	Engineering	Marshall Street Improvements		50,000	250,000			
2020	Transportation	Public Works	Engineering	Franklin Street Design Completion and Construction	200,000	4,300,000	250,000	2,500,000		
2020	Transportation	Public Works	Engineering	Somerset Street Project		150,000				
2020	Transportation	Public Works	Engineering	PACTS Collector Paving - Washington Avenue		94,000				
2020	Transportation	Public Works	Engineering	Marginal Way Upgrades		1,000,000				
2020	Transportation	Public Works	Engineering	Forest Avenue from Park Ave to Woodford Street		105,000		1,000,000		
2020	Transportation	Public Works	Engineering	MPI DOT Paving Stevens Avenue		500,000				
2020	Transportation	Public Works	Engineering	Intersection Redesign at Fore and Pearl				65,000		
2020	Transportation	Public Works	Engineering	PACTS TIP - Brighton Avenue Multi-Modal Project		73,750	1,000,000			
2020	Transportation	Public Works	Engineering	Bayside Street & Sidewalk Rehab		250,000	250,000	250,000	250,000	250,000
2020	Transportation	Public Works	Engineering	Cliff Island Public Works Facilities		50,000	300,000			
2020	Transportation	Public Works	Engineering	Cutter Street		150,000				
2020	Parks, Fields, Trails	Public Works	Engineering	Veranda Street Open Space			25,000	200,000		
SCHOOL DEPARTMENT										
FY19 Total					\$4,007,454					
FY20 Total					\$3,500,400					
FY21-FY24 Initial Projections (assumes BFOF spread over next 6 years)					\$12,700,000					
2020	Equipment	School Department	PPS	PPS - CIP Projects Placeholder			\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
2020	Facilities	School Department	PPS	Lyseth Elementary School - Replacement (Funded)						
2020	Vehicles	School Department	PPS	Replace one van and two ADA buses		\$234,900				
2020	Equipment	School Department	PPS	PATHS/CBHS Technology/Network Upgrade		\$200,000				
2020	Facilities	School Department	PPS	DHS Kitchen remodel		\$200,000				
2020	Facilities	School Department	PPS	Pave multiple campuses		\$250,000				
2020	Facilities	School Department	PPS	Replace retaining wall and iron railings		\$325,500				
2020	Facilities	School Department	PPS	PATHS/CBS Replace windows		\$430,000				
2020	Facilities	School Department	PPS	PIES Interior renovations		\$250,000				
2020	Facilities	School Department	PPS	DHS Replace Windows		\$405,000				
2020	Facilities	School Department	PPS	PHS Replace Windows		\$75,000				
2020	Facilities	School Department	PPS	DHS Replace Air Handling Units		\$355,000				
2020	Facilities	School Department	PPS	Riverton Replace A/C		\$660,000				
2020	Facilities	School Department	PPS	Door access controls - DHS, PHS, and PATHS		\$115,000				
FLEET MAINTENANCE										
FY19 Total					\$3,176,000					
FY20 Total					\$3,619,000					
FY21-FY24 Initial Projections					\$2,500,000					
2020	Vehicles	Vehicle Maintenance	Fire Department	0272 Squad 301 Heavy Rescue PFD Fire		68,000				
2020	Vehicles	Vehicle Maintenance	Fire Department	0281 Refurbish Ladder 36 - Bramhall Station				750,000		
2020	Vehicles	Vehicle Maintenance	Fire Department	0284 Engine 311 Replacement PFD Fire - Ocean Ave Station		750,000				
2020	Vehicles	Vehicle Maintenance	Public Works	4057 - Rear Load Packer, Replace with Automated - DPW Solid W		325,000		325,000		
2020	Vehicles	Vehicle Maintenance	Public Works	4052 - Rear Load Packer DPW Solid Waste		250,000	250,000		250,000	
2020	Vehicles	Vehicle Maintenance	Public Works	2501 1 Ton Wrecker Replacement - Fleet		100,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	5097 Pulp Loader Replacement - Forestry		250,000				
2020	Vehicles	Vehicle Maintenance	Police Department	Replace Patrol Vehicles PD Patrol		280,000	280,000	280,000	280,000	
2020	Vehicles	Vehicle Maintenance	Public Works	Plow Loader - DPW Winter		160,000				
2020	Vehicles	Vehicle Maintenance	Public Works	3096 TA Dump Truck Wheeler Plow Replacement - Districting		215,000				
2020	Vehicles	Vehicle Maintenance	Fire Department	0931 Rechassis Medcu Ambulance PFD Medcu		150,000				
2020	Vehicles	Vehicle Maintenance	Public Works	8104 Sidewalk Tractor DPW PDD		150,000		150,000	150,000	
2020	Vehicles	Vehicle Maintenance	Public Works	8107 Sidewalk Tractor DPW PDD		150,000		150,000	150,000	
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3121 1 Ton Dump Truck Replacement - Cemeteries		65,000				
2020	Vehicles	Vehicle Maintenance	Fire Department	0224 Command Car FD Fire		40,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	2185 3/4 ton pickup - PRF Ballfields		40,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3104 1 Ton PRF Ballfields		65,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3103 1 Ton Dump Truck Replacement - Parks		65,000				
2020	Vehicles	Vehicle Maintenance	Public Works	3105 1 Ton Dump Truck Replacement - Districting		70,000				
2020	Vehicles	Vehicle Maintenance	Public Works	Add Sanders to 2 DPW F550s for Winter		15,000				
2020	Vehicle - New (Not Rep	Vehicle Maintenance	Public Works	Add Steam Weed Removal Machine - DPW Districting		25,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	0247 1/2 Ton Pickup w/ Liftgate PRF PAF		35,000				
2020	Vehicles	Vehicle Maintenance	Public Works	0041 - Replace Taurus w/ Used SUV - DPW		20,000				
2020	Vehicle - New (Not Rep	Vehicle Maintenance	Public Works	Road Striper DPW Traffic			140,000			
2020	Vehicles	Vehicle Maintenance	Public Works	Pickup Truck Funding		100,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Purchase (2) Used Utility Vans - PRF Trades		36,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Replace Crown Vic w/ Used SUV PRF Parks Manager		20,000				
2020	Vehicles	Vehicle Maintenance	Police Department	0186 Animal Control Officer Van Replacement - Police		35,000				
2020	Vehicles	Vehicle Maintenance	Police Department	0140 Rechassis Arrest Truck PD Patrol		40,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Smithco Turf RakeReplacement - Cemeteries 1046		40,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3083 3/4 Ton Pickup Truck - PRF Golf			40,000			
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3117 1 Ton Dump Truck Replacement - Parks		65,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	2503 1 Ton Crew Cab Pickup Replacement - Forestry		45,000				
2020	Vehicles	Vehicle Maintenance	Fire Department	0221 Replace Car 33 PFD Fire		40,000				
2020	Vehicles	Vehicle Maintenance	Public Works	2019 3/4 Ton Utility Van DPW Traffic		27,000				
2020	Vehicles	Vehicle Maintenance	Public Works	2180 Compact Pickup Replacement - PDD		35,000				
2020	Vehicles	Vehicle Maintenance	Public Works	2021 3/4 Ton Pickup Replacement - DPW Traffic		40,000				
2020	Vehicles	Vehicle Maintenance	Public Works	3100 1 Ton Dump Truck Replacement - Islands		70,000				
2020	Vehicles	Vehicle Maintenance	Fire Department	0279 Refurbish Engine 36 PFD Fire		450,000				
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Replace Fairway Mower(s) PRF Golf		60,000	120,000			
2020	Vehicles	Vehicle Maintenance	Fire Department	0223 Command Car FD Fire			40,000			
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	2512 3/4 Ton Utility Truck Replacement - Playgrounds			60,000			
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	7155 16' Mower PRF Parks			125,000			

General Fund

2020 Vehicles	Vehicle Maintenance	Fire Department	0271 Replace Ladder 12 Peaks w/ Used Ladder		500,000						
2020 Vehicles	Vehicle Maintenance	Recreation and Facilities	2186 3/4 Ton Pickup - PRF Cems		40,000						
2020 Vehicles	Vehicle Maintenance	Recreation and Facilities	2194 15-Passanger Van Replacement - Recreation		65,000						
2020 Vehicles	Vehicle Maintenance	Recreation and Facilities	5001 Skidsteer Replacement - Trades		50,000						
2020 Vehicles	Vehicle Maintenance	Barron Center	3915 3/4 Ton Pickup Replacement - Barron Center		40,000						
2020 Vehicles	Vehicle Maintenance	Parking / Garages	2041 Parking Garage Truck		30,000						
2020 Vehicles	Vehicle Maintenance	Planning & Urban Developm	1079 Replace Explorer w/ Electric Car - Planning		1						
2020 Vehicles	Vehicle Maintenance	Public Works	5109 Grader Refurbish - Public Works		100,000						
2020 Vehicles	Vehicle Maintenance	Parking / Garages	2023 Parking Enforcement Truck Replacement - Parking		27,000						
2020 Vehicles	Vehicle Maintenance	Public Works	5003 Wheel Loader - Stock Yard - DPW		1						
2020 Vehicles	Vehicle Maintenance	Public Works	4018 - Rolloff DPW Peaks		170,000						
2020 Vehicle - New (Not Rep	Vehicle Maintenance	Social Services	Purchase Passenger Van - Oxford St Shelter		35,000						
2020 Vehicles	Vehicle Maintenance	Recreation and Facilities	3119 1 Ton Dump Truck Replacement - Cemeteries		65,000						
2020 Vehicles	Vehicle Maintenance	Recreation and Facilities	2016 Compact Pickup PRF Ballfields		25,000						
2020 Vehicle - New (Not Rep	Vehicle Maintenance	Recreation and Facilities	Add 3/4 Ton Pickup w/ V Plow PRF PAF		45,000						
2020 Vehicles	Vehicle Maintenance	Public Works	0034 - Replace Taurus - DPW Ops Mgr		20,000						
2020 Vehicle - New (Not Rep	Vehicle Maintenance	Recreation and Facilities	Add Skidsteer w/ Blower PRF PAF		55,000						
2020 Vehicle - New (Not Rep	Vehicle Maintenance	Public Works	Add Response Truck DPW Fleet Services		70,000						
2020 Vehicles	Vehicle Maintenance	Public Works	2001 3/4 Ton Pickup Replacement - Solid Waste		20,000						
2020 Vehicles	Vehicle Maintenance	Recreation and Facilities	Add Track XUV Utility Vehicle - PRF Golf		30,000						
2020 Vehicle - New (Not Rep	Vehicle Maintenance	Recreation and Facilities	Add Compact Pickup PRF Waterfront Manager		25,000						
2020 Vehicle - New (Not Rep	Vehicle Maintenance	Recreation and Facilities	Add Rec Bus w/ Wheel Chair Spots PRF Rec Seniors		65,000						
2020 Vehicles	Vehicle Maintenance	Public Works	5035 Heavy Wrecker - DPW Fleet		1						
2020 Vehicles	Vehicle Maintenance	Public Works	2007 Fleet Tire Truck Replacement DPW Fleet		1						
2020 Vehicles	Vehicle Maintenance	Recreation and Facilities	7168 Turf Sweeper PRFCems		40,000						
2020 Vehicles	Vehicle Maintenance	Public Works	Compact Wheeled Excavator - DPW Districting		125,000						
2020 Vehicles	Vehicle Maintenance	Recreation and Facilities	Add Electric Utility Vehicle - Parks / Cemeteries		20,000						
2020 Vehicles	Vehicle Maintenance	Public Works	2085 3/4 Ton Panel Van - DPW Fleet Parts		1						
2020 Equipment	Vehicle Maintenance	Public Works	Purchase Shelving and Cabinets for new Fleet Shop Canco DPW Fleet Services								
2020 Equipment	Vehicle Maintenance	Public Works	Replace Tire Repair Equipment DPW Fleet Services								
2020 Equipment	Vehicle Maintenance	Public Works	Paint Booth DPW Fleet Services								
2020 Equipment	Vehicle Maintenance	Public Works	Shop Air Compressor System - DPW Fleet Services								
2020 Equipment	Vehicle Maintenance	Public Works	Fleet Technology and Software DPW Fleet								
2020 Vehicles	Vehicle Maintenance	Public Works	Trash and Recycling Trucks		250,000	250,000	300,000	300,000			
2020 Vehicles	Vehicle Maintenance	Police Department	Police Cruisers (7)) Replacement - Police		266,000	266,000	266,000	266,000			
2020 Public Art					60,000						
2020 Land Bank					60,000						
FY20 Total CM Recommended (FY21-FY24 Total Requested)					19,000,000	39,702,448	26,239,293	27,153,000	11,217,000		
FY21-FY24 Estimated Total CIP size based on available funding						12,000,000	11,000,000	11,000,000	11500000		
			Less: Use of City Fund Balance		-1,000,000	-1,000,000	-1,000,000	-1,000,000	-1,000,000		
			Less: Use of School Fund Balance		-1,000,000	-500,000					
			Less: Use of TIF Funds			-1,000,000			-500,000		
Total - New Bonding					17,000,000	9,500,000	10,000,000	10,000,000	10,000,000		

Water Resources

FY20-FY24 City of Portland Maine Capital Improvement Plan					
City Manager Recommended Sewer and Stormwater Fund FY20 Projects & Costs					
See Attachment for Additional Backup Materials					
FY	Classification	Department	Division	ProjectTitle	2020
2020	Vehicles	Vehicle Maintenance	Sewer Fund	3202 Dump Truck Replacement -DPW	210,000
2020	Vehicles	Vehicle Maintenance	Sewer Fund	5015 Toolcat DPW Water Resources	70,000
2020	Vehicle - New (Not Rep	Vehicle Maintenance	Sewer Fund	Add 4x4 1/2 Ton Crew Cab DPW Water Res	30,000
2020	Wastewater	Water Resources	Sewer	CWSRF - Back Cove South Storage Facility	8,000,000
2020	Wastewater	Water Resources	Sewer	CWSRF - Mackworth Street and Ocean Avenue Sew	6,000,000
2020	Wastewater	Water Resources	Sewer	CWSRF - Preble & Somerset St Sewer Separation	4,800,000
2020	Wastewater	Water Resources	Sewer	CMOM - Pump Station Rehabilitation	2,000,000
2020	Wastewater	Water Resources	Sewer	CMOM - Sewer System Renewal	1,100,000
2020	Wastewater	Water Resources	Sewer	CSO - Close CSO #42	250,000
2020	Stormwater	Water Resources	Stormwater	Sagamore Village Green Infrastructure Project	600,000
2020	Wastewater	Water Resources	Sewer	PACTS USM Roundabout Sewer Separation	500,000
2020	Wastewater	Water Resources	Sewer	Monument Way & Square Sewer / Storm	100,000
2020	Wastewater	Water Resources	Sewer	Integrated Planning LTCP and Post Construction M	1,100,000
2020	Stormwater	Water Resources	Stormwater	Thames St Stormwater Outfall	950,000
2020	Wastewater	Water Resources	Sewer	Fore Street Sewer Separation	100,000
2020	Wastewater	Water Resources	Sewer	Pearl Street Sewer Replacement	200,000
2020	Stormwater	Water Resources	Stormwater	Riverton Drive Culvert Replacement	900,000
2020	Stormwater	Water Resources	Stormwater	Stormwater Infrastructure Improvements	750,000
2020	Wastewater	Water Resources	Sewer	Non SRF Sewer / Storm Consulting Services	500,000
FY20 Total					28,160,000

General Fund

FY20-FY24 City of Portland Maine Capital Improvement Plan					
City Manager Recommended FY20 Projects & Costs					
See Attachment for Additional Backup Materials					
FY	Classification	Department	Division	ProjectTitle	2020
HEALTH AND HUMAN SERVICES					
Total FY20 for Department				\$416,850	
2020	Facilities	Barron Center	Environmental Services	Generator Replacement-Phase II-Life Safety & Internal Wiring	170,000
2020	Facilities	Barron Center	Nutrition Services	BCI Basement Kitchen & Receiving Renovations	104,250
2020	Equipment	Barron Center	Nursing	Replace Patient Call System Phase III	142,600
FIRE DEPARTMENT					
Total FY20 for Department				\$460,000	
2020	Facilities	Fire Department	Building Maintenance	Fire Station Rehabilitation (Various Stations)	300,000
2020	Facilities	Fire Department	Building Maintenance	Bramhall - Sprinkler System Feed	160,000
INFORMATION TECHNOLOGY					
Total FY20 for Department				\$150,000	
2020	Information Technology	Information Technology		Virtualization, Storage and Redundancy Upgrade	
2020	Equipment	Information Technology		Upgrade Network switches	150,000
LIBRARY					
Total FY20 for Department				\$35,000	
2020	Facilities	Library		Lower Level Flooring / Carpeting	35,000
PARKING / GARAGES					
Total FY20 for Department				\$1,190,000	
2020	Facilities	Parking / Garages	Spring Street Garage	Spring St Garage Steel Beem repairs	290,000
2020	Facilities	Parking / Garages	Temple Street Garage	Temple St Garage Façade	700,000
2020	Equipment	Parking / Garages	Administration	Parking Meters Replacement	185,000
2020	Equipment	Parking / Garages	Administration	Multi space parking meters	15,000
PARKS AND RECREATION					
Total FY20 for Department				\$925,000	
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Riverton Playground Replacement	250,000
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Riverton Softball Drainage and Erosion Issues	65,000
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Dougherty Athletic Field	200,000
2020	Equipment	Parks, Rec & Public Assembly	Public Assembly	Walk Through Metal Detectors	55,000
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Parks	Park Walkways and Road Paving	100,000
2020	Facilities	Parks, Rec & Public Assembly	Golf Course	Reconstruction of Cart Path for ADA Access	50,000
2020	Parks, Fields, Trails	Parks, Rec & Public Assembly	Athletic Facilities	Eastern Prom, Lyman Moore and Riverton Tennis/Basketball Courts	50,000
2020	Vehicle - New (Not Rep)	Parks, Rec & Public Assembly	Recreation	Twelve Passenger Van with Handicapped Lift	65,000
2020	Facilities	Parks, Rec & Public Assembly	Ice Arena	Flooring, Sound System and Rear Entryway	90,000
PLANNING AND URBAN DEVELOPMENT					
Total FY20 for Department				\$170,000	
2020	Transportation	Planning & Urban Development	Transportation	West Commercial Street Pathway - Phases II and III	50,000
2020	Transportation	Planning & Urban Development	Transportation	Neighborhood Byway Network Implementation	120,000
POLICE DEPARTMENT					
Total FY20 for Department				\$250,000	
2020	Equipment	Police Department	Operations Support Svces	Records Management System	250,000
PUBLIC BUILDINGS & WATERFRONT					
Total FY20 for Department				\$2,025,000	
2020	Marine	Public Buildings & Waterfront	Waterfront	Waterfront Fender System (POT)	1,050,000
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Expo Exterior Masonry North Wall	200,000
2020	Equipment	Public Buildings & Waterfront	City Hall	State of Maine Room & Customer Service Areas A/C Installation	200,000
2020	Marine	Public Buildings & Waterfront	Waterfront	Compass Park Ongoing pile/pier work	100,000
2020	Marine (i.e., piers)	Public Buildings & Waterfront	Waterfront	Bollard / Bit Replacement	100,000
2020	Facilities	Public Buildings & Waterfront	Other Public Buildings	Fort Allen Gazebo	25,000
2020	Equipment	Public Buildings & Waterfront	City Hall	Passenger Elevator Modernization	300,000
2020	Facilities	Public Buildings & Waterfront	Exposition Building	Roof Replacement Exposition Building	50,000
PUBLIC WORKS					
Total FY20 for Department				\$6,138,750	
2020	Facilities	Public Works	Solid Waste	Ocean Avenue Landfill	300,000
2020	Transportation	Public Works	Engineering	CSO Compliance - SRF Ineligibles	500,000
2020	Transportation	Public Works	Engineering	PACTS Collector Paving - Cumberland Avenue	249,000
2020	Transportation	Public Works	Engineering	PACTS Collector Paving - Danforth Street	103,000
2020	Transportation	Public Works	Engineering	India Street CPR and ADA Improvements	396,000
2020	Transportation	Public Works	Engineering	PACTS MPI Brighton Ave. (Holm to Westbrook)	180,750

General Fund

2020	Transportation	Public Works	Engineering	PACTS Washington Avenue Road & Signals	50,000
2020	Transportation	Public Works	Engineering	Congress Square Intersection Construction	150,000
2020	Transportation	Public Works	Engineering	Pavement Preservation Program	1,800,000
2020	Transportation	Public Works	Engineering	Traffic Signal Upgrades with Paving Programs	100,000
2020	Sidewalks	Public Works	Engineering	Sidewalk Rehabilitation/Accessibility	525,000
2020	Transportation	Public Works	Engineering	Traffic Signals Upgrade Program	400,000
2020	Transportation	Public Works	Engineering	PACTS RTMS - Traffic Signal Communications Systems	200,000
2020	Transportation	Public Works	Engineering	Street Rehabilitation Program	250,000
2020	Transportation	Public Works	Engineering	GDI to LDI Passageway	235,000
2020	Transportation	Public Works	Engineering	Washington Avenue Rehabilitation (Cumberland to E. Prom)	50,000
2020	Transportation	Public Works	Engineering	Rehabilitation of Cobblestone / Paver Streets	100,000
2020	Transportation	Public Works	Engineering	Monument Way & Square Rehabilitation	100,000
2020	Transportation	Public Works	Engineering	Arterial Street Ped Crossings	50,000
2020	Transportation	Public Works	Engineering	Separated Bike Lanes	100,000
2020	Transportation	Public Works	Engineering	Peaks Island Parking Lot	50,000
2020	Marine	Public Works	Engineering	Stoudwater Dam	50,000
2020	Transportation	Public Works	Engineering	Franklin Street Design Completion and Construction	200,000
SCHOOL DEPARTMENT					
Total FY20 for Department				\$3,500,400	
2020	Vehicles	School Department	PPS	Replace one van and two ADA buses	\$234,900
2020	Equipment	School Department	PPS	PATHS/CBHS Technology/Network Upgrade	\$200,000
2020	Facilities	School Department	PPS	DHS Kitchen remodel	\$200,000
2020	Facilities	School Department	PPS	Pave multiple campuses	\$250,000
2020	Facilities	School Department	PPS	Replace retaining wall and iron railings	\$325,500
2020	Facilities	School Department	PPS	PATHS/CBS Replace windows	\$430,000
2020	Facilities	School Department	PPS	PIES Interior renovations	\$250,000
2020	Facilities	School Department	PPS	DHS Replace Windows	\$405,000
2020	Facilities	School Department	PPS	PHS Replace Windows	\$75,000
2020	Facilities	School Department	PPS	DHS Replace Air Handling Units	\$355,000
2020	Facilities	School Department	PPS	Riverton Replace A/C	\$660,000
2020	Facilities	School Department	PPS	Door access controls - DHS, PHS, and PATHS	\$115,000
FLEET MAINTENANCE					
Total FY20 for Department				\$3,619,000	
2020	Vehicles	Vehicle Maintenance	Fire Department	0272 Squad 301 Heavy Rescue PFD Fire	68,000
2020	Vehicles	Vehicle Maintenance	Fire Department	0284 Engine 311 Replacment PFD Fire - Ocean Ave Station	750,000
2020	Vehicles	Vehicle Maintenance	Public Works	4057 - Rear Load Packer, Replace with Automated - DPW Solid W	325,000
2020	Vehicles	Vehicle Maintenance	Public Works	4052 - Rear Load Packer DPW Solid Waste	250,000
2020	Vehicles	Vehicle Maintenance	Public Works	2501 1 Ton Wrecker Replacement - Fleet	100,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	5097 Pulp Loader Replacement - Forestry	250,000
2020	Vehicles	Vehicle Maintenance	Police Department	Replace Patrol Vehicles PD Patrol (7 total including 2 hybrids)	280,000
2020	Vehicles	Vehicle Maintenance	Public Works	Plow Loader - DPW Winter	160,000
2020	Vehicles	Vehicle Maintenance	Public Works	3096 TA Dump Truck Wheeler Plow Replacement - Districting	215,000
2020	Vehicles	Vehicle Maintenance	Fire Department	0931 Rechassis Medcu Ambulance PFD Medcu	150,000
2020	Vehicles	Vehicle Maintenance	Public Works	8104 Sidewalk Tractor DPW PDD	150,000
2020	Vehicles	Vehicle Maintenance	Public Works	8107 Sidewalk Tractor DPW PDD	150,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3121 1 Ton Dump Truck Replacement - Cemeteries	65,000
2020	Vehicles	Vehicle Maintenance	Fire Department	0224 Command Car FD Fire	40,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	2185 3/4 ton pickup - PRF Ballfields	40,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3104 1 Ton PRF Ballfields	65,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	3103 1 Ton Dump Truck Replacement - Parks	65,000
2020	Vehicles	Vehicle Maintenance	Public Works	3105 1 Ton Dump Truck Replacement - Districting	70,000
2020	Vehicles	Vehicle Maintenance	Public Works	Add Sanders to 2 DPW F550s for Winter	15,000
2020	Vehicle - New (Not Rep	Vehicle Maintenance	Public Works	Add Steam Weed Removal Machine - DPW Districting	25,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	0247 1/2 Ton Pickup w/ Liftgate PRF PAF	35,000
2020	Vehicles	Vehicle Maintenance	Public Works	0041 - Replace Taurus w/ Used SUV - DPW	20,000
2020	Vehicles	Vehicle Maintenance	Public Works	Pickup Truck Funding	100,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Purchase (2) Used Utility Vans - PRF Trades	36,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Replace Crown Vic w/ Used SUV PRF Parks Manager	20,000
2020	Vehicles	Vehicle Maintenance	Police Department	0186 Animal Control Officer Van Replacement - Police	35,000
2020	Vehicles	Vehicle Maintenance	Police Department	0140 Rechassis Arrest Truck PD Patrol	40,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Smithco Turf RakeReplacement - Cemeteries 1046	40,000
2020	Vehicles	Vehicle Maintenance	Recreation and Facilities	Replace Fairway Mower(s) PRF Golf	60,000
2020	Public Art				60,000
2020	Land Bank				60,000
Total FY20 for Department					19,000,000
	Less: 1M of City Fund Balance				-1,000,000
	Less: 1M of School Fund Balance				-1,000,000
FY20 Total - New Debt / General Obligation Bonding					17,000,000

Water Resources

FY20-FY24 City of Portland Maine Capital Improvement Plan					
City Manager Recommended Sewer and Stormwater Fund FY20 Projects & Costs					
See Attachment for Additional Backup Materials					
FY	Classification	Department	Division	ProjectTitle	2020
2020	Vehicles	Vehicle Maintenance	Sewer Fund	3202 Dump Truck Replacement -DPW	210,000
2020	Vehicles	Vehicle Maintenance	Sewer Fund	5015 Toolcat DPW Water Resources	70,000
2020	Vehicle - New (Not Rep	Vehicle Maintenance	Sewer Fund	Add 4x4 1/2 Ton Crew Cab DPW Water Res	30,000
2020	Wastewater	Water Resources	Sewer	CWSRF - Back Cove South Storage Facility	8,000,000
2020	Wastewater	Water Resources	Sewer	CWSRF - Mackworth Street and Ocean Avenue Sew	6,000,000
2020	Wastewater	Water Resources	Sewer	CWSRF - Preble & Somerset St Sewer Separation	4,800,000
2020	Wastewater	Water Resources	Sewer	CMOM - Pump Station Rehabilitation	2,000,000
2020	Wastewater	Water Resources	Sewer	CMOM - Sewer System Renewal	1,100,000
2020	Wastewater	Water Resources	Sewer	CSO - Close CSO #42	250,000
2020	Stormwater	Water Resources	Stormwater	Sagamore Village Green Infrastructure Project	600,000
2020	Wastewater	Water Resources	Sewer	PACTS USM Roundabout Sewer Separation	500,000
2020	Wastewater	Water Resources	Sewer	Monument Way & Square Sewer / Storm	100,000
2020	Wastewater	Water Resources	Sewer	Integrated Planning LTCP and Post Construction M	1,100,000
2020	Stormwater	Water Resources	Stormwater	Thames St Stormwater Outfall	950,000
2020	Wastewater	Water Resources	Sewer	Fore Street Sewer Separation	100,000
2020	Wastewater	Water Resources	Sewer	Pearl Street Sewer Replacement	200,000
2020	Stormwater	Water Resources	Stormwater	Riverton Drive Culvert Replacement	900,000
2020	Stormwater	Water Resources	Stormwater	Stormwater Infrastructure Improvements	750,000
2020	Wastewater	Water Resources	Sewer	Non SRF Sewer / Storm Consulting Services	500,000
FY20 Total					28,160,000

Project Title ID 194897 Request Year 2020
Generator Replacement-Phase II-Life Safety & Internal Wiring



Barron Center

Division Environmental Services

Classification Facilities

Project Description

350 kw Generator including addition of emergency outlets throughout both buildings was approved in CIP 2019-

Phase II is to re-wire circuits to separate/isolate Life Safety Equipment from the building load

Project Justification

The current generator has only a 180kW capacity. Our average kW demand is 200.

Phase II-This is a National Fire Protection Assoc. Life Safety code requirement

Note: An actual estimate will be hard to provide prior to the design of the project. Harriman's projection of total cost for the generator install & wiring is between \$500,000-\$600,00. The requested budget amount of \$170,000 is the difference between the \$600,000 high estimate and the FY19 approved amount of \$430,000.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$600,000	\$600,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2019		\$430,000			☒
2020		\$170,000	\$170,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$600,000	\$170,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205674 Request Year 2020

BCI Basement Kitchen & Receiving Renovations

Barron Center

Division Nutrition Services

Classification Facilities

Project Description

Basement Hallway: Remove existing wall covering and replace with wall coverings to match nursing units.
Install "bumper type" vinyl 6"-8" baseboard (In Pro) approximately 200 linear ft to include receiving area.
Replace floor with VCT, approximately 2,000 sq/ft to include dry storage, paper storage, receiving, housekeeping hallway, and Food Services Director office areas.
Replace ceiling grid & tiles in same areas.
Replace receiving area exterior doors & operators.
Replace lighting fixtures w/LED fixtures (approximately 16)

Kitchen: Patch, repair, & paint walls.
Re-grout approximately 1,200 sq/ft quarry tile around dish machines.
Replace ceiling with product TBD
Replace existing light fixtures w/LED fixtures (approximately 30).
Secure existing hood at steamer location.

Employee Locker Room:
Replace Entry & Exterior doors.

Project Justification

Areas are in need of cosmetic upgrades and repairs to satisfy State Survey and Illumination Engineer Society (I.E.S.) standards.

Kitchen area-bacteria gets into floor and walls were tile/grout is crumbling posing a health hazard.

Receiving area-has rotting wood around entry area, which can allow rodents to enter thru the openings, causing a health hazard.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$104,250		\$104,250

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$104,250	\$104,250		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$104,250	\$104,250		

Other Funding Source Description

Project Title **ID** 173671 **Request Year** 2020

Replace Patient Call System Phase III

Barron Center

Division Nursing

Classification Equipment

Project Description

Replace Patient Call System.

Project Justification

Phase I & Phase II have been approved in FY18 & FY19 CIP. This funding is to complete the install to the remaining units.

Each patient is required to have a call bell. Our system is 34 years old. It is becoming increasingly difficult to find replacement parts.

The system collects data that will allow us to improve our Quality Assurance and Performance Improvement (QAPI). This is reviewed during our annual inspection by DHHS on the State Level. This is a life safety item and it is required for each resident to have a functioning call bell.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$306,625	\$306,625

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2018		\$116,000			☒
2019		\$48,000	\$48,000		☒
2020		\$142,625	\$142,600		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$306,625	\$190,600		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205741 Request Year 2020
Fire Station Rehabilitation (Various Stations)

Fire Department

Division Building Maintenance
Classification Facilities

Project Description

This will cover rehabilitation across all City fire stations. The following projects have been identified as high priority, but others will also be included.
Central Fire - Lead/Abatement Removal Phase I
Fire Alarm/AES Panel Installations
Munjoy - Floor Slab Repair

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
				\$0

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$300,000	\$300,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$300,000	\$300,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205723 Request Year 2020

Bramhall - Sprinkler System Feed

Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Install 6" waterline from the street to prepare for a future sprinkler system.

* This work would provide the water supply between the street and building entrance only. This does not include a complete sprinkler system in the building.

Project Justification

Gas has already been installed (summer 2018) adding the waterline from the street will reduce major excavation and expense for a future renovation.

This could be bundled for public bid with Munjoy, Riverton and Ocean Ave for better pricing.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$10,000		\$150,000		\$160,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$160,000	\$160,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$160,000	\$160,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 195017 Request Year 2020

Upgrade Network switches

Information Technology

Division

Classification Equipment

Project Description

Bring the City's network capability up to today's network needs - Wireless, phones, IOT

Project Justification

With increasing demands on the City's network the aged switches (installed 2006) no longer allow for the 'Latest - Greatest' technology to be deployed in an efficient manner.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$300,000	\$300,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2019		\$150,000	\$150,000		☒
2020		\$150,000	\$150,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$300,000	\$300,000		

Other Funding Source Description

Operating Budget Impact

\$150,000.00 estimated

Project Title ID 205735 Request Year 2020

Recarpet Lower Level



Library

Division

Classification Facilities

Project Description

This proposal is to extend the 2-foot carpet squares to the 6,000 square feet of high-traffic public space in reference. The proposal includes removal and disposal of existing carpet.

Project Justification

The carpeting in the public areas in the Reference department on the lower level of the Main Library is original to the building and is approximately 40 years old. Approximately 30% of the lower level, an area of about 3,000 square feet, was redone in the 2010 renovation with 2-foot carpet squares. The original carpet was not replaced in the public areas. Over time it has become very slack and represents a tripping hazard, particularly in humid weather. It is also torn in a number of areas and held together with red duct tape.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$35,000	\$35,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$35,000	\$35,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$35,000	\$35,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 194947 Request Year 2020

Spring St Garage Steel Beem repairs

Parking / Garages

Division Spring Street Garage

Classification Facilities

Project Description

Per the condition appraisal, repairs are required to the steel beem conection bearing repairs

Project Justification

Active weld failures and separation of beem to bearing plate

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$15,515		\$274,485		\$290,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$290,000	\$290,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$290,000	\$290,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 194950 Request Year 2020

Tempe St Garage Façade

Parking / Garages

Division Temple Street Garage

Classification Facilities

Project Description

Design and replacement of existing concrete finns that are failing with a new façade

Project Justification

Existing façade is failing. The concrete finns are in danger of falling

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$1,200,000		\$1,200,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$1,200,000	\$700,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$1,200,000	\$700,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 141283 Request Year 2020

Parking Meters Replacement

Parking / Garages

Division Administration

Classification Equipment

Project Description

Begin converting existing single space meters with smart parking meters that accept credit and debit cards as well as coins, to replace the aging single space parking meters.

The Plan is 2 phases
This is Phase 1 385 meters -

Project Justification

The existing meters are coming close to the end of their useful lives. The new meters will provide, better customer service, by having a lower failure rate, instantly send us messages upon malfunction, and the ability to accept credit and debit cards. If meter rates should increase above current levels, it will be unrealistic to expect customers to have enough change in their pockets.
Revenues are expected to increase by 10% (which will be offset by added fees).

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$991,250	\$991,250

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2014		\$300,000	\$315,000		☒
2015		\$175,000	\$175,000		☒
2017		\$131,250	\$131,250		☒
2020		\$185,000	\$185,000		☒
2021		\$185,000			☐
2022		\$0			☐
2023		\$0			☐
2024		\$0			☐
Total		\$976,250	\$806,250		

Other Funding Source Description

Operating Budget Impact

It is expected that the revenue from each meter replaced will increase by an estimated 10%. However, the gain will be offset by added credit card processing fees and back office software cost, which may exceed the 10%.

Project Title ID 194946 Request Year 2020

Multi space parking meters

Parking / Garages

Division Administration

Classification Equipment

Project Description

2 new multi space parking meters

Project Justification

1 meter to replace existing single space meters on Myrtle the other one for new development at 383 Commercial St which is currently unrestricted

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$15,000	\$15,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$15,000	\$15,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$15,000	\$15,000		

Other Funding Source Description

Operating Budget Impact

Increased parking revenues

Project Title ID 184250 Request Year 2020

Riverton Playground Replacement

Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Replace the playground at Riverton School to meet ADA standards for the current users.

Project Justification

Riverton School playground is 20+ years old, requires constant repair and lacks the required ADA accessibility and play elements for children in wheelchairs. Riverton School has a large "Life Skills" population and the current playground does not meet national playground or federal standards for ADA playground requirements.

Playground pricing often is based on available budget for the number of wanted elements and if they are standard or accessible. True ADA equipment is 2-4 times more expensive than traditional which includes rubberized playground surfacing.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$250,000		\$250,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$250,000	\$250,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$250,000	\$250,000		

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 184144 Request Year 2020

Riverton Softball Drainage and Erosion Issues

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Parks, Fields, Trails

Project Description

The storm water from the parking lots of Riverton School all flow through a 24” pipe that ends 250’ short of the woods edge. This project will extend the storm water outlet pipe to the woods line which is where the water was intended to be deposited.

Project Justification

Currently the pipe ends 250 feet short and has created a plant choked wet area with a dangerous deep section at the base of the pipe. The water comes out of the pipe during heavy rains and streams across the softball field next to this location. It has created a very unsafe erosion issue around the fences, players bench and playing surface on the softball field.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$65,000		\$65,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$65,000	\$65,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$65,000	\$65,000		

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 184210 Request Year 2020

Dougherty Athletic Field



Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Parks, Fields, Trails

Project Description

Dougherty Field's NEW Soccer Field will be located on the old West School Site. This was selected during the City Council’s Athletic Field Task Force Committee and designed as a part of the Dougherty Field Master plan adopted by the Council.

Project Justification

As part of the Dougherty Field Master Plan, the old West School site was selected as a home for a future soccer field for Portland Middle Schools. Both King and Lincoln Middle Schools come to Dougherty field to play middle school sports because of the lack of field space by Lincoln. Portland has a great shortage of sports fields which makes this an extremely valuable site for this project.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$200,000		\$200,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$200,000	\$200,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$200,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

N/A

Project TitleID 205653Request Year 2020

Walk Through Metal Detectors

Parks, Rec & Public Assembly

DivisionPublic Assembly

ClassificationEquipment

Project Description

The purchase of 12 walk through metal detectors to use at events.

Project Justification

It is becoming increasingly apparent that all public assembly facility venues will be using metal detectors in the near future, if they have not already done so. Many events, such as major league sporting events, are required to do so by their leagues governing body. We anticipate that the G-League will mandate that all facilities must use walk throughs in the very near future. Public Assembly proposes buying 12 metal detectors, four for the Expo and four for Merrill with two back-ups at each location. The back-ups would be used as needed or for any outside events. Having them dedicated to the facility will minimize wear and tear on the machines and allow them to be used for mutiple events on the same night.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$55,000	\$55,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$55,000	\$55,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$55,000	\$55,000		

Other Funding Source Description

Operating Budget Impact

With the implementation of walk through metal detectors, there would be a slight increase in staffing costs associated with events. This cost would be offset with an increase in the security fees charged for events.

Project Title ID 205682 **Request Year** 2020

Park Walkways and Road Paving



Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

Interior walkways/paths are important facilities in all City parks. It needs to be a priority to properly repair and maintain all walkways to ensure public safety of visitors and the aesthetic beauty of our parks. Longfellow Park and Eastern Promenade are two areas in need of walkway improvements.

Project Justification

Longfellow Park sidewalk improvements include the addition of asphalt pads next to 4 benches located along park interior paths. The pads would provide companion seating space for visitors accessing the park with a mobility device. Currently, the interior paths intersect at the center of the park. This intersection needs to be enlarged to ensure adequate space for a visitor using a mobility device to change direction and safely navigate around or past another park visitor.

Eastern promenade is Portland's largest developed park at 78 acres and is home to the annual 4th of July celebration. The interior paths are in disrepair and need replacement. Recommendations were made by Woodward and Curran in 2008 which included rehabilitation of the paths and the incorporation of connection paths to improve circulation patterns. The report called for much needed repairs 10 years ago. No sidewalk repairs have been made in this area of the park in over 30 years. Eastern Promenade is one of the crown jewels in the Portland Park System and our focus needs to be on revitalizing this park. There are currently several paths that have no direction or purpose and are unsafe to use. This will require repositioning and removal of several paths to improve navigation through the park.

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 Request

<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		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$100,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 205656 Request Year 2020

Reconstruction of Cart Path for ADA Access



Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

The cart path leading to the second level of the building needs to be reconstructed to meet ADA standards.

Project Justification

The current path leading to the second floor of the building does not meet ADA standards. The ramp needs to reengineered and replaced.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$10,000		\$40,000		\$50,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$50,000	\$50,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$50,000	\$50,000		

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 184228 Request Year 2020

Eastern Prom, Lyman Moore and Riverton Tennis/Basketball
Courts Sealing/Painting

Parks, Rec & Public Assembly

Division Athletic Facilities

Classification Parks, Fields, Trails

Project Description

Complete resealing and repainting of 3 separate tennis and basketball courts.

Project Justification

Courts are all over 20 years old and failing because of poor surface sealing. Cracks have developed and annual freeze/thaw has widened the cracks. Courts have become very worn down and slippery. Sealing and repainting will add another 15 years of life to the asphalt courts.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$50,000		\$50,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$50,000	\$50,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$50,000	\$50,000		

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 205654 **Request Year** 2020
Twelve Passenger Van with Handicapped Lift

Parks, Rec & Public Assembly

Division Recreation
Classification Vehicle - New (Not Replacement)

Project Description
Purchase of a new 2018 Ford Starcraft Allstar 12 passenger plus 2 wheelchair bus.

Project Justification
Currently the department does not have a wheelchair bus which precludes us from transporting participants needing such an accommodation as required by ADA. In addition, the department has a fleet of three aging 15 passenger cans which require replacement on a rotating basis.

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 Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$65,000	\$65,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$65,000	\$65,000		

Other Funding Source Description

Operating Budget Impact
N/A

Project Title ID 205655 **Request Year** 2020

Flooring, Sound System and Rear Entryway



Parks, Rec & Public Assembly

Division Ice Arena

Classification Facilities

Project Description

The removal of all old matting and the installation of 7,700+ square feet of new rubber matting around the entire ice level where it currently exists. Replacement of current sound system and retainage wall at rear ramp.

Project Justification

The current matting is at the end of its life where it is breaking down in all the heavy trafficked areas as well as being very difficult to clean with a floor scrubber. As the rubber breaks down it becomes porous and traps a lot of dirt, debris and odors as well as trips the floor scrubbing machine as it is no longer a smooth surface.

The sound system at the Ice Arena is very antiquated and aging quickly. Our system itself is constantly tripping and needing fixing with wiring and AMP replacement. The speakers are almost all shot from playing over the years and from the moisture/humidity that can occur in here along with any renovations that have occurred and left debris in/on them. With the advancement of technology of phones and playing music, we are in need of a system that can handle those requests and sound good in the process. During large events, our speakers are incapable of broadcasting a clear and vivid sound and some do not play any sound anymore due to their condition. We play music daily for Public Skating, Freestyle Skating and all hockey games. A replacement system will greatly improve the experience and customer satisfaction of renting the facility leading to more rentals and potential for events.

The rear entry of the building via the overhead door is extremely tricky to navigate and hazardous on numerous occasions. There is a rip-rap slope from the elevated sidewalk that is slowly deteriorating. The paved portion drains all water and debris down into a sandy basin at the bottom where it all enters a storm drain. There is a 90 degree entrance at the top and a 90 degree entrance into the building at the bottom, making it very hard to get construction and emergency vehicles in and out. We regularly use a forklift and it almost always gets stuck at the bottom trying to get out of the mud pit and onto the pavement. We use another vehicle to tow it out. With winter operations, there are few who are willing to use a machine to clear the emergency exit slope in fear of getting stuck at the bottom. The consistent amount of dirt from the hill and drive is always entering the building and on to the ice, which adds a tint of dirt to the color over the years. What we need is a regrading and angling of the slope so that entrance and exit is much easier. There will also need to be a retaining wall built to keep the sidewalk from eventually falling in and also allow for more space to navigate vehicles. The storm water drain will benefit drastically from these improvements so that no more debris enters it.

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 Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$90,000	\$90,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$90,000	\$90,000		

Other Funding Source Description

Operating Budget Impact

Additional labor costs to clean as well as labor to temporarily fix any worn thru areas from skate traffic will be reduced.

Project Title ID 194957 Request Year 2020

West Commercial Street Pathway - Phases II and III

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

The West Commercial Street Pathway fills a critical gap in the bikeway and pedestrian way network to increase safety and accessibility to and from the Portland peninsula from adjoining communities and Portland neighborhoods. Phases II extends from the current terminus of the Fore River Parkway Trail at Benny's Clam Shack to the Star Match Building. Phase III extends near Beach Street to High Street.

Project Justification

Growing freight and motor vehicle traffic on West Commercial Street dictatates a separated pathway for bicyclists and pedestrians to safely access the peninsula.

Ph II is partially funded by the MaineDOT for \$353,000 in state/federal (\$283,000) and local match (\$70,000) but that amount is not going to fully fund construction of Phase II. The request in 2019 would complete the balance of the Phase II construction. It is possible that these Phase II funds could be supplemented or partially replaced using development mitigation funds from projects on West Commercial Street depending on the timing.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$100,000	\$5,000	\$600,000		\$705,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020	\$150,000	\$50,000	\$50,000		☒
2021	\$400,000	\$105,000			☐
2022					☐
2023					☐
2024					☐
Total	\$550,000	\$155,000	\$50,000		

Other Funding Source Description

A \$150,000 developer IN account contribution has been secured for construction of Phases II and III.

Operating Budget Impact

Project Title ID 194956 Request Year 2020
Neighborhood Byway Network Implementation

Planning & Urban Development

Division Transportation

Classification Transportation

Project Description

Multi-year implementation of a 30-mile network of Neighborhood Byways to connect neighborhood centers, schools, parks, trails/pathways and transportation centers. Years 1-5 are to designed and construct approximately 3-5 miles per year. The first 5.5 miles were implemented in 2012 with another 2 miles to be constructed in 2019.

Project Justification

Neighborhood Byways are cost-effective means to create a network of local streets prioritized for safer walking and bicycling to connect all parts of the city. The Byway focus investments in pedestrian and bikeway crossings of arterial streets rather than diliuting them based on individual citizen requests. An FY19 request funded the Riverton Byway connecting Riverton School/neighborhood with the Deering Center Byway, to be implemented in 2018/2019.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$50,000		\$530,000		\$580,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2019		\$100,000	\$100,000		☒
2020		\$120,000	\$120,000		☒
2021		\$120,000			☐
2022		\$120,000			☐
2023		\$120,000			☐
2024		\$0			☐
Total		\$580,000	\$220,000		

Other Funding Source Description

Operating Budget Impact

Additional costs for maintenance/replacement of signs and pavement markings.

Project Title ID 194934 Request Year 2020

Records Management System

Police Department

Division Operations Support Svces

Classification Equipment

Project Description

Replace exisiting records/field reporting system (equipment & software)

Project Justification

Overall more efficient reporting process for department, in conjunction with Crime Analysis reporting.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$1,500,000	\$1,500,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2019		\$1,500,000	\$600,000		☒
2020		\$900,000	\$250,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$2,400,000	\$850,000		

Other Funding Source Description

Operating Budget Impact

\$0. CIP Only (May require opertinging budget commitments in future years: service contract/agreements/software upgrades)

Project Title ID 184121 Request Year 2020

Waterfront Fender System (POT)

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Construct fender system to accommodate current use. Phase 1 was funded in CIP 2018. 417' will begin November 1st. 447' remains to be completed.

Project Justification

Engineers recommendation based on the current cruise ship activity.

The current P.O.T fender system was designed for vessels up to 60 ton. We currently berth vessels up to 110 ton at this facility.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$2,150,000		\$2,150,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2018		\$1,000,000			☒
2020		\$1,150,000	\$1,050,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$2,150,000	\$1,050,000		

Other Funding Source Description

Operating Budget Impact

The piers are currently scheduled to berth vessels through 2022. Without adeaquate piers, waterfront revenues will be reduced 30-40%.

Project Title ID 141330 Request Year 2020
Expo Exterior Masonry North Wall



Public Buildings & Waterfront

Division Exposition Building
Classification Facilities

Project Description
Grind out old mortar and replace with new. Install new brick as needed.

Waterproof and touch up South//East//West walls.

Project Justification
The rear section of the building is in desperate need of motar work. 1"-2" cracks or greater are visible on the lower half, larger cracks and missing brick are visiable above 40'.

This is the last wall to be repaired, it then goes into a maintenance status. I'm confident with maintenance to the brick every 10-15 yrs, this facility will stand another 100 yrs..

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$200,000		\$200,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$200,000	\$200,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$200,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

Major masonry work has been done on this building since the transfer from the school dept to the city. It is very close to being complete. This work is 15 yrs over due.

Cost estimating was calculated using the estimating tool RS Means.

Project Title **ID** 152255 **Request Year** 2020
State of Maine Room & Customer Service Areas A/C Installation

Public Buildings & Waterfront

Division City Hall
Classification Equipment

Project Description

4th fl- install mini splits for cooling only.
Managers Office- Install" mini splits" for proper cooling and supplemental heat as needed.
State of Me Rm- Install mini splits for cooling only

Project Justification

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

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

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

5 Year Cost Summary

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

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$150,000	\$200,000		☒
2021		\$150,000			☐
2022		\$150,000			☐
2023					☐
2024					☐
Total		\$450,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

Eliminate the need for outside engineering cost by using the RFP procurement process. Mechanical contractors have in house engineers that provide the engineering for projects of all sizes and scope.
Phase this work in over the next 3 budget cycles. It's time and it's needed..

Project Title ID 173582 Request Year 2020

Compass Park Ongoing pile/pier work

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Repair concrete/wood decks as needed.

Project Justification

The concrete decks are showing signs of decay. Rebar is beginning to be exposed. Trip and fall hazards are present. If were going to continue concerts on the pier the next phase of work will have to be done. There should also be an assessment done on the under side to confirm the structure now that 2 yrs of heavy use are behind us.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$300,000		\$300,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2018		\$100,000			☒
2020		\$100,000	\$100,000		☒
2021		\$100,000			☐
2022					☐
2023					☐
2024					☐
Total		\$300,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 152257 **Request Year** 2020

Bollard/ Bit Replacement

Public Buildings & Waterfront

Division Waterfront

Classification Marine (i.e., piers)

Project Description

Maine State Pier/ OG Bollard Replacement

Project Justification

The existing bollards have proven to be inadequate for the size of the vessels that are frequenting our Port. The Portland Ocean Terminal has 10 - 40 ton bollards. I recommend we replace at least 3 of them with 100 ton bollards in the 2020 CIP.

2 Of the 40 ton bollards have snapped in the last 12 months. This is a safety issue, there's potential for multiple people to be seriously injured when this happens.

5 Year Cost Summary

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

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021					☐
2022		\$100,000			☐
2023					☐
2024		\$100,000			☐
2020		\$100,000	\$100,000		☒
Total		\$300,000	\$100,000		

Other Funding Source Description

A 2.00 dollar infrastructure fee as been implemented as of 2019. Some of this funding should be allocated to 2021.

Operating Budget Impact

Properly sized bollards are crucial for both the pier infrastructure and the vessel. Pedestrian safety is at risk

Project Title

ID194928Request Year2020

Fort Allen Gazebo

Public Buildings & Waterfront

DivisionOther Public Buildings

ClassificationFacilities

Project Description

Repaint structure

Project Justification

The north and east side of this facility gets battered from the weather. 5 years ago it was restored by the friends of Munjoy Hill. It would be best that we stay on top of the paint finishes to prevent major construction in the out years.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$25,000		\$25,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$25,000	\$25,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$25,000	\$25,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 194987 Request Year 2020

Passenger Elevator Modernization

Public Buildings & Waterfront

Division City Hall

Classification Equipment

Project Description

Update 70 year old technology in this elevator

Project Justification

Parts for this elevator are becoming obsolete. Technicians to work on the vintage equipment are few and far between. Having the frieght elevator being modernized first, will now allow the passenger elevator to be updated.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$300,000	\$300,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$300,000	\$300,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$300,000	\$300,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 141336 Request Year 2020
Roof Replacement Exposition Building



Public Buildings & Waterfront

Division Exposition Building
Classification Facilities

Project Description

Structural Engineering Services/ Roofing Consultant
Replace 28,000 sq ft of EPDM (rubber) and roof insulation

Project Justification

The roof is beyond it's life expectancy of 25-30 yrs. This roof is close to 40 yrs old.
Maintenance cost since 2013 is approx 50K
The roof was installed in 1980 and requires repairs each year. This location is home to the Red Claws and many other events.
When roof leaks appear during an event/game it becomes problematic as there are athletes on the floor.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$50,000		\$490,000		\$540,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$50,000	\$50,000		☒
2021		\$490,000			☐
2022					☐
2023					☐
2024					☐
Total		\$540,000	\$50,000		

Other Funding Source Description

Operating Budget Impact

Combined with additional roof insulation and energy management controls measurable savings will be had.
Replacement costs have been calculated using the estimaing tool RS Means.

Project Title

ID 205716 Request Year 2020

Ocean Avenue Landfill

Public Works

Division

Solid Waste

Classification

Facilities

Project Description

Improvements to City Landfill and old private Landfillon City Property, stormwater improvements including ditch work and culvert replacements;adding non-pervious materials to the landfill cap in areas with less than 24" of cover.

Project Justification

Need to bring Landfill into compliance with Maine Department of Environmental Protection Requirements by the end of 2019.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$600,000		\$600,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$600,000	\$300,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$600,000	\$300,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 141009 **Request Year** 2020

CSO Compliance - SRF Ineligibles

Public Works

Division Engineering

Classification Transportation

Project Description

To fund portions of the City's 2019 Combined Sewer Overflow (CSO) projects that are not State Revolving Loan Funds (SRF) eligible. Example CY2020 projects include: Preble Street (\$230,000 for full street restoration), Bedford Street, Mackworth-Ocean-Walnton (\$532,000 SRF Ineligibles) and Brighton Ave where sidewalks, curbing, and road rehabilitation (including full width paving) are typically necessary.

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.

Mackworth/Walton/Hersey Reconstruction and sidewalk.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$7,400,000		\$7,700,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024					☐
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		\$1,000,000			☐
2022		\$1,000,000			☐
2023		\$1,000,000			☐
2024		\$1,000,000			☐
Total		\$10,300,000	\$3,400,000		

Other Funding Source Description

Operating Budget Impact

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

Project Title ID 184327 Request Year 2020

PACTS Collector Paving - Cumberland Avenue

Public Works

Division Engineering

Classification Transportation

Project Description

The 75% leveraged project area is Cumberland Avenue between State Street and Preble Street. The project would entail milling to remove the existing pavement surface and constructing a new surface pavement layer. City's 25% Local Match is estimated at \$125,000.

Project Justification

This project is needed to improve and maintain the street pavement condition and is highly leveraged. Paving activity triggers adjustment and/or repair of sewer & stormwater structures. These are ineligible costs and are entirely borne by the City. Water Resources companion request for 5% of project value above & beyond our Local Match. An additional \$20,000 is requested to cover all staff and consultant support.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$30,000		\$594,000		\$624,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020	\$375,000	\$249,000	\$249,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total	\$375,000	\$249,000	\$249,000		

Other Funding Source Description

PACTS award of 75% paving project cost. Water Resources costs of 5% total project cost requested separately. The requested funding includes a 20% increase in funding to cover increased construction costs, in addition to the estimate, as consistent with current bid prices.

Operating Budget Impact

This project should reduce the need for City resources to make emergency street repairs over the next 10 years or more.

Project Title ID 184328 Request Year 2020

PACTS Collector Paving - Danforth Street

Public Works

Division Engineering

Classification Transportation

Project Description

The project area is Danforth Street between High Street and Vaughn Street. City's 25% Local Match is estimated at \$57,000.

Project Justification

The 75% PACTS leveraged project is needed to improve and maintain the pavement condition on Danforth Street.Paving activity triggers adjustment and/or repair of sewer & stormwater structures. These are ineligible costs and are entirely borne by the City. Water Resources companion request for 5% of project value above & beyond our Local Match.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$14,000		\$260,000		\$274,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020	\$171,000	\$103,000	\$103,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total	\$171,000	\$103,000	\$103,000		

Other Funding Source Description

Federal and State funds, distributed through Maine DOT, would pay 75% of the paving cost. Sewer Fund costs of 5% total project cost requested separately. The requested funding includes a 20% increase in funding to cover increased construction costs, in addition to the estimate, as consistent with current bid prices.

Operating Budget Impact

This project should reduce the need for City resources to make emergency street repairs during the next 10 years or more.

Project Title ID 205704 **Request Year** 2020
 India Street CPR and ADA Improvements



Public Works

Division Engineering
Classification Transportation

Project Description

The CPR program for Urban projects funds \$200,000 per mile (3/4" overlay and 1/2" shim for the travel lanes). The project length to pave India Street from Commercial to Congress is 0.29 miles resulting in a CPR program contribution of \$58,000. Due to the street condition and use, we recommend a treatment that includes milling and an 1-1/4" overlay. The estimated cost for the mill and fill is \$304,000 and includes \$40,000 in ADA improvements. The requested funding is to complete the recommended treatment, \$246,000, and additional ADA is approx \$150,000, for a total request of \$396,000.

Project Justification

India Street and the surrounding neighborhood have and continue to see incredible development, including upgrades to subsurface utilities along India Street in 2017 and 2018. With these types of improvements comes an increase in traffic: by car, by truck, by bike and on foot; by residents and visitors alike.

The MaineDOT will be paving India Street in 2019 and in advance of that, there are a variety of intersection improvements that must be made for ADA compliance. We anticipate that DOT will incur a portion of these costs as they're directly related to the paving. These include ramp and minor sidewalk improvements at the intersections of India Street and Congress Street, Federal Street and Commercial Street. This CIP request is for complimentary funds to allow the City to complete ramp, minor curbline adjustments and related sidewalk improvements at the intersections of India Street and Newbury Street, Middle Street and Fore Street. The estimated construction cost breakdown is as follows:

India Street at Newbury Street -
 India Street at Middle Street -
 India Street at Fore Street -

There are no ramps across India Street at Middle Street; an intersection that saw 660 pedestrians during a summer peak hour.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$30,000		\$424,000		\$454,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020	\$58,000	\$396,000	\$396,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total	\$58,000	\$396,000	\$396,000		

Other Funding Source Description

CPR program funds \$58,000 for improvements to India Street

Operating Budget Impact

Project Title ID 205708 Request Year 2020
PACTS MPI Brighton Ave. (Holm to Westbrook)

Public Works

Division Engineering
Classification Transportation

Project Description

Pavement rehabilitation, paving, removal of accessibility barriers, ADA ramps, sidewalk, and bicycle infrastructure improvements on Brighton Ave. beginning at Holm Avenue and extending westerly 0.30 of a mile to the Westbrook town line.

Project Justification

Provisions of local match will allow for added funding to provide for projects that the City would likely be unable to undertake on its own.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$20,000		\$269,200		\$289,200

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020	\$108,450	\$180,750	\$180,750		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total	\$108,450	\$180,750	\$180,750		

Other Funding Source Description

PACTS maximum share of \$108,450 that is 45% of eligible project costs. The requested funding includes a 20% increase in funding to cover increased construction costs, in addition to the estimate, as consistent with current bid prices.

Operating Budget Impact

Improvements to City infrastructure reduces annual maintenance costs/issues.

Project Title ID 184332 **Request Year** 2020

PACTS Washington Avenue Road & Signals

Public Works

Division Engineering

Classification Transportation

Project Description

The PACTS Executive Committee Approved the list of TIP candidates to be funded in June of 2016 for 2019 construction. On this list was the reconstruction of Washington Avenue from Cumberland Avenue to Congress Street, which includes new roadway, sidewalks, and traffic signals/lighting. Our Local Match is 25% (est. = \$380,900) and split into Preliminary Engineering in FY19, final design in FY20, and construction in FY21.

Separately requested Sewer Funds will supply City Utility ineligible costs; est. = \$153,000

The majority of the funding request is set for FY21, as the project will begin in CY 2020 at the earliest, and current MaineDOT discussion is that it may happen later than that.

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		\$1,555,500		\$1,905,500

Funding Request

<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		☒
2021	\$1,165,000	\$390,500			☐
2022					☐
2023					☐
2024					☐
Total	\$1,315,000	\$590,500	\$200,000		

Other Funding Source Description

PACTS award of \$1,021,240 is originally estimated 75% of total project cost. Local Match is \$340,414; requesting additional \$50,000 for overruns, contract modifications, and staff charges. In early to mid-2018, the PDR will supply updated engineered estimates. FY21 Water Resources request for ineligible City Utility costs estimated at \$154,000.

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.

Project Title ID 194960 Request Year 2020

Congress Square Intersection Construction



Public Works

Division Engineering

Classification Transportation

Project Description

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

Project Justification

The Congress Square Master Plan is moving quickly toward a preliminary engineering design, and will likely have final design completed by the end of CY 2018. The plan for the intersection would include elimination of the right turn slip lane from High Street to Free Street, and adjustments to High at Congress to make it a more conventional urban intersection. As part of this work, the traffic signal would be overhauled. The design of the signal and the design of the intersection are linked, due to proposed locations of foundations and mast arm structures, so signal and intersection work should take place at the same time.

The City anticipates that construction funding would be shared with MaineDOT.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$150,000		\$2,000,000		\$2,150,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$150,000	\$150,000		☒
2021	\$1,000,000	\$1,000,000			☐
2022					☐
2023					☐
2024					☐
Total	\$1,000,000	\$1,150,000	\$150,000		

Other Funding Source Description

Other funding would come from MaineDOT. Funding based on a \$2M initial estimate from WRT/STI plus another \$150,000 for construction engineering/inspection support and DPW staff support.

Please note that Planning Department support costs are a separate CIP request.

Operating Budget Impact

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

Project Title ID 141013 **Request Year** 2020

Pavement Preservation Program

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 handicap access, and other existing infrastructure. A reinventory of pavement conditions city-wide was completed in late fall of 2014 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 maintain/upgrade ADA compliance, 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 2014 streets inventory concluded that 22% of the City's roadways are in poor to failed condition compared to nearly 31% in 2011. This improvement was in large part due to increased funding for paving through CSO projects and an unusually high number of state aid road resurfacings. The cost to maintain a road in poor condition will be four to six times higher than a road that is in good or better condition. We need to maintain the roads that are in good condition while providing upgrades to those in poor condition. Maintaining an adequate roadway system is essential to support transportation including vehicular, transit, pedestrian, and bicycle traffic throughout the city.

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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$500,000		\$19,500,000		\$20,000,000

Funding Request

<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	\$1,800,000		☒
2021		\$4,000,000			☐
2022		\$4,000,000			☐
2023		\$4,000,000			☐
2024		\$4,000,000			☐
Total		\$47,600,000	\$16,100,000		

Other Funding Source Description

NOTE - 5% of \$4M annual Program 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.

Project Title ID 173596 **Request Year** 2020

Traffic Signal Upgrades with Paving Programs

Public Works

Division Engineering

Classification Transportation

Project Description

10/4/18: Signal Work at India and Congress. Assumes full replacement with ADA/sidewalk updates and fiber connection to Congress/Washington. \$300,000.

10/17/17 FY19: Signal Work along Washington Ave./Auburn St. At 8 Locations: \$800,000 in conjunction with 2 paving projects. (supplements additional existing funding from FY15-F18 CIP requests)

Project Justification

This request will be to update a very old traffic signal at India and Congress. India is to be paved by MaineDOT in late 2019.

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. In this case, \$800,000 in FY 19 is being requested for traffic signal updates and improvements for a number of intersections along Auburn St./Washington Ave as significant paving is being completed along this corridors by two different paving projects (a City-lead MPI paving project of Washington Avenue and a DOT managed collector paving project of Allen Avenue that will include a portion of Washington Ave. up to Auburn Street by Northgate Plaza.)

This request separates the signal funds and finishes both components of the Washington Ave/ Auburn St. corridor project.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$160,000			\$1,500,000	\$1,660,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024					☐
2017		\$185,000	\$150,000		☒
2018		\$210,000	\$210,000		☒
2019		\$800,000	\$500,000		☒
2020		\$300,000	\$100,000		☒
2021		\$150,000			☐
2022		\$150,000			☐
2023		\$200,000			☐
Total		\$1,995,000	\$960,000		

Other Funding Source Description

India at Congress Funding all CIP - prior to India Street paving.

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.

Project Title ID 141030 **Request Year** 2020

Sidewalk Rehabilitation/Accessibility

Public Works

Division Engineering

Classification Sidewalks

Project Description

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

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.

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>
\$500,000		\$4,500,000		\$5,000,000

Funding Request

<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	\$525,000	☒
2021	\$1,000,000		☐
2022	\$1,000,000		☐
2023	\$1,000,000		☐
2024	\$1,000,000		☐
Total	\$9,900,000	\$4,925,000	

Other Funding Source Description

Operating Budget Impact

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

Project Title ID 141023 **Request Year** 2020

Traffic Signals Upgrade Program

Public Works

Division Engineering

Classification Transportation

Project Description

The FY 2020 Request will be for the following:

Pearl at Cumberland: \$250,000

Fox at Walnut/Washington: \$275,000

\$675,000 in FY 2018 funding. Four signals likely to be replaced with FY18 and other CIP funding along State Street and Forest Avenue by High Street by Spring/Summer 2018.

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. However, this method has long fallen out of favor, having been replaced with the Naztec Streetwise ATMS controller technology platform that allows for remote monitoring of traffic flow and signal operation. 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>
\$300,000		\$4,515,000		\$4,815,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024		\$600,000			☐
2014		\$168,500	\$165,000		☒
2015	\$195,000	\$230,000	\$230,000		☒

2017		\$200,000	\$200,000	☒
2018		\$900,000	\$600,000	☒
2019		\$675,000	\$500,000	☒
2020		\$525,000	\$400,000	☒
2021		\$600,000		☐
2022		\$600,000		☐
2023		\$600,000		☐

Total	\$195,000	\$5,098,500	\$2,095,000
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Other Funding Source Description

Cumberland/Pearl and Fox/Walnut/Washington: all CIP

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 **Request Year** 2020

PACTS RTMS - Traffic Signal Communications Systems

Public Works

Division Engineering

Classification Transportation

Project Description

RTMS = Regional Transportation Management Systems

Update Copper Interconnect on Forest from Congress to Warren to Single-Mode Fiber: \$180,000

RTMS Match to PACTS: \$20,000

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. 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 Congress Street on the downtown peninsula, Forest Avenue in the Parkside area, as well as portions of Washington Avenue, Cumberland Avenue, and State and High streets. One of the top priorities will be to provide improved fiber-optic connections so that up-to-date communications can be achieved at Traffic Operations (currently at 55 Portland Street, future location TBD). Longer-term, the region anticipates upgrading technology to allow for up-to-date emergency vehicle and transit vehicle pre-emption systems.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$230,000		\$2,482,500		\$2,712,500

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2014	\$22,000	\$78,000	\$80,000		☒
2015	\$22,000	\$167,000	\$165,000		☒
2016	\$269,500	\$277,270	\$100,000		☒
2017	\$22,000	\$222,000	\$222,000		☒
2018	\$30,000	\$260,000	\$260,000		☒
2019		\$270,000	\$270,000		☒
2020		\$200,000	\$200,000		☒
2021		\$250,000			☐
2022		\$250,000			☐
2023		\$275,000			☐
2024		\$275,000			☐

Total	\$365,500	\$2,524,270	\$1,297,000
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Other Funding Source Description

PACTS Share of RTMS program \$22,000 - remaining funds for 2020 is to replace copper with fiber along Forest Avenue

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.

Project Title ID 184325 Request Year 2020

Street Rehabilitation Program

Public Works

Division Engineering

Classification Transportation

Project Description

This program would focus on streets that require more than just paving. Street selected for reconstruction would have pavement condition ratings of "Failed," "Serious," or "Very Poor," based on pavement condition index (PCI) ratings in the most recent pavement management inventory.

Each project results in activity that triggers adjustment, repair, and/or upgrades of sewer & stormwater systems. Typical contract costs show that 30% of the total project value is for sewer & stormwater structure work. Therefore separate Sewer Fund CIP requests are also being made.

Project Justification

This project is needed to address streets where the pavement has failed, or is in very poor condition, as a result of deferred maintenance, old age, and poor original construction. City utility systems in these streets typically must also be addressed; those costs are estimated at 30% of total value & requested via Sewer Fund.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$100,000		\$1,150,000		\$1,250,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2018		\$500,000	\$200,000		☒
2019		\$250,000	\$250,000		☒
2020		\$250,000	\$250,000		☒
2021		\$250,000			☐
2022		\$250,000			☐
2023		\$250,000			☐
2024		\$250,000			☐
Total		\$2,000,000	\$700,000		

Other Funding Source Description

30% of the estimated project costs are attributed to Sewer and/or Stormwater costs; they are requested separately via CIP Sewer Fund. General Fund requests are for 70% of total project estimates.

Operating Budget Impact

This project should reduce the need for City resources needed for "pothole" repairs and other such street repairs that typically have short service lives and relatively high unit cost.

Project Title ID 205679 Request Year 2020

GDI to LDI Passageway

Public Works

Division Engineering

Classification Transportation

Project Description

Funding to include the design, permitting and construction to the passageway to and from Great Diamond and Little Diamond Islands. Improvements to include, but not limited to, placing riprap and river stone in the low areas to improve vehicular passage during low tide.

Project Justification

Department of Public Work's Islands Crew requires vehicular access from GDI to LDI for solid waste, road maintenance, emergency and other services.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$35,000		\$200,000		\$235,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$235,000	\$235,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$235,000	\$235,000		

Other Funding Source Description

Operating Budget Impact

The proposed improvements help to keep vehicles out of the salt water resulting in a reduction in mechanical maintenance and oxidation.

Project Title ID 184329 **Request Year** 2020

Washington Avenue Rehabilitation (Cumberland to E. Prom)

Public Works

Division Engineering

Classification Transportation

Project Description

The project area is primarily focused on Washington Avenue between Cumberland Avenue and Eastern Promenade; it is expected that the preliminary design work for this roadway will begin in earnest by late 2017.

The project would entail finalizing design of the reconstruction of the street pavement structure and reconstructing curbing and sidewalks, as needed, from Walnut Street to Eastern Prom, with some funding going toward design of street lighting, and some sidewalk work from Walnut Street to Cumberland Avenue.

The fund request for 2019 is intended to cover the following:

Design of Street rehabilitation, sidewalks, and lighting from Walnut Street to Eastern Prom: \$125,000

Design of Street Lighting and some sidewalk changes from Walnut Street to Cumberland Avenue: \$75,000

It should be noted that less intervention is needed for the portion of Washington Avenue from Walnut Street to Cumberland Avenue as a significant amount of work, including street rehabilitation and pedestrian amenities will be included with a Water Resources project to be constructed in CY2018.

Project Justification

The street pavement condition in this section of Washington Avenue was rated "Very Poor" in the Engineering Division's 2014 Pavement Management Study. Many sections of sidewalk and curb in the project area are also in need of repair, or improvement to meet accessibility standards.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$450,000		\$2,200,000		\$2,650,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2018		\$250,000	\$250,000		☒
2020		\$200,000	\$50,000		☒
2021		\$2,200,000			☐
2022					☐
2023					☐
2024					☐
Total		\$2,650,000	\$300,000		

Other Funding Source Description

Operating Budget Impact

This project would reduce the need for City staff and resources to make street & sidewalk repairs over the next 10 years and beyond.

Project Title ID 194912 Request Year 2020

Rehabilitation of Cobblestone / Paver Streets

Public Works

Division Engineering

Classification Transportation

Project Description

10/19/17, Design and Rehabilitation of Cobblestone/Paver on Wharf, Dana, Silver St. (Spring St to Milk St.), & Kennebec Streets. Actual construction costs likely to be significantly higher than proposed placeholders. The rehabilitation of the Plum Street Alley (between Wharf Street and Fore Street) is a separate Planning Dept capital request for FY20 (\$105,000) and the design of Wharf Street should include and/or be coordinated with Plum Alley as well.

Project Justification

Years of vehicle & pedestrian use along with Maine's weather require rehabilitation for safe passage on these streets.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$200,000		\$850,000		\$1,050,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$150,000	\$100,000		☒
2021		\$200,000			☐
2022		\$200,000			☐
2023		\$250,000			☐
2024		\$250,000			☐
Total		\$1,050,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Project Title

ID 194933 Request Year 2020

Monument Way & Square Rehabilitation

Public Works

Division

Engineering

Classification

Transportation

Project Description

Replace Brick, Upgrade to ADA Standard, Replace Benches, Trash Cans Trees & Lights

Project Justification

One of the busiest pedestrian locations in the City needs rehabilitation to sidewalks and replacement of amenities that have not ben replaced in many years. Hope to work with buffering businesses to augment some of the costs.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$25,000		\$1,225,000		\$1,250,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$250,000	\$100,000		☒
2021		\$250,000			☐
2022		\$250,000			☐
2023		\$250,000			☐
2024		\$250,000			☐
Total		\$1,250,000	\$100,000		

Other Funding Source Description

Possible Public Private Partnerships

Operating Budget Impact

None anticipated.

Project Title ID 194818 **Request Year** 2020

Arterial Street Ped Crossings



Public Works

Division Engineering

Classification Transportation

Project Description

Provide improved pedestrian street crossing systems at various locations, including:

Forest Ave at Hartley Street

Brighton Ave at Craigie St

Auburn St at Washington Ave/Garsoe Dr.

(A more complete listing is in the attachements)

Project Justification

These locations are examples of places where vehicular speeds, movements and volumes present threats to pedestrian safety on our public streets. Creating and maintaining accessibility across public streets is a federal regulation (ADA) and the City is committed to ensuring safety for all users of the ROW. This program is necessary to meet current state and federal requirements and advances more than one policy/plan the Council has adopted (Complete Streets, Comprehensive Plan and the Forest Ave Smart Corridor Study). Multiple crossing improvement projects will be combined and issued for bidding together in order to coordinate similar scopes of work around the City and take advantage of economies of scale.

5 Year Cost Summary

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

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024					☐
2019		\$100,000	\$100,000		☒
2020		\$125,000	\$50,000		☒
2021		\$150,000			☐
2022		\$150,000			☐
2023		\$175,000			☐
Total		\$700,000	\$150,000		

Other Funding Source Description

Operating Budget Impact

Dependent on design, may increase winter maintenance costs and striping costs.

Project Title ID 194914 **Request Year** 2020

Seperated Bike Lanes

Public Works

Division Engineering

Classification Transportation

Project Description

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.
10/15/18 The completion of the Park Avenue Seperated 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.

Project Justification

By creating these 2 segments of Bike Lanes the Park Ave corridor will be complete and the complete the on-road Bikeway Network corridor from Bayside Trail to the Portland Transportation Center/Fore River Parkway Trail through Outer Congress will be connected. A short section of bikeway on Marston Street and Frederic Street will remain to complete a full connection and is included in a Planning Dept funding request.

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 Request

<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			☒
2020		\$100,000	\$100,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$200,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Additional annual costs for pavement markings will result.

Project Title ID 205719 Request Year 2020

Peaks Island Parking Lot

Public Works

Division Engineering

Classification Transportation

Project Description

Expansion of asphalt parking lot, located off of Welch Street by the Peaks Island Ferry, to incorporate golf cart parking spaces and bicycle parking.

Project Justification

Without a designated parking area, golf carts currently park between and within vehicle parking areas, as well as within the shoulder and grass areas surrounding the parking lot. With a high parking demand in this location of Peaks Island, maximizing parking capacity is essential.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$5,000		\$45,000		\$50,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$50,000	\$50,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$50,000	\$50,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205714 Request Year 2020

Stoudwater Dam

Public Works

Division Engineering

Classification Marine

Project Description

Monitoring and rehab of Existing Dam

Project Justification

Replace existing 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

Planning	Land	Construction	Equipment	Est Total Cost
\$40,000		\$260,000		\$300,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$100,000	\$50,000		☒
2021		\$100,000			☐
2022		\$34,000			☐
2023		\$33,000			☐
2024		\$33,000			☐
Total		\$300,000	\$50,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 184138 **Request Year** 2020

Franklin Street Design Completion and Construction

Public Works

Division Engineering

Classification Transportation

Project Description

Franklin Street has been the focus of attention for some time, and in 2015, the Transportation Master Plan was completed, envisioning changes and modifications for the entirety of the roadway, from I-295 to Commercial Street.

The early design stages (horizontal and vertical alignment) are largely completed as of Fall 2017. Prior to any construction, full design will be required. Upon completion of full design, the City anticipates construction of outcomes as follows:

Phase 1: Transportation Improvements to Franklin from Somerset Street to I-295. Final Design in CY2018, and Construction in CY2019. (Total cost \$4.3 million)

Phase 2: Transportation Improvements to Franklin from Commercial Street to Middle Street. Final Design in CY2021, and Construction in CY2022. (Total cost \$2.6 million)

Phase 3: Transportation Improvements to Franklin from Middle Street to Somerset Street. The most costly of the proposed project components, this work will be designed and constructed in outyears beyond 2023. (Total cost \$6.2 million)

The addition of a significant stormwater pipe from Congress Street to Back Cove is part of the City's future CSO work. Staff recommend that these outcomes be coordinated, and a separate Sewer Fund CIP funding request for design and construction of this outcome has been made.

The proposed configuration changes to the Exit 7 ramps themselves will be completed by MaineDOT, likely in CY 2019.

Project Justification

This project will accomplish the following:

- 1.) Significant improvements to vehicular capacity from Somerset to I-295.
- 2.) A safer cross-section from Middle to Commercial.
- 3.) Safety and capacity improvements at Cumberland and Congress.
- 4.) Improved access at Oxford, Newbury and a full access at Federal.
- 5.) Expansion of historic Lincoln Park.
- 6.) Improved sidewalk and bicycle facilities.
- 7.) Updated signal equipment.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$500,000		\$8,300,000		\$8,800,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024					☐
2019		\$250,000	\$50,000		☒
2020		\$200,000	\$200,000		☒
2021	\$1,500,000	\$4,300,000			☐
2022		\$250,000			☐
2023		\$2,500,000			☐
Total	\$1,500,000	\$7,500,000	\$250,000		

Other Funding Source Description

MaineDOT will pay for the Exit 7 changes, shown as \$1,500,000 in this request.

Operating Budget Impact

This project would result in completely updated facilities, and reduce the amount of maintainance currently needed.



PORTLAND PUBLIC SCHOOLS

prepared & empowered

January 9, 2019

To: Jon Jennings, City Manager
From: Xavier Botana, Superintendent
Re: Portland Public Schools' Revised FY2020 CIP Proposal

On January 8, 2019, the Portland Board of Public Education, by a vote of 8-1, recommended the attached revised FY2020 CIP be sent forward for your consideration and review. Our CIP process this year included our Facilities staff reviewing and updating our five-year plan as well as considering FY2019 CIP rollovers and new initiatives. As part of the Board's due diligence, some of the project costs were updated using estimating software to reflect current market pricing.

The Board of Public Education's Operations Committee reviewed staff recommendations at two meetings in September and October and referred to the Board a unanimous recommendation to approve the attached CIP. The Board reviewed the CIP and held a workshop on it during the month of November. The Board unanimously approved the original \$4.6 million on November 27, 2018.

The revised plan totals just over \$3.5 million. It is built around four packages:

- Package one includes carryovers from last year that had engineering studies plus requirements from the ten-year transportation plan;
- Package two projects are high priorities from the November 2017 Facilities Assessment, primarily obsolete, short-term needs, with the exception of DHS site damage that may be eligible for federal funds;
- Package three focuses on building envelope and systems (windows and HVAC) that should reap some energy savings as well as enhance our learning environments with Moore windows deferred to FY2021 or later and DHS windows split into two phases; and
- Package four is the first phase of proposed security enhancements - door access controls at DHS, PHS and PATHS/CBHS.

We look forward to discussing this request with you.

	Portland Public Schools						
		FY2020 CIP					
	Amended PBPE Recommended						
		(a/o 1-4-19)					
				FA	Condition	FA	Action
Location	Project Title	Cost	Comments	Year	Level	Life Cycle	Priority
Transportation	Replace one van and two ADA buses	\$234,900	per Transportation ten year plan	-	-	-	S
PATHS	PATHS/CBHS Technology/Network Upgrade	\$200,000		6-10	2	ESL	L
DHS	Kitchen remodel	\$200,000		11-15	3	ESL	L
District	Pave multiple campuses	\$250,000		1-5	-	-	S
PHS	Replace retaining wall and iron railings	\$325,500		1-5	1	Obsolete	S
PATHS/CBHS	Replace windows	\$430,000		16-20	2	Obsolete	L
DHS	Site drainage	\$0	was 200,000; working with City of Portland to pursue Federal funds	1-5	1-	Obsolete	S
PIES	Interior renovations	\$250,000		-	0-2	Obsolete/END	S/L
DHS	Replace windows	\$405,000	was \$810K - recommend two equal phases of \$405K each	16-20	2	END	L
PHS	Replace windows	\$75,000	was \$322,000 first of 3 phases- supplement with Padula grant first ph	16-20	2*	ESL	L
MMS	Replace windows	\$0	was \$315,000	16-20	2	ESL/END	L
DHS	Replace air handling units	\$355,000	phase 1 - targeted replacement plus design for phase 2	1-5	1	END	L
RVR	Replace AC	\$660,000	replace 40 ton chiller with 50 ton unit plus all vintage AHUs	6-10	1	END	L
Multi	Door access controls - DHS, PHS, and PATHS	\$115,000	First of multiple phases	-	-	-	-
	FY2020 CIP Total:	\$3,500,400					
Notes: 1. The PBPE Operations Committee recommended 2020 CIP development began with a review of the 5 year plan and carryovers from last year plus vehicles requested in 2020 in the ten year Transportation plan. The list above embraces high priority items from the 2017 Facilities Assessment , energy savings and security enhancements. The bolded items above reflect changes from our September 20, 2018 list.							
2. The February 28, 2017 Facilities Assessment recommendations were prioritized as follows:							
	Immediate needs		Year 0				
	Life safety, code, ADA compliance, security and structural		Years 1-5				
	MEP systems		Years 6-10				
	Interior finishes		Years 11-15				
	Building envelopes		Years 16-20				
3. Condition level:							
	Failed - not functional		0				
	Poor - failure anticipated		1				
	Fair - functions, service required		2				
	Good - functional and maintained		3				
	Excellent - new		4				

	Portland Public Schools					
		FY2020 CIP				
	Amended PBPE Recommended					
		(a/o 12-20-18)				
	4. Life cycle:					
	New - recent		N			
	Within expected service life		ESL			
	Nearing end of service life		END			
	Obsolete					
	5. Action priority:					
	Immediate		0			
	Short term (1 to 5 years)		S			
	Long term (6 to 20 years)		L			
	Not applicable		N/A			
	6. The Facilities Assessment scope of work included: existing building envelope and exterior; structural systems; walls and flooring; plumbing and fire protection; heating, ventilation and air conditioning; electrical, lighting and fire alarms; technology infrastructure; security; accessibility/ADA compliance; locker room privacy accommodations and site conditions. The assessment did not address any unmet educational programming requirements or space deficiencies.					

Project Title **ID** 141107 **Request Year** 2020

0272 Squad 301 Heavy Rescue PFD Fire

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

The Fire Dept has received grant funding for \$687k with a \$65k match in FY19. This request anticipates an overage of approximately \$65k.

Project Justification

Anticipated overage of Rescue unit

5 Year Cost Summary

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

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020	\$687,000	\$63,000	\$68,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total	\$687,000	\$63,000	\$68,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 173653 Request Year 2020

0284 E311 Replacment PFD Fire - Ocean Ave Station

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

New pumping apparatus for the East End area on Ocean Avenue

Project Justification

The current unit is a 2000 Pierce that was purchased as a stop gap in 2009. Acquired as a package with our used spare Ladder that was placed out of service due to an accident. This unit was purchased used for \$150,000 and has served its mission as a stop gap for 8 years. The unit contains equipment design that is not consistent with other department apparatus and therefore places challenges on our personnel.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$750,000	\$750,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$750,000	\$750,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$750,000	\$750,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205477 **Request Year** 2020
4057 - Rear Load Packer, Replace with Automated - DPW Solid Waste

Vehicle Maintenance

Division Public Works
Classification Vehicles

Project Description
2016 CNG packer to be traded

Project Justification
Increased reliability

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$325,000		\$325,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$325,000	\$325,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$325,000	\$325,000		

Other Funding Source Description

Operating Budget Impact
Reduced maintenance cost

Project Title ID 205473 Request Year 2020
4052 - Rear Load Packer DPW Solid Waste

Vehicle Maintenance

Division Public Works
Classification Vehicles

Project Description
2007 Crane Carrier rear load. Replace with rear load

Project Justification
Schedule replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$250,000	\$250,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$250,000	\$250,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$250,000	\$250,000		

Other Funding Source Description

Operating Budget Impact
Reduced manintenance cost

Project Title ID 141305 Request Year 2020

2501 1 Ton Wrecker Replacement - Fleet

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

2001 1 ton wrecker

Project Justification

scheduled replacement

replace with mid size wrecker to replace 2 fleet service vehicles. 5035 and 2501 would be replaced with this one vehicle.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$100,000	\$100,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$100,000	\$100,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$100,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Project TitleID14967Request Year2020

5097 Pulp Loader Replacement - Forestry

Vehicle Maintenance

DivisionRecreation and Facilities

ClassificationVehicles

Project Description

Pulp loader truck for Forestry Section

Project Justification

Current unit is a model year 1998 and life to date maintenance costs total \$29,000. Forestry employee safety depends on the good operation of this unit. The unit is aging and in need of replacement.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$250,000	\$250,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$250,000	\$250,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$250,000	\$250,000		

Other Funding Source Description

Operating Budget Impact

Cost Estimate - based on vendor quote

Project Title ID 205577 Request Year 2020

Replace Patrol Vehicles PD Patrol

Vehicle Maintenance

Division Police Department

Classification Vehicles

Project Description

Patrol vehicles are used 24 hours a day 7 days a week requiring replacement every 3 years. The 7 cars purchase per year maintains all of the patrol fleet and K9 cars

2 of the requested units are hybrid at approx \$7k more each than convenntional. PD will evauluate use of these two units with the thought of expanding hybrids in their fleet.

Project Justification

As vehicles are phased out of patrol they become available for reassignment within the City fleet and save capital monies.

Hybrid units cost \$7,000 more per unit and Ford estimates a 40% fuel economy improvement over the gas units we use now.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$1,414,000	\$1,414,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$294,000	\$280,000		☒
2021		\$280,000			☐
2022		\$280,000			☐
2023		\$280,000			☐
2024		\$280,000			☐
Total		\$1,414,000	\$280,000		

Other Funding Source Description

Operating Budget Impact

reduced fuel cost with use of hybrid

Project Title ID 194856 Request Year 2020

Plow Loader - DPW Winter

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

1998 Sterling single axle plow wing sander

Replace with mid size loader w/ plow and wing

Project Justification

Scheduled Replacement

DPW is proposing to deploy more loaders in favor of single axle plow trucks. The loader package is \$20,000 less than the cost of a single axle plow truck.

5 Year Cost Summary

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

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$160,000	\$160,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$160,000	\$160,000		

Other Funding Source Description

Operating Budget Impact

Reduced capital and maintenance cost

Project Title **ID** 14998 **Request Year** 2020
3096 TA Dump Truck Wheeler Plow Replacement - Districting

Vehicle Maintenance

Division Public Works
Classification Vehicles

Project Description
Tandem axle, 55,000 gvw dump truck with plow gear, sander and calcium system

Project Justification
Current unit is a model year 1998 used as a front line plow and on construction projects during the summer. A new unit will decrease down time and maintenance costs.

DPW is reconfiguring the plow fleet to include more single axle trucks and this tandem axle truck will be replaced with single

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
			\$425,000	\$425,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$210,000			☒
2020		\$215,000	\$215,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$425,000	\$215,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205555 Request Year 2020
0931 Rechassis Medcu Ambulance PFD Medcu

Vehicle Maintenance

Division Fire Department
Classification Vehicles

Project Description

Rechassis involves re-using the ambulance body on a new van. The medcu bodies are in excellent shape and are great candidates for rechassis

Project Justification

New ambulances cost \$240k and the rechassis are \$150k

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$390,000	\$390,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$150,000	\$150,000		☒
2021					☐
2022					☐
2023					☐
2024		\$240,000			☐
Total		\$390,000	\$150,000		

Other Funding Source Description

Operating Budget Impact

reduced capital cost

Project TitleID205498Request Year2020

8104 Sidewalk Tractor DPW PDD

Vehicle Maintenance

DivisionPublic Works

ClassificationVehicles

Project Description

2005 Holder

Project Justification

scheduled replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$150,000	\$150,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$150,000	\$150,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$150,000	\$150,000		

Other Funding Source Description

Operating Budget Impact

reduced maintenance cost

Project Title ID 205500 Request Year 2020
8107 Sidewalk Tractor DPW PDD

Vehicle Maintenance

Division Public Works
Classification Vehicles

Project Description
2008 Belos

Project Justification
scheduled replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$150,000	\$150,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$150,000	\$150,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$150,000	\$150,000		

Other Funding Source Description

Operating Budget Impact
reduced maintenance cost

Project Title ID 141189 Request Year 2020

3121 1 Ton Dump Truck Replacement - Cemeteries

Vehicle Maintenance

Division Recreation and Facilities

Classification Vehicles

Project Description

2000 1 ton w/ plow

Project Justification

scheduled replacement. Gas engine

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$65,000	\$65,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$65,000	\$65,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$65,000	\$65,000		

Other Funding Source Description

Possible Cemetery Funds

Operating Budget Impact

Project Title ID 205582 Request Year 2020

0224 Command Car FD Fire

Vehicle Maintenance

Division Fire Department

Classification Vehicles

Project Description

2006 Chevrolet Suburban

Project Justification

Scheduled replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$40,000	\$40,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$40,000	\$40,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$40,000	\$40,000		

Other Funding Source Description

Operating Budget Impact

reduced maintenance cost

Project Title ID 194866 Request Year 2020

2185 3/4 ton pickup - PRF Ballfields

Vehicle Maintenance

Division Recreation and Facilities

Classification Vehicles

Project Description

2000 3/4 ton pickup with plow

Project Justification

Scheduled replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$40,000	\$40,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$40,000	\$40,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$40,000	\$40,000		

Other Funding Source Description

Operating Budget Impact

Reduced maintenance cost

Project Title ID 205509 Request Year 2020

3104 1 Ton PRF Ballfields

Vehicle Maintenance

Division Recreation and Facilities

Classification Vehicles

Project Description

1999 Ford F450

Project Justification

scheduled replacment

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$65,000	\$65,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$65,000	\$65,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$65,000	\$65,000		

Other Funding Source Description

Operating Budget Impact

reduced maintenance cost

Project Title ID 14993 Request Year 2020

3103 1 Ton Dump Truck Replacement - Parks

Vehicle Maintenance

Division Recreation and Facilities

Classification Vehicles

Project Description

1.5 ton, 4X4, regular cab dump truck with plow and sander

Project Justification

Current unit is a model year 1999 and is used by Districting for light duty winter plowing and summer construction projects. A new unit will decrease down time and maintenance costs.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$65,000	\$65,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$65,000	\$65,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$65,000	\$65,000		

Other Funding Source Description

Operating Budget Impact

Cost Estimate - based on dealer estimate for diesel engine chassis (\$30,000) plus dump body (\$8,000) plus plow (\$5,000) plus sander (\$6,000) plus lights and toolbox.

Project Title ID 14994 Request Year 2020

3105 1 Ton Dump Truck Replacement - Districting

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

1.5 ton, 4X4, regular cab dump truck with plow and sander

Project Justification

Current unit is a model year 1999 and is used by Districting for light duty winter plowing and summer construction projects. A new unit will decrease down time and maintenance costs.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$70,000	\$70,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$70,000	\$70,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$70,000	\$70,000		

Other Funding Source Description

Operating Budget Impact

Cost Estimate - based on dealer estimate for a diesel engine chassis (\$30,000) plus dump body (\$8,000) plus plow (\$5,000) plus sander (\$6,000) plus lights and toolbox.

Project Title ID 205471 Request Year 2020

Add Sanders to 2 DPW F550s for Winter

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

Add sanders to trucks 3012 and 3013

Project Justification

Better winter repsonse

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$15,000	\$15,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$15,000	\$15,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$15,000	\$15,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205529 Request Year 2020

Add Steam Weed Removal Machine - DPW Districting

Vehicle Maintenance

Division Public Works

Classification Vehicle - New (Not Replacement)

Project Description

Purchase a steam weed remover for chemical free weed removal of sidewalks, traffic islands, etc

Project Justification

This is an alternative to the use of chemicals

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$25,000	\$25,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$25,000	\$25,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$25,000	\$25,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205502 Request Year 2020
0247 1/2 Ton Pickup w/ Liftgate PRF PAF

Vehicle Maintenance

Division Recreation and Facilities
Classification Vehicles

Project Description
Truck w/ liftgate

Project Justification
Operational need

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$35,000	\$35,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$35,000	\$35,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$35,000	\$35,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205465 Request Year 2020

0041 - Replace Taurus w/ Used SUV - DPW

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

2014 former police car Taurus

Project Justification

scheduled replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$20,000	\$20,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$20,000	\$20,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$20,000	\$20,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205650 Request Year 2020

Pickup Truck Funding

Vehicle Maintenance

Division Public Works

Classification Vehicles

Project Description

Budget \$100,000 for pick up truck replacement throughout City fleet

Project Justification

There are still many pickups in the fleet that are in tough shape in Parks and DPW. Due to the need to replace large vehicle capital vehicles in Fire Dept and Solid Waste much of the vehicle funding will be used for these purchases. The intent of this request to use these funds to purchase numerous used pickups.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$100,000	\$100,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$100,000	\$100,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$100,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Reduced capital and maintenance cost

Project Title ID 194865 Request Year 2020

Purchase (2) Used Utility Vans - PRF Trades

Vehicle Maintenance

Division Recreation and Facilities

Classification Vehicles

Project Description

Replace two aging van with late model used

Project Justification

Trades is adding staff and in need of reliable vans. We are proposing to purchase used to save capital funds

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$36,000	\$36,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$36,000	\$36,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$36,000	\$36,000		

Other Funding Source Description

Operating Budget Impact

reduced maintenance cost

Project Title ID 205518 Request Year 2020

Replace Crown Vic w/ Used SUV PRF Parks Manager

Vehicle Maintenance

Division Recreation and Facilities

Classification Vehicles

Project Description

new position and vehicle

Project Justification

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$20,000	\$20,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$20,000	\$20,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$20,000	\$20,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 14925 Request Year 2020

0186 Animal Control Officer Van Replacement - Police

Vehicle Maintenance

Division Police Department

Classification Vehicles

Project Description

Replace the Animal Control Officer Van. Last replaced FY11, purchase every 5th year per DPW plan. Transit or similar style

Project Justification

scheduled replacment

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$35,000	\$35,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$35,000	\$35,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$35,000	\$35,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205578 Request Year 2020
0140 Rechassis Arrest Truck PD Patrol

Vehicle Maintenance

Division Police Department
Classification Vehicles

Project Description
Purchase new chassis to reinstall existing arrest body on

Project Justification
Reduced purchase cost by rechassis existing box

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$40,000	\$40,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$40,000	\$40,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$40,000	\$40,000		

Other Funding Source Description

Operating Budget Impact
reduced maintenance and capital cost

Project Title ID 152173 Request Year 2020
Smithco Turf RakeReplacement - Cemeteries 1046

Vehicle Maintenance

Division Recreation and Facilities
Classification Vehicles

Project Description
1979 Turf Rake

Project Justification
Scheduled replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$40,000	\$40,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$40,000	\$40,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$40,000	\$40,000		

Other Funding Source Description

Operating Budget Impact
Reduced maintenance cost

Project Title ID 205618 Request Year 2020

Replace Fairway Mower(s) PRF Golf

Vehicle Maintenance

Division Recreation and Facilities

Classification Vehicles

Project Description

Replace aged fairway mowers (1) 1998, (2) 2004

Project Justification

Scheduled replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$180,000	\$180,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$180,000	\$60,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$180,000	\$60,000		

Other Funding Source Description

Operating Budget Impact

Reduced maintenance cost

Project Title ID 141206 Request Year 2020

3202 Dump Truck Replacement -DPW

Vehicle Maintenance

Division Sewer Fund

Classification Vehicles

Project Description

2001, 55000 gvw dump w/ plow, sander, calcium

Project Justification

scheduled replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
			\$210,000	\$210,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$210,000	\$210,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$210,000	\$210,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 184300 Request Year 2020

5015 Toolcat DPW Water Resources

Vehicle Maintenance

Division Sewer Fund

Classification Vehicles

Project Description

2010 toolcat

Project Justification

scheduled replacement

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 Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$70,000	\$70,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$70,000	\$70,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205534 Request Year 2020

Add 4x4 1/2 Ton Crew Cab DPW Water Res

Vehicle Maintenance

Division Sewer Fund

Classification Vehicle - New (Not Replacement)

Project Description

4x4 1/2 ton crew cab pickup

Project Justification

The compliance section of Water resources is in need of vehicle that can travel into the sewer right of ways. A 4x4 pickup is needed.

5 Year Cost Summary

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

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$30,000	\$30,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$30,000	\$30,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 194951 Request Year 2020

CWSRF - Back Cove South Storage Facility

Water Resources

Division Sewer

Classification Wastewater

Project Description

A storage tank to be installed in the fields at Back Cove Park to capture and hold combined sewer overflow during rain events, for treatment after the storm subsides.

Project Justification

The installation of a storage conduit or tank is required by the Maine Department of Environmental Protection through the Combined Sewer Overflow permit issued to the City of Portland.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$8,000,000		\$8,000,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$8,000,000	\$8,000,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$8,000,000	\$8,000,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 184178 **Request Year** 2020
CWSRF - Mackworth Street and Ocean Avenue Sewer Separation Project

Water Resources

Division Sewer
Classification Wastewater

Project Description

The Mackworth Street and Ocean Avenue Sewer Separation Project is a CSO Tier 3 project within the Back Cove Watershed. This project will install a new storm drain from Back Cove on Mackworth Street to Ocean Ave. Also, Ocean Ave will be separated from Walton Street to Forest Avenue as well as Mayland Street and Irving Street. The project will be removing the Baxter Woods Pond from the sewer. This project will have sewer separation and greed infrastructure incorporatated into it. Utility cost estimate is \$6,000,000.00, Sidewalk & Curbing = \$600,000.00,

Project Justification

This project was identified in the Back Cove West Separation and Green Project Report. The project was ranked to be done in phase 2 and would separate 127.21 acreas from the combined sewer system. This also would remove storm water from one of our largest CSO's within Back Cove.

5 Year Cost Summary

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

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$6,000,000	\$6,000,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$6,000,000	\$6,000,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 194799 **Request Year** 2020

CWSRF - Preble & Somerset St Sewer Separation

Water Resources

Division Sewer

Classification Wastewater

Project Description

The Preble St (Marginal to Cumberland) and Somerset (Preble to Parris) Sewer Separation Projects are CSO Tier 3 projects within the Back Cove Watershed. This project will install a new storm drain from I-295 to the intersection of Preble St and Cumberland Avenue. This work will be constructed in conjunction with the replacement of the PWD water main in CY2018.

The project is currently in design.

Project Justification

This project was identified in the Back Cove West Separation and Green Project Report. The project was ranked to be done in phase 2, 3 and 4 and would separate over 15 acres from the combined sewer system. The project will be done in two phases. Phase 1 will be bid on 10/4/2018. Phase 2 will be bid 11/1/2019.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$4,800,000		\$4,800,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$4,800,000	\$4,800,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total		\$4,800,000	\$4,800,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 152461 **Request Year** 2020

CMOM - Pump Station Rehabilitation

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:

Franklin Street Pump Station Improvements

Riverton Replacement with Submersible Pump Station

Castine Replacement of Security Fence and Generator

SCADA and Hardware Updates

Flowmeters at Pump Stations

Project Justification

CIP Year 2020 Projects: Franklin Street Pump Station Improvements, Riverton Pump Station Replacement

The Franklin Street Pump Station is undergoing improvements through a design-build process by Woodard and Curran. Improvements include mechanical, structural, electrical and component upgrades and replacements. It was proposed to be decommissioned due to the installation of the Back Cove South Storage Conduit, a combined sewer storage tank within Marginal Way, and would have been abandoned. For that reason, few resources have been spent in keeping the station up to date. With the decision to install the Back Cove South Storage Conduit as tanks within Back Cove Park, the station needs to be upgraded.

The additional monetary request is to supplement the existing CMOM Pump Station Rehabilitation funds that were allocated previously. The current availability of those funds are not enough to cover the additional project scope. The recurring amount of \$670,000.

The Riverton Pump Station Replacement project is currently under design for bid in the 2020 CIP season.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$7,130,000		\$7,130,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024					☐
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		\$670,000			☐
2022		\$670,000			☐
2023					☐
Total		\$7,132,000	\$5,790,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 141793 **Request Year** 2020

CMOM - Sewer System Renewal

Water Resources

Division Sewer

Classification Wastewater

Project Description

Project involves engineering and construction of replacement/upgrades of priority sanitary sewers throughout the City's sewer network of over 200 miles of sewer lines, that require replacement, relining or upgrade as recommended by the outside consulting report on condition assessment of the sewer infrastructure.

Project Justification

The City of Portland has an aging sewer infrastructure with some sewer lines reaching over 100 years in age. While we have highly invested in upgrading and eliminating CSO's, funding in past several years has been limited to support a basic service level for sewer cleaning and repairs, less preventive and more emergency response to sewer line needs. As a result of staff reports to the Department of Environmental Protection (DEP), on dry weather and wet weather sanitary sewer overflows, (SSO's), EPA issued an Administrative Order on September 27, 2012 due the Agencies view that the City violated the Clean Water Act and is subject to penalties and further mandates. See Attached. The mandates require that the City enter into a CMOM program. CMOM stands for Capacity, Management, Operations, and Maintenance Assessment. The program follows a 2012-2013 condition assessment report of the City's sewer infrastructure, that once completed will recommend specific preventive maintenance investments to eliminate the occurrences of SSO's.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$1,290,000		\$14,810,000		\$16,100,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024					☐
2014		\$1,000,000	\$1,000,000		☒
2015		\$1,100,000	\$1,100,000		☒
2016		\$1,100,000	\$1,100,000		☒
2017		\$1,100,000	\$1,100,000		☒
2018		\$1,100,000	\$1,100,000		☒
2019		\$1,100,000	\$1,100,000		☒
2020		\$1,100,000	\$1,100,000		☒
2021		\$3,200,000			☐
2022		\$3,200,000			☐
2023					☐
Total		\$14,000,000	\$7,600,000		

Other Funding Source Description

Operating Budget Impact

Staff is anticipating that as a result of an enhanced sewer preventive maintenance program and regular preventive maintenance, the Department will avoid unanticipated sewer line collapses that can cost anywhere from \$40,000-\$250,000 depending upon the length and location of the sewer line. In addition, the program will contribute toward avoiding fines and penalties as administered by EPA. Based on our CSO Engineering Consultant recommendations, reoccurring sewer line replacement and upgrades could cost as much as \$3,000,000 per year.

Project Title ID 152384 Request Year 2020

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 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.

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

Planning	Land	Construction	Equipment	Est Total Cost
\$225,000		\$500,000		\$725,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2024					☐
2015		\$75,000	\$75,000		☒
2019		\$100,000	\$100,000		☒
2020		\$250,000	\$250,000		☒
2021		\$200,000			☐
2022		\$100,000			☐
2023					☐
2024					☐
Total		\$725,000	\$425,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205660 Request Year 2020

Sagamore Village Green Infrastructure Project

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.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$1,050,000		\$1,050,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020	\$450,000	\$600,000	\$600,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total	\$450,000	\$600,000	\$600,000		

Other Funding Source Description

A separate green infrastructure CIP account will be utilized for the remainder.

Operating Budget Impact

Project Title ID 162996 Request Year 2020

PACTS USM Roundabout Sewer Separation

Water Resources

Division Sewer

Classification Wastewater

Project Description

Separate the storm water from the sewer system for the new USM Roundabout

Project Justification

PACTS funded project. Already under design with the sewer separation in consideration. Design is already underway and is funded by others. Just need construction money to pay for the additional catch basins, storm drainage and green infrastructure.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$1,000,000		\$1,000,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$500,000	\$500,000		☒
2021		\$500,000			☐
2022					☐
2023					☐
2024					☐
Total		\$1,000,000	\$500,000		

Other Funding Source Description

PACTS 16/17 TIP funding plus \$250,000 USM contribution.

Operating Budget Impact

Project Title ID 205658 Request Year 2020

Monument Way & Square Sewer / Storm

Water Resources

Division Sewer

Classification Wastewater

Project Description

Transportation is rehabilitating Monument Way and Square. This same area will need sewer main replacement as well as new storm drains.

Project Justification

Storm water is combined in this area and the sewers need replacement

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$100,000		\$1,000,000		\$1,100,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$100,000	\$100,000		☒
2021		\$1,000,000			☐
2022					☐
2023					☐
2024					☐
Total		\$1,100,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 184173 **Request Year** 2020

Integrated Planning LTCP and Post Construction Monitoring Program

Water Resources

Division Sewer

Classification Wastewater

Project Description

The City of Portland is faced with many Clean Water Act Regulations, Federal and State Orders around failure to meet those regulations, and stakeholder engagement over the state of the bay and climate change. The two permits that the City operates under are the CSO (Combined Sewer Overflow) Discagree Permit and the MS4 Permit (Municipal Seperate Storm Sewer Systems) Both of these permits are expiring in 2018. When a permit reaches it's 5 year renewal, it is open for comment by regulators and stakeholder groups such as Conservation Law, Friends of Casco Bay and the Caso Bay Estuary Partnership. The City's Long Term Control Plan is part of the CSO Permit and therefore will be open for comment and a review of the plan is due to the EPA in December of 2018. Additionally the East End WWTP is in the process of renewing its 5 year permit and stronger regulations are absolutley in store for them which has a tremendous effect on our processes. Since it has been a goal of the City Council for some time to embark on an integrated plan, and because we have an excellent opprotunity to approach all of these requirements as a team, including Portland Water District, I am asking that we combine all of the work needed into a single program over the next three years, with the third year a monitoring program implementation, thus setting the City on the best possible path for growth and sustainability.

Project Justification

Improving water quality conditions is a fundamental goal of the city. Through the municipal budgeting process however, the city must balance implementation of this goal with its efforts to achieve other equally important municipal goals. In addition the City must address its water quality challenges within its limited legal authority to control the root causes of many of the water qualityconditions. For these reasons the City has always stressed and attempted to implement the most cost effective and streamlined process for meeting its water quality challanges. The Integrated Plan will consolidate in one place the City's water quality requirements and outline the specific measuralble steps the city will take to achieve compliance with those requirements.The Integrated Plan will be based on both existing and new technical analysis, include an integrated monitoring plan, and would provide a regualr assesmenmt and adaptation to allow the plan to evolve and be refined over time. The plan will be developed through a public process and implemented through the various permits and Long Term Control Plan. The basis for the work will be derived from; the EPA Integrated Plan MEMORANDUM, May 2012, the EPA's framework for LTCP and the EPA's model for Post Construction monitoring. An integrated plan coupled with the required review of the LTCP, will allow the City staff, stakeholders and regulators to reach a consensus on what makes sence for the City to pursue, in what order and for what benifit. The 2.5 million would include: Yr1 \$1.0m Yr2 1.1 Yr3 400

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$2,500,000				\$2,500,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2024					☐
2018		\$1,000,000	\$1,000,000		☒
2019		\$400,000	\$400,000		☒
2020		\$1,100,000	\$1,100,000		☒
2021					☐
2022					☐
2023					☐
Total		\$2,500,000	\$2,500,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 184196 Request Year 2020

Thames St Stormwater Outfall

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Discharge point for construction of approx. 600' of new storm drain to run from Fore street, down the proposed new Thames street extention road and outfall across the Amythest Lot Development Site into Portland Harbor/Casco Bay.

Project Justification

Building this new Stormdrain outfall will allow the Water Resources Division to separate Fore Street/ Munjoy Hill watershed from Congress Street to Fore Street. This will reduce the flows to the India street pump station, and reduce CSO activity at CSO's 23 and 24. Project needs to be completed before additional development in the area, including the Thames Street extension and Amethyst Lot.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$100,000		\$1,100,000		\$1,200,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2024					☐
2018		\$100,000	\$100,000		☒
2019		\$750,000	\$150,000		☒
2020		\$950,000	\$950,000		☒
2021					☐
2022					☐
2023					☐
Total		\$1,800,000	\$1,200,000		

Other Funding Source Description

Operating Budget Impact

Addition to Utility systems will require O&M funding in annual operating budget(s).

Project Title ID 205661 Request Year 2020

Fore Street Sewer Separation

Water Resources

Division Sewer

Classification Wastewater

Project Description

Sewer separation of Fore Street from Vesper St to Thames Street Connector Road

Project Justification

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 a 24" sewer. This project would involve installing 1,700 feet of new storm drain, new catchbasins and tie into the new Thames Street Stormwater Outfall.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$100,000		\$700,000		\$800,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$100,000	\$100,000		☒
2021		\$700,000			☐
2022					☐
2023					☐
2024					☐
Total		\$800,000	\$100,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 205710 Request Year 2020

Pearl Street Sewer Replacement

Water Resources

Division Sewer

Classification Wastewater

Project Description

Sewer replacement and possible separation on Pearl Street between Fore Street and Cumberland Avenue.

Project Justification

Multiple segments of sewer pipe within Pearl Street between Fore Street and Cumberland Avenue 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 work could also be a phased project split across Congress Street.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
\$200,000		\$2,000,000		\$2,200,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$200,000	\$200,000		☒
2021		\$2,000,000			☐
2022					☐
2023					☐
2024					☐
Total		\$2,200,000	\$200,000		

Other Funding Source Description

Need to determine a better idea of costs.

Operating Budget Impact

Project Title

ID 205633 Request Year 2020

Riverton Drive Culvert Replacement

Water Resources

Division

Stormwater

Classification

Stormwater

Project Description

Replace the existing Riverton Culverts. Twin 54" CMP pipes.

Project Justification

Culverts are collapsing and the street is the only way in and out of the development.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$1,050,000		\$1,050,000

Funding Request

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020	\$150,000	\$900,000	\$900,000		☒
2021					☐
2022					☐
2023					☐
2024					☐
Total	\$150,000	\$900,000	\$900,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 141794 Request Year 2020

Stormwater Infrastructure Improvements

Water Resources

Division Stormwater

Classification Stormwater

Project Description

Design and construction of added storm drainage piping, catch basins and other improvements addressing street and property flooding 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 proposed storm water utility program if adopted would fund improvements and system corrections on a sustained basis.

5 Year Cost Summary

Planning	Land	Construction	Equipment	Est Total Cost
		\$3,622,000		\$3,622,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2024		\$500,000			☐
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		☒
2021		\$500,000			☐
2022		\$500,000			☐
2023		\$500,000			☐
Total		\$3,622,000	\$1,622,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 194901 Request Year 2020

Non SRF Sewer / Storm Consulting 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.

5 Year Cost Summary

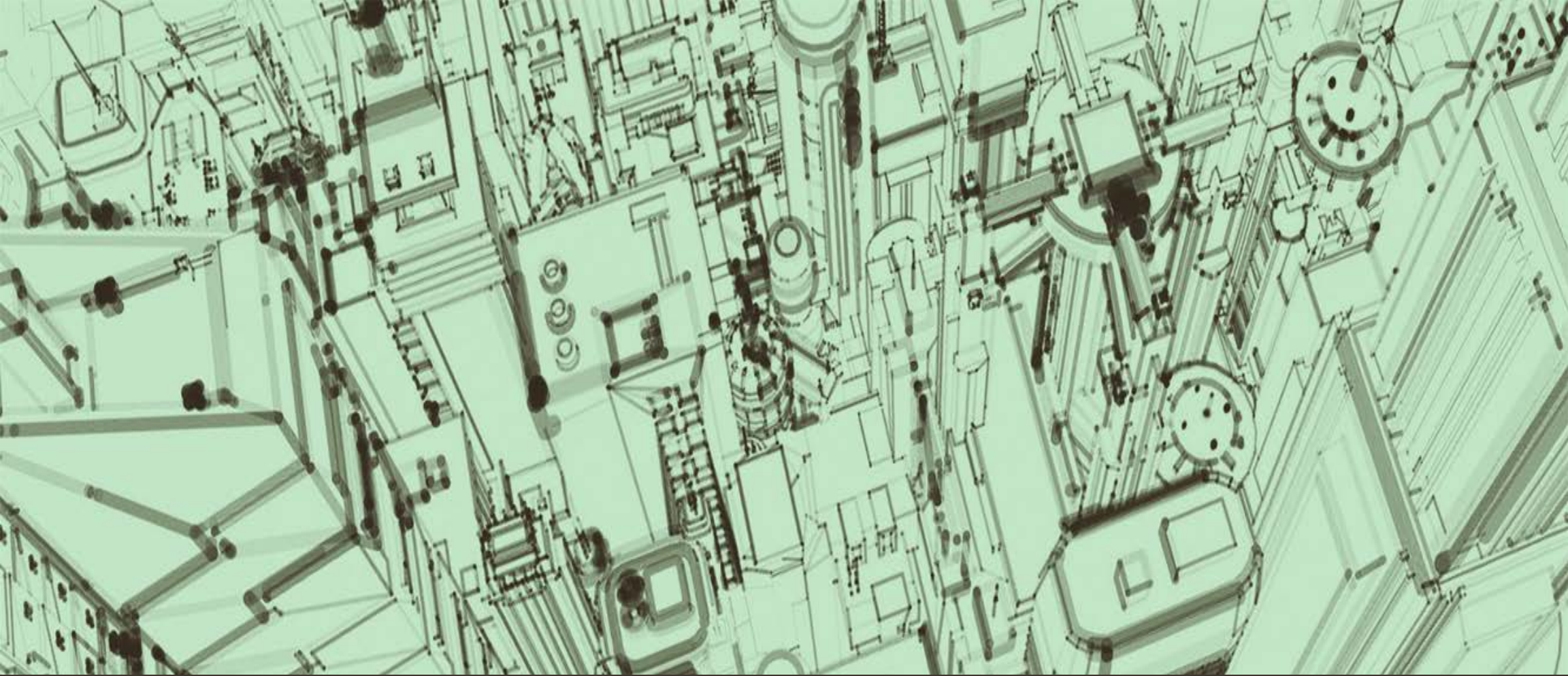
Planning	Land	Construction	Equipment	Est Total Cost
\$2,500,000				\$2,500,000

Funding Request

Year	Other Funding	Requested Funding	City Mgr Recommended	Funding Type	Approved
2020		\$500,000	\$500,000		☒
2021		\$500,000			☐
2022		\$500,000			☐
2023		\$500,000			☐
2024		\$500,000			☐
Total		\$2,500,000	\$500,000		

Other Funding Source Description

Operating Budget Impact



FY20 – FY24 Capital Improvement Plan

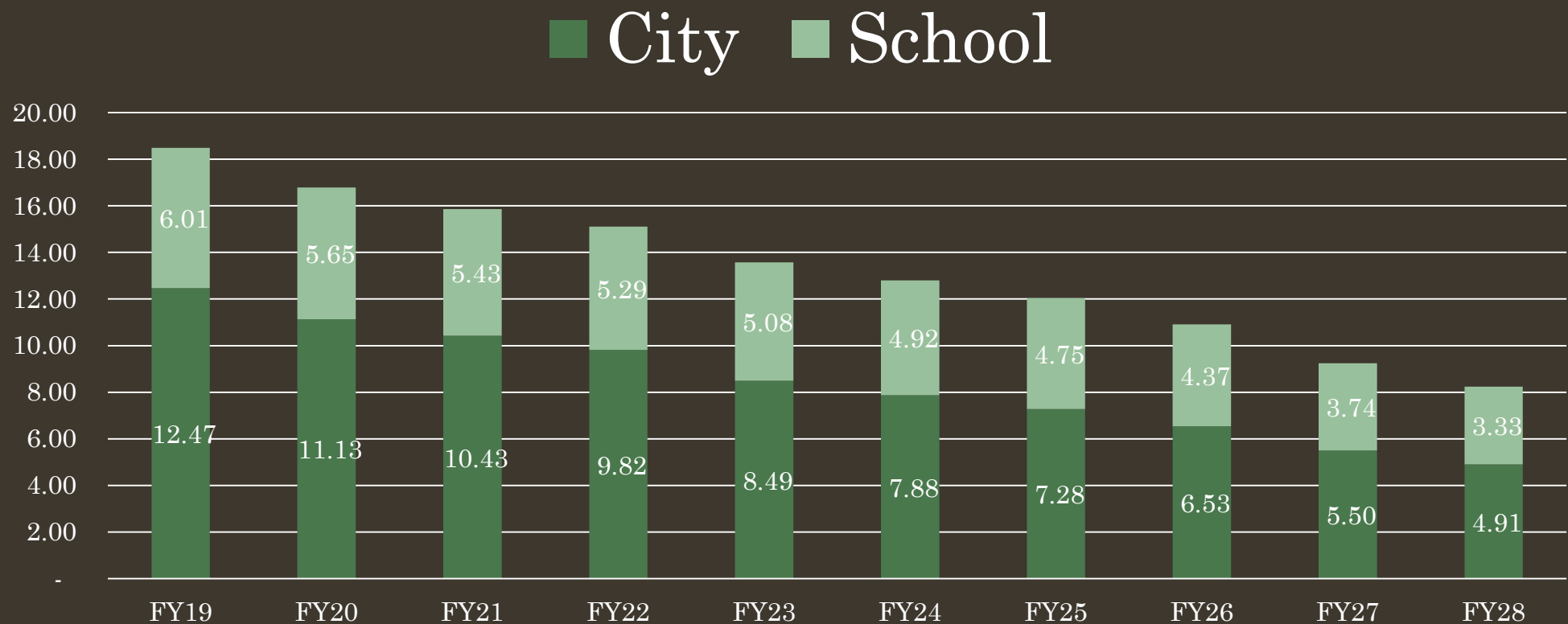
City of Portland, Maine



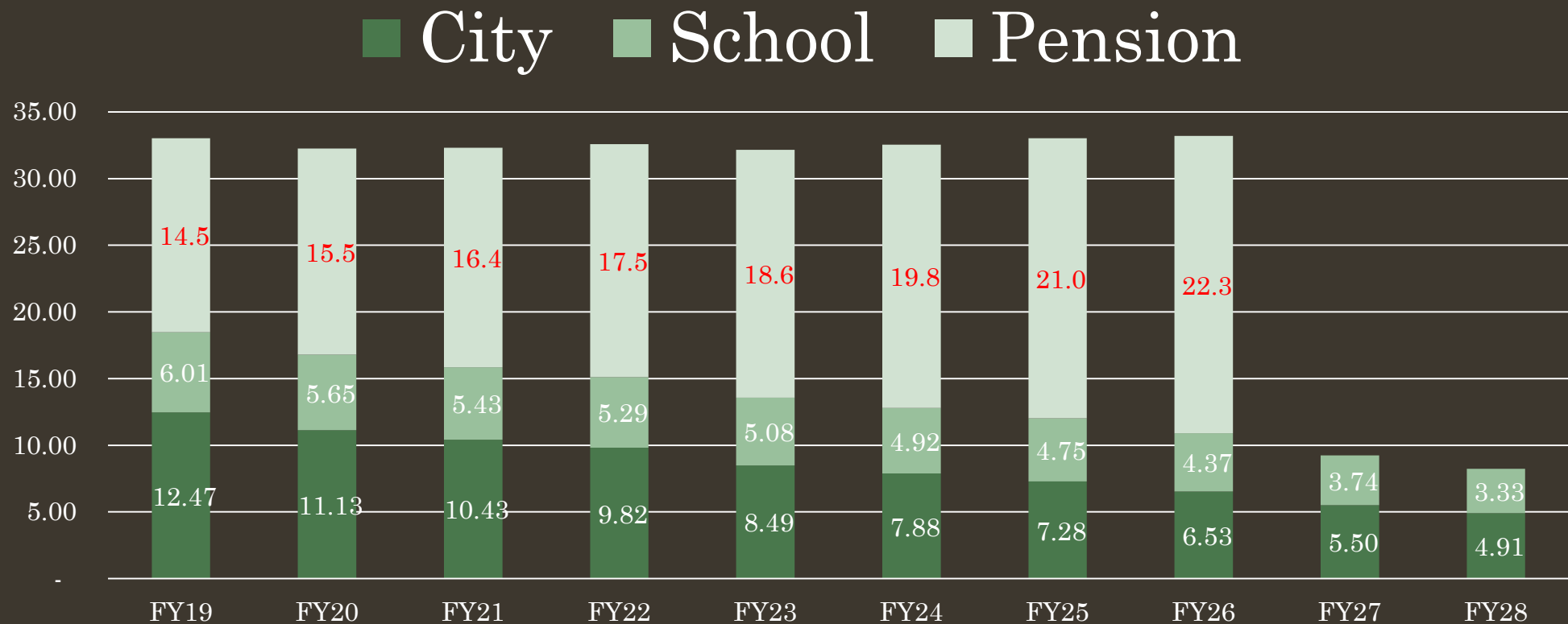
Capital Improvement Plan: FY20 through FY24

- Review existing and projected debt service by fiscal year
- Review recommended borrowing sizes for FY20 - FY24
- Items of note: FY20 through FY24 CIP
- Review FY20 CIP Project List (General Fund)

Total Existing City and School Annual Debt Service – Excluding Pension Obligation Bonds (in millions)



Total Existing City and School Annual Debt Service – Including Pension Obligation Bonds (in millions)



CIP FY20 – FY24

Target Borrowing Sizes – FY20 through FY24 CIP

- Approximately \$51M in projected borrowing capacity (i.e. new debt issuance) over next 5 fiscal years would maintain existing debt service levels related to CIP
- Target borrowings will be supplemented with other cash funding sources (operating budget, excess fund balance, TIF, privately raised funds, trusts / endowments, special revenue, property sale proceeds, PACTS/MDOT match etc)
- \$12M Target for FY20 increased to \$17M using City Manager supplemental \$5M

CIP Year	Target Borrowing
FY20	\$12.0M
FY21	\$9.5M
FY22	\$10.0M
FY23	\$10.0M
FY24	\$9.5M

CIP FY20 – FY24

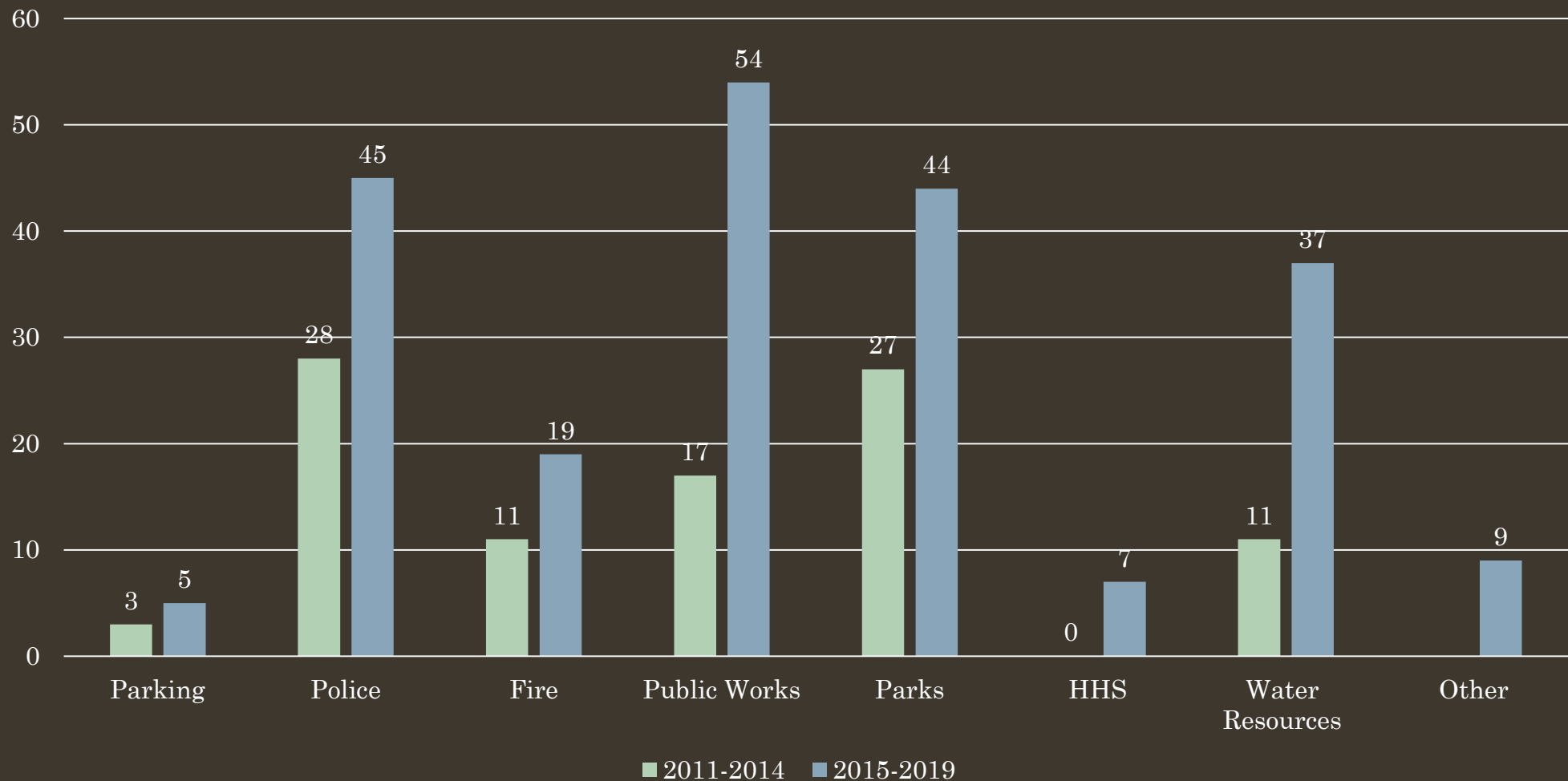
\$5M of “Catch Up” Funding Recommended

- For THIRD (and likely final) year, the City Manager is recommending an additional \$5M of “catch up” funding
- City has a backlog of maintenance and replacement on several asset categories but has made major progress on this backlog in the last several years.
- This borrowing will have an estimated \$0.05 impact on future tax rates (i.e. \$0.01 per additional \$1M borrowed) but should also result in some operating budget savings due to reduction in emergency repairs / equipment rentals.

CIP FY20 – FY24

Importance of Clearing the Backlog - Fleet

Fleet Vehicle Replacements by Department



Rental Expenses have decreased from a high of **\$1.4M** in FY15 down to **\$0.9M** in FY18
Repairs have shifted from reactive (fixing broken down apparatus) to proactive (preventative)

CIP FY20 – FY24

Importance of Clearing the Backlog - Streets

- Per Public Works, the average cost to do a shim (thin layer of asphalt) and surface on an average street (32 feet wide) is about \$175k per mile.
- The cost to do a 1 1/4" mill or grind and then pave (aka mill and fill) on the same street is about \$375k per mile
- An average reconstruction on the same street with no curb, sidewalks or drainage on the same road is about **\$1.1M** per mile. Including drainage \$1.3M per mile.

Based on the above estimates, a mill and fill is **29%** of the cost of a full reconstruction. A shim and surface is only **13.5%** of the cost of a full reconstruction

CIP FY20 – FY24

Continued focus on “Green” CIP Projects

- Based on recent City Council priorities, increased focus on green / environmentally friendly CIP projects
- Bike and pedestrian trails and protected lanes
- Investment in hybrid police cruisers
- Continuation of Ocean Avenue Landfill remediation
- Investments in support of Council goal to reduce pesticides
- Projects which will increase energy efficiency

CIP FY20 – FY24

Other Items of Note

- Total FY20 requests received of over \$50M
- Total FY20 CIP impact over \$21M with \$17M of new debt
- Recommending \$2M usage of excess fund balance to offset required City and School borrowing within FY20 CIP
- Utilizing significant additional funding sources to supplement FY20 CIP (special revenue funds, FY20 operating budget requests, private & state funds)

CIP FY20 – FY24

Notes on future CIP

- FY21-FY24 will be the most difficult CIP period the City has faced in a decade – Significant drop in funding capacity.
- Other major capital funding challenges exist with amounts still being determined (BFOF project budget challenges / overages, completion of Public Works relocation to Canco Road, Franklin / Marginal redesign, new homeless shelter)
- Other funding sources will need to be leveraged heavily, private donations, MDOT / PACTS funding, TIF funding, special revenue funds, other State and Federal grants.
- Relief is on the medium term horizon with retirement of Pension Obligation Bonds – June 1, 2026.



Dawn Stiles
Director, Health & Human Services Department

To: Finance Committee
From: Dawn Stiles, Director, Health & Human Services
Date: 1/18/2019

The Barron Center has a total of 219 dually licensed beds. The 2019 budget was based on an average census of 80% of the total number of licensed beds = 175.2. The Zoloff Unit has been closed due to a lack of nurses and CNA's. This is a total of 25 beds (which was not deducted from the census calculation). For 100% of the 6 months elapsed of the 2019 budget the budgeted census was exceeded with an average of 81%.

As of the end of December (6 months of the year or 50%) the Collected Revenues = 48% of the 2019 budgeted revenue. With the addition of the earned revenue in our Accounts Receivable the total revenue = 59% of the 2019 budgeted revenue.

The total expenditures through December = 43% of the budgeted 2019 expenses.

					SWINGS		
	NAME	LOCATION	INSTALLED	VENDER	BELT	TOT	HANDY
1	EAST END SCHOOL	195 NORTH ST	2006	GAMETIME	8	-	0
2	ADAMS St PLAYGROUND	WILSON ST	2012	LITTLE TYKES	4	-	-
3	OCEAN AVE SCHOOL	150 OCEAN AVE	2011	MIRACLE	6		2
4	BAYSIDE COMMUNITY	BAY SIDE TERRACE	2006	MIRACLE	3	2	1
5	CLARK ST	61 CLARK ST	1998	GAMETIME	2	2	-
6	CLIFF ISLAND SCHOOL	8 CHURCH ROAD	2018	MIRACLE	4		-
7	DEERING OAKS		2009/18	LANDSCAPE	3	2	1
8	GREAT DIAMOND ISLAND		2018	MIRACLE	4		
9	ROWE ELEMENTRY	23 ORNO RD	2018	LANDSCAPE	3	1	2
10	HESSALTINE PARK	OCEAN & IRVING ST	2006	LANDSCAPE	-	2	
11	LONGFELLOW SCHOOL	432 STEVENS AVE	2000-09	LANDSCAPE	6	4	-
12	LYSETH SHOOL	175 AUBURN ST	2000	GAMETIME	4	2	-
13	MUNJOY SOUTH	4 ADAMS ST	2007	LANDSCAPE	3	2	1
14	NATHAN CLIFFORD SHOOOL	180 FALMOUTHST	2000	GAMETIME	4	-	-
15	PAYSON PARK		2000	GAMETIME	4	2	-
16	PEAKS ISLAND SCHOOL	4 CHURCH STREET	2004/18	KOMPAN	4	2	-
17	PLEASANT ST	55 PLEASANT ST	2014	MIRACLE	1	1	1
18	PRESUMSCOT SCHOOL	69 PRESUMPSCOT ST	2006	MIRACLE	7	-	-
19	REICHE SCHOOL	166 BRACKET	2003	GAMETIME	8	4	-
20	RIVERTON SCHOOL	1600 FOREST AVE	1995/2003	LANDSCAPE	6	1	1
21	SMITH ST./PEPPERMINT	CUMBERLAND & SMITH	2010	LANDSCAPE	1	-	1
22	STONE ST	STONE STREET	2002	PLAYWORLD	3	2	1
23	STROUDWATER	WESTBROOK ST	2009	MIXED	2	-	-
24	TAYLOR STREET	15 TAYLOR ST	2010	GAMETIME	-	4	-
25	TYNG/TATE	209 YORK ST	2000	GAMETIME	4	4	-
26	WEST SCHOOL	57 DOUGLASS ST	1988	PLAYWORLD	4	-	-
27	WILLS	EASTERN PROMENADE	2000-2008	GAMETIME	5	5	-
28	KWANIS	221 DOUGLAS ST	2010	MIRACLE			
					97	42	10



Portland Open Space Vision and Implementation Plan

January 2016



Portland Open Space Vision and Implementation Plan

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Vision Statement

Portland commits to sustain and build on our historic system of parks, trails, and open spaces to enhance our quality of life, protect our environment, and promote the economic well-being of our remarkable city by the sea.

The Current Open Space System

For purposes of this document, a park is defined as publicly owned open space that is intended to be used for passive or active recreation; and open space is defined as parks, playgrounds, active playing fields, community gardens, plazas/squares, cemeteries, trails, natural areas or golf courses, and joint-use school playgrounds.¹

The City of Portland currently has a total of 63 parks encompassing 721 acres. This includes 3 parks on Peaks Island and 1 park on Cliff Island. Please see Appendix 1 for a list of the parks. The City of Portland also has 24 additional land bank properties, covering 483 acres, and Portland Trail Properties has an additional 104 acres. In sum, the City of Portland's parks, land bank properties, and trails are 4% of the city's total area.

All parks within Portland essentially fit into one or more of these categories, or types:²

- A signature park is a historically significant park that serves the entire city. Examples include the Western Promenade and Deering Oaks Park. There are 195 acres of signature parks in Portland.
- A neighborhood park is a park with a minimum of 0.5 acres, and neighborhood parks typically have three or more amenities (such as a basketball court, playground, or open lawn). One example is Fox Field. There are 48 acres of neighborhood parks in Portland (joint-use school playgrounds have been excluded from this category).
- A pocket park is a park smaller than 0.5 acres. Pocket parks typically have two or fewer amenities. Examples include Fessenden Park and Post Office Park. There are 4.7 acres of pocket parks in Portland.³
- A plaza/square is a public area of primarily hardscape that typically serves as a place for community gatherings or events. Examples of a plaza/square are Congress Square Park and Longfellow Square. There are 2.1 acres of plazas/squares in Portland.
- Cemeteries are also an open space type. There are 210 acres of cemeteries in Portland.
- A special use area includes parks and open spaces for special uses. One example is Quarry Run Dog Park. There are 3.6 acres of special use areas in Portland.
- A natural area is an area where the landscape is not manicured. Examples include Mayor Baxter Woods and Oat Nuts Park. There are 155 acres of natural areas in Portland.

¹ The items on this list are not mutually exclusive. For example, many parks contain playgrounds. Many of the open spaces are very complex in terms of uses and characteristics.

² The park typologies within Portland are not mutually exclusive. For example, some parks are categorized as both a cemetery and signature park. Therefore, the sum of each park typology will not equal the total acreage of parks in Portland.

³ There are 3 parks included here that are slightly larger than 0.5 acres, such as Bedford Park (.52 acres).

- A joint-use school playground is a playground that is on public school property yet still receives investment by the Department of Public Works or Department of Recreation and Facilities. There are 11 schools included in this classification, with a total of 83 acres of joint-use playgrounds.

The map in Appendix 2 illustrates where these 63 parks are located across the city, including the islands. Among other things, parks in Portland play a critical role in providing water access for residents, and can be considered corridors and access points to water bodies that make Portland so special. This map also illustrates visually that 86% of Portland's residents are within ½ mile of a park or trail. A park needs assessment conducted in 2007 and a subsequent assessment conducted in 2014 reveal that residents are most interested in walking, hiking and biking trails. In the 2014 survey responses, nearly half of the responses showed interest in having more open space and natural areas.

The map in Appendix 3 shows that when considering just the trail system, there are some significant gaps in service near the middle of the study area and in a few other neighborhoods. According to a GIS analysis, 38,265 people live within a half mile (10-minute) walk of a trail. This represents 59% of Portland's total population.

The maps in Appendix 4 illustrate population density in Portland. Analyzing population density is the first step in evaluating whether the densest neighborhoods are underserved by parks. In the first map in this series, the block groups in red are the densest areas in Portland. The other maps in Appendix 4 are density analyses for demographic subgroups (low-income residents, seniors, and children).

The map in Appendix 5 illustrates a dynamic ½ mile service area (10 minute walking distance) for parks and trails to evaluate park equity in Portland. The Park Equity result combines and weights the following demographic profiles (featured in Appendix 4):

- 40% = population density (people per acre);
- 20% = density of individuals in households with income less than \$35,000;
- 20% = density of kids age 19 and under; and
- 20% = density of seniors age 64 and up.

The half mile service areas on this map (Appendix 5) use the street network to determine walkable distance. This analysis takes into consideration barriers such as highways, interstates, rivers, and railroads that would need a bridge or underpass in the street network to create access across them. This map illustrates that all of the high population density areas are served by close-to-home parks. In sum, the park equity map does not reveal tremendous inequities.

However, these mapping analyses do not consider the quality of the parks, and park quality is extremely important. The Trust for Public Land conducted a Rapid Park Quality Assessment in the summer of 2015 to provide a basic comparison of park quality between all of the parks in Portland. Due to budget constraints, The Trust for Public Land was not able to incorporate all aspects of park quality. Rather, the survey tool was designed to provide a snapshot of the public parks' accessibility, active amenities, educational uses, supportive facilities, aesthetics, safety and maintenance conditions. More detail is provided in the sections that follow and Appendix 7.

Goals for the Portland Park and Open Space System

These are the critical short and long-term goals for the Portland Park and Open Space System. Many of these thematically carry over from Portland's *Green Spaces and Blue Edges Plan (2001 Update)*. Together, these represent the diversity of services that the open space system can and should provide to Portland's residents and visitors.

- Provide an **inter-connected** system of parks, trails and open spaces
- Provide ready **access for all residents** to the wide range of recreation and open space opportunities (thinking broadly park and open space types and amenities)
- Provide **high quality, well designed** parks and open spaces
- Have **well-maintained and safe** parks and open spaces.
- Provide appropriate **spaces for people of all ages** close to home
- Provide spaces for **multi-generational** use
- Promote **appropriate uses** of parks and open spaces
- Promote engaged **citizen stewardship**
- **Preserve the intrinsic values** of the park and open space system
- **Proactively program** our public spaces
- Make spaces available for **special events** (as site appropriate)
- Provide **free opportunities for physical activity**
- Preserve **historic resources** in the parks and open space system
- Promote **biological diversity and wildlife habitat** (as site appropriate)
- Provide opportunity for **growing food**
- **Manage stormwater** on site
- Sustain the systems' breadth and quality with **capital planning, adequate funding and staffing**

More specific goals for each of these are identified in Recommendation 4 below.



Recommendations

1. Re-structure park and recreation functions within city government

Currently, Department of Public Works' (DPW) parks and open space functions are spread primarily across the Cemeteries, Forestry, and Districting Divisions; some functions are further fragmented across other divisions. This presents strategic challenges for conducting parks and open space investment planning. Additional challenges presented by separating parks and recreation functions across two departments include:

- Confusion and inefficiency:
 - The current “split” requires separate planning and budgeting processes, sometimes for the same properties.
 - It demands additional time from public stakeholders to track and involve themselves in two separate processes.
 - Departments are forced to compete for attention of decision makers.
- Infrastructure responsibilities:
 - DPW is overwhelmed with maintenance and repair of sewers and roads which generate greater sense of urgency than parks and open space investment priorities.
 - These infrastructure priorities yield a departmental structure that does not benefit a unified system of planning or maintenance of parks and open space.
- Compared to Recreation and Facilities Department, DPW is in a chronically weaker position to make strategic planning decisions and secure needed investments to maintain park quality and recreational assets.

Change is needed to assure appropriate public engagement, greater transparency, and accountability.

Therefore, the city should make a structural change, either:

(A) Create a dedicated “Parks and Open Space Unit” within DPW or

(B) Integrate parks and recreation functions (currently split across DPW and Recreation and Facilities) into a single department.

2. Follow this protocol for involving commissions and general public in annual funding decision-making process

There is tension and confusion in the annual city budgeting process related to park and recreation function funding requests. Portland's non-government park advocates have sometimes been at odds with city staff about funding priorities, resulting in submission of competing funding requests to City Manager. Portland's non-government parks and recreation interest groups are a powerful asset. Many contribute diligent and thoughtful work to support planning and maintenance in Portland's most treasured places. It is critical the city acknowledge, support and take advantage of these efforts. Simultaneously, city staff and leaders must maintain a comprehensive view of Portland's parks and open spaces system and tackle difficult decisions with fairness in order to meet diverse needs of all city residents.

Consequently, a new process is needed for developing and evaluating funding requests for park and recreation-related items. The new process can apply to both capital and operating requests. Below are two alternative recommended processes to correspond to the two potential departmental structure changes:

- (A) Dedicated "Parks and Open Space Unit" within DPW or
- (B) Integration of the parks and recreation functions of DPW and Recreation and Facilities into one department.

The new process should follow effective budget development practices as outlined by the International City/County Management Association (ICMA). **The recommended process – detailed in the pages that follow – will create more transparent, collaborative, predictable, and objective decision-making that takes advantage of the expertise of all stakeholders.**

Key features in this new process include:

- The City Manager should notify all departments about any changes in the city's project selection methodology early in the new fiscal year. It is an ICMA best practice for cities to make their decision-making criteria known at the start of the budget cycle.
- In order to allow adequate time for an effective and transparent process, the cycle begins in summer, immediately after the prior year's budget is adopted, though key aspects of public engagement occur in the late summer/early fall.
- When the Final Recommended Schedule of Investments is submitted in January of each year, all departments should include submission request forms (paper or electronic) for each project for which funds are requested for the next fiscal year. This provides departments with an opportunity to justify projects according to citywide project prioritization criteria and helps the City Manager and City Council make well-informed decisions.

What follows are two alternative budget process timelines:

**Budget Process Alternative A corresponds to Developmental Structure Alternative A, as described above. This alternative proposes improvements to the process that involves the Department of Public Works, the Parks Commission, and the Land Bank Commission; it assumes no changes to the process of the Department of Recreation and Facilities.*

**Budget Process Alternative B corresponds to Developmental Structure Alternative B. This alternative is applicable to a situation in which administration of the city's parks and recreation functions are integrated into one department.*

Note: the two processes described next are nearly identical. The differences between the two are underlined in Budget Process Alternative B.



BUDGET PROCESS ALTERNATIVE A:

1. In September: **Department of Public Works** issues call to Friends and Neighborhood Groups and the public for project ideas. Request includes budget estimates to establish appropriate expectations.
2. In October: **Department of Public Works** compiles a list of candidate projects. Sources:
 - a. Portland Open Space Vision and Implementation Plan, Parks Master Plans, and other relevant plans
 - b. Unfunded requests from prior years
 - c. Departmental knowledge
 - d. Requests from Friends Groups and other stakeholders
3. In October: **Land Bank Commission** reviews available budget; creates candidate projects list and a 5-year investment schedule, with justifications; and sends this information to Parks Commission and Department of Public Works.
4. By November 1: **Department of Public Works** submits material to the Parks Commission and Land Bank Commission. Include:
 - a. Full list of candidate projects
 - b. An initial draft of project priorities and a 5-year investment schedule, with justifications
 - c. Revenue estimates (also submitted to the City Manager in November)
5. In November: **Parks Commission** and **Land Bank Commission** work together to review and hear project proposals by undertaking these steps:
 - a. Review materials submitted by the Department of Public Works and public stakeholders
 - b. Jointly conduct a public meeting to hear from Departments, Friends Groups, Neighborhood Associations, and other interested Stakeholders
 - c. Make changes or additions to the list of candidate projects if desired
6. In December: **Department of Public Works** assigns weights to the project prioritization criteria and scores all candidate projects, including additions proposed through Step #5; creates a ranked list of project priorities for consideration by the Parks Commission.
7. In first two weeks of January: **Parks Commission** produces *Parks Commission Recommended Schedule of Investments* for the Department of Public Works, based on all findings from hearings, project rankings, and schedule considerations. These recommendations are provided to the Department of Public Works for review and revisions prior to the Department's submission to City Manager*
8. In last two weeks of January: **Department of Public Works** submits the final departmental recommendation to the City Manager's office; attaches the Parks Commission Recommendation with an explanation for any deviations.

BUDGET PROCESS ALTERNATIVE B:

1. In September: **Department of Parks and Recreation** issues call to Friends and Neighborhood Groups, the schools and associated committees, and the public for project ideas. Request includes budget estimates to establish appropriate expectations.
2. In October: **Department of Parks and Recreation** compiles a list of candidate projects. Sources:
 - a. Portland Open Space Vision and Implementation Plan, Parks Master Plans, Facilities Master Plans, Athletic Facilities Task Force Plan, and other relevant plans
 - b. Unfunded requests from prior years
 - c. Departmental knowledge
 - d. Requests from Friends Groups, schools, and other stakeholders
3. In October: **Land Bank Commission** reviews available budget; creates candidate projects list and a 5-year investment schedule, with justifications; and sends this information to Parks Commission and Department of Parks and Recreation
4. By November 1: **Department of Parks and Recreation** submits material to the Parks Commission and the Land Bank Commission. Include:
 - a. Full list of candidate projects
 - b. An initial draft of project priorities and a 5-year investment schedule, with justifications
 - c. Revenue estimates (also submitted to the City Manager in November)
5. In November: **Parks Commission** and **Land Bank Commission** work together to review and hear project proposals by undertaking these steps:
 - a. Review materials submitted by the Department of Parks and Recreation and public stakeholders
 - b. Jointly conduct a public meeting to hear from Departments, Friends Groups, Neighborhood Associations, and other interested Stakeholders
 - c. Make changes or additions to the list of candidate projects if desired
6. In December: **Department of Parks and Recreation** assigns weights to the project prioritization criteria and scores all candidate projects, including additions proposed through Step #5; creates a ranked list of project priorities for consideration by the Parks Commission.
7. In first two weeks of January: **Parks Commission** produces *Parks Commission Recommended Schedule of Investments* for the Department of Parks and Recreation, based on all findings from hearings, project rankings, and schedule considerations. These recommendations are provided to the Department of Parks and Recreation for review and revisions prior to the Department's submission to City Manager*
8. In last two weeks of January: **Department of Parks and Recreation** submits the final departmental recommendation to the City Manager's office; attaches the Parks Commission Recommendation with an explanation for any deviations.

* *The Parks Commission should submit their recommended schedule of (ranked) investments (a.k.a., funding priorities) to the Department, not to the City Manager. The Department should submit the Final Recommended Schedule of Investments (FRSI) to the City Manager. In advance of submitting their FRSI to the City Manager, the Department should make a reasonable effort to align their FSRI with the Park Commission and Land Bank Commission recommended funding priorities; however, the Department is free to exercise professional judgment in determining its FRSI. The Department's FRSI submitted to the City Manager should include the Parks Commission and Land Bank Commission recommended funding priorities as an attachment with an explanation if they are not aligned.*

3. Adopt these project selection criteria for prioritizing park and recreation projects for funding (capital and operating)

This section presents a second recommendation aimed at improving the annual parks and recreation budget process. **To foster more objective and strategic decision making at the departmental level, the city should adopt a set of parks, open space, and recreation project funding prioritization criteria.**⁴ **The recommended criteria are contained in Appendix 8.** The 20 project prioritization criteria in Appendix 8 should be assigned appropriate weights and used to rank projects by the Department of Public Works, the Department of Recreation and Facilities, the Parks Commission, and the Land Bank Commission.⁵ The exercise of ranking candidate projects according to these criteria will support the departments in issuing a strategic and defensible request to the city.

Portland's 2015 CIP *Project Request Scoring Criteria* – along with the criteria used by other cities and parks and recreation departments – were considered as this recommendation was developed. This departmental recommendation is intended to align with future citywide budgeting criteria. Please see Appendix 8 for the list of criteria.

4. Adopt these 15 measurable objectives that collectively provide a desired level of service for Portland's open space system

What follows is a set of measurable objectives (otherwise known as “level of service”) that Portland should strive to achieve. Meeting these objectives will bring Portland much closer to accomplishing the vision (see Section I) and goals (see Section III).

Though some of the values associated with Portland's parks and open spaces are hard to quantify, there are many that can be measured and tracked over time, and this level of service recommendation focuses on those values that can be monitored. Monitoring these services will help the Department of Public Works and the Department of Recreation and Facilities – as well as the public they serve – evaluate both the short-term and long-term success of the park system. These objectives were developed over the course of several meetings with a stakeholder group and a steering committee (see Section G below for more information). **The measurement of services chart in Appendix 9 provides specific monitoring recommendations.**

- *Quality of open spaces:* Each successive deployment of the rapid park quality assessment reveals a significant increase in the overall average park score (average of all park scores)
- *Maintenance of open space:* For each park, create a maintenance plan. Eventually, each plan to take into account desired outcomes for that park.

⁴ For background on the concepts that shaped this proposal, see the Portland Open Space Vision and Implementation white paper entitled *Capital Project Evaluation and Prioritization Methods: Examples from Other Cities* (June 22, 2015).

⁵ A recommendation regarding a weighting is not included this time, in part because there are no city-wide criteria in effect, and it would be prudent to align with the city-wide criteria.

- *Accessibility of open space amenities:* When there is widespread public demand for certain types of amenities in parks, Portland will work to increase the distribution of those types of amenities across the park system.
- *Accessibility of open space:* Every resident lives within a 10 minute walk of a park or open space.
- *Public dollars raised for the open space system:* Advocate for public funding to help meet the financial needs of the open space system
- *Private dollars raised for the open space system:* Advocate for private funding to help meet the financial needs of the open space system
- *Accessibility of parks for people with disabilities:* Parks comply with federal standards
- *Programming of open spaces:* Create and manage appropriate programming for parks
- *Forest and ecological health:* Increase ecological health of open spaces by developing and implementing forest management plans for wooded parcels or modeling ecologically sound landscape management practices
- *Open space inter-connectivity:* Strive for better connectivity on foot or by bicycle
- *Crime prevention in open spaces:* Prevent criminal activity in open spaces
- *Trees:* Improve health and expand the number of trees in parks
- *Citizen stewardship:* Increase and track volunteerism
- *Community gardens:* The number provided meets the demand
- *Events:* Track and manage the registered events in open spaces.



5. Close the gap revealed by the service area maps.

Through spatial data collection and GIS analysis, The Trust for Public Land evaluated Portland's performance on two of the accessibility goals listed above. The analysis reveals some deficits.

Compared to other cities of comparable density, Portland is doing very well in terms of having parks near where people live. The Trust for Public Land only has data for the 100 largest US cities and because Portland is considerably smaller in population and size than those cities,⁶ it is difficult to make direct comparisons. Nevertheless, Portland can be compared to a few of the large cities of similar density. Portland has an impressive 87% of residents within a half-mile walk of a park (see Appendix 3 for visual representation of the parts of the city that are served); big cities of comparable density had 86% (Lincoln, Nebraska), 34% (San Antonio, Texas) and 60% (Tampa, Florida). Note that having parks within walking distance of the vast majority of residents – albeit a terrific accomplishment – are only part of the story. It's just as important that the parks themselves are high quality and beloved by residents.

Also, 13% of residents are not yet served by a park. Portland should consider opportunities to put new parks in the areas that are currently underserved. Attention should be especially paid to opportunities relating to new walking and biking trails (linear parks!), given the strong public sentiment in favor of more trails. This was the #1 need identified in the 2007 community needs survey and the 2014 community needs survey (See Appendix 10 for brief description and comparison of these two needs surveys). The map in Appendix 3 shows gaps in the trail network. More analysis will be needed to determine the location for new trails. Portland Trails and Friends groups can have important role in supporting this effort.

6. As the park system expands over time, the City and its partners should improve the distribution of amenities.

Besides evaluating the distribution of park space generally, it is also important to consider the distribution of specific park amenities across the park system. As stated above, one goal should be that: "when there is widespread public demand for certain types of amenities in parks, Portland will work to increase the distribution of those types of amenities across the park system."

For example, consider community gardens. The map in Appendix 6 shows the ½ mile service area for community gardens. There are many parts of Portland that do not have community gardens within ½ mile. In fact, the current service area is about 3 miles; or put another way, there is currently a community garden within 3 miles of [nearly] all residents.⁷ There is also a long wait-list for community garden plots. The city and its partners should increase the distribution of community gardens (e.g., a better and feasible near-term distribution goal might be to have a community garden within 2 miles of every resident – there would be more gardens and they would be closer to home for more residents.) The city can use GIS computer mapping to consider scenarios and arrive at a target provision of service for the distribution of community gardens to satisfy the unmet demand.

⁶ Portland has 66,318 residents (2013 Census estimate) and 20 square miles of land (adjusted area minus airport).

⁷ The City has a community garden on Peaks Island, but none on the other islands. This is one of map gaps showing on the map in Appendix 6.

With accurate data and good GIS tools brought in-house through this Visioning process, the City now also has a spatially distribution analysis of playgrounds, dog parks, designated historic features, and athletic fields.

7. Other system-wide improvements needed for Portland's parks

In the summer of 2015, The Trust for Public Land deployed a rapid assessment tool to evaluate the public parks' accessibility, active amenities, educational uses, supportive facilities, aesthetics, safety and maintenance conditions.⁸ The evaluation is a snapshot-in-time analysis to help assess comparative current park quality; provide a baseline for future evaluations; and inform decision-making regarding future investments.

The Trust for Public Land understands that this tool has its limitations. Here are a few:

- Evaluated parks in only one season;
- Did not include every open space property, only parks;
- Did not evaluate design aspects of the parks or surrounding land-use conditions;
- Did not evaluate ADA accessibility;
- Did not provide a detailed assessment of every detail of each park (average time spent in each park was 30 minutes and no interviews with residents, park advocates, or city staff were conducted to inform this evaluation).

Due to resource constraints and the city's desire to have a replicable and affordable tool, The Trust for Public Land developed and deployed this rapid park quality assessment tool to evaluate Portland's parks. The Trust for Public Land has not reached the conclusion that any one park is a "success" -- or that further investments are not needed in the parks with high scores.

The rapid assessment was useful in that it revealed trends and from those The Trust for Public Land, in consultation with the Steering Committee and Stakeholder Group, has developed overarching recommendations for city staff and other stakeholder consideration for improving the quality of Portland's parks.

System-wide improvements needed for the parks:

- Promote park character** - Although the majority of parks are in good condition, many lack individuality or character; and taken together, the park system therefore lacks

⁸ The process: A total of 61 parks were evaluated over five days in mid-June by three staff from The Trust for Public Land. Staff began with a three hour calibration session to assure consistent scoring between evaluators. The Trust for Public Land staff then met with two City of Portland staff to field review the tool with them. (Note: the tool had already been vetted with city staff and a subcommittee of the Portland Open Space Vision and Implementation Stakeholder Group, and it had been previously beta tested in the field). Each park was evaluated for the following factors: accessibility; trails; park features; supportive facilities; safety and maintenance; and aesthetics. For parks that did not have certain features present (e.g. trail, active amenity, supportive facility, or other recreational and educational use), a N/A was denoted. All parks have the possibility of scoring a perfect score [5.0]. Additionally, while on site, the evaluators documented obvious (to the lay-person) location-specific deficiencies. In tandem with the rapid assessment tool, evaluators also created an inventory of amenities (by amenity category) for each park and recorded the precise public access points for all 61 parks using GPS. This information is being integrated into Portland's GIS system.

diversity. We recommend creative place-making on an individual park basis. Besides improving the user experience, creative place making can greatly enhance the aesthetic value of the parks.

- b. Improve signage** - Consider using signage to create a brand identity for the Portland park system. Every park should have a branded “City of Portland Park” sign with the name of the park. Signage can also be useful to promote Portland’s history and legacy (i.e. signage for downtown plazas/squares, “Castle in the Park,” Bell Buoy Park, etc.) Signs can also help better promote Portland’s trail connectivity. There are currently several kiosks highlighting citywide trail connectivity; but additional maps/kiosks could be useful.
- c. Better maintain parks**, including the basketball courts, baseball fields and soccer fields
- d. Increase safe routes and walkability to parks** (this includes re-painting crosswalks in proximity to parks and open spaces)
- e. Better designate entrances and perimeters for community gardens** (i.e. flagstones or pavers leading to entrance gates, upgrade fences for gardens)
- f. Install more supportive facilities**, such as cigarette receptacles (at entrances), trash cans, bike racks, water fountains at school playgrounds / athletic fields, dog waste bags (where appropriate)
- g. Address erosion of paths in parks** - This should be a priority for maintenance staff or consider leveraging external groups, like AmeriCorps trail crews, to help with trail maintenance.
- h. Improve the visibility of the trail system** since some of the trails can be difficult for people to find

In sum, a duo strategy is needed to improve basic park quality among the worst parks and bring creative place-making to some of the other parks that are not necessarily the lowest rung.



What is creative place-making?

Creative place-making is a cooperative, community-based process using arts and cultural expression to make or rejuvenate parks and open spaces, thus deepening a sense of place and inspiring community pride. The Trust for Public Land believes that creative place-making has these 5 components:

Arts and Culture: Artists and local cultural organizations strengthen community identity and reinforce neighborhood pride. When incorporated into parks, vibrant, authentic art engages and inspires the community.

Community Engagement: Creative place-making begins with intensive participatory design. Neighbors and stakeholders learn from each other and collaborate to identify opportunities, address challenges, and create park plans that resonate with and serve the needs of the community.

Partnerships: A network of thoughtful partners ensures that new and rejuvenated open spaces are woven carefully into their neighborhoods. Partners include local governments, educational institutions, arts groups, community organizations, and not-for-profit social service providers.

Stewardship: Parks are living things that flourish when neighbors invest time and attention in ongoing operations. Establish local park stewards and connect them with resources.

Equity: Focus on underserved neighborhoods. Use GIS tools and knowledge gained on the ground to pinpoint where new or improved parks are most needed to improve health, connect children with nature, support recreation, and help nurture neighborhood identity and stability.

There are numerous examples of park-making across the country that offer insights and "lessons-learned" inspiration. Parks came to be viewed as a multi-faceted cultural engagement program, like at Corona Plaza in Queens, NY. Parks can serve as true community hubs, staffed by local parents, serving free lunches, and offering a setting for library book mobiles and mobile health clinics, like Pogo Park in Richmond, CA. Parks, as seen in/demonstrated by Main Terrain in Chattanooga, TN, can have muscular pieces of locally inspired, interactive art to serve the fitness needs of its community. Some have temporary interventions that demonstrate the power of artists to transform spaces and advance conversations about the civic realm, as Amanda Lovelee did at Urban Flower Field in St. Paul, MN. All over the country, artists and innovators in design and policy are using new ways to elevate the civic commons as places of equity, resiliency, expression, and celebration.

More details on the summer 2015 park evaluation are available in Appendix 7.

8. Consider ideas for improving the funding picture for the open space system

Appendix 11 contains a detailed analysis of the funding gap between dollars requested and dollars allocated for park and recreation functions over three recent fiscal years. These numbers reveal a large funding gap, particularly in terms of capital expenditures. Unfortunately, these numbers cannot be entirely substantiated because there is no discrete line for park/open space operations in the Department of Public Works budget and reporting.⁹

Another shortcoming in this analysis is that dollars requested each year do not account for all of the dollars actually needed. The Trust for Public Land is only able to report on dollars requested by the city departments, and those requests are typically modest in staff's attempt to align with potential dollars available. There is no comprehensive list of the long term deferred-maintenance needs of the open space system. There is no comprehensive plan for park capital or operating needs.

Nevertheless, this analysis provides a rough approximation of the funding gap, though the actual funding gap is most likely much larger than what appears in Appendix 11.

The city should create parks line item(s) (including sub accounts and dedicated staff), so expenditures can be understood, tracked, and compared in the future. The city should work with partners to investigate ways to raise additional dollars to alleviate the funding gap.

Significant opportunities exist to create park and open spaces in the City of Portland and to fund open space maintenance and acquisition. At the heart of the most successful open spaces funding programs around the country is substantial, long-term, dedicated source of local revenue. With a reliable source of funds, local governments are able to establish meaningful parks and open space priorities that protect the most valuable resources, are geographically distributed, and otherwise meet important goals and values. Furthermore, local governments with significant funds are well positioned to secure and leverage funding from other local, state, federal and private sources.

The Trust for Public Land, together with the Steering Committee and Stakeholder Group, understand that the city has competing financial needs, and that a large infusion of public dollars in the near term is probably not realistic. Nevertheless, this is a 10 year vision and thus a long-term plan for raising dollars is needed. As such, during this planning process, The Trust for Public Land formed a small subcommittee of interested stakeholders who began to strategize around ways to raise dollars to help alleviate the funding gap. The committee has been discussing options for raising public dollars (such as a mill levy increase) and options for raising private dollars to better leverage public dollars. The Trust for Public Land anticipates that this work will continue after the planning process concludes.

⁹ For the Department of Public Works charts in Appendix 11, The Trust for Public Land used the full monetary and personnel figures for Cemeteries, Forestry and Horticulture, and Districting even though the budgets and staff for these divisions serve both parks and non-parks functions. The Department of Public Works does not track budgets and personnel that are directly related to parks and open space. (For instance, they weren't able to provide documentation that separated out non-parks functions, such as for burial plots or street trees, from the Divisions TPL categorized as parks-related, nor could they provide information on the parks-related functions of the Construction, Engineering, Solid Waste, and other divisions that TPL did not categorize as parks-related.) Also, many of the other divisions TPL is not including actually also performing park functions. Though these functions tend to be quite small for each division, cumulatively, they are not small. In sum, the break outs simply aren't clear. TPL could tease some elements apart, but not others. It simply was not possible for them to accurately do a finer grained analysis.

Background on Development of this Plan

The idea of developing a vision plan for Portland's open spaces came from the Portland City Manager's office in the summer of 2014. The Trust for Public Land worked closely with various city staff to develop a scope of work. Portland Trails was also involved in early conversations and led a series of community workshops in the fall of 2014 to collect information about the perceptions of the open space system from a diversity of residents. In the fall of 2014, the City, in consultation with The Trust for Public Land, formed two groups to guide the development of plan components.

Steering Committee: This committee consisted of three members of the Land Bank Commission and three members of the Parks Commission. Together they comprised the Steering Committee. For major meetings, they were joined by a broader Stakeholder Group (see below) invited to contribute ideas and perspective to the discussion on major elements of the plan. However, the Steering Committee members were the only participants in the Stakeholder Group with voting power. They approved all of the key elements of the plan. The Steering Committee had six meetings jointly with the Stakeholder group, and they also met separately several times over the course of the project.

Stakeholder Group: This group was comprised of the Steering Committee plus about 20 additional people who represent a cross section of interest groups with a stake in the vision. The Steering Committee helped to select members of the Stakeholder Group. Members of the Stakeholder Group participated in discussion about all plan elements, and they offered detailed advice and feedback over the course of six meetings. Every member participated on behalf of an organization or other interest group. They were asked to report back to their groups about this process, seek input from their members/affiliates, and bring that information back to the Stakeholder Group meetings.

Please see **Appendix 12** for a complete list of Steering Committee and Stakeholder Group members. Everyone who attended at least one meeting is listed. The Trust for Public Land is grateful to these individuals for their thoughtful ideas and deliberations. The Trust for Public Land is also appreciative of the city staff investment in making this project a success. City staff actively participated in all steering and stakeholder meetings.

Next Steps

Implementing this plan means adopting and following through on the recommendations. This Vision Plan was developed through the joint effort of city and non-city leaders, and it is intended to be a playbook for both in the months and years ahead. The tools developed and transferred to the city (such as computer-based maps and data; the rapid park assessment tool; and the articulation of system-wide monitoring parameters), are designed to assist in reaching the vision and goals.

While this Vision document gives detailed guidance in some respects, there are many other aspects that will need to be tackled with fresh ideas and approaches in the years ahead. The vision and goals will best be accomplished through cooperative leadership between the public and private sector. Through this visioning process, there has been tremendous cooperation; hence, implementation may follow naturally. But given competing demands on city services across Portland, focused – yet patient – on-going leadership will be required to realize these critical long-term open space goals. Articulating this vision is just the first step!



Appendix 1: List of Portland Parks

For purpose of this project, a park is defined as a publicly-owned open space that is intended to be used for passive or active recreation. City of Portland staff determined that, using this definition, these 63 spaces constitute Portland's parks. Portland has many land bank properties as well; the city acknowledges land bank properties as valuable active and passive recreation venues for the public. The two parks with asterisks (Ace Ballfield and City Acres Ballfield) were not included in the rapid park assessment evaluation due to time constraints.

1. Adams School Playground
2. Back Cove Trail
3. Barrows Park / Baxter's Sundial
4. Baxter Pines
5. Bayside Playground
6. Bayside Trail
7. Bedford Park
8. Bell Buoy Park
9. Belmade Park
10. Boothby Square
11. Bramhall Square
12. Caldwell Square
13. Canco Woods Natural Area
14. Capisic Pond Park
15. Clark Street Park
16. Compass Park
17. Congress Square Park
18. Conservation Area at Evergreen Cemetery
19. Deering High School / Longfellow - Presumpscot Park
20. Deering High School / Longfellow Elementary
21. Deering Oaks Park
22. Dougherty Field
23. East End School and Community Center
24. Eastern Promenade
25. Evergreen Cemetery
26. Fessenden Park
27. Fort Sumner Park
28. Fox Field
29. Hall School
30. Harbor View Memorial Park
31. Heseltine Park
32. Lincoln Park
33. Lobsterman Park
34. Longfellow Elementary School
35. Longfellow Park
36. Longfellow Square
37. Lyseth / Lyman Moore School Grounds
38. Martin Point Park
39. Mayor Baxter Woods

40. Monument Square
41. Munjoy Playground
42. Nason's Corner Park
43. Oat Nuts Park
44. Ocean Avenue School
45. Payson Park
46. Peppermint Park
47. Pine Grove Park
48. Post Office Park
49. Presumpscot School
50. Quarry Run Dog Park
51. Reiche School
52. Riverton School
53. Riverton Trolley Park
54. Stroudwater Park 1
55. Stroudwater Park 2
56. Stroudwater Playground
57. Tate-Tyng Tot Lot
58. Tommy's Park
59. Trinity Park
60. University Park
61. Western Promenade
62. Ace Ballfield*
63. City Acres Ballfield*



Appendix 2: Map of Current Park and Trail System and Service Areas

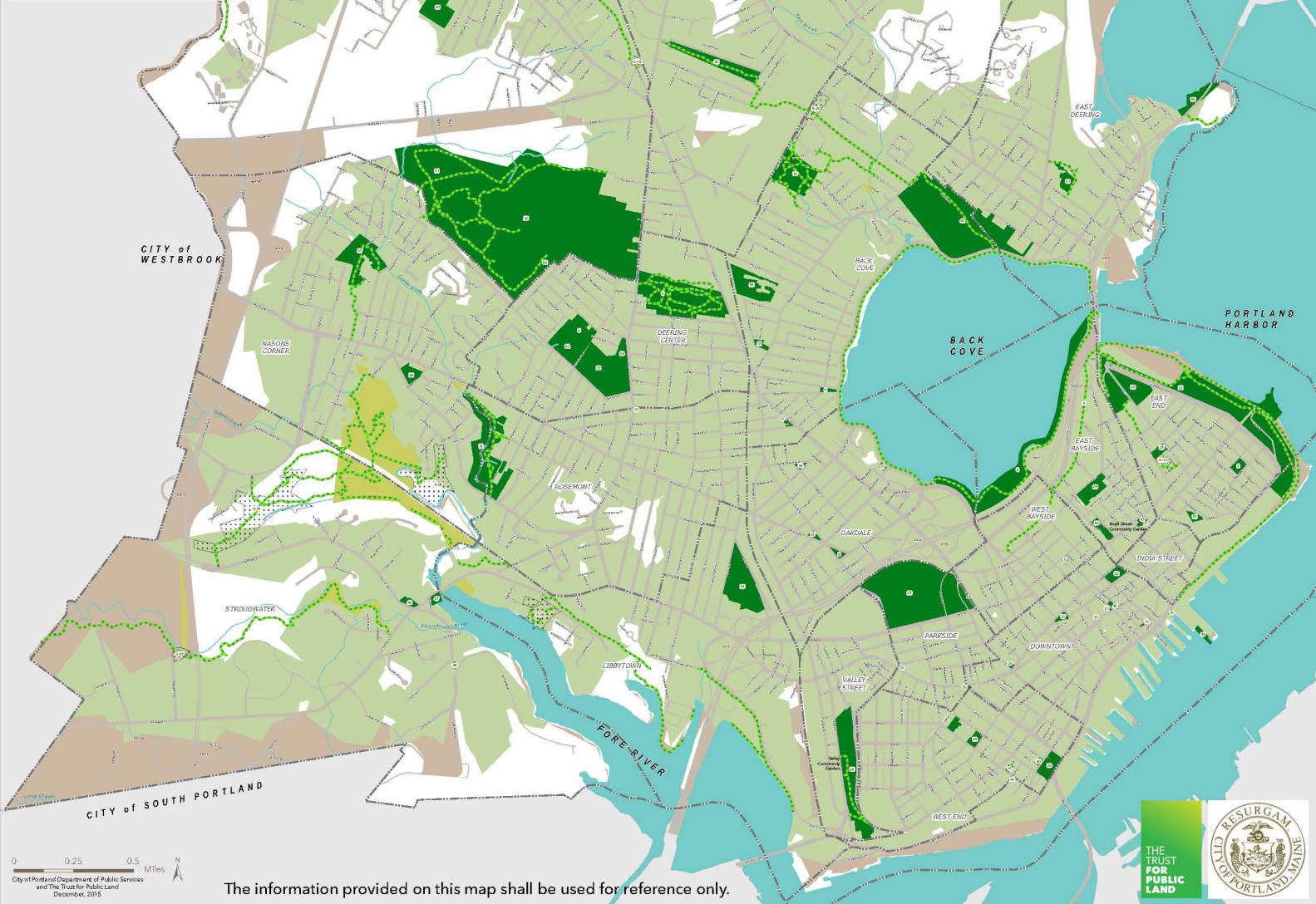
CITY OF PORTLAND, MAINE

Park and Trail Access

The analysis on this map shows a dynamic 1/2 mile service area (10 minute walking distance) for parks and trails. The half mile service areas use the street network to determine walkable distance. This analysis takes into consideration barriers such as highways, freeways, interstates, rivers, and railroads that would need a bridge or underpass in the street network to create access across these barriers.

- Parks
- Half Mile Park Service Area
- Trail
- Golf Course
- Landbank Holdings
- Portland Trails Property
- Vacant Zero Population Areas
- Portland neighborhood
- Other town

Park/Trail Name	Park/Trail Name
1 Ace Ballfield	51 Tenney Park
2 Adams School Playground	52 Tenney Park
3 Back Cove Park	53 University Park
4 Barron's Park - Baxter Sundeal	54 Western Promenade
5 Baxter Pond	55 Lowell/Lyman Moore
6 Baxter School Woods	56 Ocean Avenue School
7 Bayview Playground	57 Oak School
8 Bayview Trail	58 Baxter School
9 Bedford Park	59 Longfellow School
10 Bell Bay Park	60 Baxter School
11 Belvedere Park	61 Presumpscott School
12 Bessie's Square	62 Deering Hill/Longfellow - Memorial Field
13 Bessie's Square	63 East End School and Community Center
14 Caldwell Square	64 Clark Garden
15 Cannon Woods National Area	65 Boyd Street Garden
16 Capricorn Pond Park	66 Peaks Island Elementary School
17 City Area Ballfield	67 Peaks Garden
18 Clark Street Park	68 Brewster Garden
19 Compass Park	
20 Congress Square Park	
21 Conservation Area of Evergreen Cemetery	
22 Deering Hill/Longfellow Elementary	
23 Deering Oaks Park	
24 Draper's Field	
25 Eastern Promenade	
26 Evergreen Cemetery	
27 Foxcroft Park	
28 Foxcroft Park	
29 Fox Field	
30 Harbor View Memorial Park	
31 Headline Park	
32 Lincoln Park	
33 Loblawman Park	
34 Longfellow Park	
35 Longfellow Square	
36 Martin's Point	
37 Mount Pleasant Square	
38 Murphy Playground	
39 Nason's Corner Park	
40 Odessa Park	
41 Quarry Run Dog Park	
42 Rogers Park	
43 Rogers Park	
44 Rogers Park	
45 Rogers Park	
46 Rogers Park	
47 Rogers Park	
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49 Rogers Park	
50 Rogers Park	



Appendix 3: Map of Trail Access

CITY OF PORTLAND, MAINE

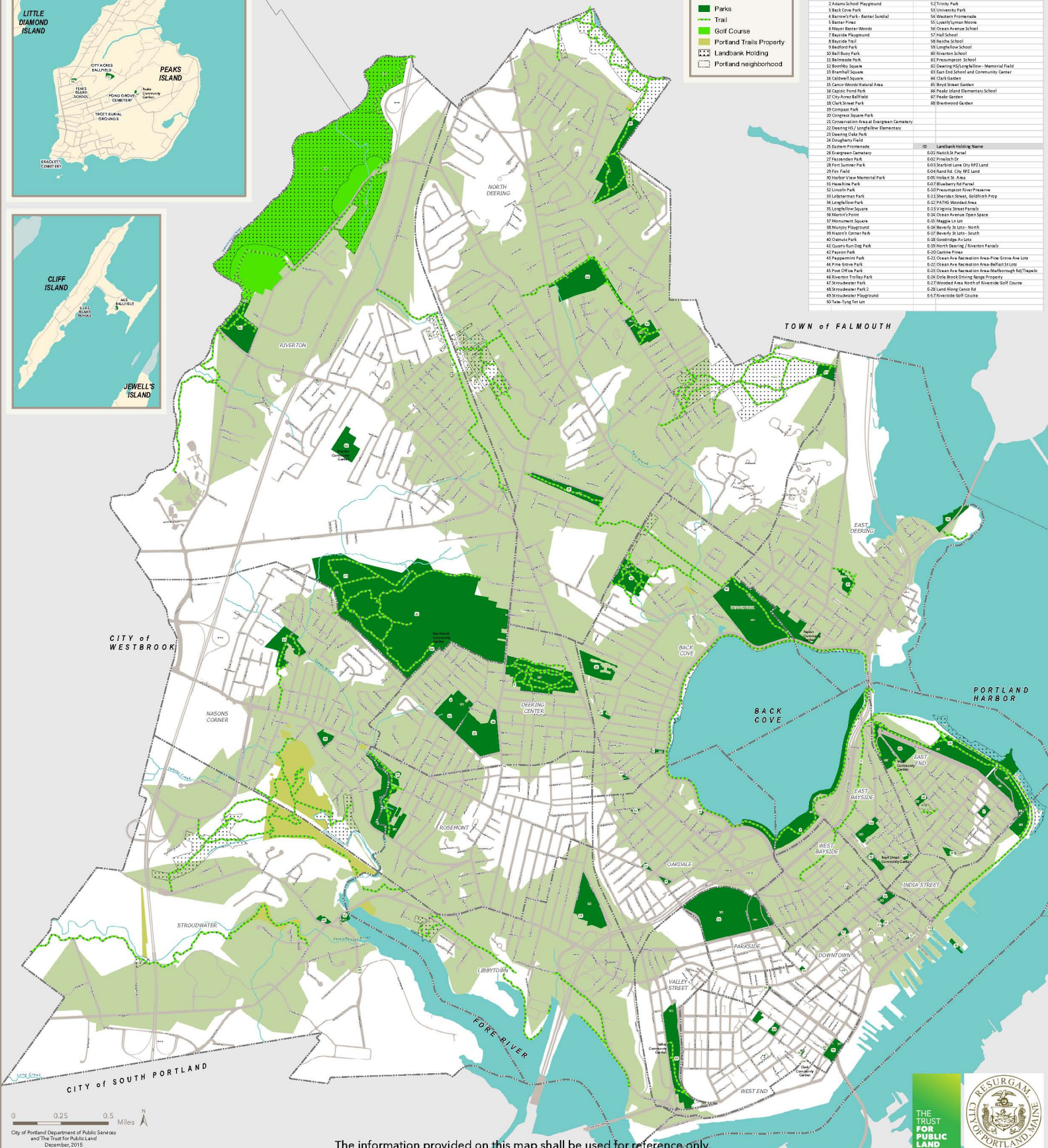
TRAIL ACCESS (Half Mile Service Area)

The analysis shown on this map is based on a dynamic 1/2 mile service area (10 minute walking distance) for trails. The half mile service areas use the street network to determine walkable distance. This analysis takes into consideration barriers such as highways, freeways, interstates, rivers, and railroads that would need a bridge or underpass in the street network to create access across these barriers.



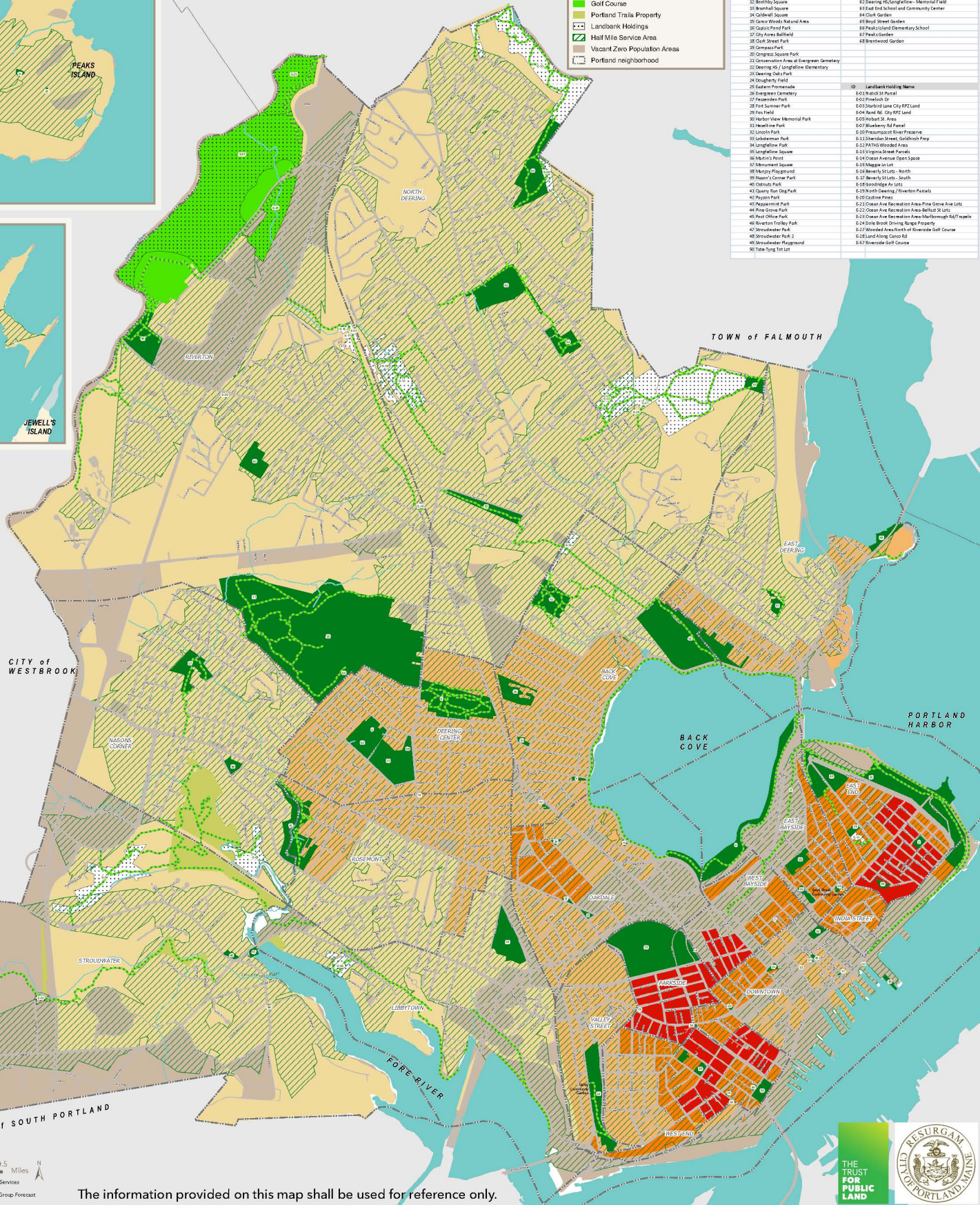
- Parks
- Trail
- Golf Course
- Portland Trails Property
- Landbank Holding
- Portland neighborhood

Park/Trail Name	Park/Trail Name
1. Adams School Playground	51. Tenney Park
2. Back Cove Park	52. Trillium Park
3. Back Cove Park	53. University Park
4. Barrow's Park - Becker School	54. Western Promenade
5. Barrow's Park	55. Lyster/Lyman Moore
6. Barrow's Park - Becker School	56. Ocean Avenue School
7. Bayview Playground	57. Hill School
8. Bayview Park	58. North School
9. Bedford Park	59. Longfellow School
10. Bell Bush Park	60. Riverside School
11. Belvedere Park	61. Prescott School
12. Boothby Square	62. O'Connell/Hill/Langfellow - Memorial Field
13. Bowdoin Square	63. East End School and Community Center
14. Calverton Square	64. Clark Garden
15. Cannon Street Natural Area	65. West End Garden
16. Capricorn Point Park	66. Peaks Island Elementary School
17. City Acres Ballfield	67. Peaks Garden
18. Clark Street Park	68. Elmwood Garden
19. Congress Park	
20. Congress Square Park	
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50. Congress Square Park	



Appendix 4: Map of Portland Population Density

Population Density



Parkland	Park Name	Parkland	Park Name
Asia Ballfield	51 Conroy Park		
Adams School Playground	52 Trinity Park		
Dean Cone Park	53 University Park		
Burner Park - Beaver Bend	54 Watershed Preserve		
Isador Cane	55 Watershed Preserve		
9 Acres Water Wetland	56 Ocean Avenue School		
Wayne Playground	57 High School		
Reynolds Trail	58 Reiche School		
Ballfield Park	59 Longfellow School		
North Bay Park	60 Overton School		
Marshall Park	61 Presbyterian School		
Boothby Square	62 Greening of Longfellow - Memorial Field		
Washburn Park	63 Presbyterian School and Community Center		
Calderwood Park	64 Clark Garden		
Casco Woods Natural Area	65 Boyle Street Garden		
Captain Paine Park	66 Presbyterian Elementary School		
City Avenue Ballfield	67 Peaks Garden		
Cash Street Park	68 Peaks Garden		
Compas Park	69 Brownwood Garden		
Crocker Square Park			
Conservation Area - All Greenway Gateway			
Greening of Longfellow Elementary			
Greening Oak Park			
Dougherty Field			
Edison Elementary	70 Landscape/Habitat Name		
Greenway Gateway			
Frederick Park	101 Marsh St Portal		
Fort Summer Park	102 Francis St		
Greenway Gateway	103 Greenland Lane City of Portland		
Greenway Gateway	104 Grand Rd. City of Portland		
Greenway Gateway	105 Hickman St. Area		
Greenway Gateway	106 Shawmut St. Area		
Greenway Gateway	107 Shawmut St. Area		
Greenway Gateway	108 Shawmut St. Area		
Greenway Gateway	109 Shawmut St. Area		
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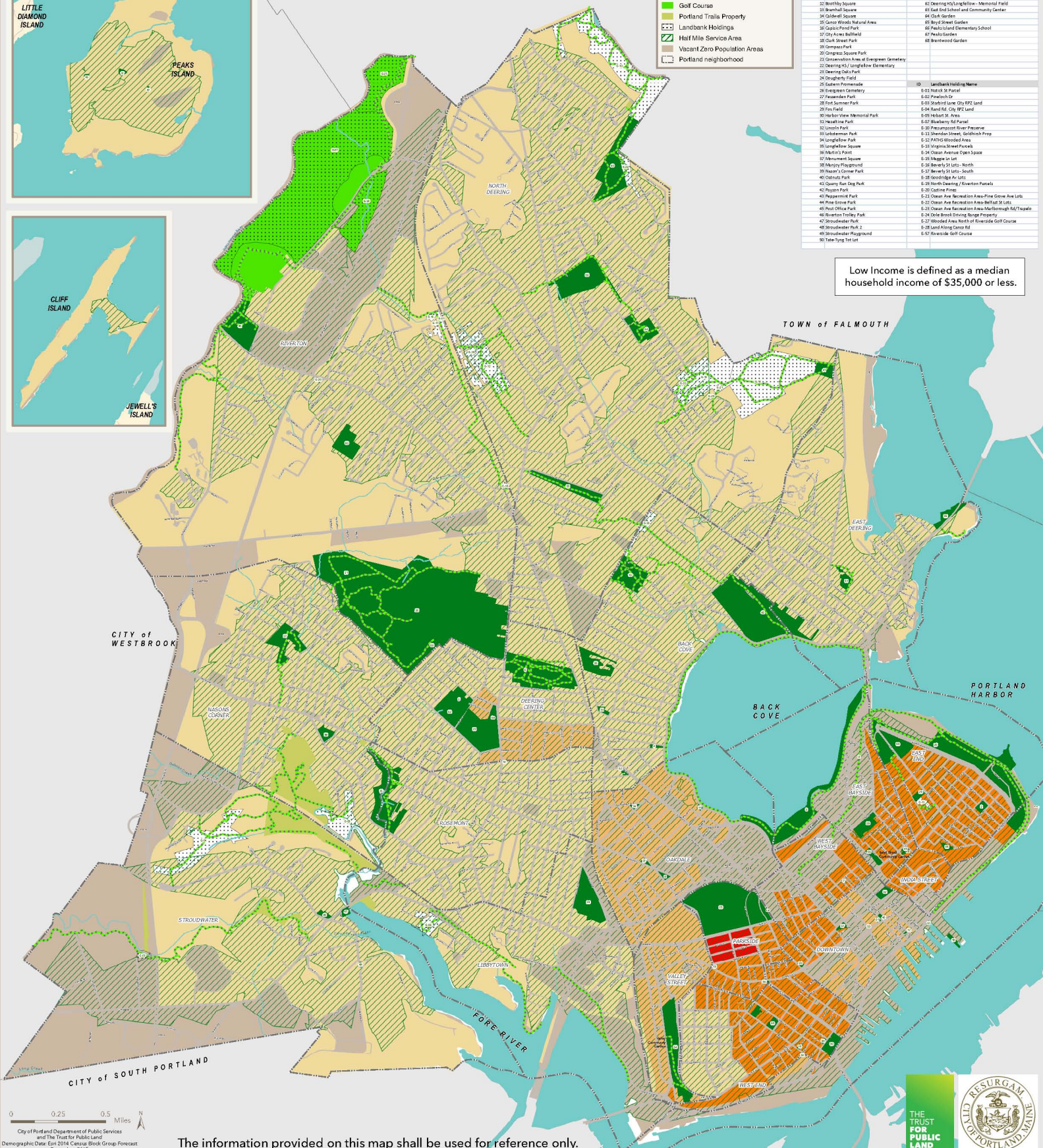
CITY OF PORTLAND, MAINE

Density of Low Income Individuals

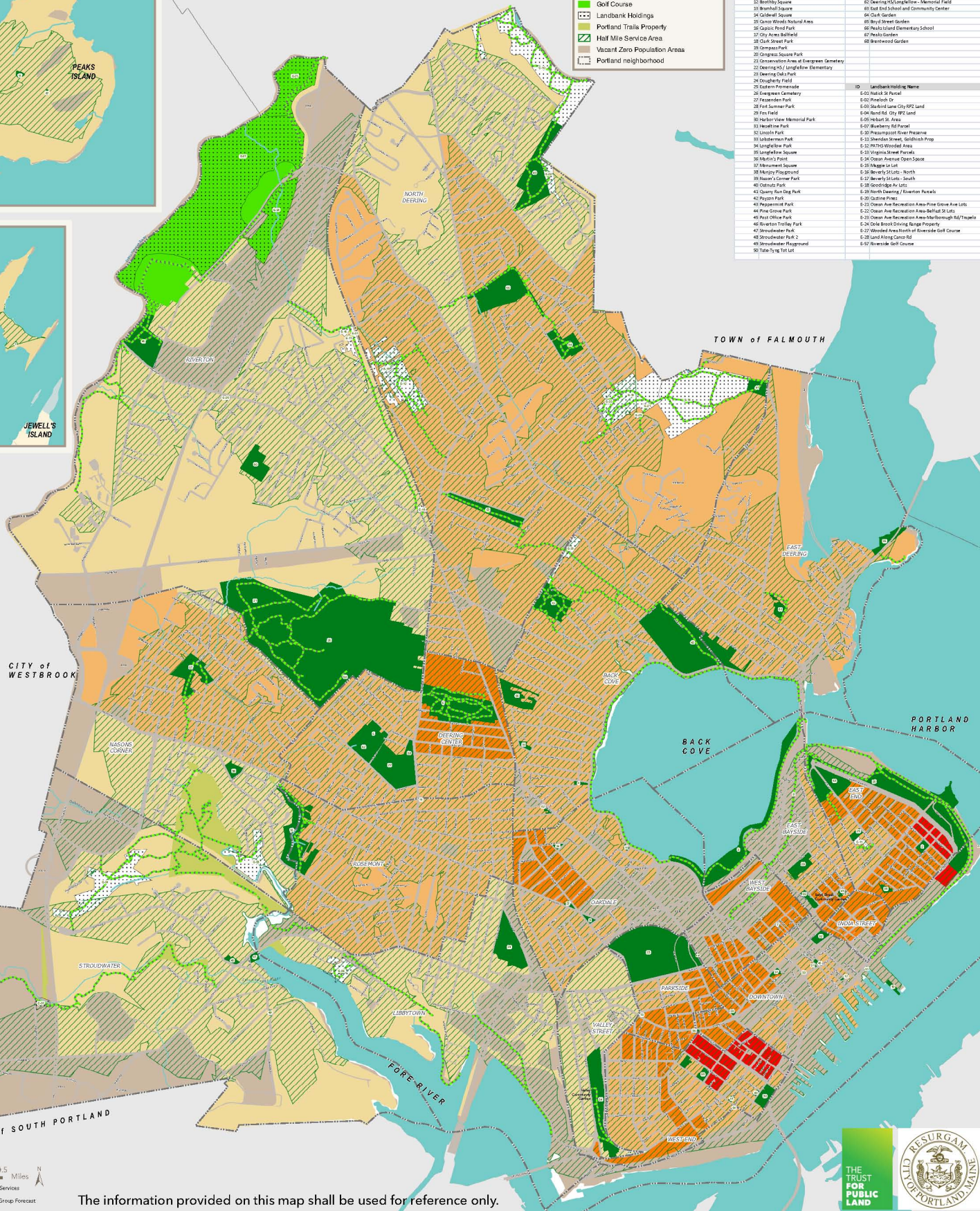
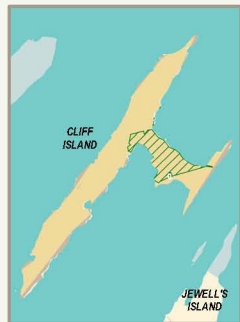


Park/Trail Name	Park/Trail Name
1 Ace Ballfield	52 Tommy Park
2 Adams School Playground	53 Trinity Park
3 Back Cove Park	54 University Park
4 Bannock Park - Baxter Junction	55 Walker Freeway
5 Baxter Field	56 Lyeth/Lyman Moore
6 Bayview School Woods	57 Ocean Avenue School
7 Bayview Playground	58 Oak School
8 Bayview Trail	59 Fitch School
9 Baxter Field	60 Longfellow School
10 Baxter Field	61 River Street School
11 Baxter Field	62 Penobscot School
12 Baxter Field	63 Deering-Hill Longfellow - Memorial Field
13 Baxter Field	64 East End School and Community Center
14 Baxter Field	65 Oak Garden
15 Baxter Field	66 Bay Street Garden
16 Baxter Field	67 Peaks Island Elementary School
17 Baxter Field	68 Peaks Garden
18 Baxter Field	69 Brentwood Garden
19 Baxter Field	
20 Baxter Field	
21 Baxter Field	
22 Baxter Field	
23 Baxter Field	
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Low Income is defined as a median household income of \$35,000 or less.

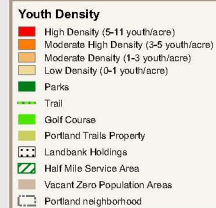
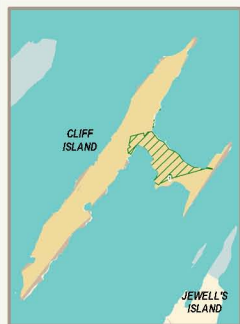


Senior Density (age 64+) - Park Accessibility

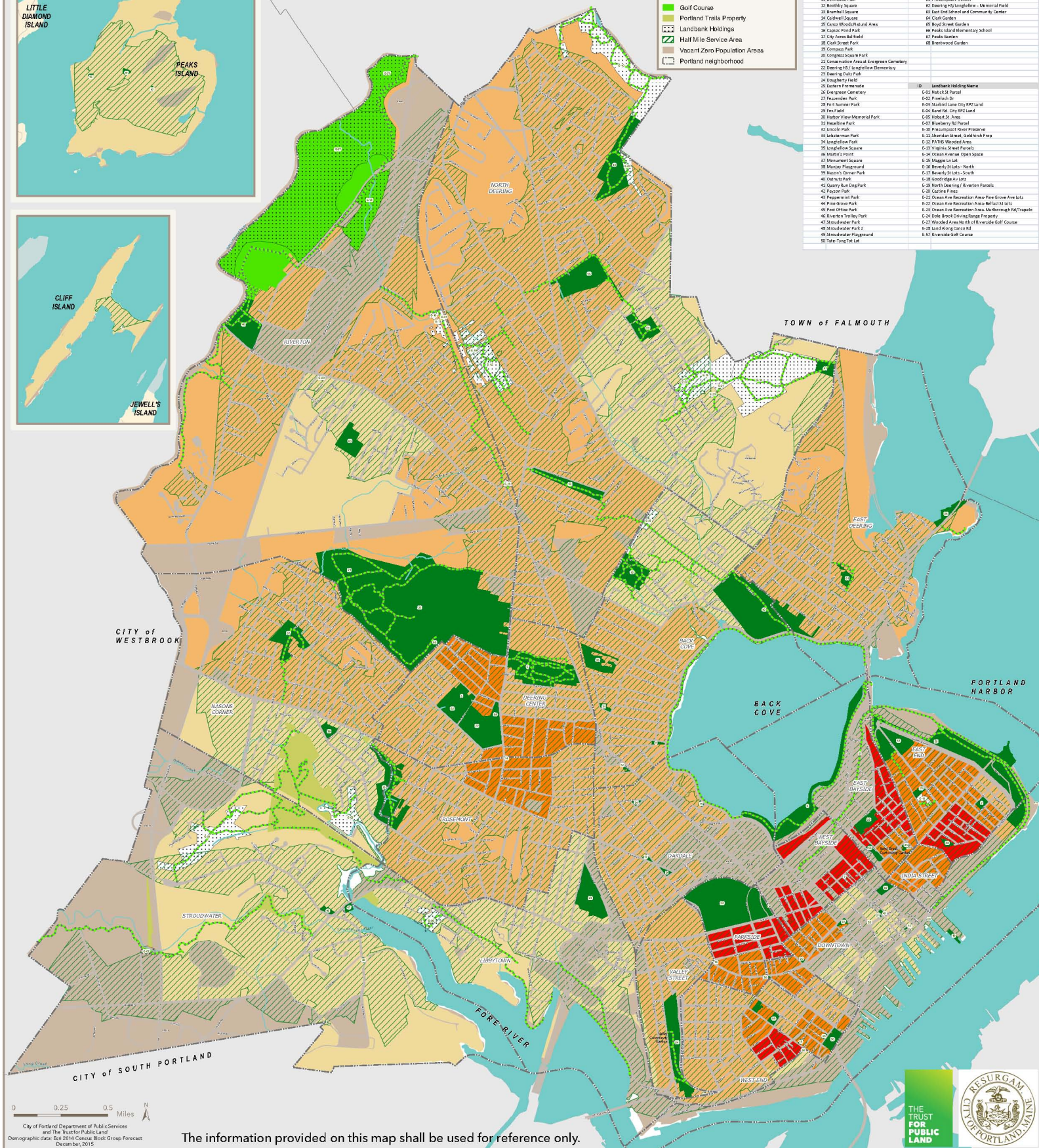


Park/Name	Park Name	Park/Name	Park Name
24. Ballfield	33. Trinity Park	42. Trinity Park	51. Trinity Park
25. Adams School Playground	34. Trinity Park	43. Trinity Park	52. Trinity Park
26. Buck Creek Park	35. University Park	44. University Park	53. University Park
27. Adams Park (East/Southeast)	36. University Park	45. University Park	54. University Park
28. Weber Ponds	37. University Park	46. University Park	55. University Park
29. Mayor Butler Woods	38. University Park	47. University Park	56. University Park
30. Reynolds Park	39. University Park	48. University Park	57. University Park
31. Reynolds Park	40. University Park	49. University Park	58. University Park
32. West Bay Park	41. University Park	50. University Park	59. University Park
33. Reynolds Park			
34. Reynolds Park			
35. Reynolds Park			
36. Reynolds Park			
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Youth Density (age 19 and younger)



Park/Trail	Park Name	Park/Trail	Park Name
1. Park Ballfield	51. Tennis Park	52. Tennis Park	52. Tennis Park
2. Adams School Playground	53. Trinity Park	53. Trinity Park	53. Trinity Park
3. Buck Creek Park	54. University Park	54. University Park	54. University Park
4. Buck Creek Trail, Bear/Sandhill	55. Western Promenade	55. Western Promenade	55. Western Promenade
5. Beaver Cove	56. Lyman/Lyon Home	56. Lyman/Lyon Home	56. Lyman/Lyon Home
6. Major Butte Woods	57. Ocean Avenue School	57. Ocean Avenue School	57. Ocean Avenue School
7. Baseball Field	58. Park School	58. Park School	58. Park School
8. Baseball Field	59. Racine School	59. Racine School	59. Racine School
9. Bell Bay Park	60. Langlois School	60. Langlois School	60. Langlois School
10. Bell Bay Park	61. Pleasantview School	61. Pleasantview School	61. Pleasantview School
11. Bobcat School	62. Stearns HS/Langlois - Memorial Field	62. Stearns HS/Langlois - Memorial Field	62. Stearns HS/Langlois - Memorial Field
12. Braxton School	63. East End School and Community Center	63. East End School and Community Center	63. East End School and Community Center
13. Cabot School	64. Old Garden	64. Old Garden	64. Old Garden
14. Ocean Woods Natural Area	65. Park Street Garden	65. Park Street Garden	65. Park Street Garden
15. Canyon School	66. Peaks School Elementary School	66. Peaks School Elementary School	66. Peaks School Elementary School
17. Coyote Ballfield	67. Peaks Island	67. Peaks Island	67. Peaks Island
18. Crest Street Park	68. Brentwood Garden	68. Brentwood Garden	68. Brentwood Garden
19. Cottage Park			
20. Coquille Square Park			
22. Conservation Area/ Douglas Cemetery			
22. Deerling HS/Langlois Elementary			
23. Deering Park			
24. Douglas Elementary			
25. Douglas Elementary			
27. Edenfield Park			
28. Forest Park			
29. Garden Park			
30. Garfield Park			
31. Hawthorne Park			
32. Lincoln Park			
33. Lincoln Park			
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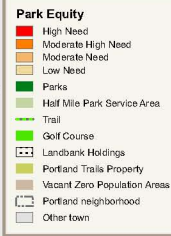


Appendix 5: Map of Park Equity

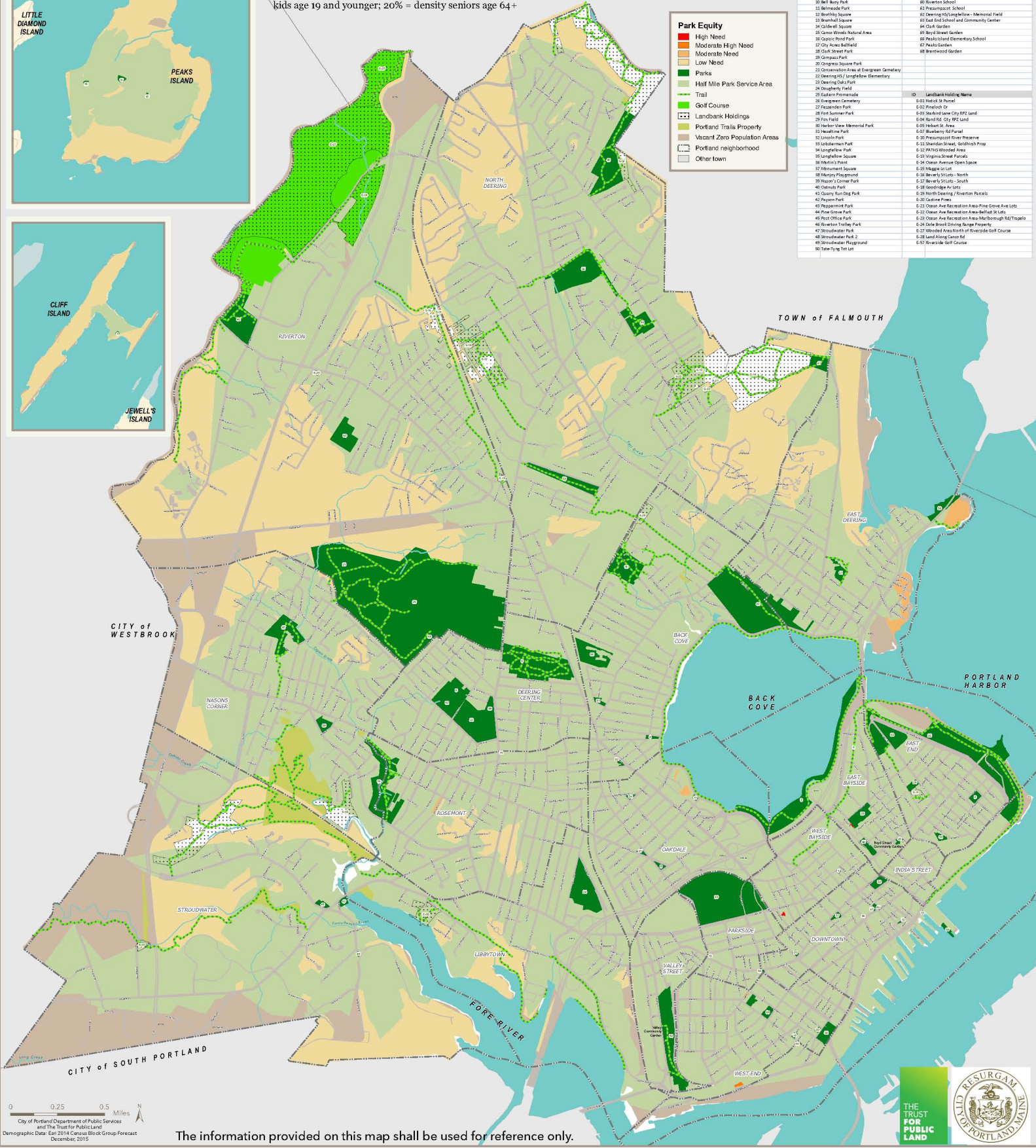
CITY OF PORTLAND, MAINE

Park Equity

The analysis on this map shows a dynamic 1/2 mile service area (10 minute walking distance) for parks and trails. The half mile service areas use the street network to determine walkable distance. This analysis takes into consideration barriers such as highways, freeways, interstates, rivers, and railroads that would need a bridge or underpass in the street network to create access across these barriers. The Park Equity result combines and weights the following demographic profiles: 40% = population density (people per acre); 20% = density of individuals in households with income less than \$35,000; 20% = density of kids age 19 and younger; 20% = density seniors age 64+.

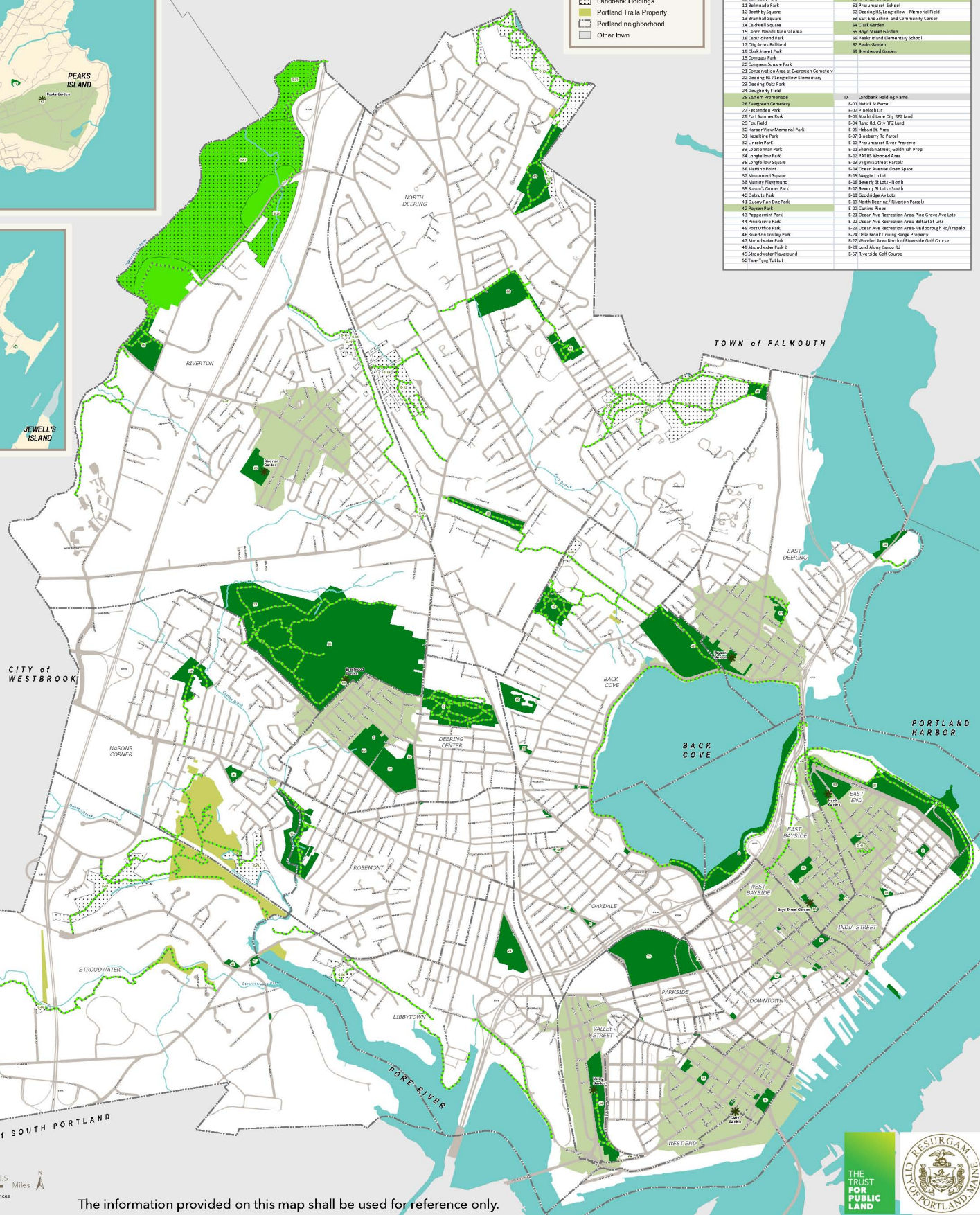


ParkID	Park Name	ParkID	Park Name
1	Ace Ballfield	51	Temple Park
2	Adams School Playground	52	Timothy Park
3	Back Cove Park	53	University Park
4	Barnes Park - Baxter Sundial	54	Western Promenade
5	Baxter Pond	55	Yard/Jayme Moore
6	Baxter Pond Woods	56	Clear Avenue School
7	Bayview Playground	57	Hill School
8	Bayside Trail	58	Berkeley School
9	Bellevue Park	59	Longfellow School
10	Bellevue Park	60	Nevers School
11	Bellevue Park	61	Nevers School
12	Bentley Square	62	Deering Hill Longfellow - Memorial Field
13	Bentley Square	63	East End School and Community Center
14	Bentley Square	64	Clark Garden
15	Canoe Woods National Area	65	Beard Street Garden
16	Capitol Pond Park	66	Peaks Island Elementary School
17	City Area Ballfield	67	Peaks Garden
18	Clark Street Park	68	Bentwood Garden
19	Compass Park		
20	Compass Square Park		
21	Conservation Area of Evergreen Cemetery		
22	Deering Hill Longfellow Elementary		
23	Deering Hill Park		
24	Draper Field		
25	Eastern Promenade		
26	Evergreen Cemetery		
27	Evergreen Park		
28	Evergreen Park		
29	Fin Field		
30	Harbor View Memorial Park		
31	Headline Park		
32	Lincoln Park		
33	Liberty Park		
34	Longfellow Park		
35	Longfellow Square		
36	Martin's Park		
37	Mount Pleasant		
38	Murphy Playground		
39	Nason's Corner Park		
40	Odessa Park		
41	Odessa Park		
42	Odessa Park		
43	Odessa Park		
44	Odessa Park		
45	Odessa Park		
46	Odessa Park		
47	Odessa Park		
48	Odessa Park		
49	Odessa Park		
50	Odessa Park		



Appendix 6: Map of Community Gardens

Community Garden Half Mile Service Areas



The information provided on this map shall be used for reference only.

Appendix 7: Summer 2015 Portland Park Evaluation Results

Summer 2015 Portland Park Evaluation

Objective:

The Trust for Public Land created a rapid assessment tool to evaluate the public parks' accessibility, active amenities, educational uses, supportive facilities, aesthetics, safety and maintenance conditions. The *Summer 2015 Portland Park Evaluation* is meant to provide a snapshot-in-time analysis to help assess comparative current park quality; provide a baseline for future evaluations; and inform decision-making regarding future investments.

The Trust for Public Land understands that park quality is not solely based upon these factors and that there are other elements that could be included in a comprehensive analysis (such as park design and/or surrounding land-use conditions), however due to resource constraints and our desire to provide a replicable and affordable tool, we developed and deployed this rapid park quality assessment tool to evaluate Portland's parks.

Process:

A total of 61 parks were evaluated over five days in mid-June by three staff from The Trust for Public Land.¹ Staff began with a three hour calibration session to assure consistent scoring between evaluators. The Trust for Public Land staff then met with two City of Portland staff to field review the tool with them. (Note: the tool had already been vetted with city staff and a subcommittee of the Portland Open Space Vision and Implementation Stakeholder Group, and it had been previously beta tested in the field).

Each park was evaluated for the following factors: accessibility; trails; park features; supportive facilities; safety and maintenance; and aesthetics. For parks that did not have certain features present (e.g. trail, active amenity, supportive facility, or other recreational and educational use), a N/A was denoted. All parks have the possibility of scoring a perfect score [5.0]. Additionally, while on site, the evaluators documented obvious (to the lay-person) location-specific deficiencies.

In tandem with the rapid assessment tool, evaluators also created an inventory of amenities (by amenity category) for each park and recorded the precise public access points for all 61 parks using GPS. This information is being integrated into Portland's GIS system.

¹ For purposes of this rapid park quality assessment, Portland city staff and Trust for Public Land staff defined a park as "any publicly owned open space in Portland that is intended to be used for passive or active recreation." Using this definition, city staff developed a list of parks for the park evaluation (See Appendix A). Trust for Public Land staff evaluated all of these parks for this evaluation except for 1 park on Peaks Island and 1 park on Cliff Island that they were not able to assess due to time constraints (denoted by asterisks).

Results:

The value of the rapid park assessment tool is not so much in judging the overall park system, but rather in providing a comparative analysis for parks within the system. Accordingly, in the sections that follow we list the highest scoring parks and lowest scoring parks. In the first section (directly below) we provide the overall results. Then we list results by category.

Overall Park Evaluation Score:

This is a cumulative weighted score of park access, trails, active amenities, other recreational, fitness, and educational uses, supportive facilities, safety and appearance concerns, and aesthetics.

Highest scored parks [all sites with scores 5.0 – 4.9]

Back Cove Trail
Boothby Square
Mayor Baxter Woods
Congress Square Park
Longfellow Square
Lobsterman Park
Post Office Park
Eastern Promenade

Lowest scored parks [all sites with scores 3.6 – 4.0]

Lincoln Park
Longfellow Elementary school
Riverton Trolley Park
Martin Point Park
Trinity Park
Barrows Park / Baxter's Sundial

Park Evaluation Score for Accessibility:

This category evaluates park entrances, safe and convenient access to entrances, transportation access, and accessibility to all park areas.

Highest scored parks [all sites with a score of 5.0]

Back Cove Trail
Boothby Square
Mayor Baxter Woods
Congress Square Park
Longfellow Square
Lobsterman Park
Post Office Park
Eastern Promenade
Tommy's Park
Hall School
Bayside Trail
Riverton School
Bell Buoy Park
Bramhall Square
Harbor View Memorial Park

Lowest scored parks [all sites with scores 3.0 – 4.0]

Martin Point Park
Barrows Park / Baxter's Sundial
Riverton Trolley Park
Belmade Park
Stroudwater Park 1
Quarry Run Dog Park
Fox Field
Pine Grove Park

Park Evaluation Score for Trails:

This category evaluates paved trails or paths, in addition to dirt trails. Not all parks contained trails.

Highest scored parks [all sites with a score of 5.0]:

Back Cove Trail
Mayor Baxter Woods
Post Office Park
Hall School
Bayside Trail
Riverton School
Presumpscot School
Ocean Avenue School
Deering HS / Longfellow Elementary
Deering High School / Longfellow – Presumpscot Park
Capisic Pond Park
University Park
Tate-Tyng Tot Lot
Payson Park
Fort Sumner Park
Munjoy Playground
Caldwell Square
Baxter Pines
Nason's Corner Park
Pine Grove Park
Quarry Run Dog Park

Lowest scored parks [all sites with scores 2.0 – 3.5]

Peppermint Park
Lincoln Park
Trinity Park
Longfellow Elementary School
Barrows Park / Baxter's Sundial

Park Evaluation Score for Active Amenities:

This category evaluates sports fields & courts, and other active recreational structures. Not all parks contained active amenities.

Highest scored parks [all sites with scores 5.0 – 4.5]

Back Cove Trail
Deering High School / Longfellow – Presumpscot Park
Quarry Run Dog Park
Peppermint Park
Adams School Playground
Heseltine Park
Ocean Avenue School
Deering Oaks Park
Eastern Promenade
Payson Park
Tate-Tyng Tot Lot
Munjoy Playground
Lyseth / Lyman Moore School Grounds
Bayside Playground

Lowest scored parks [all sites with scores 3.0 – 4.0]

Stroudwater Playground
Riverton Trolley Park
Longfellow Elementary School
Nason's Corner Park
Riverton School
Dougherty Field

Park Evaluation Score for Other Uses:

This category evaluates other recreational and educational uses. Not all parks contained other uses.

Highest scored parks [all sites with a score of 5.0]:

Deering High School / Longfellow – Presumpscot Park

Adams School Playground

Heseltine Park

Eastern Promenade

Payson Park

Lyseth / Lyman Moore School Grounds

Deering HS/ Longfellow Elementary

Western Promenade

Fox Field

Hall School

Clark Street Park

University Park

Fort Sumner Park

Caldwell Square

Baxter Pines

Pine Grove Park

Evergreen Cemetery

Conservation Area at Evergreen Cemetery

Longfellow Park

Fessenden Park

Bedford Park

Oat Nuts Park

Barrows Park / Baxter's Sundial

Boothby Square

Longfellow Square

Compass Park

Belmade Park

Lowest scored parks [all sites with scores 1.0 – 3.7]:

Longfellow Elementary School

Martin Point Park

Lincoln Park

Harbor View Memorial Park

Reiche School

Park Evaluation Score for Supportive Facilities:

This category evaluates supportive facilities such as permanent restrooms, sufficient number of trash cans, functioning drinking fountains, man-made shelters/natural shade, and benches.

Highest scored parks [all sites with a score of 5.0]:

Eastern Promenade
Payson Park
Western Promenade
Mayor Baxter Woods
Post Office Park
Evergreen Cemetery
Longfellow Park
Oat Nuts Park
Boothby Square
Longfellow Square
Compass Park
Belmade Park
Back Cove Trail
Congress Square Park
Deering Oaks Par
Lobsterman Park
Bell Buoy Park
Quarry Run Dog Park
Dougherty Field
Capisic Pond Park
Tommy's Park
Monument Square
Reiche School
Harbor View Memorial Park
Martin Point Park
Longfellow Elementary School
Peppermint Park
Tate-Tyng Tot Lot
Bramhall Square

Lowest scored parks [all sites with scores 1.0 – 3.0]:

Canco Woods Natural Area
Stroudwater Park 1
Bedford Park
Pine Grove Park

University Park
Deering High School / Longfellow – Presumpscot Park
Caldwell Square
Fort Sumner Park
Heseltine Park
Trinity Park
Stroudwater Playground
Riverton Trolley Park
Nason's Corner Park
Ocean Avenue School
Stroudwater Park 2
East End School and Community Center
Barrows Park / Baxter's Sundial
Fessenden Park
Lyseth / Lyman Moore School Grounds
Adams School Playground

Park Evaluation Score for Safety and Maintenance:

This category evaluates park context/surrounding environment, maintenance concerns, inappropriate park use, park design, directional signage, and nighttime safety.

Highest scored parks [all sites with a score of 5.0]

Longfellow Park
Boothby Square
Congress Square Park
Lobsterman Park
Fessenden Park
Trinity Trail
Back Cove Trail
Belmade Park
Deering HS/Longfellow Elementary
Stroudwater Playground
Caldwell Square
Bedford Park
Barrows Park / Baxter's Sundial

Lowest scored parks [all sites with scores 3.8 – 4.4]

Harbor View Memorial Park
Bayside Trail
Compass Park
Lincoln Park
Martin Point Park
Fox Field
Bell Buoy Park
Riverton Trolley Park
Bramhall Square
Fort Sumner Field
Dougherty Field

Park Evaluation Score for Aesthetics:

This category evaluates aesthetics; including: diversity of use and activity, variety and presence of vegetation, variety and coordination in programmed environments, high quality materials, sense of style, effective mitigation of noise and surrounding land uses, and history and culture celebrated by park design.

Highest scored parks [all sites with scores 5.0 – 4.9]

Oat Nuts Park
Conservation Area at Evergreen Cemetery
Presumpscot School
Adams School Playground
Heseltine Park
University Park
Pine Grove Park
Eastern Promenade
Congress Square Park
Back Cove Trail
Ocean Avenue School
Mayor Baxter Woods
Evergreen Cemetery
Lobsterman Park
Monument Square
Longfellow Square
Quarry Run Dog Park

Lowest scored parks [all sites with scores 3.4 – 4.3]

Bramhall Square
Fox Field
Lincoln Park
Longfellow Elementary School
Riverton Trolley Park
Barrows Park / Baxter's Sundial
Trinity Park
Bell Buoy Park
Bedford Park
Riverton School
Martin Point Park
Belmade Park
Compass Park
Tommy's Park

Appendix 8: Parks, Open Space, and Recreation Project Prioritization Criteria

Essential

1. Addresses public health and safety; reduces city liability (Highest score for projects that address an *imminent* public safety need)
2. Fulfills a legal mandate (compliance with local, state, and federal laws, such as ADA or Title IX)

Articulated Parks, Open Space, and Recreational Objectives

3. Advances the objectives or strategic priorities of adopted/articulated visions, plans, or policies (for example, the Portland Open Space Vision and Implementation Plan, Athletic Facilities Task Force Plan, or Eastern Promenade Master Plan). They may be specific to open spaces or city-wide visions, plans or policies

Financial Considerations

4. Cost avoidance: For example, (a) prevents costly infrastructure failures or unrecoverable deterioration of a functional or historic amenity; (b) avoids serious costs that could result from delaying the project; or (c) will measurably reduce operations and maintenance costs, including potential savings from energy and water use
5. Leverages external funds (for example, from federal matching funds or a private matching grant)
6. Meets requirements to access special funding streams (for instance, project is eligible to use impact fee revenue or funds for water quality improvements)
7. Funding availability for ongoing operations and maintenance costs resulting from this project is not likely to be an obstacle
8. A minor investment that would have a big impact on the character of a park or recreational facility

Timing/Efficiency

9. Seizes an opportunity that may be lost if no action is taken (for instance, an acquisition or funding opportunity, or an opportunity of public will)
10. Advances priorities of one or more departments simultaneously; bundles multiple projects to achieve cost efficiencies (for example, a roadway project that also replaces a deteriorated storm drain)
11. Project readiness: For example, (a) project is already under development (partially built) or continuation of a prior commitment or (b) project has a clear timeline, reliable estimates of costs for each major milestone, and no anticipated major hurdles likely to lead to schedule delays
12. Will ready a project for implementation (for instance, completion of an engineering plan or cost estimates)

System Equity and Community Livability

13. Improves geographic distribution of parks and recreation facilities; prioritizes bringing a new facility to a neighborhood for the first time (a.k.a., an underserved area) over improving or expanding an existing functional facility elsewhere
14. Improvements will serve an area with a very high population density or a high percentage of low-income residents, children, or seniors
15. Supports program offerings for multiple user groups and age cohorts

16. Prioritizes improvements to underperforming and/or deteriorating parks and recreation facilities over improvements to higher functioning parks and recreation facilities
17. Improves multiple sites simultaneously
18. Promotes health, wellness, and active lifestyles
19. Promotes environmental education, stewardship, and sustainability
20. Promotes personal and community enrichment and overall community livability

To reward the thoughtful efforts of departments that make strategic and judicious funding requests, The Trust for Public Land, together with the Steering Committee and Stakeholder Group, also recommend that the City Manager and City Council include the following two items in their citywide criteria.

- Advances the objectives or strategic priorities of adopted/articulated visions, plans, or policies (for example, the city's Comprehensive Plan, the Portland Open Space Vision and Implementation Plan, etc.).
- Project is ranked as a high priority by the department submitting this request, assuming the department has utilized an objective prioritization system (and has not simply submitting a wish list or requests that are more responsive to political pressure than long range strategic planning).

Appendix 9: Portland Open Space System: Services to Measure

Provision of Service	Objective	Who is responsible?	What is the resource requirement?	How important is it to measure?	Frequency of Measuring Progress?	Data collection strategy
1. Quality of open spaces	Each successive deployment of the rapid park quality assessment reveals a significant increase in the overall average park score (average of all park scores)	City of Portland	Deploy the rapid park quality assessment tool.	High	3 years	Deploy the rapid park quality assessment tool.
2. Maintenance of open spaces	For each park, create a maintenance plan. ¹ Eventually, each plan to take into account desired outcomes for that park	City of Portland	Develop a maintenance plan for each open space; maintenance staff to follow-plan; conduct periodic review of compliance with plans and effectiveness of maintenance plans	High	Annually ²	City to designate a staff person to be in charge of developing the maintenance plans, updating plans and monitoring compliance with them. (Note: may require other resources, such as consultant support)
3. Accessibility / distribution of open space amenities	When there is widespread public demand for certain types of amenities in parks, Portland will work to increase the distribution of those types of amenities across the park system.	City of Portland	Field work to verify access points, as needed; GIS specialist mapping analysis	High	5 years	Existing GIS, city staff update by taking inventory of open space amenities by type for each open space and link into GIS database.

¹ Consider having service standards for parks by category – e.g. natural playgrounds, manufactured playgrounds, landscaped trails, open parks, natural areas, developed areas, etc.

² Eventually progress should be measured annually, but there is recognition that it may take significant time to develop the initial maintenance plans.

4. Accessibility / distribution of open space	Every resident is within a 10 minute walk of a park or open space. ³	City of Portland	Field work to verify access points, as needed; GIS specialist mapping analysis	High	5 years	Existing GIS, city staff update by logging GPS access points for open spaces
5. Public dollars raised for the open space system	Advocate for public funding to help meet the financial needs of the open space system	City of Portland	City staff share budget information and allocation of budget	High	Annually	City staff to produce 1-2 page summary report at the end of each fiscal year
6. Private dollars raised for the open space system	Advocate for private funding to help meet the financial needs of the open space system	Friends and other non-profit groups	Friends and other non-profit groups to track and deliver annually this information. City to provide a template/form.	Medium	Annually	Friends and other non-profit groups provide 1-2 page summary report at the end of each fiscal year
7. Accessibility / distribution of parks for people with disabilities	Parks comply with federal standards	City of Portland	Field work to evaluate accessibility of all open spaces for disabled people	Medium	5 years	Hire consultant to do technical review of all open spaces
8. Programming of open spaces	Create and manage appropriate programming for parks	City of Portland	Satisfaction Survey administered with Portland residents	Medium	Annually	City staff to administer satisfaction survey to residents.
9. Forest and ecological health	Increase ecological health of open spaces by developing and implementing forest management plans for wooded parcels	City of Portland	Develop a forest management plan for wooded parcels and landscape management practices for non-wooded parcels. ⁴	Medium	3 years	(see examples 1 and 2 below), ask city college enviro science class and/or AmeriCorps team to do this evaluation – create key ecological attributes and make a “scorecard” that can be

³ City to consider major impediments, including pedestrians having to cross heavily traveled roadways.

⁴ Forest Management plans have been completed for most of Portland’s wooded park parcels using USDA / Urban & Community Forest grants via State of Maine Forest Service. Parks included: Baxter Woods, Baxter Pines, Pine Grove, Evergreen Cemetery woodlands, Hall School woodlands, University Park, Riverton Trolley Park, Riverside Golf Course, Oatnuts Park, and Presumpscot River Preserve.

	or modeling ecologically sound landscape management practices					used repeatedly
10. Open space inter-connectivity	Strive for better connectivity on foot or by bicycle	City of Portland, Portland Trails	Satisfaction Survey administered with Portland residents	Medium	3 years	City staff to administer satisfaction survey to residents. Ask trail groups to create prioritization lists
11. Crime prevention in open spaces	Prevent criminal activity in open spaces	City of Portland	Satisfaction Survey administered with Portland residents	Medium	3 years	City staff to administer satisfaction survey to residents.
12. Trees	Improve health and expand the number of trees in parks	City of Portland	Maintain “total count” of trees in parks and open spaces	Medium	5 years ⁵	City arborist to periodically count the trees.
13. Citizen stewardship	Increase and track volunteerism	Friends groups, other non-profits, and City of Portland	Friends groups to maintain list of total number of volunteers and volunteer hours; City staff and Parks Commission to follow-up with Friends groups and other non-profits to collect this information.	Low	Annually	City staff person to contact all Friends groups and non-profits to keep an annual list of total volunteer hours.
14. Community gardens	<i>The number provided meets the demand</i>	Cultivating Community, City of Portland	Cultivating Community to maintain “total count” of community garden plots created each year. City of Portland to maintain wait list of community garden plots.	Low	Annually	Ask Cultivating Community to monitor and evaluate the number of plots each year

⁵ Contingent on expert opinion of city arborist.

15. Events	Track and manage the registered events in open spaces	City of Portland	Maintain “total count” of events occurring in public open spaces – keep registration information for all events hosted in parks. ⁶	Low	Annually	City staff or volunteer group to create an online registration form for event hosts: track the date/time/location of all events in the park, with a follow up mandatory survey to the event host asking what facilities they used, with attendance
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⁶ City of Portland is monitoring provision of this service already.

Appendix 10: Comparison of 2007 and 2014/2015 Portland Parks and Recreation Survey Results

Comparison of 2007 and 2014/2015 Portland Parks and Recreation Survey Results

The following summarizes similarities and differences between the results of the 2007 and 2014/2015 Portland Parks and Recreation community surveys. There are differences in how each survey framed questions related to similar topics, and these are sometimes significant differences. This summary attempts to make comparisons based on reasonable interpretations of the major themes.

The 2007 survey was sent to a random sample of 2,000 households in the City, and 517 were completed. The survey was designed to obtain statistically valid results, and the designers report a high confidence level in the results.

The 2014-2015 survey was completed by participants who attended one of several meetings hosted by Portland Trails (70 respondents) and by an additional 1,037 respondents who took the survey on-line. 1107 surveys were completed. Because respondents self-selected to take the survey, the results are not statistically significant.

It is important to note that the family composition of survey respondents is different between the two surveys, and that the 2007 represents a distribution that is much closer to the background population. 48% of participants in the 2014/2015 survey had children under the age of 18 in their households. This compares to only 23% of 2007 survey respondents having household members under the age of 20. The US Census shows that only 21% of Portland households had children under the age of 18 living in them in 2010, which suggests that participation in the 2007 survey much better captured household composition.

This particular discrepancy probably has a significant effect on the reported rates of participation in field sports. In 2014/2015, there appears to be much more concern about athletic fields (and based on the 2007 survey, youth are participating in field sports at a significantly higher rate than adults). The results of the 2007 survey may be more reliable in this regard.

Park Visit Frequency

Respondents in 2014/2015 indicated visiting Portland's parks with much higher frequency. In 2014/2015, 100% of respondents visited Portland's parks at least once per year, whereas only 85% did in 2007. In 2007, only 54% visited the parks 11-19 times per year. In 2014/2015, however, 89% visited at least monthly, and 79% visited at least a few times per month.

2014/2015 Park Visit Frequency	
Daily	16%
A few times/week	51%
A few times/month	79%
Monthly	89%
A few times/year	100%
Never	0%

2007 Park Visit Frequency	
20 or more times/year	40%
11-19 times/year	54%
6-10 times/year	75%
1-5 times/year	98%
Never	15%

Most Frequently Visited Parks

The parks with the highest visit rates among respondents were strikingly similar between 2007 and 2014/2015. There are minor shifts in the proportion of respondents who visited various sites. For instance, twice as many 2007 respondents visited Fort Allen Park/Eastern Promenade than Western Promenade, but both parks were equally popular in 2014/2015.

	Percent of Respondents Visiting the Following Parks in 2014/2015	Percent of Respondents Visiting the Following Parks in 2007
Eastern Promenade (<i>Trail?</i>) [*]	85%	47%
Back Cove Trail	82%	65%
Deering Oaks Park	79%	63%
Payson Park	58%	45%
Peaks Island	52%	<i>Not provided as an option</i>
Western Promenade	50%	29%
Fort Allen Park / Eastern Promenade [*]	50%	57%
Evergreen Cemetery Woodlands	46%	35%
Congress Square Park	46%	<i>Not provided as an option</i>
Baxter Woods	44%	36%

^{*} Eastern Promenade is listed twice on the 2014/2015 survey. The first listing provides the statistics for the Eastern Promenade Trail in the 2007 column.

Uses and Perceptions of the Parks and Recreation Facilities and Programming

Drawing comparisons in how respondents use and perceive the quality of the parks and recreation system is difficult due to the very different ways questions on these topics were asked.

However, a few observations...

In 2007, the highest percentage of respondents (56%) listed walking and biking trails in their top four most important amenities; in addition, the highest percentage of respondents selected it as their first choice. These respondents also showed high satisfaction levels with current amenities (even though expansion of trails was also a top investment priority).

In 2014/2015, 60% of respondents would like more hiking, biking, and walking trails. 43% would also like more open space and natural areas.

The next most important amenities for 2007 respondents were small neighborhood parks and large community parks. 29% and 25%, respectively, ranked these in their top four for most important parks and recreation system amenities. Respondents were also satisfied, for the most part, with current facilities. While swimming pools and indoor fitness/exercise facilities didn't rank in the top four in importance for respondents, they were viewed as important needs nonetheless, and satisfaction levels were not nearly as high for these facilities.

In 2014/2015, 46% respondents reported household participation in swimming, and 46% as well in field sports (see note at top of this document regarding survey demographics). Like 2007 respondents, there were high dissatisfaction levels with swimming facilities. One-third was dissatisfied with both swimming pools and sports fields.

Both the 2007 and 2014/2015 reveal very high levels of support for performing arts in the parks. In 2007, respondents ranked special events such as concerts in the parks as the most important (44%) and most needed (60%) recreational program type. In 2014/2015, the second highest percentage of respondents (38%) indicated that they would like to see more amphitheaters and performing arts in Portland's parks, second only to open space and natural areas. Both the 2007 and 2014/2015 surveys show a high value for and participation in nature programs and arts and crafts programs.

While only a small percentage of respondents indicate high participation in or value for senior programming in both 2007 and 2014/2015, this is the program area with the highest rates of dissatisfaction in both surveys.

Investment Priorities

Land acquisition for parks and open space was the top priority of respondents in both 2007 and 2014/2015. Though the statistics are not precisely comparable because of the different framing of the question in each survey, improvements to existing parks was a moderately high priority in both years.

2014/2015 How would you allocate funds if you had \$100 to spend?		2007	Willing to fund with City tax dollars	Very supportive of improvements
Acquire land for parks/open spaces	\$32	Acquire land for open spaces	65%	60%
Maintain parks /open spaces to higher standards	\$23	Develop walking/biking trails and connect existing	53%	63%
Renovate existing parks/open spaces	\$22	Upgrade existing parks	47%	55%
Develop new recreational facilities (i.e. pool, ice rink, rec center)	\$16	Develop new indoor recreation center	39%	45%
Offer new or more programming	\$7	Repair older park buildings and facilities	39%	52%
		Upgrade existing athletic fields	17%	37%
		Acquire land for new athletic fields	17%	29%
		Other	5-10%	16-19%

Willingness to Invest Tax Dollars

The willingness of respondents to use their taxes to fund the parks and recreation system contrasts starkly between 2007 and 2014/2015. It is unclear whether this represents as dramatic a change as it appears or if this is related to differences in the framing of the question. In 2007, respondents were asked about how or whether they would be willing to fund increased parks and recreation operation costs. They were provided the option of increased taxes as well as other options. In 2014/2015, respondents were asked whether they would favor a general obligation bond to fund acquisition of lands for athletic fields, parks, open spaces, and trails.

In 2007, only 7% of all respondents were willing to fund the increased costs of operating the parks and recreation system through higher taxes and no increase in user fees. 47% were willing to fund increased costs of operation with a combination of increased taxes and user fees. 34% were willing to fund the increased costs only with increased user fees, while 12% felt that operating hours should be cut instead of increasing funding.

This contrasts starkly with 2014/2015 survey results. 90% of 2014/2015 respondents would vote for a general obligation bond to acquire lands for parks and recreation system.

Appendix 11: Funding Gaps

Summary of Parks & Open Space Budget Requests and Allocations: *Fiscal Years 2014 - 2016*

The following summarizes:

- All parks, open space, and recreation general fund capital requests and allocations for fiscal years 2014 (2013-2014), 2015 (2014-2015), and 2016 (2015-2016)
- All parks, open space, and recreation operating funds requests and allocations for fiscal years 2014 and 2015¹

The narrative and tables illustrate the gap between the funding requests of the Departments of Public Works and Recreation & Facilities and what the City allocates toward these requests. The true gap between system-wide needs and funding allocations may be larger than these numbers reflect as department staff, and even advocates, may limit their requests to what they perceive as realistically fundable in the current fiscal context.

In this document, parks, open space, and recreational functions are defined as the functions carried out by the Divisions of Cemeteries, Forestry & Horticulture, and Districting in the Department of Public Works and by the Divisions of Athletic Facilities, Recreation, Aquatics, Therapeutic Recreation, and the Ice Arena and Golf Course in the Department of Recreation and Facilities. We understand that this approach will not capture every investment in parks, open space, and recreation (it excludes vehicles and solid waste management, for example), and that it will inadvertently capture some investments that occur elsewhere (such as street tree maintenance). This method is intended to give a meaningful impression of the funding picture given the data categories that are available.²

Projects included in the following summaries of capital requests and allocations are those that correspond to these same functions. Due to differences in how these projects are categorized between Portland's municipal and capital budgets and from year to year, there may be minor discrepancies.

Capital Budgets

The tables on the following three pages – one for each fiscal year – summarize the details related to funding requests and allocations for parks, open space, and recreation capital projects. Listed projects include those classified under the “Parks, Fields, Trails” capital projects category as well as those related to facilities such as the golf course, ice arena, or swimming pools. Projects recommended for funding in

¹Due to the fact that the 2016 Municipal Budget is not yet publicly available, we are only able to provide this information for fiscal years 2014 and 2015.

² Throughout this appendix, for the Department of Public Works charts, we used the full monetary and personnel figures for Cemeteries, Forestry and Horticulture, and Districting even though the budgets and staff for these divisions serve both parks and non-parks functions. The Department of Public Works does not track budgets and personnel that are directly related to parks and open space. (For instance, they weren't able to provide documentation that separated out non-parks functions, such as for burial plots or street trees, from the Divisions we categorized as parks-related, nor could they provide information on the parks-related functions of the Construction, Engineering, Solid Waste, and other divisions that we did not categorize as parks-related.) Also, many of the other divisions we are not including actually also performing park functions. Though these functions tend to be quite small for each division, cumulatively, they are not small. In sum, the break outs simply aren't clear. We could tease some elements apart, but not others. It simply was not possible for us to accurately do a finer grained analysis.

future years of the five year Capital Improvement Plan cycle (scheduled requests) are included for context in grey, but requested dollar amounts are only shown for current year project funding requests.

There are several patterns that emerge from the following data.

- There is a significant, but unequal gap, between what the Departments of Public Works and Recreation and Facilities are requesting and what they are being awarded. The Department of Recreation and Facilities is allocated funds for their requests with a much higher frequency.
- The Department of Recreation and Facilities' requests follow a clear scheduling pattern that suggests that funding priorities have been planned over several year periods.
- The Department of Public Works project funding requests almost perfectly mirror the priorities advanced by the Friends of the Parks Groups and Neighborhood Associations.

When looking at current year funding requests, over all three fiscal years, the Department of Public Works cumulatively³ requested funding of \$5.4 million for 24 projects. The City allocated just under \$1 million, or 18% of the requested amount, to ten of those projects. During the same period, The Department of Recreation & Facilities requested almost \$4 million for 19 projects scheduled for the immediate budget cycle. The City awarded funding of \$2.7 million, or 68% of the amount requested, for 13 of those projects.

³ Repeated requests are included only one time.

Fiscal Year 2016 Capital Budget Requests & Allocations

Project	Departmental Request ⁴	City Council Approved CIP Recommendation ⁵	Appropriated Funds ⁶	Difference
Department of Public Works				
Western Promenade Walkways	\$51,000	(annual fund financed) \$50,000	\$50,000	(\$1,000)
Complete Eastern Cemetery “Dead House” Restoration	\$18,000	(annual fund financed) \$20,000	\$20,000	\$2,000
Capisic Pond Park Improvements	\$2,250,000	(bond financed) \$565,000	\$565,000	(\$1,685,000)
East End Beach Parking Lot Paving	\$35,000	\$0	\$0	(\$35,000)
Lincoln Park Walkways Repair	\$235,000	\$0	\$0	(\$235,000)
Deering Oaks Lighting	\$110,000	\$0	\$0	(\$110,000)
Lincoln Park Fence Repair	\$224,000	\$0	\$0	(\$224,000)
Monument Square Rehabilitation (\$700,000 more for FY 2017)	\$300,000	\$0	\$0	(\$300,000)
Eastern Cemetery Retaining Wall Repair Along Federal Street	\$935,000	\$0	\$0	(\$935,000)
Deering Oaks Parking Lot Paving	\$41,000	\$0	\$0	(\$41,000)
Longfellow Park – Internal Walkways	\$33,000	\$0	\$0	(\$33,000)
Evergreen Cemetery – Maintain Trees (\$190,000 more for FY 2017-2020)	\$50,000	\$0	\$0	(\$50,000)
Tree Planting Program (\$15,000 more annually)	\$15,000	\$0	\$0	(\$15,000)
Restroom Facilities at Deering Oaks (for FY 2019)				
TOTAL: Department of Public Works	\$4,279,000	\$635,000	\$635,000	(\$3,662,000)
Department of Recreation & Facilities				
Ice Arena Bleachers Replacement	\$100,000	(bond financed) \$100,000	\$100,000	\$0
Payson Park Softball Field “A” – Amenity and Field Upgrades	\$200,000	(bond financed) \$200,000	\$200,000	\$0
Lyman Moore Sports Complex Renovation	\$275,000	(bond financed) \$275,000	\$275,000	\$0
Golf Course Rehabilitation (\$100,000 more annually)	\$100,000	(bond financed) \$100,000	\$100,000	\$0
Riverton Pool Ultraviolet Water Treatment System	\$50,000	(bond financed) \$50,000	\$50,000	\$0
Riverton Pool Dectron Unit Replacement	\$300,000	\$0	\$0	(\$300,000)
Dougherty Field Master Plan (\$200,000 more for FY 2018)	\$450,000	\$0	\$0	(\$450,000)
Playground at Riverton School	\$250,000	\$0	\$0	(\$250,000)
Softball Field at Riverton School	\$75,000	\$0	\$0	(\$75,000)
Multipurpose Field “B” at Payson Park	\$100,000	\$0	\$0	(\$100,000)
North Golf Course Clubhouse (For FY 2017)				
North Course Bathroom with Concessions (For FY 2016)				

⁴ From two documents obtained from the City’s Information Technology Department. One is headed “Department Project List by Requested Year” and the other is headed “CIP Funding Request 2016.”

⁵ From “Table B. Recommended 2016 Capital Projects – General Fund [Cash and Financed]” and/or “Table C. Recommended Capital Improvement Plan – General Fund” of the *City of Portland Capital Improvement Plan FY 2016 – FY 2020*.

⁶ Appropriations of bond financed projects found in the *ORDER APPROPRIATING \$18,731,000 OF BOND PROCEEDS FOR THE CITY’S 2016 CAPITAL IMPROVEMENT PROGRAM*. Appropriations for annual fund projects are assumed as the Municipal Budget for FY 2016 has not yet been made publicly available.

Playground at Hall School <i>(For FY 2017)</i>				
Practice Fields at Deering High School <i>(For FY 2017)</i>				
Lights and Irrigation at Deering Oaks Baseball Field <i>(For FY 2017)</i>				
Softball Field "A" Lights at Payson Park <i>(For FY 2018)</i>				
Softball Field Lights at Riverton School <i>(For FY 2018)</i>				
Playground at Longfellow School <i>(For FY 2018)</i>				
North Course Clubhouse Landscaping <i>(For FY 2018)</i>				
Driving Range <i>(For FY 2018)</i>				
Tennis Court Lighting at Deering Oaks Park <i>(For FY 2019)</i>				
TOTAL: Department of Recreation and Facilities Management	\$1,900,000	\$725,000	\$725,000	(\$1,175,000)

Miscellaneous Departments				
Congress Square Redesign <i>(\$1,000,000 more for FY 2017)</i>	\$568,640	\$0	\$0	(\$568,640)
PACTS Martin's Point East Coast Greenway Trail Connection <i>(For FY 2017 and 2020)</i>				
TOTAL	\$568,640	\$0	\$0	(\$568,640)

Land Bank				
Land Bank	<i>unknown</i>	\$73,000	<i>unknown</i>	<i>unknown</i>

Fiscal Year 2015 Capital Budget Requests & Allocations

Project	Departmental Request ⁷	City Council Approved CIP Recommendation ⁸	Appropriated Funds ⁹	Difference
Department of Public Works				
East End Beach Parking Lot Paving	\$35,000	(annual fund financed) \$35,000	\$35,000	\$0
Water Line Replacement at Evergreen Cemetery	\$15,000	(annual fund financed) \$15,000	\$15,000	\$0
Evergreen Cemetery Wall along Stevens Avenue Repair, Ph. II	\$70,000	(bond financed) \$70,000	\$70,000	\$0
Capisic Pond Improvements	\$2,250,000	\$563,000 (Contingent upon receipt of grant funds and Sewer Fund allocation)	\$0 (Sewer funds not appropriated)	(\$2,250,000)
Lincoln Park Walkways Repair	\$235,000	Recommended for FY 2017	\$0	(\$235,000)
Evergreen Cemetery Expansion	\$250,000	Recommended for FY 2017	\$0	(\$250,000)
Deering Oaks Lighting	\$110,000	Recommended for FY 2017	\$0	(\$110,000)
Lincoln Park Fence Repair	\$224,000	Recommended for FY 2017	\$0	(\$224,000)
Ft. Sumner Park Lighting Improvements	\$100,000	Recommended for FY 2019	\$0	(\$100,000)
Restroom Facilities at Deering Oaks	\$300,000	Recommended for FY 2019	\$0	(\$300,000)
Western Promenade Walkways	\$51,000	\$0	\$0	(\$51,000)
Monument Square Rehabilitation (\$500,000 more for FY 2016)	\$261,000	\$0	\$0	(\$261,000)
Eastern Cemetery Retaining Wall Repair Along Federal Street	\$935,000	\$0	\$0	(\$935,000)
Deering Oaks Parking Lot Paving	\$41,000	\$0	\$0	(\$41,000)
TOTAL: Department of Public Works	\$4,877,000	\$683,000	\$120,000	(\$4,757,000)
Department of Recreation & Facilities				
Payson Park Softball Field "A" – Amenity and Field Upgrades	\$400,000	(bond financed) \$200,000 (\$200,000 more for FY 2016)	\$200,000	(\$200,000)
North Golf Course Clubhouse (\$200,000 more for FY 2016)	\$225,000	(bond financed) \$225,000 (\$200,000 more for FY 2016)	\$225,000	\$0
Payson Park Playground and Splashpad	\$50,000	(bond financed) \$50,000	\$50,000	\$0
Reiche Pool Pump Room/Pumps Replacement	\$30,000	(annual fund financed) \$30,000	\$30,000	\$0
Roof at Ice Arena	\$215,000	(bond financed) \$150,000	\$150,000	(\$65,000)
Softball Field at Riverton School	\$75,000	Recommended for FY 2017	\$0	(\$75,000)
Riverton Pool Ultraviolet Water Treatment System	\$50,000	Recommended for FY 2019	\$0	(\$50,000)
Golf Course Rehabilitation (\$100,000 more annually)	\$100,000	Recommended for FY 2019	\$0	(\$100,000)
Driving Range	\$45,000	\$0	\$0	(\$45,000)

⁷ From "Table G. Requested Capital Projects – General Fund" of the *City of Portland Capital Improvement Plan (City Manager Recommended) FY 2015 – FY 2019*.

⁸ From "Table B. Recommended 2015 Capital Projects – General Fund [Cash and Financed]" and "Table C. Recommended Capital Projects – General Fund" of the *City of Portland Capital Improvement Plan (City Manager Recommended) FY 2015 – FY 2019*.

⁹ Appropriations of bond financed projects found in the *ORDER APPROPRIATING \$15,911,000 OF BOND PROCEEDS FOR THE CITY'S 2015 CAPITAL IMPROVEMENT PROGRAM*. Appropriations for annual fund projects found in the "Approved Capital Expenditures FY15" table on pages 9-10 of the *City of Portland Municipal Budget July 1, 2014 – June 30, 2015*.

Bleachers at Ice Arena (For FY 2016)		Recommended for FY 2017		
Lyman Moore Sports Complex (For FY 2016)		Recommended for FY 2017		
Playground at Riverton School (For FY 2016)		Recommended for FY 2017		
Multipurpose Field "B" at Payson Park (For FY 2016)				
Dougherty Field Master Plan (For FY 2016/2018)				
North Course Bathroom with Concessions (For FY 2016)				
Playground at Hall School (For FY 2017)				
Practice Fields at Deering High School (For FY 2017)				
Lights and Irrigation at Deering Oaks Baseball Field (For FY 2017)				
Softball Field "A" Lights at Payson Park (For FY 2018)				
Softball Field Lights at Riverton School (For FY 2018)				
Playground at Longfellow School (For FY 2018)				
North Course Clubhouse Landscaping (For FY 2018)				
Tennis Court Lighting at Deering Oaks Park (For FY 2019)				
TOTAL: Department of Recreation & Facilities	\$1,190,000	\$655,000	\$655,000	(\$535,000)

Miscellaneous Departments				
Congress Square Redesign, Phase I (For FY 2016/2017)		Recommended for FY 2016/2017		
PACTS Martin's Point East Coast Greenway Trail Connection (For FY 2016/2017)		Recommended for FY 2019		
TOTAL	\$0	\$0	\$0	\$0

Land Bank				
Land Bank	unknown	\$63,000	unknown	unknown

Fiscal Year 2014 Capital Budget Requests & Allocations

Project	Departmental Request ¹⁰	City Council Approved CIP Recommendation ¹¹	Appropriated Funds ¹²	Difference
Department of Public Works				
West Commercial Street Trail Design and Construction (\$200,000 more for FY 2015)	\$70,000	(bond financed) \$70,000 (\$170,000 more for FY 2015)	\$70,000	\$0
Eastern Cemetery "Dead House" and City Tomb Repair	\$25,000	(bond financed) \$25,000 (B)*	\$25,000	\$0
Western Promenade Walkways and Retaining Wall Construction	\$100,000	(bond financed) \$60,000 (B)* (Retaining Wall Only)	\$60,000	(\$40,000)
Evergreen Cemetery Wall along Stevens Avenue Repair	\$90,000	(bond financed) \$20,000 (B)*	\$20,000	(\$70,000)
Western Cemetery Fence and Section of Retaining Wall Replacement	Not specified	\$20,000 (C)*	\$0	Not specified
Public Park at High Street and Spring Street Design and Construction (\$225,000 more for FY 2015)	\$25,000	\$0	\$0	(\$25,000)
Evergreen Cemetery Expansion	\$250,000	\$0	\$0	(\$250,000)
Lincoln Park Walkways Repair	\$235,000	\$0	\$0	(\$235,000)
Back Cove Trail (North Side) Realignment and Retaining Wall Removal	\$165,000	\$0	\$0	(\$165,000)
Lincoln Park Fence Repair	\$224,000	\$0	\$0	(\$224,000)
Ft. Sumner Park Lighting Improvements	\$100,000	\$0	\$0	(\$100,000)
Eastern Cemetery Retaining Wall along Federal Street Repair	\$935,000	\$0	\$0	(\$935,000)
Water Service into Eastern Cemetery Extension	Not requested	(bond financed) \$15,000 (B)*	\$15,000	n/a
Sidewalls and Roof Fort Allen Gazebo Reconstruction and Repainting	Not requested	(bond financed) \$30,000 (B)*	\$30,000	n/a
Capisic Pond Park Improvement (For FY 2015/2016)		(bond financed) \$80,000 (B)*	\$80,000	
Parks, Field, Trails (Other)		Recommended annual allocations for FY 2015-2018		
TOTAL: Department of Public Works	\$2,219,000	\$320,000	\$300,000	(\$2,044,000)
Department of Recreation & Facilities				
Turf and Track Replacement at Fitzpatrick Stadium	\$1,050,000	(bond financed) \$1,050,000	\$1,050,000	\$0
North Golf Course Club House Facility Improvements	\$150,000	(bond financed) \$150,000 (B)*	\$150,000	\$0
Golf Course Club House Restaurant Area Improvements	\$70,000	(bond financed) \$70,000 (B)*	\$70,000	\$0
Reiche Pool Filter System and Kiwanis Pool Rehabilitation	\$50,000	\$50,000	\$50,000	\$0
Payson Park Playground and Splashpad Replacement/Repair	\$50,000	\$0	\$0	(\$50,000)

¹⁰ From "Table F. Requested Capital Projects – General Fund" of the *City of Portland Capital Improvement Plan FY 2014 – FY 2018*.

¹¹ From "Table B. Recommended 2014 Capital Projects – General Fund Financed" and/or "Table C. Recommended Summary 2014-2018 Capital Projects – General Fund" of the *City of Portland Capital Improvement Plan FY 2014 – FY 2018*. See note above.

¹² An Appropriation Order for the 2014 CIP could not be located online. Due to the inconsistency noted above, a call was placed to the City Manager's office to identify which projects were actually funded.

Riverton Pool Ultraviolet Water Treatment System (For FY 2015)				
Lyman Moore Sports Complex Renovation (For FY 2015)				
Playground at Riverton School Replacement (For FY 2015)				
Playground at Longfellow School Replacement (For FY 2015)				
Softball Field at Riverton School Renovation (For FY 2015)				
Multipurpose Field "B" at Payson Park Renovation (For FY 2015)				
Ice Arena Roof Refinishing (For FY 2015)				
Ice Arena Bleachers Replacement (For FY 2015)				
Playground at Hall School Replacement (For FY 2016)				
Practice Fields at Deering High School Renovation (For FY 2016)				
Lights and Irrigation at Deering Oaks Baseball Field (For FY 2016)				
Softball Field "A" Lights at Payson Park Replacement (For FY 2017)				
Softball Field Lights at Riverton School Replacement (For FY 2017)				
Deering Oaks Park Tennis Court Lighting Installation (For FY 2017)				
TOTAL: Department of Recreation and Facilities Management	\$1,370,000	\$1,320,000	\$1,320,000	(\$50,000)
Miscellaneous Departments				
PACTS Martin's Point East Coast Greenway Trail Connection (For FY 2016/2017)		<i>Recommended for FY 2016/2017</i>		
TOTAL	\$0	\$0	\$0	\$0
Land Bank				
Land Bank	<i>unknown</i>	\$73,000	<i>unknown</i>	<i>unknown</i>

* Projects recommended for funding in fiscal year 2014 should be listed in both "Table B. Recommended 2014 Capital Projects – General Fund" and "Table C. Recommended Summary 2014-2018 Capital Projects – General Fund" of the *City of Portland Capital Improvement Plan FY 2014 – FY 2018*. Unfortunately, these two tables contain entirely different 2014 parks and recreation project listings. Table B lists ten 2014 projects under the "Parks, Fields, Trails" and "Golf Course" headings (in addition to one aquatics project). Only two of those projects are similarly reflected in Table C. In addition, Table C lists one project that is not listed in Table B. All projects listed in either table are shown here. Letters in parentheses indicate if a project was listed in only Table B or only Table C (rather than in both tables).

Operating Budgets

Between fiscal years 2014 and 2015, the general fund budget increased by 3.2% from just under \$171 million to over \$176 million. During the same time, the funds dedicated primarily to parks, open space, and recreation functions increased by 4.2% in the Department of Public Works and 4.7% in the Department of Recreation.¹³ The Divisions of Cemeteries, Forestry & Horticulture, and Districting are those that primarily serve parks and open space functions in the Department of Public Works. The budgets of these Divisions make up less than one-fifth the total Public Works budget. In the Department of Recreation and Facilities, the Divisions primarily serving parks and recreation functions are the Ice Arena, Athletic Facilities, Recreation, Aquatics, Therapeutic Recreation, and the Golf Course. Together, the budgets of these divisions are approximately 37% of the total Recreation and Facilities budget. Projected Public Works tax levy revenue was \$12.2 million in FY 2015 and almost \$12.6 million in FY 2014. Projected recreation and facilities management tax levy revenue was \$3.6 million in both FY 2015 and 2014.

Fiscal Year 2015 Operating Budget Requests & Allocations¹⁴

The gap between what the Department of Public Works requested for parks and open space management and what they were allocated was over \$193,000 in FY 2015. Unfunded requests include the salary for an additional full-time maintenance worker in the Cemeteries Division and costs for temporary help and contractual services across all three Divisions. Unfunded parks and recreation requests for the Department of Recreation and Facilities were relatively minor in FY 2015 and primarily affected contractual services.

Department/Division	Departmental Request	City Allocation (from Municipal Budget)	Difference	Percent Unfunded	Percent of Dept. Budget	Percent of City General Fund Budget
Department of Public Works	\$18,082,944	\$16,331,323	\$1,751,621	9.7%		
Cemeteries	\$670,472	\$586,028	\$84,444	12.6%	3.6%	
Forestry & Horticulture	\$693,495	\$658,815	\$34,680	5.0%	4.0%	
Districting	\$2,114,821	\$2,040,611	\$74,210	3.5%	12.5%	
TOTAL for Parks, Open Space, and Recreation Functions	\$3,478,788	\$3,285,454	\$193,334	5.6%	20.1%	1.9%
Department of Recreation and Facilities	\$11,948,579	\$11,732,029	\$216,550	1.8%		
Ice Arena	\$533,013	\$533,013	\$0	0.0%	4.5%	
Athletic Facilities	\$793,084	\$772,084	\$21,000	2.6%	6.6%	
Recreation	\$1,615,139	\$1,605,139	\$10,000	0.6%	13.7%	
Aquatics	\$404,512	\$404,512	\$0	0.0%	3.4%	
Therapeutic Recreation	\$159,168	\$159,168	\$0	0.0%	1.4%	

¹³ In the Department of Public Works, the Divisions of Cemeteries, Forestry & Horticulture, and Districting are being defined as those primarily serving parks, open space, and recreation functions. In the Department of Recreation and Facilities, the Divisions of the Ice Arena, Athletic Facilities, Recreation, Aquatics, Therapeutic Recreation, and the Golf Course are being defined as those primarily serving parks, open space, and recreation functions.

¹⁴ From *City of Portland Municipal Budget July 1, 2014– June 30, 2015*. Budgets do not include revenues from the recreation division.

Golf Course	\$790,569	\$784,069	\$6,500	0.8%	6.7%	
TOTAL for Parks, Open Space, and Recreation Functions	\$4,295,485	\$4,257,985	\$37,500	0.9%	36.3%	2.4%

Fiscal Year 2014 Operating Budget Requests & Allocations¹⁵

In FY 2015, unfunded requests for Department of Public Works parks and open space functions totaled \$121,000. The majority of these funds were requested for temporary help. The gap between what the Department of Recreation & Facilities requested for parks and recreation functions was almost \$200,000. Over half was an unfunded request for golf course supplies. The remainder represents a mix of supplies, contractual services, and temporary help requests split across all parks and recreation serving Divisions.

Department/Division	Departmental Request	City Allocation (from Municipal Budget)	Difference	Percent Unfunded	Percent of Dept. Budget	Percent of City General Fund Budget
Department of Public Works	\$18,059,684	\$16,916,779	\$1,142,905	6.3%		
Cemeteries	\$604,192	\$589,617	\$14,575	2.4%	3.5%	
Forestry & Horticulture	\$615,264	\$590,514	\$24,750	4.0%	3.5%	
Districting	\$2,054,429	\$1,972,349	\$82,080	4.0%	11.7%	
TOTAL for Parks, Open Space, and Recreation Functions	\$3,273,885	\$3,152,480	\$121,405	3.7%	18.6%	1.8%
Department of Recreation and Facilities	\$11,384,183	\$10,829,178	\$555,005	4.9%		
Ice Arena	\$518,567	\$515,429	\$3,138	0.6%	4.8%	
Athletic Facilities	\$750,922	\$737,172	\$13,750	1.8%	6.8%	
Recreation	\$1,580,026	\$1,566,426	\$13,600	0.9%	14.5%	
Aquatics	\$399,007	\$394,007	\$5,000	1.3%	3.6%	
Therapeutic Recreation	\$160,313	\$157,763	\$2,550	1.6%	1.5%	
Golf Course	\$854,412	\$694,527	\$159,885	18.7%	6.4%	
TOTAL for Parks, Open Space, and Recreation Functions	\$4,263,247	\$4,065,324	\$197,923	4.6%	37.5%	2.4%

¹⁵ From City of Portland Municipal Budget July 1, 2013 – June 30, 2014.

Appendix 12: Project Leaders

Steering Committee Members:

Planning Commission Representatives:

Diane Davison
Michael Mertaugh
Dory Waxman

Land Bank Commission Representatives:

Tom Jewell
Colleen Tucker
Bryan Wentzell

Advisors:

Rick Knowland, City of Portland, Planning Department
Troy Moon, City of Portland, Department of Public Works
Sally DeLuca, City of Portland, Department of Recreation and Facilities

Stakeholder Group Members:

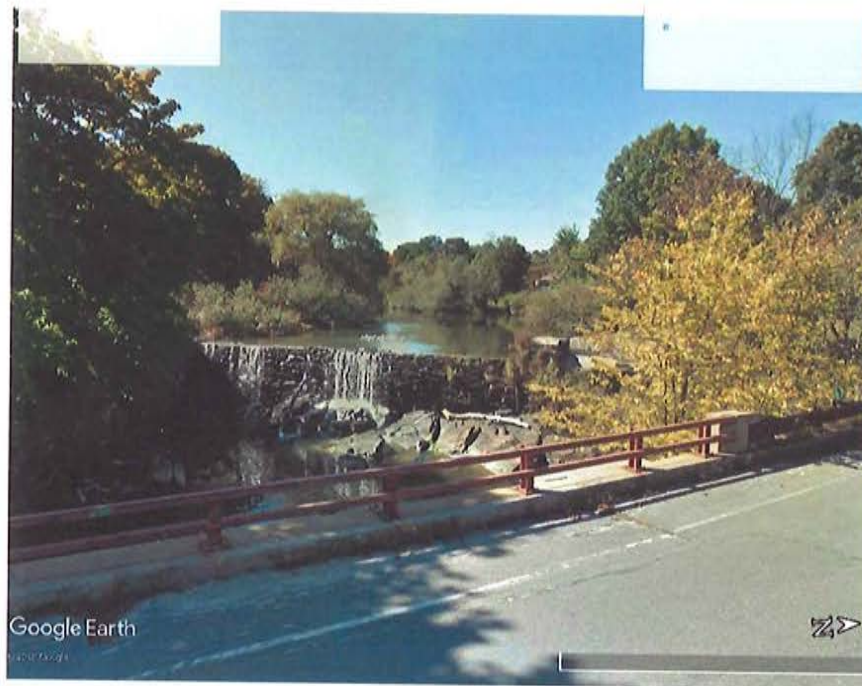
Community Representatives:

Jeremy Bloom
Christine Cantwell
Kristen Dow
Jan Kearce
Bobbi Keppel
David LaCasse
Laura Mailander
Nat May
Pat O'Donnell
Jamie Parker
Alex Pozzy
Anne Pringle
Bill Needleman
Nathan Robbins
Amy Segal
Rebecca Schaffner

City Staff:

Mike Bobinsky
Sally DeLuca
Rick Knowland
Troy Moon
Bethany Sanborn

Note: All Steering Committee members also served as members of the Stakeholder Group.



STROUDWATER DAM 2018 INSPECTION REPORT

Prepared By
City of Portland DPW
Water Resources Engineering

Gerard T Remsen III, P.E., C.M.E.
Project Engineer
September 12, 2018

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VISUAL INSPECTION CHECKLIST

This general checklist should be used as an aid when examining all dams. This checklist may not, however, include all features or conditions found at a specific dam that are relevant to the safety of that dam. All features integral to the safety of the dam being examined should be inspected and their condition reported.

INSPECTION YEAR: 2018

DAM NAME: Stroudwater Dam

DAM FILE NO.: Not listed on Maine DEP Dam Safety list

LOCATION: Westbrook St, 170 ft north of Westbrook St and Garrison St intersection

OWNER: City of Portland

OPERATOR: City of Portland DPW-Water Resources

DATE OF INSPECTION: August 2, 2018 (low tide) and September 9, 2018 (high tide)

RESERVOIR INFORMATION

Normal Reservoir Elevation (ft): **18**

Reservoir Elevation at time of inspection (ft): **18**

WEATHER CONDITIONS (including recent rainfall):

August 1, 2018 - 1" rainfall
September 6, 2018 - 0.4" rainfall

INSPECTION PERSONNEL

Maine Licensed Professional Engineer(s):

<u>Name</u>	<u>Affiliation</u>	<u>Area of Expertise</u>
Gerard T Remsen III, P.E., C.M.E.	City of Portland DPW-WR Eng	Geotechnical and hydraulics

GENERAL INFORMATION

Name of Dam: **Stroudwater Dam**

Fed. I.D. No. **Unknown** Maine Dam No.: **Not listed in Maine dam inventory**

River Basin: **Fore River**

Town: **Portland Maine** County: **Cumberland**

Block: **213** Lot: **C013**

Nearest Downstream City-Town: **Portland**

Stream Name: **Stroudwater River** Tributary of: **Fore River**

Latitude (N): **43°-39'-23.43"** Longitude (W): **70°-18'-38.45"**

Type of Dam: **Run of River - masonry**

Purpose of Dam: **Recreation (originally built for water power)**

Hazard Category: **Low** Drainage Area (sq mls): **26.5**
See Attached Map

Height (ft): **16 ft** Length (ft): **124**

Normal Surface (ac): **3.0 Acres (estimated)** Normal Capacity (af): **unknown**

Maximum Capacity (af): **unknown** Spillway Capacity (cfs): **unknown**

HISTORY

Date Constructed: **Unknown Original date** Dates(s) Reconstructed:
1983 SEA Consultant Report states repairs by City of Portland in 1977, no plans or reports are available presently, Slide Gate installed 1989

Constructed By: **Unknown**

Designer: **Unknown**

Owner & Address: **City of Portland Maine, 389 Congress St Portland, Maine**

Owner/Operator present during inspection (yes or no): **No**

PREVIOUS INSPECTIONS (date of)

Last Inspection: **November 2012**

Stability Analysis March 19, 1986 by SEA Consultants Inc and Geotechnical Engineers Inc

Phase I Inspection: **September 1983**

EMERGENCY ACTION PLAN - Not Applicable not required under Maine Dam Safety regulations

DOWNSTREAM HAZARD CLASSIFICATIONS

Present Hazard Classification: **Low Hazard**

Changes in Downstream Land Use and Habitation: **No, downstream is Fore River channel and is impacted by tidal level of Atlantic Ocean**

Is present classification appropriate? **Yes**

OPERATION AND MAINTENANCE

Date of Operation and Maintenance Plan: **None**

EXAMINATION OF CONCRETE AND MASONRY DAMS

DESCRIPTION OF STRUCTURE

Type of Dam (Gravity, Arch, etc.): **Dry set stone Arch dam, curvature is very slight. According to drawings in 1989 inspection report there is mass concrete on the upstream side of dam. It was not possible to inspect since the area is submerged**

Internal Drainage System: **None**

Movement (Horizontal and Vertical Alignment): **There is an area of slight bulging at the right end of spillway, it appears bulging is from bottom to top.**

Miscellaneous:

UPSTREAM FACE

Condition of Concrete or Masonry: **Not possible to inspect, submerged, to conduct the appropriate inspection the low-level outlet must be opened and reservoir lowered, however gate is damaged and possibly inoperable**

DOWNSTREAM FACE

Condition of Concrete or Masonry: **Downstream face appears to be constructed of dry set stones varying in size and shape. The dam is approximately 4 to 6 ft thick. Much of the dam face is not accessible due to flow across the face. Most of the dam is the spillway. Seepage is observed through bedrock and between dry set rock in dam.**

Leakage Through Dam (Location and Estimated Flow): **10 to 15 gpm total estimated, there is no system of weir(s) to monitor seepage rate and or volume**

FOUNDATION

Condition of Rock or Concrete Lining: **Dam sits on bedrock unknown whether dam is keyed into rock or not. There is visible seepage along base and through seams in bedrock.**

Cracking: **No access to foundation to inspect for cracking**

Signs of Movement: **No monumentation to check movement**

Seepage (Location and Estimated Flow): **Various seepage points in all observed varying in flow from 2 to 15 gpm at various points at right side of dam, the middle and left side are not accessible to inspect for seepage with full pool. The downstream face is subject to submergence due to tidal influences**

ABUTMENTS AND TOE AREA

Seepage or Wet Areas: **No wet areas or seepage observed at abutment dam joint on right side due to heavy vegetation growth, on left side which is inaccessible without climbing equipment**

Signs of Movement: **None observed during this inspection, however without monumentation or other device to measure any movement not possible to comment**

Cracking: **None observed during inspection**

Erosion: **The downstream slope on right side abutment shows eroded areas and exposed tree roots. There are small areas of loose soil at the point of intersection with rock.**

Unusual Conditions: **At several locations along the right side there are small holes in the embankment forming abutment joint. Holes could be voids or animal burrows.**

EXAMINATION OF SPILLWAYS AND OUTLET WORKS

TYPE(S) AND DESCRIPTION OF SPILLWAY(S)

Primary: 100 ft long
Secondary (auxiliary): None
Emergency: None
Other: N/A

FOR EACH SPILLWAY THE FOLLOWING ASPECTS MUST BE EXAMINED WHERE APPROPRIATE

ENTRANCE CHANNEL

Description: Entrance channel is to low-level outlet. Most of channel is submerged the upper two (2) feet are visible. Dry laid stone with concrete/mortar fill from behind. Top of walls are concrete poured to even with top of rock. There are a few minor cracks in top concrete on surface. At edge of walls at right abutment there are some small sink holes.

Vegetation (Trees, Bushes): There is vegetation growing in side of channel wall on right side. And growing on top of wall at left side

Debris: None observed at time of inspections
Channel Side-Slope Stability: Vertical masonry sides nothing observed at time of inspection
Slope Protection/Erosion: None observed at time of inspections
Unusual Conditions: None observed at time of inspections

SPILLWAY CREST

Description: The spillway crest was observed standing at right side and appears to be straight a slight curvature in the upstream direction indicative of arch dam construction. Water was flowing over the spillway crest and appears to be smooth and even.

Condition of Material: Dry set stone with concrete mass fill upstream

Signs of Movement:

Joints: The joints are spaces between each stone in dam do not appear to have and mortar or grout which is indicative of dry set stone work. In review of previous reports there is mass concrete behind the stone work which maybe holding stone work together. It is not possible to determine if there has been any movement or not.

Unusual Conditions: None observed at time of inspections since much of the dam is present covered by flow over the spillway

DOWNSTREAM APRON

Description: No Apron the river channel and approach to Westbrook St bridge is apron area and it is submerged

Condition of Material: Riverbed which appears to exposed bedrock

LOW LEVEL OUTLET

Description: Whipps Slide Aluminum slide gate with electric operator. There is a 6 ft long outlet culvert after gate. This culvert is partially lined with shotcrete. The bottom of the is

eroded the shotcrete, there are efflorescent stains on inside of culvert between 10 and 2 o'clock and minor cracking,

Condition: **Fair to poor, metal appears to have little corrosion but there seems to be damage to frame. Gate may or may not be operable.**

Trash Rack: **None**

Leakage: Location Estimated Flow
Lower Left corner of gate **50 gpm**

Unusual Conditions: **Upper portion of gate frame is bent and twisted.**

Was the low level outlet operated during the inspection? **No**

Were there difficulties operating the low level outlet? **No comment since gate not operated**

When was the low level outlet last operated and did this conform with the Operation and Maintenance procedures?
Unknown, since there appears to no O&M manual

Miscellaneous: **No comment for this inspection**

EXAMINATION OF OTHER FEATURES

INSTRUMENTATION (Monumentation/Surveys, Observation Wells, Weirs, Piezometers, Etc.) location, condition:

No instrumentation, survey markers, piezometer or other monitoring devices at the dam.

RESERVOIR

Slopes: **Stroudwater River is the reservoir banks appear to be stable with grass and trees along the sides. No large sloughs or slide areas observed from dam.**

Sedimentation: **The reservoir water behind dam was brownish when inspected in August with rain event having occurred recently. Some of the upstream watershed is agricultural. Forest land and developed**

Unusual Conditions Which Affect Dam: **None observed during inspection**

Unusual Conditions: **None observed during inspection**

FORMAL INSPECTION CHECKLIST

ENGINEERING STUDIES

Hydrology & Hydraulics:

Description and date of document(s) reviewed: **There is no H&H study for the dam in the information which is in the city archives. A full H&H analysis should be done to confirm dam classification and hazard level. There is no information on whether dam failure will create a serve scour effect on the bridge immediately downstream.**

What is the SDF and how was it established? **No, this should be determined**

Is study appropriate? If no previous studies, is study needed?

Dam Breach Analysis:

Description and date of document(s) reviewed: **No information available and should be prepared**

Downstream development since approval of study? If yes, please provide comparison/mapping. Is re-evaluation necessary?

Is study appropriate? If no previous studies, is study needed?

Geotechnical/Seepage Analysis:

Description and date of document(s) reviewed: **Piezometer should be installed in dam to monitor water level at three elevations in bedrock, at dam bed rock interface and in dam. There should be a boring drilled through the concrete fill upstream of the dam to determine the concrete interface if this is a sound contact area or soil, is the area open with seepage.**

Is study appropriate? If no previous studies, is study needed?

Structural Stability Analysis:

Description and date of document(s) reviewed:

Stability Analysis March 19, 1986 by SEA Consultants Inc and Geotechnical Engineers Inc. The analysis takes, into account earthquake but not uplift. The ice loading is shown as 1 ft, subsequent Army Corp of Engineer papers recommend 2 ft of ice loading for dams in the Northeastern United States unless historic data indicates ice loading is less.

Is study appropriate? If no previous studies, is study needed? **No**

The stability of dam should be done and take into consideration sliding, uplift do hydrostatic forces, earthquake and ice loading

HISTORICAL DOCUMENTATION OF INSTRUMENTATION

Evaluate recorded instrument readings, changes in instrumentation, condition of instruments, observations, and conclusions from past 10 years or previous formal inspection.

No data available

UNDERWATER INSPECTIONS

Date of last underwater inspection: **No report was found in city engineering archives**

Underwater inspection needed? **If reservoir is lowered than no.**

SIGNIFICANT DAM EVENTS/EMERGENCIES (Overtopping Events, Damage, Failure, Other)

Description of each event within past 10 years or since previous formal inspection, including any repairs completed.

There were no known records provide for dam to review to comment on.

CONCLUSION

DAM INSPECTION PROGRAM GUIDELINES

The following new guidelines have been established by the MAINEDEP Division of Dam Safety & Flood Control to help meet the requirements of the National Inventory of Dams condition assessment of existing dam structures. Please follow the guidelines/definitions below and select the appropriate checkbox.

SATISFACTORY

No existing or potential dam safety deficiencies are recognized. Acceptable performance is expected under all applicable loading conditions (static, hydrologic, seismic) in accordance with the applicable regulatory criteria. Minor maintenance items may be required.

FAIR

Acceptable performance is expected under all required loading conditions (static, hydrologic, seismic) in accordance with the applicable dam safety regulatory criteria. Minor deficiencies may exist that require remedial action and/or secondary studies or investigations.

POOR

A dam safety deficiency is recognized for any required loading condition (static, hydrologic, seismic) in accordance with the applicable dam safety regulatory criteria. Remedial action is necessary. POOR also applies when further critical studies or investigations are needed to identify any potential dam safety deficiencies.

UNSATISFACTORY

Considered unsafe. A dam safety deficiency is recognized that requires immediate or emergency remedial action for problem resolution. Reservoir restrictions may be necessary.

I certify that the dam structure referenced herein was personally inspected by me and was found to be in the following condition (**select one only**):

☐ SATISFACTORY

☐ FAIR

☒ POOR

☐ UNSATISFACTORY

CONCLUSION (continued)

I recommend the following repairs be made immediately:

1. Replace the low-level outlet gate and install upstream bar screen to protect gate.
2. Drill boring at three locations one through concrete behind dam, one at right abutment and at left abutment to determine dam interior, bedrock quality/stability and dam bedrock interface/contact quality.
3. Install piezometers to monitor water level as part of stability analysis to determine if dam is stable.
4. Conduct stability analysis determine stability under the following conditions/ effects: normal reservoir level, earthquake, sliding, ice pressure, uplift at different water normal pool and Probable Maximum Flood Event.
5. Conduct yearly inspections in different months.
6. Lower water level in reservoir to allow for complete upstream face inspection.
7. Complete a survey of riverbed upstream to determine storage capacity.
8. Prepare a detailed H&H analysis for flooding, sunny day failure, breaching and scour at bridge abutment.
9. Calculate capacity of low-level outlet to see what is draw down rate.
10. Determine spillway capacity and develop rating curve.
11. Install survey monument system to check for movement on a 3-month interval for 5 years to check if dam moves (vertically and/or horizontally) or subject to seasonal effects.
12. Prepare detailed Operation, Maintenance and Inspection Manual.

The following long term improvements should also be undertaken:

The following studies are recommended:

- | | |
|-------------------------------------|-----------------------------------|
| ☒ | Hydrologic and Hydraulic analysis |
| ☒ | Stability analysis |
| ☒ | Failure/Inundation analysis |
| ☒ | Other "Removal/breach analysis |
| ☐ | None |

Have the recommendations above included those from the Phase I Inspection Report or previous Regular or Formal Inspection Reports? If not, indicate why.

Maine Licensed Professional Engineer representing the dam owner in responsible charge of the inspection:

Sign _____ Date _____

Maine Professional Engineer License Number _____



Photo 1 of 24

Looking upstream from Westbrook St bridge. Low-level outlet gate frame on right
t right side of dam. Heavy growth on rifght side of dam, left side is bare rock



Photo 2 of 24

Looking west across face of dam, heavy growth on right side of picture is around
low level outlet opeing.

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018

City of Portland Maine - Operator Portland DPW



Photo 3 of 24

Looking upstream of dam right side training wall approaching lowlevel outlet



Photo 4 of 24

Looking at right abutment on top. Vegetation at joints upstream and downstream

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018

City of Portland Maine - Operator Portland DPW



Photo 5 of 24

Right abutment heavy vegetation at joint, trees roots into dam



Photo 6 of 24

Vegatation growith through upstream training wall

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018

City of Portland Maine - Operator Portland DPW

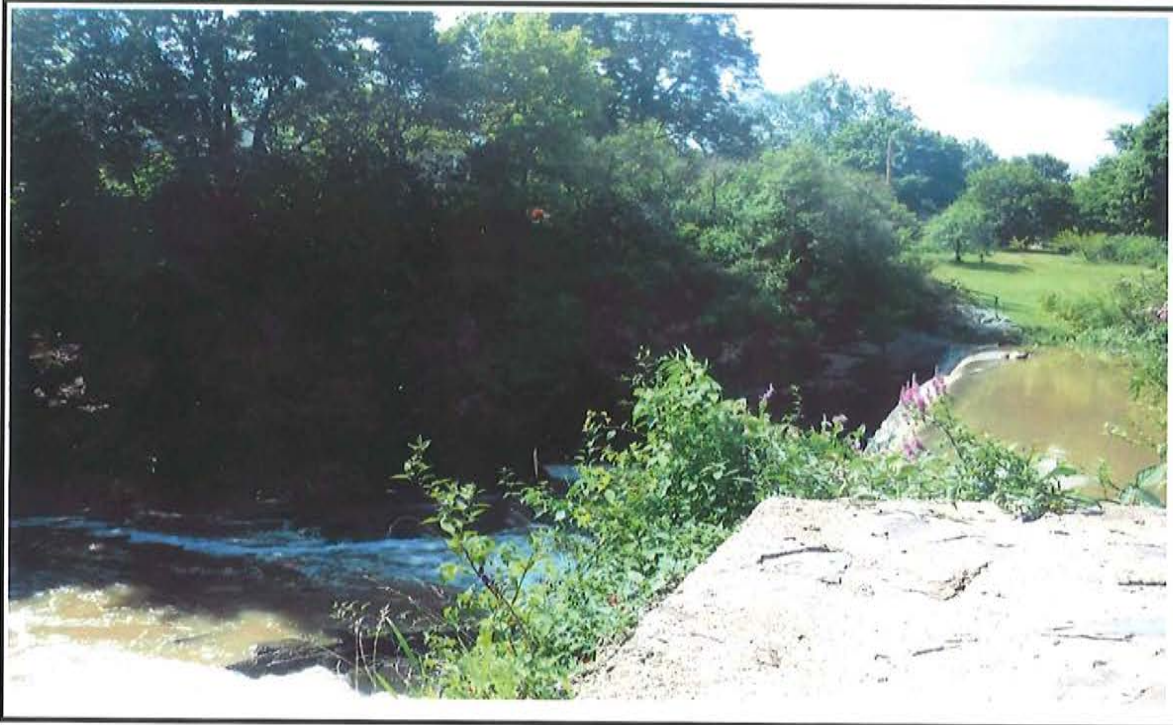


Photo 7 of 24

looking towards left abutment downstream, top of spillway is generally stright

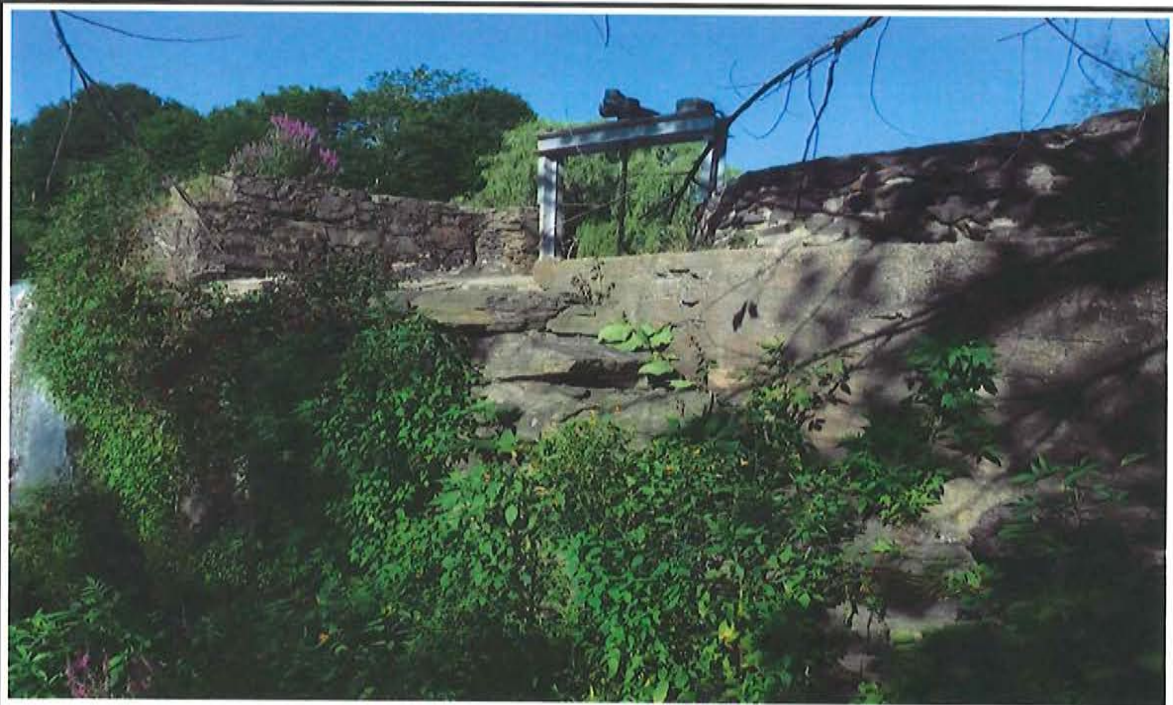


Photo 8 of 24

looking at right downstream face by right abutment



Photo 9 of 24
Looking low-level outlet culvert opening heavy vegetation

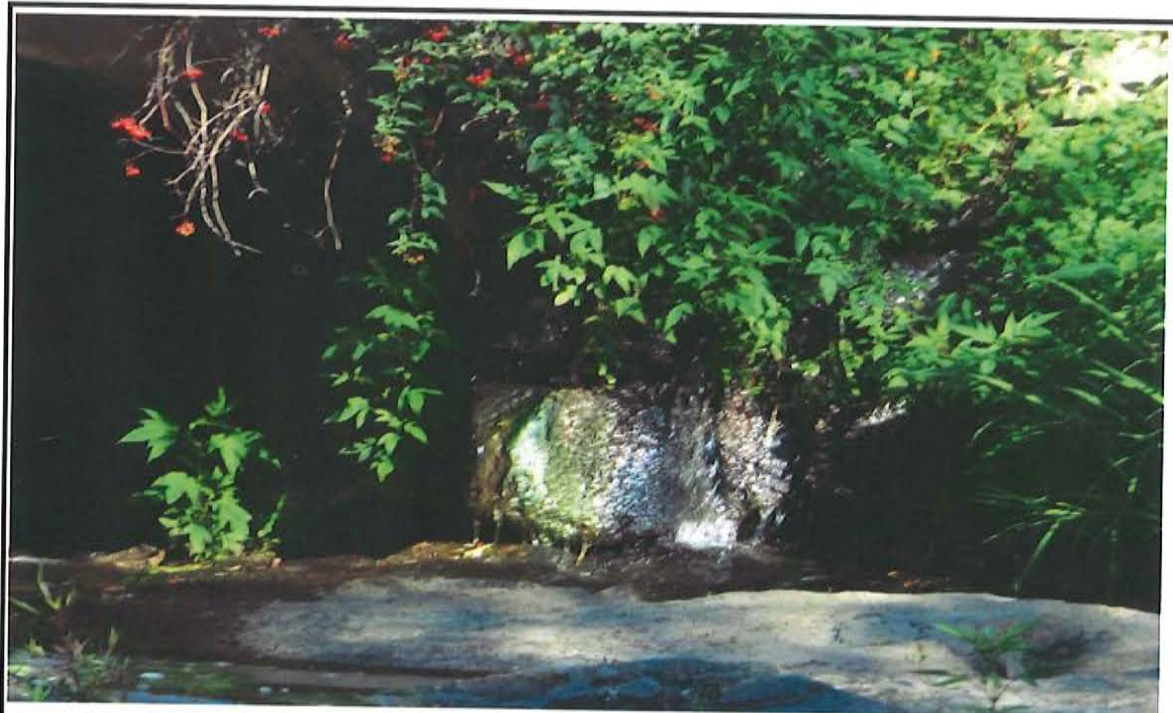


Photo 10 of 24
Seepage through bedrock under dam at right side

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018
City of Portland Maine - Operator Portland DPW



Photo 11 of 24

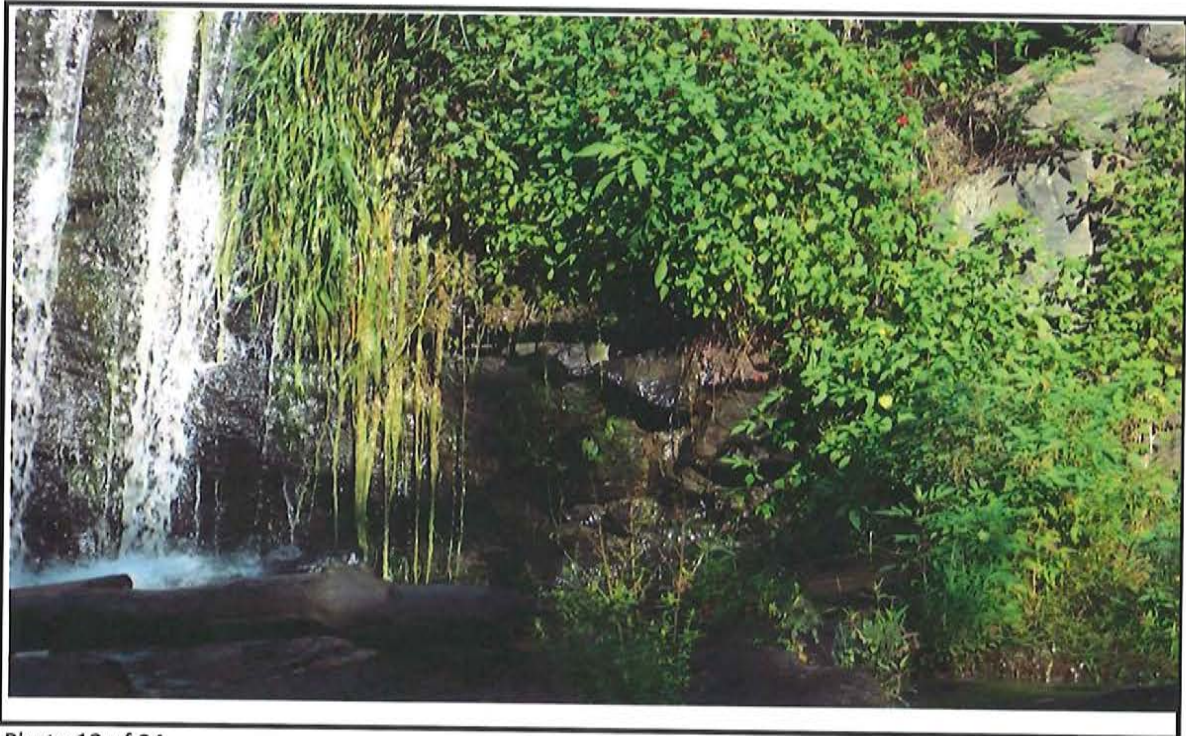


Photo 12 of 24

Seepage through dam face under vegetation

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018
City of Portland Maine - Operator Portland DPW

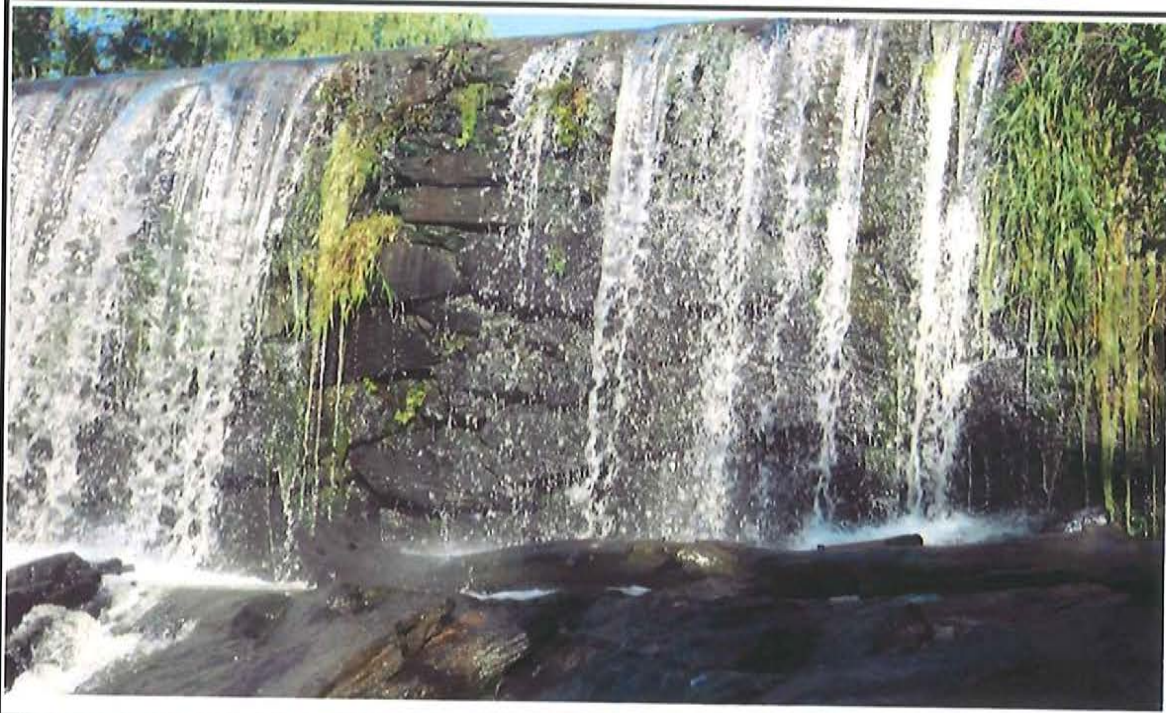


Photo 13 of 24

Looking north at right edge of spillway, open joints between rock forming face

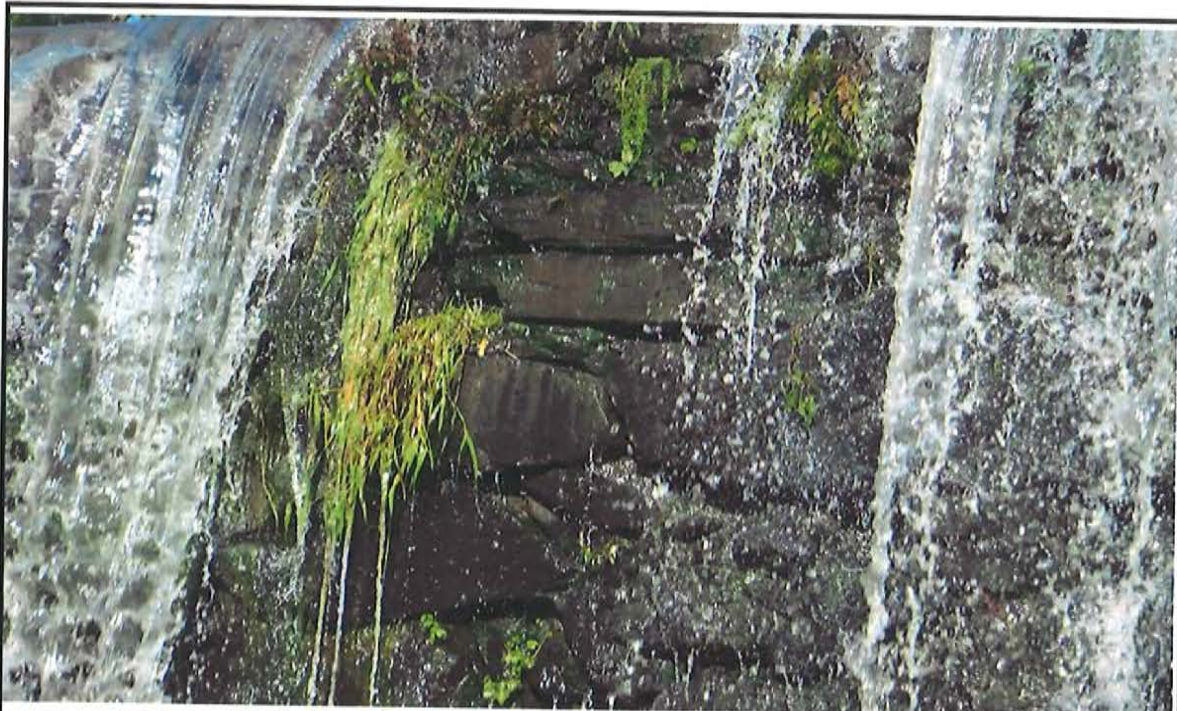


Photo 14 of 24

Close up view of same area as photo 13 of 27. note heavy growth in joints.

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018
City of Portland Maine - Operator Portland DPW



Photo 15 of 24

Looking downstream at low level outlet gate. Note growth on top of dam at right end of spillway

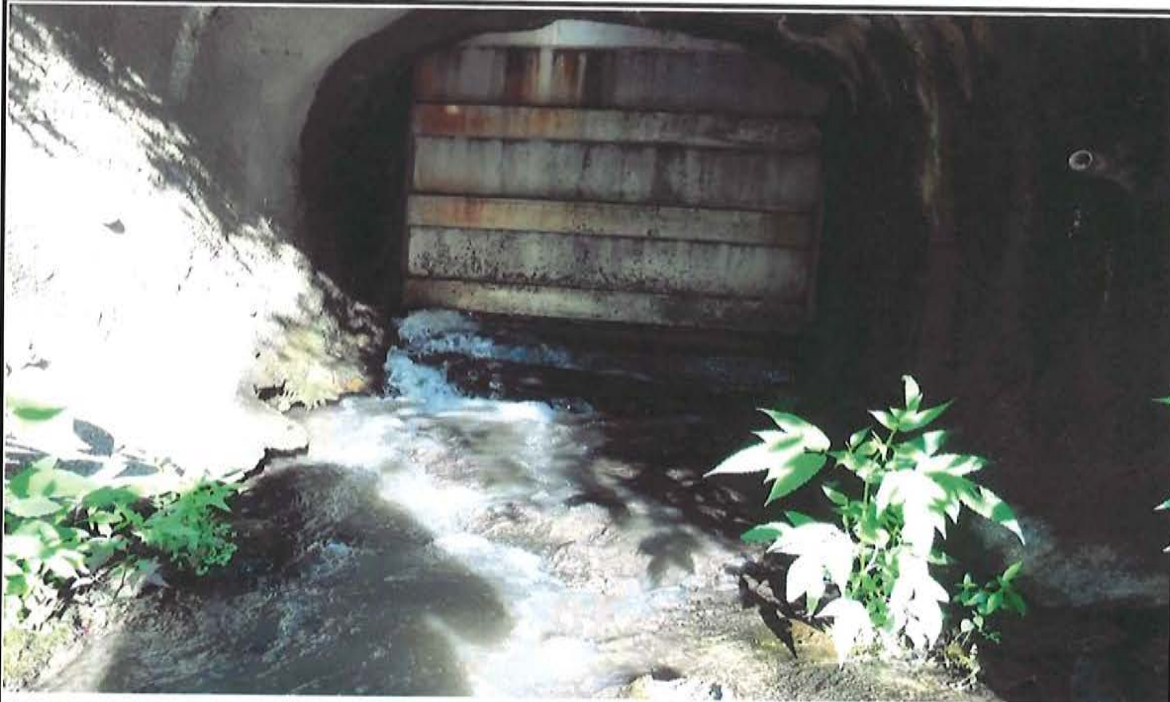


Photo 16 of 24

Downstream face of low-level outlet gate, significant leak through gate at low left hand corner, seepage around rest of gate.

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018

City of Portland Maine - Operator Portland DPW



Photo 17 of 24

Low level outlet culvert, shotcrete liner is cracked, bottom has eroded away
efflorescent stains in shotcrete



Photo 18 of 24

Face of dam at low level outlet culvert

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018
City of Portland Maine - Operator Portland DPW



Photo 19 of 24

Looking west towards left side of dam upstream side



Photo 20 of 24

looking upstream at left side river bank - appears to be stable

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018
City of Portland Maine - Operator Portland DPW

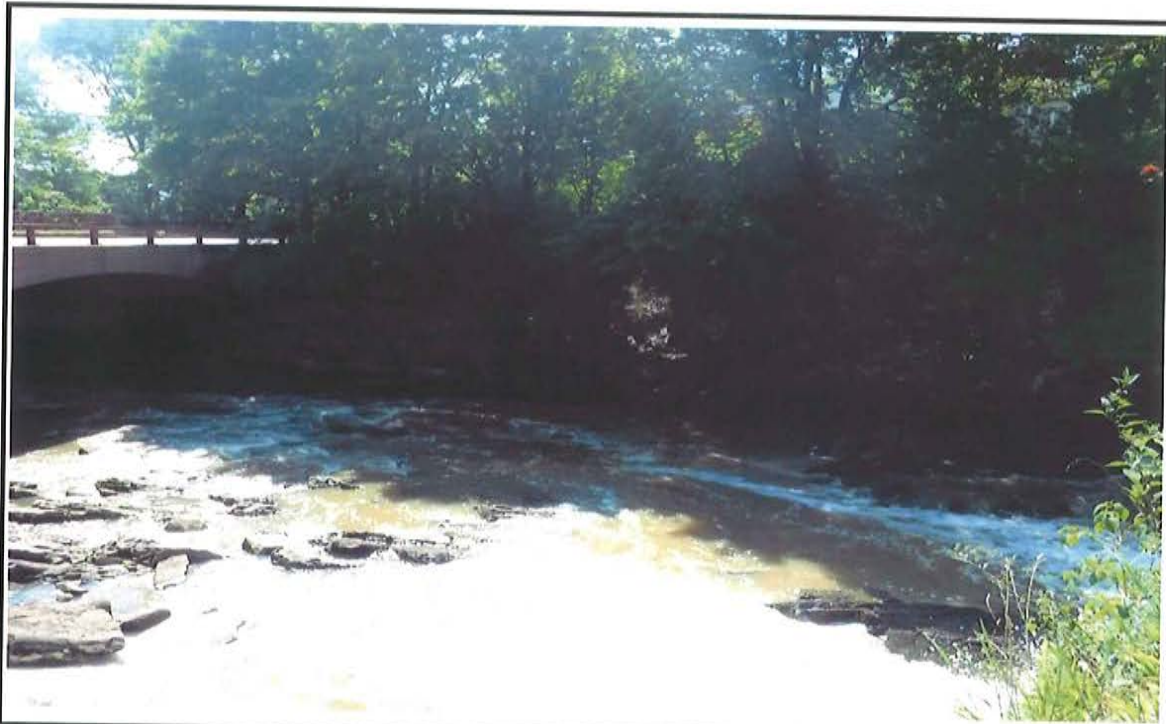


Photo 21 of 24

Looking doenstream at Westbrook St bridge



Photo 22 of 24

downstream face of dam open joints between rocks not mortar visible

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018

City of Portland Maine - Operator Portland DPW

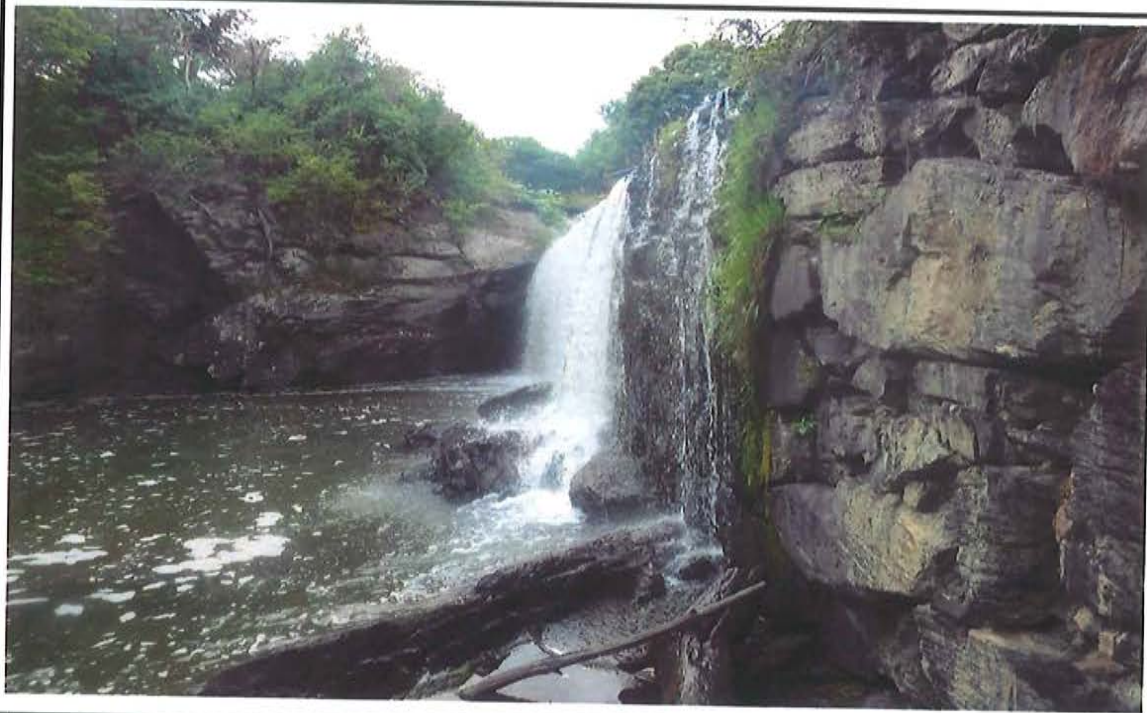


Photo 23 of 24

Looking across dam towards left abutment dam is against face face, there is a slight blugging in rock face at east end of spillway 9-10-2018

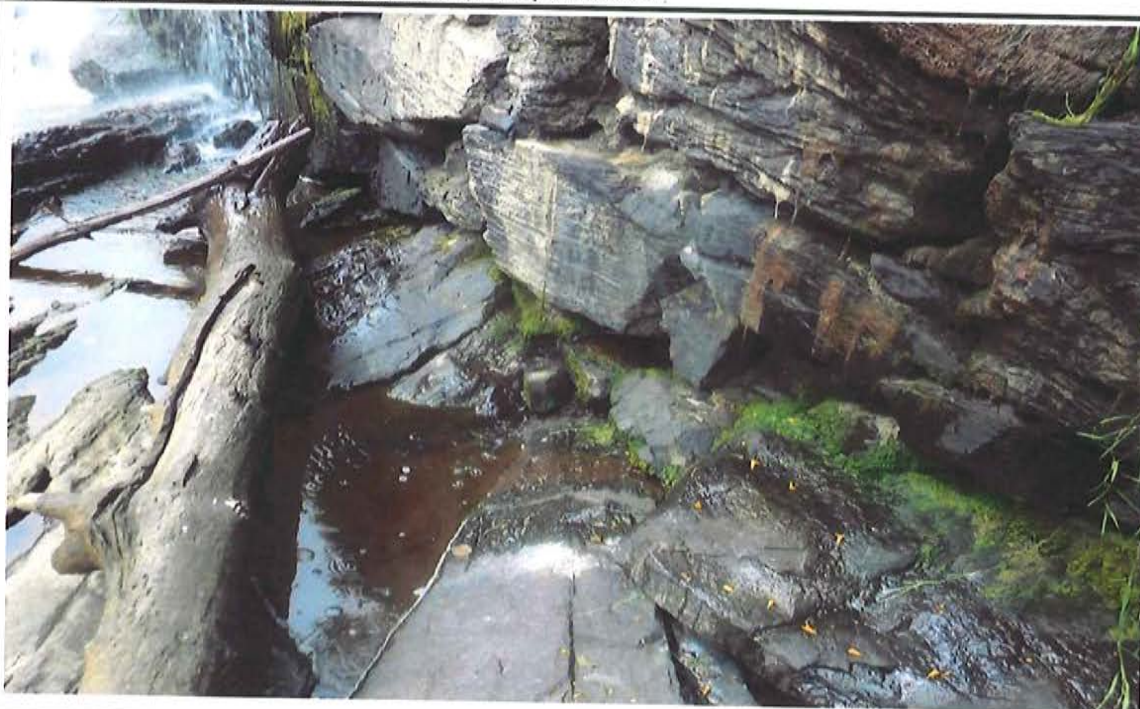


Photo 24 of 24

seepage through bedrock at base of dam, some water is from low-level outlet gate leakage

Stroudwater Dam Visual Inspection 8-2 and 9-10 2018

City of Portland Maine - Operator Portland DPW

SITE MAP

Legend

- STROUDWATER DAM OVERALL VIEW



Google Earth

© 2018 Google

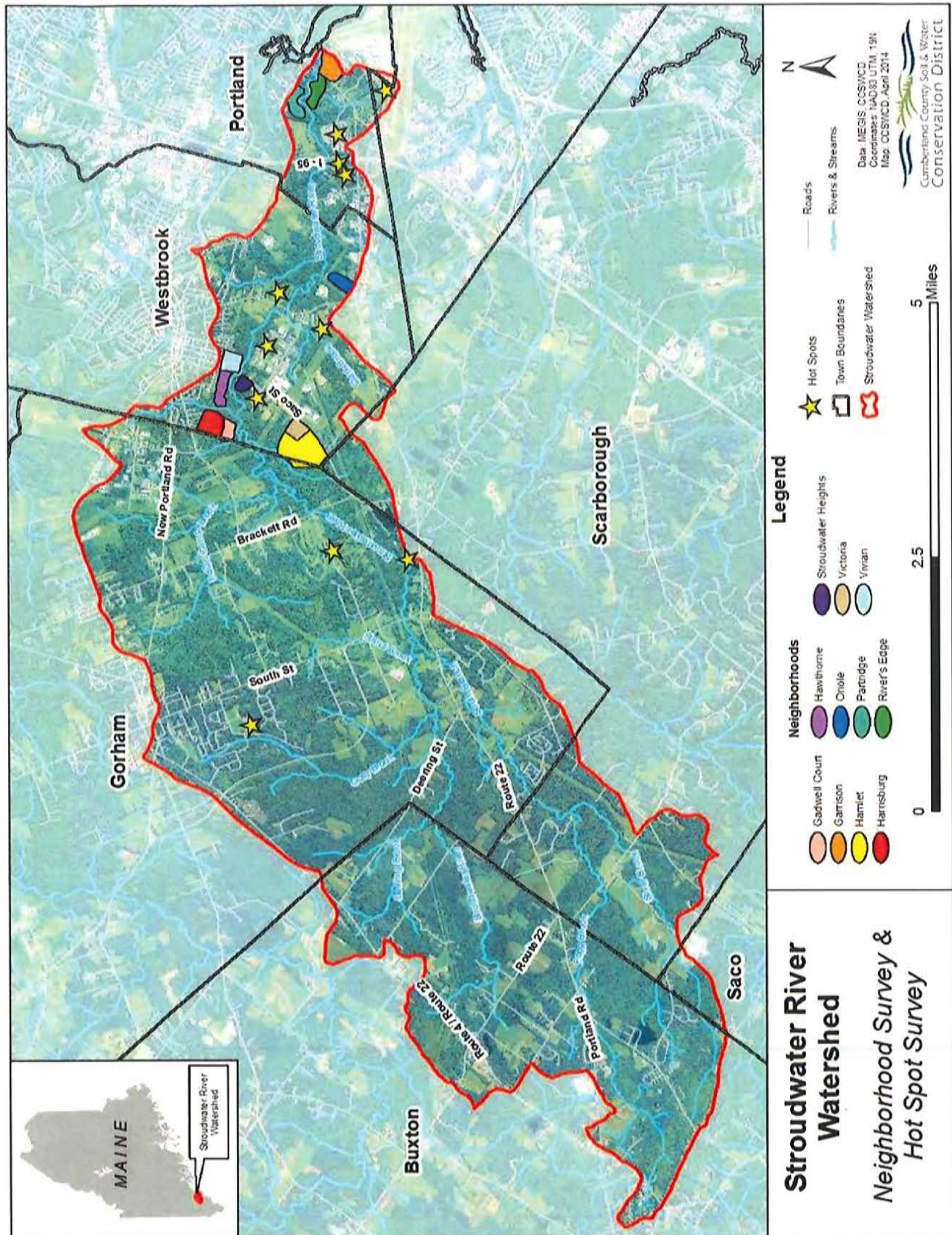


Figure 3. Stroudwater River watershed hotspot and neighborhood survey areas



Office of the Mayor, Ethan K Strimling

DISTRIBUTE TO: Members of the Finance Committee; Councilor Nicholas Mavodones,
Chair and Councilor Justin Costa
FROM: Ethan Strimling, Mayor
DATE: Oct 4, 2018
SUBJECT: **Housing Bond**

Please consider this memo a formal proposal for the Finance Committee to help us meet the 2017 & 2018 Council Priorities of capitalizing the Housing Trust (see attachment #1) and the 2018 Council Priority to "Increase access to rental and ownership housing that is safe and affordable for working and low income families." (see attachment #2).

This particular proposal is to authorize \$7M in borrowing to be available for our Housing Trust [HT] to then be distributed for the development of affordable and mixed use housing in Portland.

Why Capitalize the Housing Trust?

Although this has been a council priority for at least two years, it bears reminding ourselves why the Housing Trust is such a valuable tool and why capitalizing it is so essential. Here is how the fund is described by city staff in two memos to the Housing Committee this year:

"The Housing Trust Fund is a valuable tool that can assist the City in meeting the goal of providing increased availability in all segments of the housing market. While the City has other resources such as the HUD HOME and CDBG Programs, those funds are limited in amount and scope..... The HOME program restricts rental housing assistance to households at or below 60% of the area median income and home ownership assistance to households at or below 80% of the area median income. The CDBG program is restricted to households at or below 80% of the area median income. City Ordinance allows the Housing Trust Fund to assist households at or below 120% of area median income." April, 2018 (see attachment #3)

Unfortunately, according to Housing staff, the lack of funding from a stable and steady source leaves our Housing Trust as an undependable source for Affordable Housing developers.

*"The Housing Trust Fund also does not provide a stable and steady source of funding for affordable housing **due to the lack of a dedicated funding source**. The absence of a dependable source of funding raises genuine concerns of uncertainty when addressing an issue that affects the entire community." (bold added) February, 2018 (see attachment #4)*

- Historically, over the past 15 years, the Housing Trust alone has expended \$1.9M and is responsible for building at least 229 units. That is a cost of \$8,296 per unit on average. **At this average cost per unit, \$7M would build 844 units of housing.**
- In the past five years, utilizing all City of Portland resources (HOME/CDBG/HT, and excluding TIF's), PHA and AVESTA have been able to produce (or are about to produce) 512 units in Portland at a city subsidy cost of only \$4.5M; \$8,800 per unit. (see attachment #9) **At this average cost per unit, \$7M would produce 795 units.**

In sum, based on past performance, it appears that investing \$7M in the HT can create from 600 to 800 units of housing over five years.

Costs to the taxpayer

According to City Staff, borrowing \$7M would cost about \$10.1M over the life of the bond (20 years), assuming all of it were drawn down. On an annual basis this would be about 8 cents on the Mil Rate, or approximately \$20 on an average \$250K home in Portland.

It should be noted that we plan to retire and replace \$12.9M of bonding this year, and project to add an additional \$5M on top of that. Some of the borrowing proposed here could be included in those projections, thereby reducing the impact on the budget.

Recommendation

My recommendation is to pass the \$7M bond with the stipulation that up to \$1.5M a year be drawn down for distribution (as determined by applications reviewed by the Housing Staff and authorized by the Housing Committee). This reduces the single year impact on taxpayers to no more than \$5 a year on an average home, assuming this debt is outside our annual replacement cap for infrastructure debt.

The committee may also want to consider that an average per-unit expenditure limit be placed on the funds. For instance, we could stipulate that the expectation of the allocation of these funds is that they will garner a return of one unit for every \$10,000 spent. That will ensure a minimum of 700 units being produced, thereby ensuring that the funds continue to be utilized in a way that maximizes the return for the taxpayers and for those in need of housing.

Portland City Council Goal Setting Summary - 2017

The City Council and Mayor met on January 23, 2017 to develop a clear understanding of their key priorities and goals for 2017. It was also to develop a sense of which goals the Council and Mayor are most interested in seeing developed. While each committee and the Mayor will still work on all the goals each outlined (see below), the ranking identified the top three areas of greatest interest on each list. The top 3 goals from each list are:

Economic Development

- Eastern waterfront public infrastructure investment/increase utilization of the terminal
- Broad Band Access
- TIF financing policy

Finance

- Question on the ballot regarding elementary school renovations
- Combined tax increase no greater than 2.5%
- Develop proposal for targeted tax relief

Health & Human Services

- Pursue shelter improvements: expand zoning; improvement and new shelter
- Guidance and policy suggestions on substance abuse, opioid crisis, facilities, marijuana education, zoning, operation of the needle exchange
- Seek regional solutions: homelessness, substance abuse

Housing

- Identify opportunity to demonstrate a City partnership to leverage mixed use housing
- Implement policies to capitalize the Housing Fund (incentives for affordable housing) added at the meeting
- Pull together a current situation report on Housing Policy, availability and affordability

Mayor

- Universal All Day Pre-K
- Increase inclusionary zoning to 20%
- Earned Paid Sick Time

Nominating & Legislative

- Increase outreach to generate applications
- Establish state and federal intergovernmental relations
- "Ban the box:" examine disclosure requirements

Sustainability & Transportation

- Pedestrian crossings, stop lights, bike lanes, review existing plans, snow removal ordinance and plowing routes, transportation bonds, parking
- Parks: zoning, interactive parks
- Review Portland Climate Action Plan

Attached is a list of each committee's and the Mayor's goals.

Portland, Maine



Yes. Life's good here.

Office of the Mayor, Ethan K. Strimling

2018 Goals

1. Ensuring Educational & Lifelong Success -- Offering Universal Pre-K in Portland

The research is clear - kids who go through high-quality pre-k programs are better prepared for kindergarten than those who don't. Right now the city is only meeting 25% of our need with the current pre-k program and our lowest income kids are being the hardest hit. This proposal is to put out an advisory referenda to ask Portland residents if they are willing to pay for a high quality universal Pre-K program for every four year old in the city. (Will work with School Board on this goal)

2. A Sustainable City – Solarize Portland

Many cities around Portland have instituted "Solarize" programs to promote solar power and help facilitate the bulk purchase of solar energy conversion. Portland should do the same, as well as switching the City's electric plan to renewable, purchasing more electric vehicles for our fleet, installing more charging stations around the city, and exempting environmental upgrades to homes from increased valuation. (Plan is to refer to Sustainability)

Already on Committee Work Plans

3. Affordable Workforce Housing - Capitalizing the Housing Trust Fund to \$10 Million

One of the Council's 2017 goals was to fully capitalize the Housing Trust Fund [Trust]. This proposal will inject \$8 million into the Trust by the end of 2019 - three million from the sale of the WEX property and \$5 million through a bond. Growing the Trust to \$10 million will leverage upwards of \$50-60 million in additional money toward our housing crisis and build upwards of 1,000 units of affordable housing over the next five years. (Finance Committee)

4. A Safe, Healthy Workforce - Earned Paid Sick Time

Currently 20,000 workers in Portland can't earn even one paid day off to care for their own medical well-being or that of their child. This proposal will ensure that every worker in Portland receives at least 6 paid days off a year to take care of health or safety issues for themselves or their family. (HHS Committee)

5. Responsible Contracting for City Contracts

Last year, the council passed a revision to our TIF policy to require that all contractors that work on a project which receives a CEA, pay their workers a livable wage with benefits. This proposal will require that the same standard apply to all city contracts with private entities, plus require that they have an apprenticeship program. (Finance Committee)

Portland City Council Committee on Housing

Goal/Objective: Increase access to rental and ownership housing that is safe and affordable for working and low-income families.

Safe, affordable and accessible housing remains the core objective. The 2018 Housing Committee will focus on policies that help residents match their housing needs with appropriate options over a lifetime. Success is when we have a broad array of housing choices to serve evolving individual and family housing needs.

Solid housing stock, parks and open space, quality education, proximity to jobs and entertainment are all important elements that significantly influence whether Portland can retain and sustain current residents and attract new residents of all ages, backgrounds and abilities.

2018 Committee Workplan Priorities

1. Identify an opportunity to engage the city in a public/private partnership project or projects to add rental and ownership units to our housing inventory, by leveraging policy, planning expertise, funding, zoning, public land, creating a Land Trust and/or other strategies. Towards this goal, the Committee initiated a general exploration in its February meeting of work done in other cities using surplus city property to leverage housing development through formation of a Community Land Trust (CLT). The Land Trust idea is but one of a number of strategies the Committee may explore to develop and forward to proposal to the full council.
2. Identify and recommend policy to remove barriers to Accessory Dwelling Units in residential zones – the Committee proposes to review the effectiveness of loosened ADU policy approved by the council several years ago and consider revisions or additional adjustments in tandem with the first phase of the ReCode Portland zoning rewrite.
3. Develop and recommend a Housing Advisory Board consistent with the language approved by the Council as part of the 2016 Housing security package, including housing professionals, tenant and landlord representatives, to assist the City in developing and implementing policy options to address existing and developing issues.

Other Projects highlighted for action by the Committee

Develop a proposal for a "hotel linkage fee" to fund City housing programs and recommend action to the full council.

Evaluate the condominium conversion ordinance to assess compliance with the tenant notice and relocation assistance requirements and recommend if the condominium conversion fee should be increased to fund TBRA and/or the Housing Trust Fund.

Sponsor development of a cost neutral proposal to take on administration the Portland Water District's water efficiency and repair services program and recommend action to the full council.

Portland, Maine



Yes. Life's good here.

Mary Davis
Division Director, Housing & Community Development Division

TO: Councilor Duson, Chair
Members of the Housing Committee

FROM: Mary Davis, Division Director
Housing and Community Development Division

DATE: April 20, 2018

SUBJECT: 2018 Housing Trust Fund Annual Plan

The Housing Trust fund is established by Section 14-489 of the City's Code of Ordinances. Section 14-489 (e) states that "the city council shall adopt a housing trust fund annual plan" and that the "housing committee of the city council or such other committee as the council shall designate shall conduct public hearings on the recommended plan and refer the matter to the council for action."

The plan establishes the priorities in which the current balance of the Housing Trust Fund will be allocated. Over the last few years, the annual plan has been deliberately broad due to the relatively small amount of available resources. With an increase in resources, it is prudent that a more detailed plan be put in place. Housing Trust Fund resources should be focused on opportunities where other funding sources do not work or are not effective. As always, the City should act prudently when deciding to invest these funds.

Staff is requesting committee approval and recommendation to the City Council of the proposed 2018 Housing Trust Fund Annual Plan.

HOUSING TRUST FUND
2018 ANNUAL PLAN

BACKGROUND

The Housing Trust fund is established by Section 14-489 of the City's Code of Ordinances. Section 14-489 (e) states that "the city council shall adopt a housing trust fund annual plan" and that the "housing committee of the city council or such other committee as the council shall designate shall conduct public hearings on the recommended plan and refer the matter to the council for action."

The Annual Plan will establish the priorities in which the current balance of the Housing Trust Fund will be allocated. The plan is in line with the 2018 City Council Goal of increasing access to rental and ownership housing that is safe and affordable for working and low-income families.

This budget is based on the current balance in the Housing Trust Fund. At this time, Housing Trust Fund revenue is generated from fees triggered by the Housing Preservation and Replacement Ordinance and fee-in-lieu contributions from the Inclusionary Zoning Ordinance, along with other funding resources under Council consideration. The balance of the Housing Trust Fund is \$913,502. While staff anticipates increases in revenue in the Housing Trust Fund as a result of the Inclusionary Zoning Ordinance and other sources being considered by the City Council, those anticipated resources are not included in the 2018 Annual Plan.

Sources and Uses of Housing Trust Fund:

DEPOSITS		EXPENDITURES	
Maine Medical Center 2002-2003	\$ 315,580	Avesta Oak Street Lofts 2011	\$ (380,585)
Sportsman's Grill 2002	\$ 40,000	Housing First Pre-Development RFP 2014	\$ (75,000)
Berlin City Auto 2009	\$ 116,000	65 Hanover St 2015	\$ (9,250)
Stop n Shop 2010	\$ 289,250	65 Munjoy St 2017	\$ (175,000)
Rockbridge/Eastland Park 2012	\$ 42,500		
Riverwalk/Ocean Gateway 2012	\$ 250,000	Total Expenditures	\$ (639,835)
118 Congress LLC April 2014	\$ 3,500		
Sale of Belfort Street 2017	\$ 86,424		
Sale of 116 Upper A Street 2017	\$ 78,527		
443 Congress Street 2017	\$ 280,000		
Previous INTEREST EARNED	\$ 51,556		
Total Deposits	\$1,553,337	BALANCE	\$ 913,502

City Ordinance requires that the Housing Trust Fund Annual Plan include a description of the programs to be funded, a budget for each program and identify how the funds will be distributed among very-low (at or below 50% of the area median income), low (at or below 80% of the area median income) and moderate income (at or below 120% of the area median income) households.

The Housing Trust Fund is a valuable tool that can assist the City in meeting the goal of providing increased availability in all segments of the housing market. While the City has other resources such as the HUD HOME and CDBG Programs, those funds are limited in amount and scope. The proposed Housing Program budget for FY 2018-2019 includes \$325,064 in HOME funding for affordable housing development, \$100,000 for housing rehabilitation and \$224,096 in CDBG housing program income for housing rehabilitation. The HOME program restricts rental housing assistance to households at or below 60% of the area median income and home ownership assistance to households at or below 80% of the area median income. The CDBG program is restricted to households at or below 80% of the area median income. City Ordinance allows the Housing Trust Fund to assist households at or below 120% of area median income.

As always, the City should act prudently when deciding to invest these funds. The Housing Trust Fund should maintain a minimum balance of \$500,000 in order to have resources to act quickly when there is an emergency, such as a need to cure a potential mortgage default that could result in loss of an affordable unit.

FUNDING PRIORITIES

The purpose of the Housing Trust Fund is the "...promotion, retention and creation of an adequate supply of housing, particularly affordable housing, for all economic groups and to limit the net loss of housing units in the City." and "To serve as a vehicle for addressing very low, low and median income housing needs..."

A 2018 priority will be to support the Portland Housing Authority in the implementation of their Strategic Vision Plan when other funding sources are not available. The Housing Authority's current priorities in that Plan are the Boyd Street and Front Street sites.

Allocation Process

Housing Trust Funds will be distributed through a competitive application process. A Notice of Funding Availability will be issued at a minimum of an annual basis to notify potential applicants that the application is available. Applications will be reviewed by an evaluation team that will include City of Portland staff. Selection criteria as well as a point system will be used for evaluating and scoring the applications.

Recommendations will be forwarded to the City Council's Housing Committee for review and approval. The Housing Committee recommendations will be forwarded to the City Council for final review and approval.

Eligible Activities

Activities eligible for funding from the Housing Trust Fund are those that promote, retain, and create an adequate supply of housing, particularly affordable housing for all economic groups, and to limit the net loss of housing units in the city. Eligible activities may include: new construction, preservation/rehabilitation of existing affordable housing, adaptive reuse, acquisition, housing first.

The Housing Trust Fund resources are also intended to promote the retention of affordable housing. Staff recommends that Housing Trust Fund resources be made available, if necessary, to exercise the City's right of first refusal in connection with potential foreclosure issues with affordable homeownership units. This is unlikely to occur in the near future but may come up as more workforce homeownership units are created through Portland's inclusionary zoning ordinance. Similarly, Housing Trust Fund resources should also be considered for aiding households that own affordable units to pay special assessments from their condominium or homeowners association in order to help maintain the unit's affordability and reduce any risk of foreclosure. It is important to allow for the consideration of using funds in these manners as foreclosure of a unit can jeopardize any affordability restrictions associated with the property.

Financing Parameters

Housing Trust Funds should be a resource of last resort.

Form of Awards: A variety of funding mechanisms will be utilized including no-interest loans, below-market loans, forgivable loans, and grants. Type of funding will be determined after review of a number of factors including amount necessary to make the project feasible, the project type, income targeting, number of affordable units, and duration of the affordability period.

Maximum Award Amount: Funding awards will be determined on a per affordable unit basis. The City contribution per unit will not exceed \$15,000. This amount may be adjusted at the discretion of the City Council.

Income Targeting

Housing Trust Fund resources should be focused on (1) opportunities where other funding sources do not work or are not effective, (2) projects designed to create housing affordable to households earning at or below 50% of the area median income, and (3) projects designed to create housing affordable to households earning 80% to 120% of the area median income.

Affordable means that the percentage of income a household is charged in rent and other housing expenses, or must pay in monthly mortgage payments (including insurance and taxes), does not exceed 30% of a household's income, or other amount established in city regulations that does not vary significantly from this amount.

Affordability Restrictions

Affordability restrictions are required. In the case of rental or cooperative units, the units must remain affordable for the life of the housing unit which is presumed to be a minimum of thirty (30) years.

Homeownership units must include resale restrictions that maintain an "equitable balance" between the interests of the owner and the City. These restrictions must be documented and recorded in the Cumberland County Registry of Deeds.

Sales must be made through an arms-length arrangement. No employee, agent, stockholder, officer, director, servant, or family member of the Owner or its Management Company, or its employees, agents, or servants thereof, related either by blood, marriage, or operation of law may qualify for a unit financed with Housing Trust Funds or receive any benefit related in any way to the administration or compliance with the conditions contained therein.

Implementing Regulations

Regulations to further specify the details of the parameters outlined in this Annual Plan, shall be developed, including, but not limited to:

1. Specific methodology for income verification; and
2. Underwriting criteria.

Attachments

2018 Housing Trust Fund Application

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

TO: Councilor Duson, Chair
Members of the Housing Committee

FROM: Victoria Volent, Housing Program Manager

DATED: February 23, 2018

SUBJECT: Overview of the Housing Trust Fund

Background

The City of Portland's Housing Trust Fund is established by Section 14-489 of the City's Code of Ordinances. The supports the promotion, retention, and creation of an adequate supply of housing, particularly affordable housing, for all economic groups and to limit the net loss of housing units in the City. Grants or loans are made to fund the acquisition, construction, and substantial rehabilitation of rental, cooperative, and home ownership housing that is restricted to ensure long-term affordability. The Housing Trust Fund is a much more flexible financial tool than other sources of funding available to the City. While the city has resources such as the HUD HOME and CDBG Programs, those funds are limited in amount and scope. Revenue for the Housing Trust Fund is generated from fees triggered by the City's Housing Preservation and Replacement Ordinance, and fee-in-lieu contributions from the Inclusionary Zoning Ordinance. Each fiscal year, the City Council adopts the Housing Trust Fund annual plan which describes proposed programs, funding levels, and benefitted households. The Housing Committee conducts a public hearing on the use of the funds and refers recommendations to the City Council for action. The 2017 Housing Trust Fund Annual Plan is attached for reference purposes.

Housing Trust Fund Priorities

Priorities for the expenditure of Housing Trust funds collected pursuant to the Housing Replacement Ordinance are given to the creation of new housing stock. Priorities for the expenditure of funds collected pursuant to the Inclusionary Zoning Ordinance are not specified in Section 14-489 (Housing Trust Fund). Some communities that prioritize funding requests adopt a ranking system based on a pre-established set of criteria. The Center for Community Change; the Housing Trust Fund Project issued a report titled *Opening Doors to Homes for All. The 2016 Housing Trust Fund Survey Report* (HTFSR) which noted surveyed cities that prioritize via ranking gave more points for the following projects (from highest priority to lowest priority):

lowest incomes; leverage funds; homeless; disabled persons; specific neighborhood preservation/rehab; elderly; distressed communities; developed by nonprofits; energy efficiency; weatherization/upgrades; renewable energy; water efficiency upgrades. Other communities do not prioritize but instead set aside a portion of the trust fund revenue for specific activities. Set aside of funds were given to projects targeting: 50% AMI; 30% AMI; 80% AMI; 60% AMI; 100% AMI, and projects for: homeless services and housing; permanent supportive housing; first time homebuyers; preservation of rental housing rental assistance; persons with disabilities; and energy efficiency upgrades. A third method is the "first come, first serve" in which projects are considered for funding in the order in which they are received.

Eligible Activities

Activities eligible for funding from the Housing Trust Fund are those that promote, retain, and create an adequate supply of housing, particularly affordable housing for all economic groups, and to limit the net loss of housing units in the city. This broad language allows a fluid interpretation of the ordinance to support a full variety of housing proposals that satisfy the appropriate conditions.

Some communities have retained this degree of flexibility in their ordinance while also providing a list of eligible activities. For example, listed eligible activities may include: new construction of affordable housing; preservation/rehabilitation of existing multi-family housing; housing for elderly; or permanent homeless housing. Other communities provide a list of preferred projects such as: Housing First; Rapid Rehousing; projects that leverage additional resources; or gap financing.

As currently written, Portland's Housing Trust Fund Ordinance provides the flexibility necessary to adapt to opportunities where other sources do not work or are not effective.

Eligible Applicants

The Housing Trust Fund Ordinance does not describe eligible applicants but does identify ineligible applicants. The option is available to define the term "eligible applicants". If inclined, a definition may include for-profit businesses, local government entities, housing authorities, nonprofit agencies, community action agencies, nonprofit corporations, and private individuals or corporations.

Financing

Form of Awards

Housing trust funds provide funding in a variety of forms including no-interest loans, below-market loans, forgivable loans, and grants. Some housing trust funds restrict financing to nonprofit developers. Others provide loans to private developers while making grants available to nonprofit developers. And others only offer grants to help reduce homelessness. Portland's

Housing Trust Fund Ordinance disburses funds "as grants or loans" (without further interpretation).

Maximum Award Amount

The level of funding from housing trust funds is usually the minimum amount necessary to achieve the desired degree of affordability, on a case-by-case basis, and subject to funding availability. Portland's Housing Trust Fund allows distributions in an amount "as the city council in its discretion has approved in the housing trust fund annual plan" (section 14-489 (f) 2). The lack of a steady stream of dedicated revenue into the City's Housing Trust Fund begets prudent decisions to preserve limited funds that fluctuate year to year.

Funding awards may be limited by specific dollar amounts per project or per affordable unit. Portland has subsidized thirty housing development projects since 2000. The total City investment of \$13,826,598 created 951 units of affordable housing at an average city contribution per unit of \$14,539.01.

Current Balance

The balance of the Housing Trust Fund is \$913,501.54. The chart on the next page breaks down deposit and expenditure activity to date.

DEPOSITS		EXPENDITURES	
Maine Medical Center 2002-2003	\$315,580	Avesta Oak Street Lofts 2011	(\$380,585)
Sportsman's Grill 2002	\$40,000	Housing First Pre-Development Grants	(\$75,000)
Berlin City Auto 2009	\$116,000	65 Munjoy Street 2017	(\$175,000)
Stop n Shop 2010	\$289,250	65 Hanover & 62 Alder Streets Feasibility Study	(\$9,250)
Rockbridge/Eastland Park 2012	\$42,500	Total Expenditures	(\$639,835)
Riverwalk/Eastland Park 2012	\$250,000		
118 Congress LLC 2014	\$3,500		
Interest earned	\$51,555.81		
91 & 97 Belfort St sale 2017	\$86,423.99		
116 Upper A St., Peaks Island sale 2017	\$78,526.74		
443 Congress St. fee-in-lieu (IZ) 2017	\$280,000		
Total Deposits	\$1,553,336.54	Balance	\$913,501.54

As noted in the above chart, projects funded with Housing Trust Funds include the Avesta Oak Street Loft project which produced 37 efficiency units of rental housing affordable at 60% of the area median income (AMI) and below (including four units at 40% of AMI); 65 Munjoy Street which produced eight condominium units available for sale to households earning at or below

120% of AMI; Avesta's Huston Commons which produced 30 efficiency Housing First units; and Community Housing of Maine purchased a property on St. John Street which produced four Housing First units.

Summary

The Housing Trust Fund is a valuable tool that can assist the City in meeting the goal of providing affordable housing for all economic groups. The benefit and advantage of the Housing Trust Fund is the local control of the funding process structured to address particular opportunities and priority housing needs. The program as designed allows for spending discretion, flexibility, and adaptive uses. The program does not restrict funding awards, determine grant or award eligibility, or provide detailed preferences or priorities. The Housing Trust Fund also does not provide a stable and steady source of funding for affordable housing due to the lack of a dedicated funding source. The absence of a dependable source of funding raises genuine concerns of uncertainty when addressing an issue that affects the entire community.

Prior to establishing the 2018 Housing Trust Fund Annual Plan, staff recommends incorporating the City Council's 2018 Goals when established, along with a review of the Housing Trust Fund administration, program parameters, and revenue source in order to design a plan that will ensure the promotion, retention, and creation of an adequate supply of housing, particularly affordable housing, for all economic groups and to limit the net loss of housing units in the City. The topics introduced in this memo, priorities, eligible activities, eligible applicants, types of financing, maximum award amounts are introduced as a starting point for future Committee consideration.

Attachment:

Housing Trust Fund Ordinance

Copy of the 2017 Housing Trust Fund Annual Plan

The Future of Homeless Services in Portland

...

September 8, 2018



Why are we here? Root causes of homelessness

1 | Lack of affordable housing

- There is a lack of affordable housing options in Portland and the Greater Portland area.
- Several Housing 1st projects have helped, as well as Avesta developments.

2 | Untreated behavioral health issues

- Mental illness and lack of needed services
- Substance abuse and lack of treatment services.

3 | Unemployment & poverty

- Our HIRE and Opportunity Crew programs work with individuals to help them attain the necessary skills needed to regain employment and ultimately housing.

Attachment #3
(cont)

2017 Housing Facts and Affordability Index for Cumberland County



MaineHousing
Maine State Housing Authority

HELPING MAINERS RENT, BUY
& HEAT THEIR HOMES SINCE 1969

Homeownership Affordability Index

	<u>Year</u>	<u>Index</u>	<u>Median Home Price¹</u>	<u>Median Income²</u>	<u>Income Needed to Afford Median Home Price</u>	<u>Home Price Affordable to Median Income</u>
Cumberland County	2013	0.88	\$230,000	\$58,500	\$66,662	\$201,839
	2014	0.87	\$237,000	\$58,423	\$66,935	\$206,862
	2015	0.89	\$241,000	\$60,474	\$67,919	\$214,584
	2016	0.81	\$256,000	\$59,748	\$73,365	\$208,484
	2017	0.82	\$282,000	\$66,656	\$81,616	\$230,310
Portland		0.56	\$285,000	\$49,333	\$87,989	\$159,791
Frye Island		0.60	\$225,000	\$41,000	\$68,187	\$135,290
Yarmouth		0.62	\$450,000	\$84,950	\$136,867	\$279,304
Harpswell		0.67	\$399,500	\$68,695	\$102,418	\$267,958
Scarborough		0.73	\$395,000	\$82,882	\$114,313	\$286,392
Cape Elizabeth		0.73	\$496,000	\$106,151	\$146,005	\$360,610
Westbrook		0.73	\$231,000	\$50,479	\$69,044	\$168,886
Brunswick		0.74	\$268,000	\$60,137	\$81,734	\$197,184
Freeport		0.76	\$358,750	\$79,819	\$105,501	\$271,420
South Portland		0.77	\$260,000	\$59,490	\$77,018	\$200,829
Falmouth		0.79	\$477,000	\$107,980	\$136,579	\$377,119
Cumberland County		0.82	\$282,000	\$66,656	\$81,616	\$230,310
North Yarmouth		0.85	\$377,500	\$95,306	\$111,986	\$321,274
Pownal		0.90	\$276,000	\$73,921	\$82,225	\$248,125
Cumberland		0.92	\$410,000	\$112,230	\$122,476	\$375,701
Casco		0.92	\$215,450	\$56,944	\$61,897	\$198,209
Maine		0.93	\$197,000	\$53,190	\$57,089	\$183,546
Bridgton		0.96	\$171,500	\$47,461	\$49,667	\$163,881
Gray		0.97	\$245,000	\$69,522	\$71,761	\$237,357
Naples		0.98	\$204,750	\$56,777	\$57,836	\$201,001
New Gloucester		0.99	\$237,250	\$67,305	\$67,949	\$235,003
Gorham		1.00	\$270,000	\$78,622	\$78,919	\$268,983
Long Island		1.00	\$200,000	\$52,381	\$52,347	\$200,129
Windham		1.01	\$250,000	\$72,803	\$72,047	\$252,625
Raymond		1.07	\$259,000	\$76,563	\$71,680	\$276,643
Harrison		1.09	\$193,250	\$58,269	\$53,701	\$209,689
Sebago		1.10	\$182,250	\$56,333	\$51,188	\$200,570
Standish		1.10	\$232,000	\$71,561	\$64,904	\$255,796
Baldwin		1.16	\$175,000	\$57,172	\$49,331	\$202,816

The Homeownership Affordability Index is the ratio of Home Price Affordable at Median Income to Median Home Price. An index of less than 1 means the area is generally unaffordable - i.e., a household earning area median income could not cover the payment on a median priced home (30 year mortgage, taxes and insurance) using no more than 28% of gross income.

Households Unable to Afford Median Home

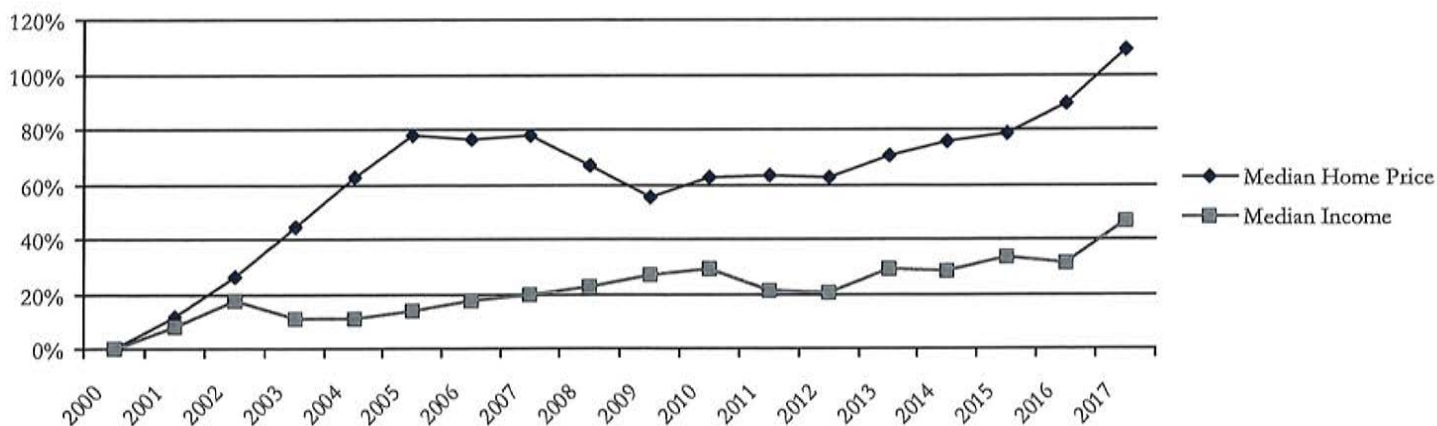
Location	Households Unable to Afford Median Home		Total Households	Median Home Price ¹	Income Needed to Afford Median Home	
	Percent	Number			Annual	Hourly
Portland	72.6%	23,212	31,961	\$285,000	\$87,989	\$42.30
Frye Island	72.2%	13	18	\$225,000	\$68,187	\$32.78
Harpswell	69.4%	1,605	2,314	\$399,500	\$102,418	\$49.24
Westbrook	67.2%	5,385	8,008	\$231,000	\$69,044	\$33.19
Brunswick	63.4%	5,637	8,896	\$268,000	\$81,734	\$39.30
South Portland	63.3%	7,283	11,499	\$260,000	\$77,018	\$37.03
Cumberland County	60.2%	74,411	123,551	\$282,000	\$81,616	\$39.24
Freeport	59.8%	2,044	3,418	\$358,750	\$105,501	\$50.72
Scarborough	58.7%	4,698	8,006	\$395,000	\$114,313	\$54.96
Yarmouth	57.3%	2,101	3,665	\$450,000	\$136,867	\$65.80
New Gloucester	56.2%	1,224	2,179	\$237,250	\$67,949	\$32.67
Pownal	56.0%	337	602	\$276,000	\$82,225	\$39.53
Maine	54.1%	305,534	565,115	\$197,000	\$57,089	\$27.45
Casco	53.9%	867	1,609	\$215,450	\$61,897	\$29.76
Gray	53.7%	1,811	3,370	\$245,000	\$71,761	\$34.50
North Yarmouth	53.2%	734	1,379	\$377,500	\$111,986	\$53.84
Long Island	52.8%	59	112	\$200,000	\$52,347	\$25.17
Bridgton	52.0%	1,239	2,383	\$171,500	\$49,667	\$23.88
Windham	51.9%	3,478	6,695	\$250,000	\$72,047	\$34.64
Naples	51.0%	834	1,634	\$204,750	\$57,836	\$27.81
Gorham	50.2%	3,073	6,124	\$270,000	\$78,919	\$37.94
Raymond	48.9%	895	1,829	\$259,000	\$71,680	\$34.46
Cape Elizabeth	47.1%	1,757	3,731	\$496,000	\$146,005	\$70.19
Falmouth	46.4%	2,170	4,679	\$477,000	\$136,579	\$65.66
Harrison	46.0%	551	1,198	\$193,250	\$53,701	\$25.82
Cumberland	44.7%	1,326	2,969	\$410,000	\$122,476	\$58.88
Sebago	44.3%	363	819	\$182,250	\$51,188	\$24.61
Standish	44.0%	1,624	3,687	\$232,000	\$64,904	\$31.20
Baldwin	43.7%	267	612	\$175,000	\$49,331	\$23.72

Unattainable Homes as a Percentage of Homes Sold

*Attachment #6
(cont)*

Location	Percentage of Unattainable Homes	Affordable Homes Sold	Unattainable Homes Sold
Portland	97.1%	27	897
Frye Island	94.1%	1	16
Westbrook	84.0%	52	272
Yarmouth	82.3%	25	116
South Portland	78.5%	84	306
Harpswell	72.1%	38	98
Scarborough	71.7%	116	294
Cape Elizabeth	71.4%	54	135
Falmouth	71.1%	67	165
Brunswick	68.6%	86	188
Cumberland County	67.7%	1,653	3,459
North Yarmouth	66.7%	24	48
Gorham	58.4%	119	167
Gray	58.0%	68	94
Cumberland	57.1%	73	97
Freeport	56.5%	60	78
Bridgton	54.2%	77	91
Maine	53.9%	9,513	11,139
Pownal	53.8%	6	7
Long Island	50.0%	5	5
New Gloucester	48.1%	42	39
Naples	48.0%	65	60
Casco	46.8%	50	44
Windham	44.8%	181	147
Raymond	43.0%	53	40
Harrison	35.8%	43	24
Sebago	33.9%	39	20
Standish	29.1%	127	52
Baldwin	23.8%	16	5

Relative Increases in Income and Home Price ³



Rental Affordability Index

	Year	Index	Average 2 BR Rent (with utilities) ⁴	Renter Household Median Income ²	Income Needed to Afford Average 2 BR Rent	2 BR Rent Affordable to Median Income
Cumberland County	2013	0.90	\$1,017	\$36,438	\$40,667	\$911
	2014	0.75	\$1,124	\$33,886	\$44,948	\$847
	2015	0.78	\$1,165	\$36,470	\$46,604	\$912
	2016	0.83	\$1,024	\$33,930	\$40,973	\$848
	2017	0.94	\$1,025	\$38,559	\$40,988	\$964
Portland		0.82	\$1,053	\$34,681	\$42,111	\$867
Gorham		0.83	\$1,400	\$46,505	\$56,000	\$1,163
Falmouth		0.86	\$1,700	\$58,458	\$68,000	\$1,461
Maine		0.88	\$880	\$30,804	\$35,181	\$770
Bridgton		0.89	\$831	\$29,620	\$33,222	\$740
Gray		0.92	\$1,150	\$42,320	\$46,000	\$1,058
Cumberland County		0.94	\$1,025	\$38,559	\$40,988	\$964
Yarmouth		0.96	\$1,292	\$49,850	\$51,662	\$1,246
South Portland		1.10	\$925	\$40,759	\$36,990	\$1,019
Freeport		1.21	\$930	\$44,978	\$37,206	\$1,124
Brunswick		1.23	\$703	\$34,499	\$28,110	\$862
Scarborough		1.27	\$1,025	\$52,126	\$41,000	\$1,303
Windham		1.29	\$962	\$49,683	\$38,467	\$1,242
Cumberland		1.80	\$933	\$67,240	\$37,316	\$1,681

The Rental Affordability Index is the ratio of 2-Bedroom Rent Affordable at Median Renter Income to Average 2-Bedroom Rent. An index of less than 1 means the area is generally unaffordable – i.e., a renter household earning area median renter income could not cover the cost of an average 2-bedroom apartment (including utilities) using no more than 30% of gross income.

Renter Households Unable to Afford Average 2 Bedroom Rent

Location	Households Unable to Afford Average 2 BR Rent Percent	Households Number	Total Renter Households	Average 2 BR Rent (with utilities) ⁴	Income Needed to Afford Average 2 BR Rent Annual	Hourly
Gorham	57.5%	668	1,161	\$1,400	\$56,000	\$26.92
Portland	57.0%	10,477	18,371	\$1,053	\$42,111	\$20.25
Falmouth	56.0%	474	846	\$1,700	\$68,000	\$32.69
Maine	55.9%	90,353	161,746	\$880	\$35,181	\$16.91
Bridgton	53.9%	324	601	\$831	\$33,222	\$15.97
Gray	52.8%	393	744	\$1,150	\$46,000	\$22.12
Cumberland County	52.3%	21,362	40,812	\$1,025	\$40,988	\$19.71
Yarmouth	51.5%	566	1,100	\$1,292	\$51,662	\$24.84
South Portland	45.9%	2,082	4,540	\$925	\$36,990	\$17.78
Freeport	42.2%	340	805	\$930	\$37,206	\$17.89
Brunswick	42.1%	1,200	2,847	\$703	\$28,110	\$13.51
Windham	40.9%	557	1,363	\$962	\$38,467	\$18.49
Scarborough	39.8%	629	1,581	\$1,025	\$41,000	\$19.71
Cumberland	27.9%	76	272	\$933	\$37,316	\$17.94

Housing Trust Fund Appropriation

1 message

Mark B. Adelson <madelson@porthouse.org>

Thu, Aug 2, 2018 at
11:09 AM

To: "estrimling@portlandmaine.gov" <estrimling@portlandmaine.gov>, "jcosta@portlandmaine.gov" <jcosta@portlandmaine.gov>, Nick Mavodones <nmm@portlandmaine.gov>
Cc: Jon Jennings <jpj@portlandmaine.gov>, "Jill Duson (jduson@portlandmaine.gov)" <jduson@portlandmaine.gov>, Pious Ali <PALI@portlandmaine.gov>, "kcook@portlandmaine.gov" <kcook@portlandmaine.gov>, Brian Batson <bbatson@portlandmaine.gov>, "bsr@portlandmaine.gov" <bsr@portlandmaine.gov>, "sthibodeau@portlandmaine.gov" <sthibodeau@portlandmaine.gov>, Jay Waterman <jwaterman@porthouse.org>, "Dana Totman (dtotman@avestahousing.org)" <dtotman@avestahousing.org>

Members of the Finance Committee,

...Below is a table showing our current Public Housing Waiting List. Individuals, small households and the disabled are the largest groups in search of housing assistance at this time.

Thank you, Mark B. Adelson

Portland Housing Authority							
Public Housing Waiting List						7/20/2018	
BR Size Requested	Total Applicants	%	Disabled	Elderly	Family	Single	Totals
1	765	66.51%	417	97	53	198	765
2	199	18.24%	42	3	154	0	199
3	121	10.84%	20	2	99	0	121
4	41	3.61%	9	1	31	0	41
5	7	0.62%	0	1	6	0	7
6	2	0.18%	0	0	2	0	2
	1135	100%	488	104	345	198	1135
			43%	9.16%	30.40%	17.44%	100%
Average Days on Waiting List			363				

Mark B. Adelson, Executive Director

Attachment # 2

Subsidized Housing Development in Portland Since 2000

No.	Owner/Project	Units	HOME	HDF	CDBG	HTF	TIF	NSP
1	Adams School	16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,710,000
2	Bayside Anchor	45	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
3	Bayside East	20	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
4	58 Boyd Street	55	\$ 200,000	\$ -	\$ 30,000	\$ -	\$ 2,144,566	\$ -
5	977 Brighton Avenue	40	\$ -	\$ -	\$ -	\$ 300,000	\$ 1,954,486	\$ -
6	17 Carleton	37	\$ -	\$ -	\$ -	\$ -	\$ 726,000	\$ -
7	409 Cumberland	57	\$ 500,000	\$ -	\$ -	\$ -	\$ 759,392	\$ -
8	53 Danforth	43	\$ 325,000	\$ -	\$ -	\$ -	\$ -	\$ -
9	Deering Place	80	\$ 200,000	\$ -	\$ -	\$ -	\$ 4,185,757	\$ -
10	Elm Terrace	38	\$ 403,795	\$ -	\$ -	\$ -	\$ -	\$ -
11	Florence House	25	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -
12	Fore River	20	\$ 388,474	\$ -	\$ -	\$ -	\$ -	\$ -
13	37 Front Street	111	\$ 510,174	\$ -	\$ 250,000	\$ 925,000	\$ -	\$ -
14	IRIS Park Apartments	31	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -
15	Island View Apartments	70	\$ 71,015	\$ 192,639	\$ 136,346	\$ -	\$ -	\$ -
16	178 Kennebec Street	46	\$ 370,000	\$ -	\$ -	\$ -	\$ 2,889,164	\$ -
17	Logan Place	30	\$ 435,000	\$ -	\$ -	\$ -	\$ -	\$ -
18	Motherhouse	88	\$ 627,223	\$ -	\$ -	\$ -	\$ -	\$ -
19	65 Munjoy	8	\$ -	\$ -	\$ -	\$ 175,000	\$ -	\$ -
20	Oak Street	37	\$ -	\$ -	\$ -	\$ 380,585	\$ -	\$ -
21	Pearl Place - Phase I	60	\$ 427,000	\$ -	\$ -	\$ -	\$ 615,502	\$ -
22	Pearl Place - Phase II	54	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -
23	Rosa True School	10	\$ 118,500	\$ -	\$ -	\$ -	\$ -	\$ -
24	Shalom House	10	\$ 93,000	\$ -	\$ -	\$ -	\$ -	\$ -
25	Peaks Senior Housing	12	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
26	Peninsula Community II LP	16	\$ 307,700	\$ -	\$ -	\$ -	\$ -	\$ -
27	Peninsula Community III LP	10	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
28	Peninsula Community LP	12	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -
29	St. Doms Family Housing	12	\$ -	\$ 436,500	\$ -	\$ -	\$ -	\$ -
30	Unity Village	33	\$ 86,500	\$ -	\$ 363,863	\$ -	\$ -	\$ -
31	Valley Street	24	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -
32	Walker Terrace	40	\$ 382,000	\$ 220,000	\$ -	\$ -	\$ -	\$ -
33	134 Washington Ave	18	\$ 522,448	\$ -	\$ -	\$ -	\$ 207,116	\$ -
34	Wellesley Estates	45	\$ -	\$ 256,000	\$ -	\$ -	\$ -	\$ -
35	Yale Court	30	\$ 150,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -
		Units	HOME	HDF	CDBG	HTF	TIF	NSF
	Total	1283	\$8,477,829	\$1,555,139	\$780,209	\$1,780,585	\$13,481,983	\$1,710,000

Total City Investment	\$ 27,785,745
Avg. City Contribution/Unit	\$ 21,657
Avg. City Contribution/Unit w/o TIF	\$ 11,149

Last Updated 10-02-2018

O:\HCD\Housing\Housing Data\Housing Development

From: Dana Totman <DTotman@avestahousing.org>
 Date: Mon, Oct 1, 2018 at 9:46 AM
 Subject: FW: Housing Trust
 To: Ethan Strimling <estrimling@portlandmaine.gov>
 CC: Mark Adelson <madelson@porthouse.org>, Donna Yellen <dyellen@preblestreet.org>, Rebecca Hatfield <RHatfield@avestahousing.org>, Greg Payne <GPayne@avestahousing.org>, pmerrill@MAINEHOUSING.org <pmerrill@mainehousing.org>

Ethan,

The chart below indicates that our last seven Portland affordable housing developments cost \$57,972,673. Portland's contribution (from a variety of sources) was \$4,939,851 or 9% of the total. So.....Portland's \$4,939,851 was combined with (leveraged?) \$53,032,822 of non-Portland funds. For every \$1.00 of Portland funds we had \$11.74 of non-Portland funds.

The average Portland housing unit costs \$191,962 and Portland's average contribution was \$16,357. At these rates \$7,000,000 of city funds could support the creation of 428 units.

Dana

Project	Units	TDC	City of Portland					% of TDC
			FedHOME	Other Grant	HTF	TIF Value*	Total City Funds	
Brighton Ave	40 (34 affordable)	8,513,204	-	-	300,000	414,235	714,235	8%
Deering Place	75 (45 affordable)	14,685,918	500,000	-	-	1,325,715	1,825,715	12%
Carleton	37	6,290,018	-	-	-	286,024	286,024	5%
Bayside Anchor	45	7,735,003	500,000	-	-	-	500,000	6%
Huston Commons	30	5,893,952	-	50,000	-	-	50,000	1%
Thomas Heights	18	3,628,083	522,448	-	-	62,582	585,030	16%
409 Cumberland	57	11,226,495	500,000	-	-	478,846	978,846	9%
TOTAL		57,972,673	2,022,448	50,000	300,000	2,567,403	4,939,851	9%

*6% 30-year debt equivalent.

Attachment #9
(cont)

From: **Mark B. Adelson** <madelson@porthouse.org>

Date: Mon, Oct 1, 2018 at 11:11 AM

Subject: FW: Housing Trust

To: estrimling@portlandmaine.gov <estrimling@portlandmaine.gov>

Cc: Dana Totman (dtotman@avestahousing.org) <dtotman@avestahousing.org>, Jay Waterman <jwaterman@porthouse.org>

Ethan, our numbers are below, we also included Bayside Anchor, so if you're totaling Avesta and PHA numbers don't count it twice. The City has provided 10% for the funds for our projects. For every \$1.00 of Portland funds it helped generate \$9.77 of non-Portland funds. Hope this is helpful, good luck on Thursday.

Thanks, Mark A.

From: Jay Waterman

Sent: Monday, October 1, 2018 11:01 AM

To: Mark B. Adelson <madelson@porthouse.org>

Subject: Re: Housing Trust

Mark,

Here are our numbers for City subsidy. I included Bayside Anchor. The City has provided, on average, about 10% of the funds for our recent projects.

PHA Projects			City of Portland					
Project	Units	TDC	FedHOME	COBG	HTF	TIF Value*	Total City Funds	% of TDC
Bayside Anchor	45 units (36 affordable)	7,735,003	500,000	-	-	-	500,000	6.5%
58 Boyd Street	55 (44 affordable)	12,455,989	200,000	30,000	-	842,000	1,072,000	8.6%
Front Street Re-Development	110 units (88 affordable)	31,499,787	510,174	250,000	925,000	2,031,216	3,716,390	11.8%
TOTAL		51,690,779	1,210,174	280,000	925,000	2,873,216	5,288,390	10.2%
* 6% / 30-year debt equivalent								

Jay Waterman, LEED AP BD+C/Homes
Development Director
Portland Housing Development Corporation
Direct: 207.221.8009
Cell: 207.272.2562



MEMORANDUM

TO: Members of the Finance Committee

FROM: Brendan T. O'Connell - Finance Director

CC: Jon P. Jennings - City Manager

DATE: September 28, 2018

SUBJECT: **Cost Analysis - \$7M Housing Trust Bond**

During the October 4, 2018 meeting of the City of Portland Finance Committee Mayor Strimling will be presenting a proposal for a \$7M bond authorization. The proposal includes appropriation of these funds to capitalize the City of Portland Housing Trust Fund. The Committee requested a cost analysis of the proposal be presented at the meeting.

Assuming these bond were issued in full with a 20 year term with level principal repayments at a 4.25% interest rate, the annual debt service in the first year of bond repayment would be approximately \$647,500. This additional debt service expense in the City budget would add approximately 8 cents to the mil rate (an increase of 0.4%). Debt service related to the bonds would be included in the City budget for 20 consecutive fiscal years. The impact would decrease slightly each fiscal year as the bonds were repaid (interest each year would be based on a lower outstanding principal amount) and debt service would slowly decrease down to an estimated \$364,875 by the final year of the bonds. Total estimated debt service on the \$7M of debt over the life of the bonds would total approximately \$10.1M.

A complete estimated debt service schedule is available on Page 2 of this document.

City of Portland, Maine					
2019 General Obligation Bonds (Federally Taxable)					
(Affordable Housing Project)					
Level Principal Payments					
Date	Principal	Coupon	Interest	Period Total	Fiscal Total
8/1/2019			148,750.00	148,750.00	
2/1/2020	350,000.00	4.2500%	148,750.00	498,750.00	647,500.00
8/1/2020			141,312.50	141,312.50	
2/1/2021	350,000.00	4.2500%	141,312.50	491,312.50	632,625.00
8/1/2021			133,875.00	133,875.00	
2/1/2022	350,000.00	4.2500%	133,875.00	483,875.00	617,750.00
8/1/2022			126,437.50	126,437.50	
2/1/2023	350,000.00	4.2500%	126,437.50	476,437.50	602,875.00
8/1/2023			119,000.00	119,000.00	
2/1/2024	350,000.00	4.2500%	119,000.00	469,000.00	588,000.00
8/1/2024			111,562.50	111,562.50	
2/1/2025	350,000.00	4.2500%	111,562.50	461,562.50	573,125.00
8/1/2025			104,125.00	104,125.00	
2/1/2026	350,000.00	4.2500%	104,125.00	454,125.00	558,250.00
8/1/2026			96,687.50	96,687.50	
2/1/2027	350,000.00	4.2500%	96,687.50	446,687.50	543,375.00
8/1/2027			89,250.00	89,250.00	
2/1/2028	350,000.00	4.2500%	89,250.00	439,250.00	528,500.00
8/1/2028			81,812.50	81,812.50	
2/1/2029	350,000.00	4.2500%	81,812.50	431,812.50	513,625.00
8/1/2029			74,375.00	74,375.00	
2/1/2030	350,000.00	4.2500%	74,375.00	424,375.00	498,750.00
8/1/2030			66,937.50	66,937.50	
2/1/2031	350,000.00	4.2500%	66,937.50	416,937.50	483,875.00
8/1/2031			59,500.00	59,500.00	
2/1/2032	350,000.00	4.2500%	59,500.00	409,500.00	469,000.00
8/1/2032			52,062.50	52,062.50	
2/1/2033	350,000.00	4.2500%	52,062.50	402,062.50	454,125.00
8/1/2033			44,625.00	44,625.00	
2/1/2034	350,000.00	4.2500%	44,625.00	394,625.00	439,250.00
8/1/2034			37,187.50	37,187.50	
2/1/2035	350,000.00	4.2500%	37,187.50	387,187.50	424,375.00
8/1/2035			29,750.00	29,750.00	
2/1/2036	350,000.00	4.2500%	29,750.00	379,750.00	409,500.00
8/1/2036			22,312.50	22,312.50	
2/1/2037	350,000.00	4.2500%	22,312.50	372,312.50	394,625.00
8/1/2037			14,875.00	14,875.00	
2/1/2038	350,000.00	4.2500%	14,875.00	364,875.00	379,750.00
8/1/2038			7,437.50	7,437.50	
2/1/2039	350,000.00	4.2500%	7,437.50	357,437.50	364,875.00
	<u>7,000,000.00</u>		<u>3,123,750.00</u>	<u>10,123,750.00</u>	<u>10,123,750.00</u>

ETHAN K. STRIMLING (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
BRIAN E. BATSON (3)
JUSTIN COSTA (4)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

KIMBERLY COOK (5)
JILL C. DUSON (A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

**ORDER AUTHORIZING GENERAL OBLIGATION BONDS
IN AN AMOUNT NOT TO EXCEED \$7,000,000**

FOLLOWING a public hearing of the City Council of the City of Portland, Maine, held upon due notice pursuant to Article VII, Section 9 of the City Charter, **IT IS HEREBY ORDERED THAT:**

There be and hereby is authorized and approved the incurring of indebtedness by the City of Portland and the issue and sale of general obligation bonds and notes in anticipation thereof in the aggregate principal amount not to exceed Seven Million Dollars (\$7,000,000) to be used to capitalize the City's Housing Trust Fund established by Section 14-489 of the City's Code of Ordinances and distributed by the City's Division of Housing and Community Development in the form of grants to be used to provide financial support for qualified affordable housing projects, and all other costs related and ancillary thereto (the "Projects").

BE IT FURTHER ORDERED:

1. That the Finance Director be and hereby is authorized to prepare, issue, and sell such bonds in the name of and on behalf of the City, in the aggregate amount of \$7,000,000 (the "Bonds") at one time, or from time to time, as one or more separate bond issues, which may be in a issued on a lump sum or on an as-needed basis, and to determine the date, form, minimum denomination, interest rates (as term bonds or serial bonds or some combination thereof, and which may be a fixed or variable rate, or some combination thereof), maturities (with the last maturity not to exceed the maximum term permitted by law) and all other details, terms and provisions, not inconsistent herewith, including the form and manner of their sale and award as he may approve, such approval to be conclusively evidenced by the execution thereof;

2. That the Finance Director be and hereby is authorized to borrow money in anticipation of said Bonds by the issuance and sale of notes or renewal notes in anticipation of said Bonds ("BANs"), at one time or from time to time, as one or more separate BANs, which may be in a issued on a lump sum or on an as-needed basis (which may be in the form of a line of credit obligation), and to determine the date, form, minimum denominations, interest rate (which may be a fixed or variable rate, or some combination thereof), maturities (with the last maturity not to exceed 3 years from its date of issuance) and all other details of each issue of BANs, including the form and manner of their sale and award, subject to the provisions of the law, the City Charter and this Order;

3. That the Finance Director be and hereby is authorized to provide that any of the Bonds and BANs be made subject to call for redemption, with or without premium, prior to their stated dates of maturity, as provided in 30-A M.R.S.A. §5772(6), as amended;

4. That the Bonds and BANs issued hereunder shall be signed by the Finance Director and by the Mayor, either or both of whose signatures may be by facsimile to the extent permitted by law, attested to by the City Clerk, under the seal of the City, and shall be in such form and contain such terms and provisions not inconsistent herewith as they may approve, their approval to be conclusively evidenced by their execution thereof;

5. That the Finance Director is authorized to negotiate, execute, and deliver, in the name of and on behalf of the City such contracts, agreements, loan or line of credit agreements, instruments and other documents and certificates as may be necessary or appropriate, as determined and approved by the Finance Director, in connection with the financing of the Projects, which contracts, agreements, loan or line of credit agreements, instruments and other documents and certificates shall be in such form and contain such terms and conditions, not inconsistent herewith, as may be approved by the Finance Director, such approval to be conclusively evidenced by his execution thereof;

6. That the Finance Director be and hereby is authorized to select the underwriter or bank, as applicable, for underwriting or purchase of the Bonds or BANs and the Finance Director be and hereby is authorized and empowered to execute and deliver such contracts, agreements or loan or line of credit agreements as may be necessary or appropriate in connection therewith;

7. That the Finance Director be and hereby is authorized to prepare, or cause to be prepared, a Preliminary Official Statement and an Official Statement for use in the offering and sale of the Bonds or BANs, such Preliminary Official Statement and Official Statement to be in such form and contain such information as may be approved by the Finance Director, with the advice of the bond counsel for the City, and that the use and distribution of the Preliminary Official Statement and the Official Statement in the name of and on behalf of the City in connection with offering the Bonds or BANs for sale be and hereby is approved;

8. That the Finance Director be and hereby is authorized to select the registrar, paying agent and transfer agent (the "Transfer Agent") for the Bonds or BANs and to execute and deliver such contracts and agreements as may be necessary or appropriate to secure their services;

9. That the Bonds or BANs shall be transferable only on the registration books of the City kept by the Transfer Agent, and said principal amount of the bonds of the same maturity (but not of other maturity) in minimum denominations of \$5,000 and any integral multiple in excess thereof upon surrender thereof at the principal office of the transfer agent, with a written instrument of transfer satisfactory to the transfer agent duly executed by the registered owner or his attorney duly authorized in writing. Upon each exchange or transfer of a bond the City and the Transfer Agent shall make a charge sufficient to cover any tax, fee or any other governmental charge required to be payable with respect to such exchange or transfer, and with respect to such exchange or transfer, and subsequent to the first exchange or transfer, the cost of preparing new bonds upon exchanges or transfer thereof to be paid by the person requesting the same;

10. That the Finance Director be and hereby is authorized to undertake all acts necessary to provide for the issuance and transfer of such Bonds or BANs in book-entry form pursuant to the Depository Trust Company Book-Entry Only System, as an alternative to the provisions of the foregoing paragraph above regarding physical transfer of Bonds or BANs, and the Finance Director be and hereby is authorized and empowered to enter into a Letter of Representation or any other contract, agreement or understanding necessary or, in his opinion, appropriate in order to qualify the Bonds or BANs for and participate in the Depository Trust Company Book-Entry Only System;

11. That the Finance Director and Mayor from time to time shall execute such Bonds or BANs as may be required to provide for exchanges or transfers of Bonds or BANs, all such Bonds or BANs to bear the original signature of the Finance Director and Mayor, and in case any officer of the City whose signature appears on any Bond or BAN shall cease to be such officer before the delivery of said Bond or BAN, such signature shall nevertheless be valid and sufficient for all purposes, the same as if such officer had remained in office until delivery thereof;

12. That if the Bonds or BANs, or any part of them, are issued on a tax-exempt basis, the Finance Director be and hereby is authorized and directed to covenant and certify on behalf of the City that no part of the proceeds of the issue and sale of the Bonds or BANs authorized to be issued hereunder shall be used directly or indirectly to acquire any securities or obligations, the acquisition of which would cause such Bonds or BANs to be “private activity bonds” or “arbitrage bonds” within the meaning of Sections 141 and 148 of the Internal Revenue Code of 1986, as amended;

13. That if the Bonds or BANs, or any part of them, are issued on a tax-exempt basis, the officers or officials executing the Bonds or BANs be and hereby are individually authorized to covenant and agree, on behalf of the City, for the benefit of the holders of such Bonds or BANs, that the City will file any required reports and take any other action that may be necessary to insure that interest on the notes will remain exempt from federal income taxation, and that the City will refrain from any action that would cause interest on the Bonds or BANs to be subject to federal income taxation;

14. That the officers executing the Bonds or BANs be and hereby are individually authorized to covenant, certify and agree, on behalf of the City, for the benefit of the holders of such Bonds or BANs, that the City will file any required reports, make any annual financial or material event disclosure, and take any other action that may be necessary to insure that the disclosure requirements imposed by Rule 15c2-12 of the Securities and Exchange Commission, if applicable, are met;

15. That any or all of the Bonds or BANs may be consolidated with and become a part of any other issue of temporary notes or general obligation bonds authorized to be issued by any previous or subsequent order of the City Council of the City of Portland;

16. That the Finance Director, Mayor and Clerk and other proper officials of the City be, and hereby are authorized and empowered in its name and on its behalf to do or cause to be done all such acts and things, not inconsistent herewith, as may be necessary or desirable in order to effect the issuance, sale and delivery of the Bonds or BANs;

17. That if any of the officers or officials of the City who have signed or sealed the Bonds shall cease to be such officers or officials before the Bonds or BANs so signed and sealed shall have been actually authenticated or delivered by the City, such Bonds or BANs nevertheless may be authenticated, issued, and delivered with the same force and effect as though the person or persons who signed or sealed such Bonds or BANs had not ceased to be such officer or official; and also any such bonds or notes may be signed and sealed on behalf of the City by those persons who, at the actual date of the execution of such Bonds or BANs, shall be the proper officers and officials of the City, although at the nominal date of such Bonds or BANs any such person shall not have been such officer or official;

18. That if the Finance Director, Mayor or Clerk are for any reason unavailable to approve and execute the Bonds or BANs or any other documents necessary or convenient to the issuance, execution and delivery of the Bonds or BANs, the person or persons then acting in any such capacity, whether as an assistant, a deputy, or otherwise, is authorized to act for such official with the same force and effect as if such official had performed such act.

19. That the Bonds or BANs authorized by this Order are in addition to any bonds or notes previously authorized for the same or similar purposes;

20. That to the extent not payable from other funds, an amount sufficient for the payment of the annual payments of principal and interest on the Bonds or any BANs issued hereunder shall be included in the tax levy of each year until the debt represented by said Bonds or BANs is extinguished;

21. That during the term any of the Bonds (or bonds issued to refund such Bonds) are outstanding, the Finance Director be and hereby is authorized to issue and deliver refunding bonds to refund some or all of the Bonds then outstanding, and to determine the date, form, interest rate, maturities and all other details of such refunding bonds, including the form and manner of their sale and award. The Finance Director be and hereby is further authorized to provide that any of such refunding bonds be made callable, with or without premium, prior to their stated date(s) of maturity, and each refunding bond shall be signed by the Finance Director and by the Mayor, either or both of whose signatures may be by facsimile to the extent permitted by law, attested to by the City Clerk, under the seal of the City, and shall be in such form and contain such terms and provisions not inconsistent herewith as they may approve, their approval to be conclusively evidenced by their execution thereof.

ETHAN K. STRIMLING (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
BRIAN E. BATSON (3)
JUSTIN COSTA (4)

CITY OF PORTLAND
IN THE CITY COUNCIL

KIMBERLY COOK (5)
JILL C. DUSON (A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

ORDER APPROPRIATING BOND PROCEEDS
IN AN AMOUNT NOT TO EXCEED \$7,000,000

IT IS HEREBY ORDERED THAT:

1. The sum of \$7,000,000 be and hereby is appropriated to be used to capitalize the City's Housing Trust Fund established by Section 14-489 of the City's Code of Ordinances and distributed by the City's Division of Housing and Community Development in the form of grants to be used to provide financial support for qualified affordable housing projects.
2. The appropriation set forth in Section 1 above is and shall be contingent upon the approval by the City Council of general obligation bonds for such purpose (the amount appropriated in said Section 1 to be adjusted to reflect the principal amount of bonds so authorized) and the issuance and delivery of such bonds (or notes in anticipation thereof) for such purposes. The foregoing appropriations shall also be applied to issuance costs for such bonds (or notes in anticipation thereof).



Fwd: affordable housing bond and CIP questions

2 messages

Wed, Nov 14, 2018 at 10:41 AM

----- Forwarded message -----

From: **Jennifer Thompson** <jlt>

Date: Wed, Nov 14, 2018 at 10:29 AM

Subject: affordable housing bond and CIP questions

To: Ethan Strimling <estrimling>

Cc: Danielle West-Chuhta <dwchuhta>

Mr. Mayor - It was nice to talk with you yesterday. To follow up, I have done some additional looking and my opinion remains the same. If there is a desire to fund affordable housing projects in Portland, there are likely a couple of ways that can be done.

First, if Jim Saffian has indicated that funding the Affordable Housing fund is an appropriate bond item, then I certainly defer to his determination on that. My understanding is that, under that approach, there would be a separate bond taken out for the specific and limited purpose of funding the Affordable Housing fund and/or funding grants to private property owners to support those developments.

Alternatively, if the City wants to appropriate monies from the General Fund for that same purpose, that seems doable to me. However, as we discussed, and as I've confirmed after further research, use of the City's capital improvement monies is not appropriate.

The term "capital improvement" is a defined term of art. Under multiple dictionary definitions, it is specific to real property or fixed physical facilities and assets and improvements to those. In Maine, according to GPCOG, a "capital improvement" is "a major project *acquisition* or *construction* that requires expenditure of funds from sources other than normal operating expenses. Capital improvements usually: are relatively expensive, don't recur annually, last a long time, and **result in fixed assets (of the municipality, not a private property owner)**. **If you check out this guide, particularly pages 3-4, you'll see the kinds of facilities that constitute capital facilities.** https://www.maine.gov/dacf/municipalplanning/docs/DevelopingCIP_GPCOG.pdf

In Portland, as in most Maine communities, we have put together a list of those City-owned facilities together with a 5-year plan for maintenance, improvement, and acquisition. That plan is necessarily limited to City-owned facilities and does not contain property owned by private parties. That is the purpose and the focus of a capital improvement budget. That budget simply cannot be used to fund initiatives other than those that involve City-owned assets or facilities. So, grants or other funding of **private property** interests would be a mis-use of capital improvement monies. Importantly, though, you'll see that the State of Maine in the rules relating to Maine State Housing Authority has contemplated both separate bonding and appropriations from State general fund monies for a very similar purpose **in the attached**. So, the options both Danielle and I have outlined seem consistent with how the State has approached this issue as well.

So, my recommendation, again, is that the Committee consider either of those two options if it has an interest in moving in that direction.

I hope this helps. Please do let me know if there are further questions or concerns.

Jennifer L. Thompson
Associate Corporation Counsel
City of Portland
207.874.8915

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Danielle P. West-Chuhta
Corporation Counsel
City of Portland, Maine
(207) 874.8480
[dwchuhta](#)



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Tue, Nov 27, 2018 at 10:40 AM

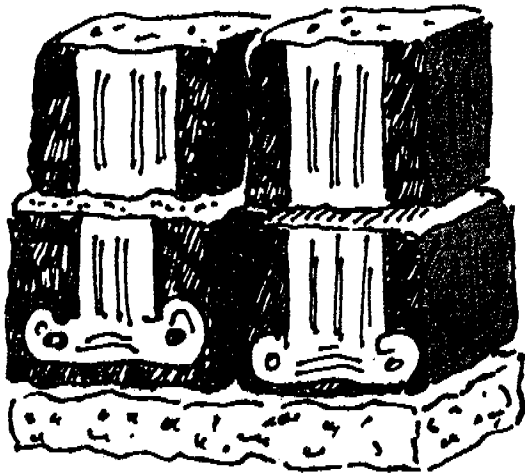
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Developing a

CAPITAL IMPROVEMENTS PROGRAM



PROPERTY OF
State Planning Office
38 State House Station
Augusta, ME 04333
(207) 287-3261



01609
GRE

*Prepared by the
Greater Portland Council of Governments*

DEVELOPING A CAPITAL IMPROVEMENTS PROGRAM

Advances scheduling of construction permits engineering design to be carried out on an orderly basis. Work forecasting allows equipment to be scheduled to eliminate conflicting demands. A CIP may show that the acquisition of special equipment can be justified because it can be put to continuous use on several projects in sequence. Programming of projects may also allow a smaller staff to carry out the projects because the work load is equally scheduled over a longer period, instead of intermittent rush periods followed by slack time.

* *To Improve Basis for Intergovernmental Cooperation -*

A CIP informs local governments of one another's intentions. Too frequently, needed public facilities are constructed without consideration of the service programs of other governments. For example, knowing about an adjoining town's plans for a new fire station might lead to a consideration to share fire protection services rather than build two fire stations in close proximity. Taxpayers may be inclined to vote down seemingly uncoordinated bond issues.

WHAT

Is a Capital Improvement?

A capital improvement is a major project acquisition and/or construction that requires expenditure of funds from sources other than normal operating expenses. Capital improvements usually:

- are relatively expensive (for example, an acquisition cost of \$5,000 or more).
- don't recur annually.
- last a long time (for example, at least 3 years).
- result in fixed assets.

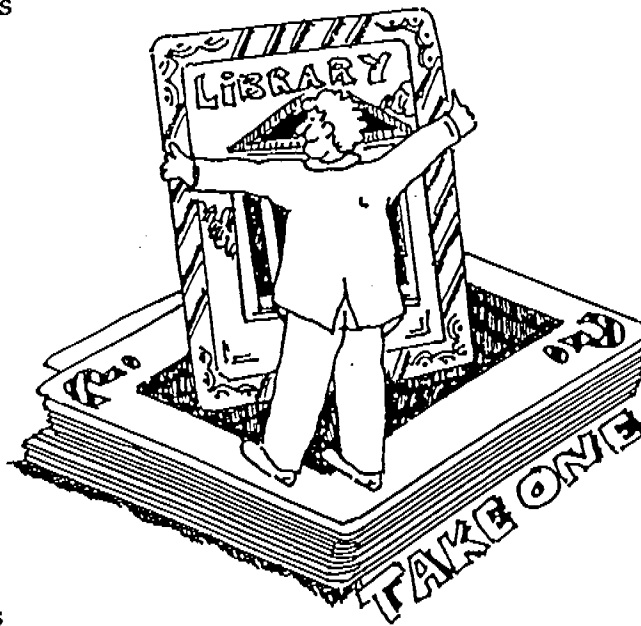
DEVELOPING A CAPITAL IMPROVEMENTS PROGRAM

EXAMPLES OF CAPITAL PROJECTS

- New and expanded physical facilities for the town which are relatively large and expensive.
- Large scale rehabilitation or replacement of existing facilities.
- Major pieces of equipment which are expensive and have a relatively long period of usefulness.
- Purchase of equipment for any public improvements when first erected or acquired.
- The cost of engineering or architectural studies and services relative to a public improvement.
- The acquisition of land for a community facility such as a park, street, sewer line, etc.

Capital facilities and equipment range from A to Z. Examples of capital facilities and improvements found in a town are listed below.

Airport
Cemeteries
Community Buildings
Computer
Fire Engine
Firehouse
Library
Parks
Playgrounds
Police Stations
School Buildings
Sewer Lines
Sidewalks
Streets & Curbs
Street Lights
Storm Drains
Swimming Pools
Town Hall
Treatment Plants
Waste Disposal Sites
Water Lines
Zoo



CHAPTER 21 Land Acquisition/Improvement and Housing Opportunity Zones Programs

Summary: The Affordable Housing Partnership Act of 1989 establishes programs for land acquisition and assistance to municipalities and nonprofit housing corporations to be administered by the Maine State Housing Authority. This rule establishes the procedures and selection criteria for the use of funds to finance the acquisition and improvement of land to be used in the development of affordable housing and the designation of housing opportunity zones.

1. Definitions

A. "Act" means the Affordable Housing Partnership Act, 30-A M.R.S.A. §5001 et seq., as amended.

B. "Affordable housing" means decent, safe and sanitary dwellings, apartments or other living accommodations for low-income and moderate-income households including:

1. Government-assisted housing;
2. Manufactured housing;
3. Multifamily housing; and
4. Group and foster care facilities.

C. "Authority" means the Maine State Housing Authority.

D. "Homeless" means a person or family that lacks, or is in imminent danger of losing legal access to, a fixed, regular and adequate nighttime residence or a person or family that has a primary nighttime residence that is:

1. A supervised publicly or privately operated shelter designed to provide temporary living accommodations;
2. An institution that provides a temporary residence for individuals intended to be institutionalized; or
3. A public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings.

E. "Homestead land trust" means a nonprofit housing corporation that is organized to hold in trust land and interests in land for affordable housing and leases land or interests in land to lower income households for affordable housing.

F. "Land trust" means land or interests in land, the title of which is held by a nonprofit housing corporation or a municipality to provide affordable housing for Maine citizens.

G. "Low income household" means a low-income or very low-income household as defined by the United States Department of Housing and Urban Development under the United States Housing Act of 1937, as amended.

H. "Minor capital improvements" means any site preparations or other capital improvements made to land to facilitate its use for housing, not including the actual construction of the housing units.

I. "Moderate income household" means a household with a gross income not exceeding 120% of the median income of the county or metropolitan statistical area in which the household is located.

J. "Municipal housing alliance" means a committee formed on behalf of a municipality with broad based citizen representation whose purpose is to develop and implement a housing agenda for the municipality.

K. "Nonprofit housing corporation" means a nonprofit corporation organized in the State of Maine under Title 13-B of the Maine Revised Statutes which qualifies for tax exemption under the Section 501(c) of the Internal Revenue Code of 1986, as amended, and which has as one of its corporate purposes the construction, rehabilitation, ownership or operation of housing.

2. Maine Affordable Housing Land Trust Fund

There is created and established under the jurisdiction of the Authority the Maine Affordable Housing Land Trust Fund. The Fund shall be a revolving fund with all money in the Fund being continuously applied to carry out the purposes of the Fund. There shall be paid into the Fund:

A. All money appropriated from the General Fund for inclusion in the Fund.

B. All proceeds from the issuance of bonds on behalf of the State for inclusion in the Fund.

- C. All interest, dividends and pecuniary gains from investment of money of the Fund.
- D. All proceeds from the sale of land purchased with money from the Fund.
- E. Any other money available to the Authority and directed by the Authority to be paid into the Fund.

The Authority shall apply money in the Fund for grants, low-interest loans or no-interest loans to nonprofit housing corporations to finance the acquisition of land or interests in land in accordance with Chapter 202, subchapter IV and Chapter 201, subchapters III-A and XI of the Maine Revised Statutes and to finance minor capital improvements on acquired lands.

3. Municipal Land Acquisition Revolving Fund

There is created and established under the jurisdiction of the Authority the Municipal Land Acquisition Revolving Fund. The Fund shall be a revolving fund with all money in the Fund being continuously applied to carry out its purposes. There shall be paid into the Fund:

- A. All money appropriated from the General Fund for inclusion in the Fund.
- B. All proceeds from the issuance of bonds on behalf of the State for inclusion in the Fund.
- C. All interest, dividends and pecuniary gains from investment of money of the Fund.
- D. Any other money available to the Authority and directed by the Authority to be paid into the Fund.

The Authority shall apply money in the Fund for loans to municipalities to finance the acquisition of land or interests in land and to finance minor capital improvements on acquired lands in accordance with Chapter 202, subchapter IV of the Maine Revised Statutes.

4. Municipal Revolving Loan Fund

There is created and established under the jurisdiction of the Authority the Municipal Revolving Loan Fund. The Fund shall be a revolving fund with all money in the Fund being continuously applied to carry out its purposes. There shall be paid into the Fund:

- A. All money appropriated from the General Fund for inclusion in the Fund.
- B. All proceeds from the issuance of bonds on behalf of the State for inclusion in the Fund.
- C. All interest, dividends and pecuniary gains from investment of money of the Fund.
- D. Any other money available to the Authority and directed by the Authority to be paid into the Fund.

The Authority shall apply money in the Fund for loans and grants to municipalities to finance capital and public service infrastructure improvements necessary for the development of affordable housing in accordance with Chapter 202, subchapter II of the Maine Revised Statutes.

5. Purposes of the Land Acquisition/Improvement and Housing Opportunity Zones Programs

- A. The purpose of the municipal and nonprofit housing corporation Land Acquisition Programs is to provide money and other resources to municipalities and nonprofit housing corporations to acquire or preserve land for affordable housing. Funds available under this program shall be used to acquire or preserve land for affordable housing for the homeless and lower and moderate-income households and to make minor capital improvements to land acquired under the programs.
- B. The purpose of the municipal Land Improvement Program is to finance improvements to land such as public service infrastructure improvements necessary for the development of affordable housing.
- C. The purpose of the Housing Opportunity Zones Program is to designate up to four demonstration zones as a means of determining the effectiveness of zones as a tool for stimulating residential revitalization in deteriorating neighborhoods.
- D. Assistance to nonprofit housing corporations provided by the Authority under this program may be in the form of grants, low-interest loans or no-interest loans. Assistance to municipalities provided by the Authority under this program

shall be in the form of low-interest loans for land acquisition and loans or grants for capital improvements to land. With regard to preservation of land for affordable housing, the Authority, nonprofit housing corporations and municipalities may use deed restrictions, trust agreements and any other type of agreement designed to maintain land for affordable housing.

6. Eligible Applicants

To be eligible to receive assistance made available by the Authority under these programs, an applicant must:

- A. Develop a plan with long-term and short-term goals for developing and providing low-income housing in the region that the applicant serves.
- B. Inventory housing programs and agencies in the area served by the applicant, including resources for the homeless.
- C. Prepare a plan for the coordination of housing programs, services and resources in the area served by the applicant specifically for each project funding request.
- D. Prepare information for each project funding request, as requested by the Authority, which shall include:
 - 1. The number and development costs of units to be developed;
 - 2. The cost of each unit to the buyer or renter;
 - 3. The size of each housing unit;
 - 4. The availability and cost of existing housing in the area; and
 - 5. Household income in the area served by the proposed project.
- E. Agree to report annually to the Authority with respect to the activities, accomplishments and problems of the applicant throughout the period of low-income affordability of the project.
- F. Agree to comply with the rules of the Authority including record-keeping and accounting, reporting, and reserve funding.
- G. Agree to publish a detailed annual report of its activities, including income and expenditures for the most recent fiscal year completed, throughout the period

of low-income affordability of the project, and contract for an independent annual audit of its books and records as required by the Authority.

H. In the case of municipalities, have created a municipal housing alliance.

7. Forms of Assistance

Subject to the availability of funds, the Authority shall provide assistance under the Land Acquisition/Improvement Programs as follows:

A. Predevelopment loans for nonprofit housing corporations to cover mortgageable predevelopment costs directly related to the acquisition of the land. Predevelopment loans shall be unsecured and may be forgiven if the proposed project does not proceed for reasons which, in the opinion of the Authority, are beyond the control of the developer. The maximum term of predevelopment loans shall be thirty months and the maximum loan amount shall be \$2,500 per proposed housing unit or \$40,000 per applicant, whichever is less. The interest rate on predevelopment loans shall be 0%. Repayment shall be deferred until acquisition loan closing.

B. Mortgage financing for nonprofit housing corporations and municipalities for the acquisition of land for affordable housing and to make minor capital improvements to land acquired under the Program. Acquisition and improvement financing shall be secured by a Mortgage and Security Agreement at least through the completion of the project, which Mortgage and Security Agreement may be subordinated to additional debt financing at the discretion of the Authority. The long-term affordability of the housing units created will be assured either through the Mortgage and Security Agreement or through restrictive covenants recorded in the appropriate Registry of Deeds which shall require repayment in full if the low-income benefit is not maintained. The maximum acquisition and improvement loan amount shall be the appraised value of the land and improvements or \$250,000 per application, whichever is less. The interest rate on acquisition and improvement loans shall be 3% per annum or such lower rate determined by the Authority based on the financial feasibility of the project. Repayment shall be deferred as necessary to accomplish the low-income goals of the project. Prepayment may be prohibited or subject to penalties.

C. Loans or grants for municipalities for improvements to land, including necessary public service infrastructure, for the development of affordable housing. Mortgage financing shall be evidenced by a general obligation promissory note from the municipality and may be secured by a Mortgage and Security Agreement at least through the completion of the project, which Mortgage and Security Agreement may be subordinated to additional debt

financing at the discretion of the Authority. The long-term affordability of the housing units created will be assured either through a Mortgage and Security Agreement or through restrictive covenants recorded in the appropriate Registry of Deeds which shall require repayment in full if the low-income benefit is not maintained. The maximum amount of infrastructure and improvement financing per project shall be \$400,000. The interest rate on improvement and infrastructure loans shall be 3% per annum or such lower rate determined by the Authority based on the financial feasibility of the project. Repayment shall be deferred as necessary to accomplish the low-income goals of the project. Prepayment may be prohibited or subject to penalties.

D. Technical assistance to aid non-profit housing corporations in meeting the eligibility and threshold planning and development requirements of this program will be provided through the Authority's Office of Nonprofit Housing.

8. Application Process

A. Applications seeking financing for eligible initiatives will be accepted on an on-going basis. Completed applications for predevelopment loans will be reviewed for selection on an on-going basis, subject to the availability of funds. Completed applications for land acquisition financing and land improvement financing will be reviewed for selection on a calendar quarterly basis, subject to the availability of funds. The Authority may elect to make minor changes in these selection review dates based on scheduling conflicts and program activity. Unsuccessful applications may be carried forward to a future quarterly selection period.

B. Applications for predevelopment loans shall be on such form provided by the Authority and shall contain the following:

1. Evidence satisfactory to the Authority that the applicant has satisfied the eligibility requirements of Section 6.

2. Identification of the site or sites to be evaluated for acquisition, including preliminary site description, plot plan, zoning designation, topographical map and description of adjoining properties.

3. A predevelopment workplan and budget which identifies the activities necessary to secure site control and site plan approval, including all applicable state and local permits and approvals required prior to proceeding to construction and the projected timetable for the completion of this predevelopment activity.

4. Projected sales price information for the property or properties under consideration.

5. Identification of the development team, including professional service providers whose services will be funded with the predevelopment loan, and their experience and qualifications.

6. Description of the mechanism to be used to assure long-term affordability of the housing.

7. Such additional or follow-up information the Authority deems necessary in order to process an application.

C. Applications for land acquisition financing and land improvement financing shall be on such form provided by the Authority and shall contain the following:

1. Evidence satisfactory to the Authority that the applicant has satisfied the eligibility requirements of Section 6.

2. Evidence of satisfactory site control.

3. Evidence of site plan approval and all applicable state and local permits and approvals required to proceed to construction having been obtained.

4. Evidence of preliminary construction and permanent loan commitments or identification of a source of construction and permanent financing.

5. Market appraisal, in form satisfactory to the Authority, which supports the anticipated purchase price.

6. Project source and use statement, operating pro forma and cash flow statement for the project.

7. Project management plan/timetable.

8. Marketing plan for the project.

9. Description of the mechanism to be used to assure long-term affordability of the housing.

10. In the case of municipal applicants, evidence of satisfactory matching resources.

11. Such additional or follow-up information the Authority deems necessary in order to process an application.

D. The Authority reserves the right to set aside monies in the various funds created hereunder for financing particular types of projects, such as single-family subdivisions, rental housing projects or manufactured housing parks and to finance particular types of project sponsors, such as homestead land trusts. These set-asides may be established at any time and targeted to particular types of sponsors, housing types, geographic or market areas, etc., either through a specific request for proposals or, upon reasonable notice, with a regular quarterly funding cycle.

9. Selection Priorities

Selection of applicants for assistance shall be based on the following affordable housing goals/priorities:

A. Increasing the level of activity of municipal housing alliances to address the affordable housing crisis.

B. Providing a balance of homeownership and rental housing opportunities which are suitable and accessible to low and moderate income residents of the State.

C. Stimulating the leverage of local, state and federal resources, including self-help and volunteer efforts, for the creation of affordable housing.

D. Maximizing the long-term affordability of housing financed under the program.

E. Building the housing capacity of municipalities and nonprofit housing corporations.

F. Recycling and continued use of the monies in the various funds created hereunder.

10. Selection Criteria

A. The Authority shall select projects for financing after consideration of the following criteria:

1. The extent of the affordable housing crisis in the municipality or area in which the land will be acquired, improved or preserved for affordable housing.
2. The degree of impact that the grant or loan will have on the affordable housing problem.
3. The size of the lower income population in the area to be served.
4. The demonstrated interest and the ability of the applicant to address the affordable housing crisis.
5. The degree to which the grant or loan will serve very low-income households.
6. The degree to which the grant or loan will increase the economic activity of the eventual residents of the housing.
7. For nonprofit housing corporation applicants, the degree to which it provides for significant representation on its board of directors for both residents and community residents.
8. The degree to which the project will have significant self-help or volunteer labor in the development of the housing.
9. The degree to which the grants and loans will assure the long-term affordability of the housing by use of a homestead land trust or other technique.
10. The readiness of the project to proceed to construction and occupancy.
11. The relative cost-effectiveness of the proposed project, including the amount of subsidy per affordable housing unit, the per unit development cost, the net housing cost to the ultimate residents of the project compared to the average housing costs in the area, the proportion of program subsidy which is passed directly to the ultimate residents of the project in the form of reduced housing costs and the anticipated duration of the housing benefit contributing to long-term affordability.
12. The level of financing which will be recycled to the Authority for continued program activities hereunder.

11. Housing Opportunity Zones

A. The Authority may establish up to four demonstration housing opportunity zones, each comprised of a different municipality or portion of a municipality. These demonstration zones shall serve as a means of determining the effectiveness of zones as a tool for stimulating residential revitalization in deteriorating neighborhoods. There is created and established under the jurisdiction of the Authority the Housing Opportunity Zones Fund. The Fund shall be a revolving fund with all money in the Fund being continuously applied to carry out the purposes of the Fund. There shall be paid into the Fund:

1. All money appropriated from the General Fund for inclusion in the Fund.
2. All proceeds from the issuance of bonds on behalf of the State for inclusion in the Fund.
3. All interest, dividends and pecuniary gains from investment of money of the Fund.
4. Any other money available to the Authority and directed by the Authority to be paid into the Fund.

The Authority shall apply money in the Fund for direct financial assistance to municipalities selected as housing opportunity zones in the form of loans and grants in accordance with Chapter 202, subchapter VI of the Maine Revised Statutes.

B. The Authority shall select housing opportunity zones based on the selection priorities and criteria set forth in Sections 9 and 10, above, and the following:

1. The zones must be located in urban areas experiencing significant deterioration in residential neighborhoods.
2. All areas wishing to be designated as zones must demonstrate actual or potential local capacity for residential revitalization and the willingness to cooperate with the Authority.
3. The level of general assistance by the State and the municipality, as well as the level of federal assistance to persons in these areas, shall be considered.
4. The level of crime problem in the area requesting designation will be considered.

5. All municipalities requesting zone designation for areas within the municipality must have a municipal housing alliance which shall help develop a plan of action to revitalize deteriorating residential dwellings and neighborhoods. The plan shall address the major problems of these deteriorating areas, including a law enforcement component to significantly reduce crime in these areas and shall specify the type, amount and priority of assistance being requested in the categories set forth in subsection C, below.

Applications for designation of housing opportunity zones shall not be accepted on an on-going basis. Processing of applications shall be done periodically on a direct solicitation basis until up to four zones have been designated.

C. Subject to the availability of funds, the Authority may provide direct financial assistance to municipalities with designated housing opportunity zones in the form of loans and grants for the following:

1. Restoration of residential dwelling units.
2. Shelters for the homeless.
3. Removal of structures which are beyond rehabilitation.
4. Creation of recreational and park areas.

5. Such other types of assistance which the Authority determines are eligible under both the provisions of the Act and the restrictions on the available sources of funds.

Direct financial assistance shall be provided under the processing guidelines set forth in Section 8, above, and based on the selection priorities and criteria set forth in Sections 9 and 10, above.

12. Additional Requirements

A. Any provision of applicable Federal or Maine law, including without limitation, the Act and the Maine Housing Authorities Act, shall take precedence over this rule in the event of any inconsistency.

B. This rule does not preclude such additional or alternative requirements as may be necessary to comply with the Act or the Maine Housing Authorities Act.

C. This rule establishes a pool of eligible applicants but does not preclude additional reasonable criteria and does not confer any automatic right or entitlement to credit on any person or entity eligible hereunder.

D. The Director of the Authority, individually or by exercise of the delegation powers contained in the Act, shall make all decisions and take all action necessary to implement this rule. Such action of the Director shall constitute final agency action.

FISCAL IMPACT NOTE: The proposed rule will not impose any direct required cost on municipalities or counties for implementation or compliance. Municipalities are eligible applicants under the programs established hereunder and they may incur costs as a result of applying for financing and developing projects under these programs. Most of these costs would be development costs eligible for financing under the programs. Participation in these programs is voluntary and municipalities would be aware of the potential costs before proceeding.

BASIS STATEMENT: The rule sets forth the criteria and procedures for the awarding of grants and loans to nonprofit housing corporations for the acquisition or preservation of land for affordable housing. A public hearing was held on June 12, 1990 at which twelve people testified. In addition, the Authority received one written comment during the comment period. A summary of these comments and the Authority's responses follows.

Numerous comments were made on the need for technical assistance. The Authority is well aware of this need. Section 5, subsection C. has been added in response to these comments.

One comment raised a concern about the order of priority of the selection criteria set forth in Section 8. These criteria are not set forth in any particular order and are not given any specific weight based on the order in which they appear. They are general criteria which will be applied equally. Another comment recommended adding housing quality standards to the criteria set forth in Section 8. The Authority feels this concept is embodied in Section 8, subsection A(11).

Another comment recommended that sweat equity and volunteer efforts be considered when measuring a project's leveraging of other resources. The selection criteria in Section 8 already recognizes these items, but language has been added to the selection priorities set forth in Section 7 to make this a consistent approach.

A number of comments raised concern with the comprehensive nature of the threshold application requirements set forth in Section 6, subsection C. These requirements apply only to the land acquisition loans, not the predevelopment funds. The latter funds are designed to assist the applicants in obtaining local approvals, etc. so that land actually financed through the program is assured of moving forward to the creation of affordable housing. Allowing for the

acquisition loans without these approvals would heighten the risk of purchasing land which is not suitable for housing development which would frustrate the program's purpose. Language has been added to allow identification of financing sources in lieu of binding commitments. Another comment questioned the threshold application requirements for predevelopment loans set forth in Section 6, subsection B. In order to screen applicants for predevelopment loans, the Authority must be able to review the scope of what the applicant is proposing to accomplish. The Authority feels that the application requirements are the minimum necessary in order to have the information available on which to base selection decisions

A question was raised concerning the definition of homeless. This definition is taken directly from the Act and cannot be changed. However, the Authority does not interpret the reference to nighttime residence in such a way as to penalize people who worked at night.

A recommendation was made that applicants be required to prepare and submit a financial plan in order to be eligible for funds. The applicant eligibility requirements set forth in Section 4 include threshold strategic planning and organizational development requirements, including preparation of a financial plan for the organization and the project to be financed.

One comment pointed out the lack of reliable data available to satisfy Section 4, subsection D(4) and suggested that a minimum standard be established. It is precisely because available data varies significantly that no format or approach is being dictated at this time. The Authority has a significant amount of data now and will be accumulating more as the Municipal Growth Management Plan process continues. All of this data will be made available to potential applicants and technical assistance will be provided.

Questions were posed regarding the length and scope of the reporting requirements referenced in Section 4, subsections E-G. Clarifying language has been added to establish the term of these requirements. As for the need for a formal annual report versus audited financials, the combination of subsections E and G would require something more than just financial information but the intent is not to require expensive, formal reports. Subsection F refers to Authority procedures on a number of items, not just accounting practices. Obviously, the Authority does follow generally accepted accounting principals and would impose no different standard here. The term "publish" in subsection G simply means to produce and distribute. The distinction between the reports required in subsection E and G is that the former is a project-specific report while the latter is a general report of the applicant's overall activities.

One comment recommended a number of changes be made to shift the emphasis of the program away from perpetual or long-term affordability of the housing created. The emphasis on the long-term affordability of the housing and the underlying standard that the longer the low-income benefit the better is clearly stated in the statute and the purposes of the program. Being faced with the problems inherent in programs where the subsidies "purchase" only a short-term low-income benefit and the added costs resulting from having to "repurchase" that benefit the Authority sees no public purpose in moving away from long-term affordability.

A suggestion was made that the monies in the land acquisition trust fund be used to insure or guarantee loans obtained from other sources in order to stretch the impact. This use of the funds was not contemplated by the Act establishing the trust fund nor the bond issue which supplied the current funding of the trust. It is an additional purpose or use of the trust fund that the Authority may explore for future expansion of the program. Another comment suggested that funding be given to cover the applicant's long-term administrative costs of managing or operating the project. Again, this is not contemplated by the Act or the bond issue. Applicants must recognize the on-going cashflow requirements of proposed projects and build this into the project's overall financial plan.

A question was raised on the scope of the management plan requirement set forth in Section 6, subsection C(7). The Authority interprets this requirement to encompass both the oversight of the project during the development stage and the on-going management of the completed project.

A recommendation was made to include the concept of social diversity in the selection criteria. This was explained to mean diversity in the types of housing produced. The program already provides for substantial local discretion in the design and development of housing which is suitable to the meet local housing needs and objectives. The need for, and approach to, achieving social and economic integration is best achieved through significant local participation which is clearly encouraged in the program.

One comment suggested that if predevelopment funds and acquisition loans are provided from the bond issue monies rather than other funds available to the Authority, deferments and grants should be used only as a last resort. Obviously, the Authority shares the concern on the expenditure of public resources and will make every attempt to maximize the public benefit of every dollar spent. However, the Authority realizes that there is risk in real estate development and not every project attempted will be completed. To the extent that the bond issue monies are authorized to be used for predevelopment expenses associated with the land acquisition they will be so utilized. Other expenses will be paid for from other available funds. Forgivable loans and grants will only be used where they are needed to accomplish a significant low-income benefit. Clearly, the predevelopment funds present the highest degree of risk since there is no land acquired at this stage with which to secure the funds. These loans can only be obtained after significant project planning and are limited to a maximum of \$40,000.

Another comment proposed increasing the caps on both the predevelopment loans and the acquisition loans. Given the limited amount of funds available and the fact that this program has not been tested yet, the Authority believes the current caps are justified in order to stretch the resources as far as possible. The Authority believes the limits are high enough on both to achieve the goals of the Program.

A question was raised on the definition of minor capital improvements. This definition is from the Act and is somewhat vague. Obviously, it does not include the actual construction of the housing units. The Authority will interpret this definition as generously as it can under the statute to use the funds for minor site improvements to the full extent contemplated by the Act.

One comment questioned the eligibility of land banking, or acquiring land to hold for later development. While this is an eligible use of the funds, the selection priorities and criteria in the Act and the rule are structured to give significant priority to those projects which will produce affordable housing now. The housing shortage is significant and the resources in the trust fund are small so the Authority feels the emphasis on current production over land banking is justified.

Section 6, subsection D provides that the Authority may establish set-asides for certain program purposes. One comment suggested that if this was going to be done it should be done in the rule now. The trust fund established in the Act is on-going. The availability of funds, however, will vary. The Authority does not want to establish rigid percentage standards for set-asides. The preference is to budget for these set-asides in response to changing market conditions and the availability of funds.

STATUTORY AUTHORITY: 30-A MRSA §5031 et seq. and 30-A MRSA §4741(1)

EFFECTIVE DATE: July 4, 1990

BASIS STATEMENT: Recent emergency legislation amended the Affordable Housing Partnership act of 1989 to abolish the Affordable Housing Alliance and shift administrative responsibility for all of the programs established in the Act to the Authority. The rule is being amended to expand its focus to cover the addition of municipal applicants for land acquisition loans and for infrastructure improvement loans and for the designation of housing opportunity zones. The Authority finds that delay in adopting these amendments will delay pending actions under the programs and frustrate the purposes of the Act. The Authority finds that emergency adoption of these amendments is necessary to avoid an immediate threat to public health, safety and the general welfare of the people of the State.

STATUTORY AUTHORITY: 30-A MRSA §§4741(1) and 5001 et seq., PL 1991, c. 610

EFFECTIVE DATE: August 20, 1991

BASIS STATEMENT: The amendments previously adopted by emergency were put out for public comment for permanent adoption. Seven written comments were received during the initial comment period. Six of these comments wanted clarification on the separation of the Funds and the programs and requested a public hearing on the proposed amendments. A public hearing was held and the comment period was extended. Two people testified at the hearing and

three additional written comments were received. A summary of the comments and the Authority's response follows.

In response to the numerous comments regarding the separation of the programs and the segregation of Funds established hereunder, a number of minor clarifying amendments and modifications have been made. The trust funds established hereunder are separate funds each with their own authorized sources and uses and each with their own eligible applicants. This separation has been reinforced by the added language. Language has also been added to Section 7, subsections B and C, regarding loan security and interest rates to reflect needed program flexibility.

The remaining comments dealt with the Housing Opportunity Zones (HOZ) program. The first comment sought clarification as to whether financial assistance provided to municipalities with designated zones would have to be repaid by the municipality. Section 11, subsections A and C, state that funds held for this program may be made available for direct financial assistance in the form of loans or grants. Obviously, the distinction is that loans have to be repaid and grants do not. The selection priorities and criteria set forth in Sections 9 and 10, which have been incorporated into Section 11 to govern the assistance component of the HOZ program, clearly favor applications for loans over grants since the funds will be recycled for further housing purposes.

The rest of the comments sought clarification on the categories of expenditures which will be eligible for funding with financing provided under the HOZ program. The Act lists the types of financial assistance which are eligible under this program. The legislation authorizing the bond issue a portion of the proceeds of which are intended to finance this program set forth the four general categories of assistance listed in Section 11 as the only types of assistance which the proceeds can finance. These are simply categories of eligible assistance. It would be impossible to list every individual expense which the program can finance. Many of the specific items raised in the comments will fit under the general categories, some may not. Language has been added to Section 11, subsection C, to clarify that the Authority does not intend to narrow through rulemaking the list of eligible expenditures authorized under the Act and the bond issue. Paragraph 1 of subsection C has also been amended to broaden the eligible use to all residential dwelling units which the Authority believes is authorized under the Act and bond issue legislation.

STATUTORY AUTHORITY: 30-A MRSA §§4741(1) and 5001 et seq., PL 1991, c. 610 and P&SL 1989, c.84.

EFFECTIVE DATE: November 27, 1991

EFFECTIVE DATE (ELECTRONIC CONVERSION): May 8, 1996

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AMENDMENT TO HOUSING TRUST FUND
SPONSORED BY COUNCILOR MAVODONES AND MAYOR STRIMLING
RE: ANNUAL ALLOCATION OF CIP FUNDS INTO TRUST

DIVISION 31. HOUSING TRUST FUND

Sec. 14-489. Housing trust fund.

(a) *Purpose.* The purpose of enacting this section is:

1. To establish a City of Portland housing trust fund for the promotion, retention and creation of an adequate supply of housing, particularly affordable housing, for all economic groups and to limit the net loss of housing units in the City.
2. To serve as a vehicle for addressing very low, low, and median income housing needs through a combination of funds as set out in section 14-483 of this chapter.

(b) *Definitions.*

Very low income household. A household having an income not exceeding fifty (50%) percent of median income for area of residence as set forth in regulations promulgated from time to time by the United States Department of Housing and Urban Development pursuant to 42 U.S.C. section 1437 et seq.

Low income household. A household having an income not exceeding eighty (80%) percent of median income for area of residence as set forth in regulations promulgated from time to time by the United States Department of Housing and Urban Development pursuant to 42 U.S.C. sections 1437 et seq.

Moderate income household. A household having an income not exceeding one hundred twenty (120%) percent of median income for area of residence as set forth in regulations promulgated from time to time by the United States Department of Housing and Urban Development pursuant to 42 U.S.C. sections 1437 et seq.

(c) *Establishment of the housing trust fund.* The city council shall establish a special revenue account under the name "City of Portland Housing Trust Fund." Deposits into the fund shall include:

1. Contributions from the city's housing replacement ordinance under 14-483(i);
2. Funds appropriated to be deposited into the fund by vote of the city council;
3. Voluntary contributions of money or other liquid assets to the fund;
4. Any federal, state or private grant or loan funds provided to the fund;
5. Interest from fund deposits and investments;
6. A percentage of the city's capital improvement program (CIP) shall be calculated and appropriated annually to the Housing Trust Fund. The annual appropriation shall not be less than 10% (ten percent) of the total CIP. This appropriation shall be in effect upon enactment and through the 2024 CIP; and
- ~~67.~~ Repayments of loans made from the fund.

(d) *Management of the trust fund.* The city manager, or his or her designee, shall serve as the manager of the housing trust fund. The responsibilities of the manager, subject to the orders of the city council, shall include:

1. Maintaining the financial and other records of the housing trust fund;
2. Disbursing and collecting housing trust fund monies in accordance with the housing trust fund annual plan; and
3. Monitoring the use of monies distributed to successful applicants for housing trust fund support to assure on-going compliance with the purposes of the fund and the conditions under which these monies were granted or loaned.

(e) *Housing trust fund annual plan.* Each fiscal year, the city council shall adopt a housing trust fund annual plan. The city manager shall submit to the city council a recommended housing trust fund annual plan, utilizing the revenues of the housing trust fund as well as any other funds the manager may

propose as appropriate. The housing committee of the city council or such other committee as the council shall designate shall conduct public hearings on the recommended plan and refer the matter to the council for action.

The housing trust fund annual plan shall include:

1. A description of all programs to be funded in part or in full by the housing trust fund;
2. A description of how funds from the housing trust fund will be distributed among very-low-income, low-income and moderate income households; and
3. The amount of funds budgeted for programs funded in part or in full from the housing trust fund.

Priority for the expenditure of funds collected pursuant to the housing replacement ordinance (see Sec. 14-483) shall be given to the creation of new housing stock, through either new construction or conversion of non-residential buildings to residential use.

(f) *Distribution and use of the housing trust fund's assets.*

1. All distribution of principal, interest or other assets of the housing trust fund shall be made in furtherance of the public purposes set out in section 14-483.
2. During each year, the housing trust fund shall disburse as grants or loans so much of the housing trust fund's assets as the city council in its discretion has approved in the housing trust fund annual plan.
3. Funds shall not be used for city administrative expenses.
4. Funds shall not be used for property operating expenses or supporting services.
5. No grants or loans shall be awarded by the housing trust fund to corporations, partnerships or individuals who are delinquent, at the time of application in the payment of property taxes or other fees to the city of Portland, who Have been convicted of arson, who have been convicted of discrimination in the sale or lease

of housing under the fair housing laws of the State of Maine, or who have pending violations of current city electrical, plumbing building or housing codes or zoning ordinances.

(g) *Term of affordability.*

1. Whenever funds from the housing trust fund are used for the acquisition, construction or substantial rehabilitation of an affordable rental or cooperative unit, the City of Portland shall impose enforceable requirements on the owner of the housing unit that the unit remain affordable for the remaining life of the housing unit, assuming good faith efforts by the owner to maintain the housing unit and rehabilitate it as necessary. The remaining life of the housing unit shall be presumed to be a minimum of thirty (30) years.
2. Whenever funds from the housing trust fund are used for the acquisition, construction or substantial rehabilitation of ownership housing, the city of Portland shall impose enforceable resale restrictions on the owner to keep the housing unit affordable for the longest feasible time, while maintaining and equitable balance between the interests of the owner and the interests of the city of Portland.
3. The affordability restriction requirements described in this section shall run with the land and the city of Portland shall develop appropriate procedures and documentation to enforce these requirements and shall record such documentation in the Cumberland County Registry of Deeds.

Housing Trust Fund Appropriation

1 message

Mark B. Adelson <madelson@porthouse.org>

Thu, Aug 2, 2018 at
11:09 AM

To: "estrimling@portlandmaine.gov" <estrimling@portlandmaine.gov>, "jcosta@portlandmaine.gov" <jcosta@portlandmaine.gov>, Nick Mavodones <nmm@portlandmaine.gov>
Cc: Jon Jennings <jpj@portlandmaine.gov>, "Jill Duson (jduson@portlandmaine.gov)" <jduson@portlandmaine.gov>, Pious Ali <PALI@portlandmaine.gov>, "kcook@portlandmaine.gov" <kcook@portlandmaine.gov>, Brian Batson <bbatson@portlandmaine.gov>, "bsr@portlandmaine.gov" <bsr@portlandmaine.gov>, "sthibodeau@portlandmaine.gov" <sthibodeau@portlandmaine.gov>, Jay Waterman <jwaterman@porthouse.org>, "Dana Totman (dtotman@avestahousing.org)" <dtotman@avestahousing.org>

Members of the Finance Committee,

...Below is a table showing our current Public Housing Waiting List. Individuals, small households and the disabled are the largest groups in search of housing assistance at this time.

Thank you, Mark B. Adelson

Portland Housing Authority							
Public Housing Waiting List						7/20/2018	
BR Size Requested	Total Applicants	%	Disabled	Elderly	Family	Single	Totals
1	765	66.51%	417	97	53	198	765
2	199	18.24%	42	3	154	0	199
3	121	10.84%	20	2	99	0	121
4	41	3.61%	9	1	31	0	41
5	7	0.62%	0	1	6	0	7
6	2	0.18%	0	0	2	0	2
	1135	100%	488	104	345	198	1135
			43%	9.16%	30.40%	17.44%	100%
Average Days on Waiting List			363				

Mark B. Adelson, Executive Director