

City of Portland

CAPITAL IMPROVEMENT PLAN

FY 2022 – FY 2026



July 2021

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APPENDIX A – Facilities Assessment of School Buildings (available on City website at the link below)
<http://www.portlandmaine.gov/AgendaCenter/ViewFile/Item/5498?fileID=27616>

School Department 20-year capital plan is based on this document + annual PPS review

A. Introduction

The Capital Improvements Plan (CIP) presents the City's capital needs in the current year and plans for capital needs in future years. It is also a financing plan for public improvement projects that require significant capital investment for the City. The purpose of developing and annually the City of Portland CIP is to inform policy makers and community of both the current and future capital needs of the community – needs which significantly outweigh available funding.

The CIP as included for FY22 is a listing of all projects approved for new funding in the upcoming budget year. The five-year CIP as currently outlined includes a list of ALL requested projects for FY23 – FY26 alongside the proposed level of spending in an effort to balance public expectations and highlight the disparity between the volume of needs throughout the City and available funding. The capital plan is not intended to predetermine that a project will be funded, but is intended to be a living and flexible document that considers capital needs in the community and balances those needs with what the City can afford.

Generally, capital improvements projects consist of purchasing, constructing or renovating structures, acquiring land and/or purchasing major equipment or vehicles that have a total cost of at least \$25,000 and a useful life of more than five years. Common CIP projects include new vehicles, new or improved sidewalks, roads, neighborhood renewal projects and new City facilities, such as schools and other facilities.

This Capital Improvement Plan meets the following requirements. Pursuant to the 2011 amendments to the City Charter (Article VI, Section 5, paragraph (i)), one of the City Manager's duties is to "prepare a five (5) year rolling Capital Improvement Plan for annual presentation to the City Council, which Plan includes the following:

1. A one (1) year plan of specific projects and their costs;
2. A two (2) through five (5) year plan of specific projects and general categories, and amounts of proposed spending and funding sources; and
3. A discussion of the basis for the plan and the factors which went into its development or amendments"

CIP Preparation and Process

Each City Department is required to submit a rolling five-year capital improvement plan request each fall. All of the factors that are considered by the City Manager must be included with their submission including the requesting Department, Division and project classification, a detailed project description, the project justification, the requested funding (including funding by fiscal year, any other funding / non-City funding sources), and, if applicable, estimated ongoing operating costs. The City Council goals and prior approved CIP projects / Council commentary are also a factor during assessment of the CIP requests. For projects already underway, the description also notes the remaining portion of the project's budget. After initial submissions are received, they are reviewed by City staff and evaluated as to whether they are critical to maintaining a City asset. Staff recommendations are submitted to the

City Manager, who then prepares the one-year plan of specific projects and their costs. Due to limitation on funds, only the most critical capital needs were able to be met in the current year.

The one-year plan and their costs (including funding sources) is presented to the City Council Finance Committee each winter for consideration and approval. The Finance Committee then recommends the list of specific projects/costs and funding sources to the City Council. City Council action is required on the one-year capital improvement plan as all funding appropriation and bond authorization must be approved by the full City Council. No City Council action is required on the two through five-year capital improvement plan which is posted on the City's Finance Committee page annually.

Relationship to the Annual Operating Budget

Some projects listed in the CIP are recommended for funding through annual operating funds in the upcoming operating budget while other projects are recommended for funding through borrowing. Projects funded through borrowing impact the operating budget through ongoing debt service expenses. Some CIP projects also directly impact the operating budget in that they will require ongoing expenses for staff and other operating costs.

The projects funded through borrowing in the coming year impact the following year's operating budget dependent on when bonds are issued. The CIP attempts to balance the operating budget impacts of issuing new debt (increasing future year property taxes) with the cost of deferred maintenance and capital investment.

Funding for capital projects typically comes from three general sources:

- Funds received through the sale of bonds including general obligations bonds (repaid through taxes on property) and sometimes revenue supported bonds (repaid through utility charges);
- Money from the City's general fund (annual operating budget) including property taxes and other special revenues; or
- Other loans, grants or other Federal/State aid and matching funds.

Other sources of funding are occasionally utilized including private donations.

Outstanding Debt Summary

Given the City's consistently strong financial position, managing the overall debt level and ability to service that debt remain critical factors in maintaining a strong credit rating. At the present time, the City's outstanding authorized and issued debt for city and school funds is approximately \$313.7 Million.

General Obligation Bonds (City, Schools and Pension Obligation Bonds)	\$236,349,836
Enterprise Funds (Fish Pier, Sewer, Stormwater)	79,080,164
TOTAL	\$315,430,000

Goals of the FY2022 Capital Improvement Plan

A key goal of the CIP was to meet as much critical capital need as possible without increasing debt service costs for the City of Portland related to CIP projects. Each year the City retires older debt related to past CIP borrowings, and therefore can issue new debt in its place without increasing overall debt service cost to the City related to CIP¹. The “borrowing target” (i.e. the amount of general obligation bonds which can be issued in the upcoming fiscal year without a significant impact to general fund debt service related to capital improvement) was set at \$10.3M. The CIP also called for approximately \$7.4M of general obligation bonds where debt would be repaid via the Sewer and Stormwater Enterprise Funds. It is expected that the City will have between \$9M and \$12M of borrowing capacity each fiscal year between FY22 and FY26 until the City’s pension obligation bonds are retired on June 1, 2026. At that point in time there will be available capacity for larger CIP or expansion of pay-as-you-go capital projects.

Although the recommended general fund borrowing was limited to \$10.4M, city staff worked hard to identify potential other sources of funding to achieve the maximum level of Capital Improvement Funding possible using all funding sources. See list below for complete breakdown of the nearly \$24M in funding sources used for the current year plan. This excludes matching funds provided by various State of Maine entities.

Source of Funds	Amount
New General Obligation Bonds (General Fund Debt Service Repayment)	\$ 10,392,802
New General Obligation Bonds (Enterprise Fund Debt Service Repayment)	\$ 7,383,000
Prior CIP Reallocations	\$ 2,689,039
Use of Surplus Fund Balance	\$ 3,500,000
GRAND TOTAL	\$ 23,964,841

Complete details of the required City Council actions on the Capital Improvement Plan (order appropriating proceeds and order authorizing general obligation bonds) can be found in part B of this document.

¹ This approach is net of Pension Obligation Bond Debt increases, as explained in more detail in the Challenges for Future CIP section of this document

Asset Inventory

The City provides a wide range of services to the community requiring a diverse range of capital assets. In summary those assets include approximately:

- 82 buildings containing 2.5 million square feet (sf) of occupied space
- 1,075 acres of parks area
- 6.3 million sf of sidewalk area
- 43.2 million sf of road area
- 2 million linear feet of underground pipe
- 683 vehicles

Public Facilities Capital Assets

General Fund Buildings

- 33 City Building totaling approx. 486,138 sf
- 25 School Building totaling approx. 1,632,364 sf
- 9 Fire Building totaling approx. 69,621 sf
- 3 Barron Center Building totaling approx. 117,032 sf
- 3 Parking Garages with 1,585 parking garage spaces

Recreation

- 3 Stadium
- 46 Playing Fields
- 23 Tennis Courts
- 9 Basket Ball Courts
- 3 Swimming Pools
- 3 Skating Pond
- 1 Skate Park
- 25 Playgrounds

Enterprise Fund Buildings

- 5 Golf Course Buildings totaling approximately 17,068 sf
- 1 Ice Arena Building totaling approximately 42,415 sf
- 2 Library Building totaling approximately 82,900 sf

Open Space and Cemeteries

- 1,075 acres of park area
- Fort Gorges
- 9,331 linear feet of sea wall
- 38,400 linear feet of walking path
- Unknown number of tombs

Notes: The Library is not an enterprise fund, but is subject to the City's debt limit policy. There are additional library locations; however, these locations are located in other buildings. Open space area excludes the islands.

Vehicles and Equipment Capital Assets

General Fund Vehicles

- 55 Fire Vehicles
- 81 Police Vehicles
- 332 Public Service Vehicles
- 50 Recreation and Facilities Vehicles
- 10 Parking Management Vehicles
- 30 School Vehicles
- 3 Health and Human Services Vehicles
- 8 Barron Center Vehicles
- 8 Miscellaneous City Hall Department Vehicles

Enterprise Fund Vehicles

- 104 Golf Course Vehicles
- 1 Ice Arena Vehicle
- 1 Library Vehicle

General Fund Equipment

- 2,560 square feet of Health and Human Services kitchen space
- 685,957 linear feet of Public Safety data cable
- 3 Public Safety transmission towers
- 7 Public safety communication equipment systems
- 22 Information Technology storage and network devices
- Information Technology network wiring
- 28,000 square feet of School kitchen space
- 125 signalized pedestrian intersections
- 97 streetlight poles
- 9,000 square feet of pier area
- 2 pedestrian piers
- Field Irrigation systems
- Field Lighting systems

Enterprise Fund Equipment

- Golf Course irrigation system
- Ice Arena refrigeration system
- Ice Arena skate sharpener
- Library network and storage devices

Roadways and Sewer System Capital Assets

Roadways

- 6,341,751 square feet of sidewalk area
- 1,006,300 linear feet of curbing
- 14,516,986 square feet of arterial and collector area
- 21,753,143 square feet of local street area

Sewer and Stormwater Enterprise Fund

- 2,034,220 linear feet of underground pipe
- 7,966 sewer manholes
- 6223 catch basins
- 859 sewer and stormwater outfalls
- 10 sewer pump stations

State of Maine Department of Education – Major Capital School Construction Funding

The City of Portland has traditionally had success receiving funding via the State of Maine Department of Education for Major Capital School Construction. The program is currently funding all but \$1.4M of the City's \$29.7M replacement of Amanda C. Rowe Elementary School (formerly Fred P. Hall Elementary School), has funded several other City schools in recent history, and until late 2017 was a likely source of funding for several of the City's future elementary school replacements (most notably Reiche, Longfellow and Presumpscot Elementary Schools). During the current 2017-2018 Major Capital School Construction funding cycle the City of Portland submitted six applications for consideration (Reiche, Longfellow, Presumpscot and Lyseth Elementary Schools plus Portland High School and PATHS / CBHS).

State of Maine Major Capital Construction Funding for replacement of Reiche, Longfellow, Presumpscot and Lyseth is now no longer available in the current cycle due to the recently passed City-wide voter referendum to renovate these four schools using local funding only. These applications were removed from consideration by the State of Maine for the 2017-2018 rating cycle due to this referendum approval. Based on the 2010-2011 scoring (highlighted in yellow on the table below), Longfellow, Reiche and Presumpscot have been 3rd, 4th and 5th on the 2017-2018 list assuming no major change in scoring². Using a conservative assumption that at minimum Reiche and Longfellow would have been funded by the State, the November 2017 referendum passage results in an increased tax burden on City residents of approximately \$45M over the next 20-26 years. This is a critical hit to City finances during a time when capital needs for education as well as capital needs across the City are not being met. State capital funding must be a better integrated part of the solution for the City's overall capital plan.

The City still has two remaining applications on the draft priority list (highlighted in green below). Portland High School is 15th and PATHS is 25th. Based on the number of schools which have been funded in previous cycles and the cost of the Portland High School renovation project City Finance staff estimates it is unlikely either of these projects will be funded in the current cycle.



2017 - 2018 Rating Cycle
Major Capital School Construction Program
Proposed Priority List
June 13, 2018

The Department of Education recommends the following list of School Facilities Priorities to the State Board of Education. This list is based on a rating of the overall needs of evaluated school facilities as defined in State Board of Education Chapter 61, Rules for Major Capital School Construction Projects.

Priority	School District	School Name	Total Points	2010-2011 Final Priority List Points
1	RSU 49/MSAD 49	Fairfield Primary School	137.63	NEW
2	RSU 54/MSAD 54	North Elementary School	124.60	NEW
	Portland Public Schools	Longfellow School	REMOVED FROM CONSIDERATION DUE TO PASSED REFERENDUM FOR LOCAL FUNDING	124.06
	Portland Public Schools	Howard C. Reiche Community School	REMOVED FROM CONSIDERATION DUE TO PASSED REFERENDUM FOR LOCAL FUNDING	123.39
	Portland Public Schools	Presumpscot School	REMOVED FROM CONSIDERATION DUE TO PASSED REFERENDUM FOR LOCAL FUNDING	117.5
3	RSU 10	Rumford Elementary School	115.19	NEW
4	Saco Public Schools	Young School	114.65	NEW
5	RSU 14	Windham Middle School	111.27	106.28
6	RSU 17/MSAD 17	Agnes Gray School	110.33	NEW
7	RSU 17/MSAD 17	Oxford Hills Middle School	109.73	121.64
8	RSU 53/MSAD 53	Manson Park School	108.73	104.08
9	Augusta Public Schools	Lillian Parks Hussey School	108.01	124.1
10	RSU 03/MSAD 03	Walker Memorial School	107.89	NEW
11	RSU 53/MSAD 53	Vickery School	107.79	112.57
12	RSU 23	Loranger Memorial School	106.71	NEW
13	Hancock Public Schools	Hancock Grammar School	106.08	122.27
14	RSU 29/MSAD 29	Houlton Elementary School	105.43	NEW
15	Portland Public Schools	Portland High School	105.24	NEW
16	RSU 03/MSAD 03	Morse Memorial School	105.05	NEW
	Portland Public Schools	Harrison Lyseth Elementary School	REMOVED FROM CONSIDERATION DUE TO PASSED REFERENDUM FOR LOCAL FUNDING	104.9
17	RSU 12	Palermo Consolidated School	102.98	NEW
18	Ellsworth Public Schools	Hancock County Technical Center	102.85	90.65
19	Dayton Public Schools	Dayton Consolidated School	101.90	NEW
20	RSU 22	Earl C McGraw School	101.13	NEW
21	RSU 79/MSAD 1	Presque Isle High School	98.97	NEW
22	RSU 01 - LKRSU	Fisher Mitchell School	98.73	89.49
23	RSU 54/MSAD 54	Bloomfield Elementary School	97.03	NEW
24	RSU 54/MSAD 54	Caanan Elementary School	96.64	NEW
25	Portland Public Schools	Portland Arts & Technology High School	96.31	NEW

² According to the [State of Maine Major Capital Construction Q&A](#), "repeat applications typically fall within similar scoring ranges on the new proposed priority list compared with their placement on the previous priority list." See link for complete Q&A.

KATE SNYDER (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
TAE Y. CHONG (3)
ANDREW ZORROW (4)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

MARK DION (5)
APRIL FOURNIER (A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

**ORDER APPROPRIATING BOND PROCEEDS AND OTHER FUNDS IN AN AMOUNT
NOT TO EXCEED \$23,964,841 FOR
THE CITY'S FISCAL YEAR 2022 CAPITAL IMPROVEMENT PROGRAM**

IT IS HEREBY ORDERED THAT:

1. Subject to paragraph 2 and 3 below, the sum of \$23,964,841 be and hereby is appropriated to finance the projects more particularly described in the project list for the City's 2022 Capital Improvement Program attached hereto as Exhibit A (the "2022 CIP Projects"), as follows:
 - a. An amount not to exceed \$17,775,802 is appropriated from the proceeds of the City's general obligation bonds to be authorized by the City Council and issued to finance a portion of the costs of the 2022 CIP Projects;
 - b. An additional amount not to exceed \$6,189,039 is appropriated as follows:
 1. An amount not to exceed \$3,500,000 is appropriated from the City's Surplus Fund Balance to finance a portion of the costs of certain street / sidewalk / signalization improvements included in the 2022 CIP Projects;
 2. An amount not to exceed \$389,039 is reallocated and appropriated from unspent proceeds of the City's prior 1999, 2006-2010, and 2013 General Obligation Bonds to finance a portion of the costs of the 2022 CIP Projects (General Fund), as shall be directed by the Director of Finance; and
 3. An amount not to exceed \$2,300,000 is reallocated and appropriated from unspent proceeds of the City's prior 2021 General Obligation Bonds to finance a portion of the costs of the City's stormwater and sewer projects included in the 2022 CIP Projects (Sewer Fund), as shall be directed by the Director of Finance.
2. The appropriation set forth in paragraph 1(a) above is and shall be contingent upon the approval by the City Council of general obligation bonds for such purposes (the amount appropriated in said paragraph 1(a) 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).
3. That if the actual cost of any 2022 CIP Project differs from the estimated cost on the attached Exhibit A, whether due to completion, delay or abandonment of the Project or for any other reason, the Director of Finance is authorized, in his discretion, to reallocate proceeds of the bonds issued therefore or the other funds appropriated therefore to any other project listed on the 2022 CIP Project List or to any other project or improvement that the City Council has approved or may in the future approve as part of the City's annual capital improvement plan.

Exhibit A**2021 CIP - General Fund**

Department	Project Title	CIP Amount	Other Funding	Bond Amount
<u>Equipment</u>				
Communications	Portable Radios Upgrade	300,000		300,000
Information Technology	Barron Center Phones Upgrade	48,000		48,000
Information Technology	Improvements to Information Security Program	31,000		31,000
Information Technology	Replace Network Switches	250,000		250,000
Information Technology	DPW Traffic Managed Network	20,000		20,000
Information Technology	Consolidate city camera systems (except jetport)	72,000		72,000
Parking / Garages	Parking Meter Replacement Phase 2	115,000		115,000
Parking / Garages	Multi Space Parking Meters Shipyard & Cross Arena	22,000		22,000
Parks & Rec	Payson Park Playground	350,000		350,000
Parks & Rec	Deering Oaks Playground Accident Replacements	45,000		45,000
<u>Facilities</u>				
Facilities & Waterfront	212 Canco Roof Replacement	325,000		325,000
Facilities & Waterfront	Offices & Customer Service Areas A/C Installation	150,000		150,000
Fire Department	Riverton Station - Boiler Room Upgrades	150,000		150,000
Parks & Rec	Golf Course Upgrades - HVAC and Drainage	115,000		115,000
Parks & Rec	Evergreen Cemetery Columbaria Phase II	108,000		108,000
Public Schools	Masonry Repair at Deering High School	150,000		150,000
Public Schools	Technology & Fire Alarm System Upgrades - PIES	100,000		100,000
Public Schools	Install fire sprinkler system - PIES	130,000		130,000
Public Schools	Door Access Controls - King and Lincoln	115,000		115,000
Public Works	Federal Street Cemetery Wall Repair	35,000		35,000
<u>Marine</u>				
Facilities & Waterfront	Compass Park Ongoing pile/pier work	200,000		200,000
Facilities & Waterfront	POT - Pile Survey	140,000		140,000
Facilities & Waterfront	On going pile/pier work at OG and P.O.T	100,000		100,000
Facilities & Waterfront	Bollard/ Bit Replacement	100,000		100,000
<u>Parks, Fields, Trails</u>				
Parks & Rec	Skatepark Expansion	50,000		50,000
Parks & Rec	ADA Walkway Paving--Deering Oaks	118,000		118,000
	Court Resurfacing - Reiche and West End (Various), Lyman			
Parks & Rec	Moore, Fox St, Talbot School	97,000		97,000
Planning & Urban Development	Congress Square Redesign - Construction Drawing Completion	50,000		50,000
<u>Streets/Sidewalks</u>				
Facilities & Waterfront	Sidewalks at Exposition Building Entrance	160,000		160,000
Barron Center	Resurfacing of Roadways & Parking Lots	137,841		137,841
Public Works	DOT Bridge Report	25,000		25,000
<u>Transportation</u>				
Public Works	DOT - MPI - Paving Stevens Avenue	640,000		640,000
Public Works	PACTS MPI - Elm Street Paving - Congress to Marginal	315,000		315,000
Public Works	Pavement Preservation Program	1,500,000	1,500,000	0
Public Works	Sidewalk & ADA Rehabilitation Program	600,000		600,000
Public Works	Congress Square Intersection Construction - DOT Eligible	1,200,000	1,200,000	0
Public Works	PACTS TIP - Brighton Avenue Multi-Modal Project	124,000		124,000
Public Works	Traffic Signals Upgrade Program	500,000	500,000	0
Public Works	Ineligibles)	300,000	300,000	0
Public Works	Improved Coordination	100,000		100,000
Public Works	Separated Bike Lanes - Additional Funding	100,000		100,000
Public Works	Andrews Square Supplemental Funding	100,000		100,000
<u>Vehicles</u>				
Fire	3 Fire Trucks (1 Quint Ladder, 2 Pumper Engines)	2,700,000		2,700,000
Fire	MEDCU Ambulance Grant Match	63,000		63,000
Fleet	2-way radio replacement	30,000		30,000
HHS	Used HHS 10 passenger van	30,000		30,000
HHS	Used large SUV or Minivan	25,000		25,000
Islands	1.25 ton truck w/plow GDI	75,000		75,000
Islands	2 - 42 CY Dumpsters @ 9,000 ea.	19,000		19,000
Parking	Used Compact Pickup	26,000		26,000
Parks & Rec	0.75 ton PU w/plow & dump	45,000		45,000
Parks & Rec	Toolcat	65,000		65,000
Parks & Rec	0.75 tn PU w/plow golf course	40,000		40,000
Parks & Rec	New Ventrac 4500K	75,000		75,000

Parks & Rec	52 PTO HP Tractor	55,000		55,000
Parks & Rec	JD 2025D Style Tractor	35,000		35,000
Parks & Rec	Fairway Mower Golf Course	55,000		55,000
Parks & Rec	3/4 ton PU w/plow	45,000		45,000
PDD	0.75 ton PU w/plow	40,000		40,000
Police	7 Hybrid Police Cruisers	413,000		413,000
Public Schools	3 Buses and 1 Van	325,000		325,000
PW Safety	Used SUV	23,000		23,000
Solid Waste	Packer (rental or lease)	65,000		65,000
Streets	Backhoe/Loader	105,000		105,000
SW	Used 1/2 ton PU w/liftgate	25,000		25,000
Traffic	VMC (variable message board)	20,000		20,000
Traffic	Used 1/2 ton PU	25,000		25,000
Various	and Efficiency Maine rebates)	0		0
Waterfront & Public Buildings	2 ton plow truck w/wing 4WD	130,000		130,000
Waterfront & Public Buildings	Van	35,000		35,000
Winter	SA Plow truck	185,000		185,000
Winter	Loader w/wing & plow	220,000		220,000
Sub-Total (General Fund)		14,281,841	3,500,000	10,781,841
Prior CIP Reallocations				(389,039)
Total (General Fund)		14,281,841		10,392,802
2021 CIP - Sewer Fund				
Sewer	CSO-Non SRF Sewer / Storm Consulting and Inspection Services	1,500,000		1,500,000
Sewer	Inflow and Infiltration Phase 3 Mitigation	1,100,000		1,100,000
Sewer	CSO - Close CSO #39	700,000		700,000
Sewer	CMOM - Pump Station Rehabilitation	670,000		670,000
Sewer	CSO - Close CSO #42	500,000		500,000
Sewer	Concord Street and Mayer Road Sewer Repair/Replacement	500,000		500,000
Sewer	CMOM - Sewer System Renewal	500,000		500,000
Sewer	District Road Fueling Island	313,000		313,000
Sewer	ESRI Conversion to Utility Network	225,000		225,000
Sewer	Sweeper (#3143) Replacement	200,000		200,000
Sewer	CSO - #26 Sewershed	200,000		200,000
Sewer	Truck Replacement (#2511)	50,000		50,000
Sewer	Supervisor Truck (#2112) Replacement	50,000		50,000
Stormwater	Fore Street Sewer Separation	2,300,000		2,300,000
Stormwater	Presumpscot Culvert	475,000		475,000
Stormwater	Stormwater Neighborhood Infrastructure Improvements	200,000		200,000
Stormwater	Green Infrastructure	200,000		200,000
Sub-Total (Sewer Fund)		9,683,000		9,683,000
Prior Sewer Fund Reallocations				(2,300,000)
Total (Sewer Fund)		9,683,000		7,383,000
TOTAL (General Fund & Sewer Fund)		23,964,841		17,775,802

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

Project Title ID 195026

Resurface of roadways & parking lots

Barron Center

Division Environmental Services

Classification Streets/Sidewalks

Project Description

Resurface & stripe/mark parking lot & roadways.

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$139,293	\$140,000		<input checked="" type="checkbox"/>
2022		\$139,293			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$278,586	\$140,000		

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 226706

Barron Center Phones Upgrade

Information Technology

Division

Classification Equipment

Project Description

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

Project Justification

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$48,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$48,000			

Other Funding Source Description

Operating Budget Impact

Information Technology

Division

Classification Equipment

Project Description

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

Project Justification

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$31,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$31,000			

Other Funding Source Description

Operating Budget Impact

Project Title **ID** 226703

Replace Network Switches

Information Technology

Division

Classification Equipment

Project Description

End of Support 6/30/2022

Core switches: 2 blades are end of support

Core switches: all chassis and blades end of support

Project Justification

Needed for reliable and secure IT network

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$250,000			<input type="checkbox"/>
2023		\$115,000			<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$365,000			

Other Funding Source Description

Operating Budget Impact

DPW Traffic Managed Network

Information Technology

Division

Classification Equipment

Project Description

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

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$20,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$20,000			

Other Funding Source Description

Operating Budget Impact

Consolidate city camera systems (except jetport)

Information Technology

Division

Classification Equipment

Project Description

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

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$72,500			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$72,500			

Other Funding Source Description

Operating Budget Impact

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



Fire Department

Division Building Maintenance

Classification Facilities

Project Description

Replace inefficient Boiler

Remove above ground oil tank (Change to gas)

Replace 1971 Generator

Replace Water Heater

Project Justification

Boiler - Oil Fired and only 80% efficient, no redundancy high- efficiency boilers will increase efficiency to approx 93%.

Oil Tank - Does not meet code, reduce carbon footprint by using gas

Generator - Parts are not available, unit runs on propane. (Most expensive form of fuel) Replace with Natural Gas Unit.

Water Heater - 80 gal unit is undersized. With new gear extractor a more efficient gas fired unit is required.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$15,000		\$150,000		\$150,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$150,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$150,000			

Other Funding Source Description

Operating Budget Impact

New efficient equipment will reduce annual use and repair/replacement costs.

This work will not have to be touched during a larger renovation project. It will also decrease the cost of a larger project.



Fire Department

Division Emergency Medical Service

Classification Equipment

Project Description

Capital Lease program for Cardiac Monitors.

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

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

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

Project Justification

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

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

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$40,064			<input type="checkbox"/>
2023		\$40,064			<input type="checkbox"/>
2024		\$71,206			<input type="checkbox"/>
2025		\$71,206			<input type="checkbox"/>
2026		\$71,206			<input type="checkbox"/>
2027		\$71,206			<input type="checkbox"/>
Total		\$364,952	20		

Project Title ID 226580

Other Funding Source Description

Operating Budget Impact

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

Project Title ID 216554

Replacement of 150 Portable Radios

Police Department

Division Dispatch Services

Classification Portable Radio Replacements

Project Description

Replace 150 Motorola APEX 6000 portable radios

Project Justification

Current radios are no longer being serviced by Motorola

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022	\$300,000				<input type="checkbox"/>
2023	\$300,000				<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total	\$600,000				

Other Funding Source Description

Operating Budget Impact

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

Project Title ID 205694

Parking Meter Replacement Phase 2

Parking / Garages

Division Administration

Classification Equipment

Project Description

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

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

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$185,000	\$95,000		<input checked="" type="checkbox"/>
2022		\$115,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$300,000	\$95,000		

Other Funding Source Description

Operating Budget Impact

Minimal

Project Title **ID** 216389

Multi Space Parking Meters Shipyard & CA

Parking / Garages

Division Administration

Classification Equipment

Project Description

3 new multi space parking meters

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2021		\$15,000	\$15,000		<input checked="" type="checkbox"/>
2022		\$22,500			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$37,500	\$15,000		

Other Funding Source Description

Operating Budget Impact

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

Payson Park Playground



Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

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

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

Project Justification

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

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$350,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$350,000			

Other Funding Source Description

Operating Budget Impact

Project Title	ID	226620
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N/A

Skatepark Expansion



Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

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

Project Justification

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

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022	\$120,000	\$255,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total	\$120,000	\$255,000			

Other Funding Source Description

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

Project Title **ID** 226626

Operating Budget Impact

N/A



Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

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

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$118,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$118,000			

Other Funding Source Description

Operating Budget Impact

N/A

Project Title ID 226619

Golf Course HVAC and

Drainage Upgrades

Parks, Rec & Public Assembly

Division Golf Course

Classification Facilities

Project Description

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

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$115,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$115,000			

Other Funding Source Description

Operating Budget Impact

N/A



Parks, Rec & Public Assembly

Division Parks

Classification Facilities

Project Description

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

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

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

Project Justification

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

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

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$108,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$108,000			

Other Funding Source Description

Operating Budget Impact

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

Project Title ID 216409

Court Resurfacing



Parks, Rec & Public Assembly

Division Parks

Classification Parks, Fields, Trails

Project Description

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

Project Justification

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

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$96,800			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$96,800			

Other Funding Source Description

Operating Budget Impact

N/A

Parks, Rec & Public Assembly

Division Parks

Classification Equipment

Project Description

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

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$47,725			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$47,725			

Other Funding Source Description

Operating Budget Impact

N/A

Planning & Urban Development

Division Planning

Classification Parks, Fields, Trails

Project Description

This project includes completing the design work and construction of a redesigned intersection and public open spaces at High Street, Free Street, and Congress Street, called "Congress Square." The project objectives include improving traffic function and safety for all modes, improving the accessibility of the intersection crossings, sidewalks, and public open spaces, and placemaking by creating a more comfortable, functional, and attractive public space. The intersection design and construction also needs to be coordinated with the DPW signal upgrade project on Congress Street. The funding request includes construction documents and construction phases; the budgets are based on design development level design and estimates prepared by consultant WRT. The project has 2 construction phases - Phase A = roadway improvements (DPW FY21), Phase B = PMA plaza and Congress Square Park improvements (Planning FY22). The CIP entry in FY22 totaling \$100,000 is to complete the Phase B Construction Documents.

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2019		\$250,000	\$5,000		<input checked="" type="checkbox"/>
2022	\$50,000	\$50,000			<input type="checkbox"/>
2023	\$1,850,000	\$2,295,000			<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total	\$1,900,000	\$2,595,000	\$5,000		

Other Funding Source Description

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

Operating Budget Impact

The changes in the intersection will likely have an operating-budget neutral impact. There will be changes to the roadway configuration that will result in less pavement to plow/maintain. The plaza spaces are designed to require as minimal

Project Title**ID** 163160

maintenance as possible with the suggestion that the City continue to enter into a MOU with Friends of Congress Square Park for programming and some maintenance.

212 Roof Replacement



Public Buildings & Waterfront

Division Canco Road

Classification Facilities

Project Description

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

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$325,000			<input type="checkbox"/>
2023		\$400,000			<input type="checkbox"/>
2024		\$400,000			<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$1,125,000			

Other Funding Source Description

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

Reducing the 2022 CIP Request to 230K

Operating Budget Impact

C21B07 - 250 Canco Rd Roof Replacement. All EPDM roofs are complete.
C21E05 - 250 Canco Rd Generator. This facility has adequate backup power. This generator was requested as redundancy for citywide use.
I suggest reallocating the remaining balances in the above accts to apply towards the current request of 325,000, which reduces the 325k request to 230k.

Public Buildings & Waterfront

Division City Hall

Classification Facilities

Project Description

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

Project Justification

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

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

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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$465,000		\$465,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$150,000	\$200,000		<input checked="" type="checkbox"/>
2021		\$150,000	\$115,000		<input checked="" type="checkbox"/>
2022		\$150,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$450,000	\$315,000		

Other Funding Source Description

Combining CIP 2021 and allocation of requested CIP 2022 allows us to complete the next phase. (3rd fl)

Operating Budget Impact

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

C21B08 - Reallocate remaining funds to C21B09 for a total of 130,000.
Move 2022 request to 2023.

Project Title ID 152247

Sidewalks at Exposition Building Entrance



Public Buildings & Waterfront

Division Exposition Building

Classification Sidewalks

Project Description

Replace 10,000 sq ft of concrete sidewalk.

Project Justification

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

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

Public Works Request?

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$160,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$160,000			

Other Funding Source Description

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

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

Operating Budget Impact

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

Project Title ID 173582

Compass Park Ongoing pile/pier work

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Repair concrete/wood decks as needed.

Project Justification

3,000 sqft of Boardwalk needs replacing Eastside under pier needs attention. Piles and caps have failed.

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2018		\$100,000			<input checked="" type="checkbox"/>
2020		\$100,000	\$100,000		<input checked="" type="checkbox"/>
2021		\$100,000	\$100,000		<input checked="" type="checkbox"/>
2022					<input type="checkbox"/>
2023		\$200,000			<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$500,000	\$200,000		

Other Funding Source Description

Operating Budget Impact

Project Title ID 173581

POT - Pile Survey

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

Review and catagorize condition of entire pier

Project Justification

A visual inspection was done in September 2015, there are signs of deterioration in 10-15% of the pier. However there are no signs of a catastrophic failure about to take place.

The pier is due for a full inspection and should be done as the City Manager wants to market the 2nd fl office space.

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$150,000	\$112,500		<input checked="" type="checkbox"/>
2022					<input type="checkbox"/>
2023					<input type="checkbox"/>
2024		\$337,500			<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$487,500	\$112,500		

Other Funding Source Description

Operating Budget Impact

This space would generate 250-350k in revenue annually.

This is a must so we can determine the future cost and use of the entire structure.

Project Title ID 173579

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

Public Buildings & Waterfront

Division Waterfront

Classification Marine

Project Description

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

Project Justification

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

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2017		\$170,000	\$170,000		<input checked="" type="checkbox"/>
2019		\$225,000	\$150,000		<input checked="" type="checkbox"/>
2021		\$225,000	\$175,000		<input checked="" type="checkbox"/>
2022					<input type="checkbox"/>
2023		\$225,000			<input type="checkbox"/>
2024		\$225,000			<input type="checkbox"/>
2025		\$350,000			<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$1,420,000	\$495,000		

Other Funding Source Description

Operating Budget Impact

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

Project Title ID 152257

Bollard/ Bit Replacement

Public Buildings & Waterfront

Division Waterfront

Classification Marine (i.e., piers)

Project Description

Maine State Pier Bollard Replacement

Project Justification

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

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$100,000	\$100,000		<input checked="" type="checkbox"/>
2022					<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025		\$400,000			<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$500,000	\$100,000		

Other Funding Source Description

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

Operating Budget Impact

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



Public Works

Division Engineering

Classification Transportation

Project Description

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

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022	\$550,000	\$640,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total	\$550,000	\$640,000			

Other Funding Source Description

\$500,000 from DOT

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

\$640,000 new request

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

Operating Budget Impact

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

Project Title ID 226661

PACTS MPI - Elm Street Paving - Congress to Marginal

Public Works

Division Engineering

Classification Transportation

Project Description

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

Project Justification

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022	\$270,000	\$315,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total	\$270,000	\$315,000			

Other Funding Source Description

PACTS will pay \$234,393.95

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

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

Operating Budget Impact

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

Public Works

Division Engineering

Classification Transportation

Project Description

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

Project Justification

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

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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$500,000		\$30,240,000		\$30,740,000

Funding Source

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

Project Title	ID	141013	
2026		\$2,500,000	<input type="checkbox"/>
2027		\$2,500,000	<input type="checkbox"/>
Total	\$230,000	\$48,150,000	\$17,760,000

Other Funding Source Description

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

Operating Budget Impact

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

Public Works

Division Engineering

Classification Transportation

Project Description

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

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

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

Project Justification

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

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

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

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

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

Prior entry:

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

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

Project Title ID 141030

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

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

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

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$700,000	\$700,000		<input checked="" type="checkbox"/>
2014		\$700,000	\$700,000		<input checked="" type="checkbox"/>
2015		\$850,000	\$700,000		<input checked="" type="checkbox"/>
2016		\$700,000	\$500,000		<input checked="" type="checkbox"/>
2017		\$600,000	\$500,000		<input checked="" type="checkbox"/>
2018		\$600,000	\$600,000		<input checked="" type="checkbox"/>
2019		\$750,000	\$700,000		<input checked="" type="checkbox"/>
2020		\$1,000,000	\$650,000		<input checked="" type="checkbox"/>
2021		\$1,000,000	\$500,000		<input checked="" type="checkbox"/>
2022		\$600,000			<input type="checkbox"/>
2023		\$750,000			<input type="checkbox"/>
2024		\$1,000,000			<input type="checkbox"/>
2025		\$1,200,000			<input type="checkbox"/>
2026		\$1,200,000			<input type="checkbox"/>
2027		\$1,400,000			<input type="checkbox"/>
Total		\$13,050,000	\$5,550,000		

Other Funding Source Description

Paving Preservation

TIF

CDBG

Operating Budget Impact

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

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

Public Works

Division Engineering

Classification Transportation

Project Description

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

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

Project Justification

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

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

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

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2020		\$150,000	\$150,000		<input checked="" type="checkbox"/>
2022	\$1,363,460	\$1,200,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total	\$1,363,460	\$1,350,000	\$150,000		

Other Funding Source Description

This request includes all items eligible for DOT reimbursement.

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

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

Project Title **ID** 194960

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

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

Operating Budget Impact

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

Public Works

Division Engineering

Classification Transportation

Project Description

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

Project Justification

2019: This project now needs enhanced project scoping with MDOT and PACTS to further define the project, which will then inform the design process.

2018: This project has been developed through the PACTS Complex Projects process. The scope of work is planned to include replacement of signal equipment at six intersections, including ramp and ADA modifications, bicycle detection and transit priority as needed. Sidewalk rehabilitation to bring sidewalks into good condition and ADA compliance. Mill and fill paving, and provision of enhanced bicycle facilities along Route 25. Modifications in the Rosemont area as needed to support the proposed METRO Husky Lane. The project includes elements of Preservation (roadway and sidewalks) and Modernization (traffic/pedestrian/transit priority signals, roadway/bikeway striping-pavement markings, transit stop upgrades, and achieving ADA compliance along Brighton Ave).

The intended result is to initiate this agreement and begin the project by holding a joint kick-off meeting. These PACTS projects provide key transportation outcomes by matching local dollars with three dollars of Federal and State money. This program provides us with maximum benefit at a minimum cost and provides significant improvements to our vital Transportation system.

The first round of funding is for Preliminary Design, followed by Final Design and Right of Way, with Construction Likely in 2021.

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$300,000		\$8,450,000		\$8,750,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022	\$146,250	\$123,750			<input type="checkbox"/>
2023	\$75,000	\$62,500			<input type="checkbox"/>
2024	\$3,000,000	\$1,000,000			<input type="checkbox"/>
2025	\$75,000	\$62,500			<input type="checkbox"/>
2026	\$3,000,000	\$1,000,000			<input type="checkbox"/>
2027	\$75,000	\$130,000			<input type="checkbox"/>
Total	\$6,371,250	\$2,378,750			

Other Funding Source Description

MaineDOT/PACTS funding for design and construction

Operating Budget Impact

Traffic Signals Upgrade Program

Public Works

Division Engineering

Classification Transportation

Project Description

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

Project Justification

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

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

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

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

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

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

5 Year Cost Summary

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

Funding Source

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

Project Title	ID	141023		
2019		\$675,000	\$500,000	<input checked="" type="checkbox"/>
2020		\$525,000	\$525,000	<input checked="" type="checkbox"/>
2021		\$575,000	\$300,000	<input checked="" type="checkbox"/>
2022		\$500,000		<input type="checkbox"/>
2023		\$500,000		<input type="checkbox"/>
2024		\$500,000		<input type="checkbox"/>
2025		\$700,000		<input type="checkbox"/>
2026		\$700,000		<input type="checkbox"/>
2027		\$750,000		<input type="checkbox"/>
Total	\$195,000	\$6,923,500	\$2,520,000	

Other Funding Source Description

Pearl at Cumberland and Congress: \$900,000

Operating Budget Impact

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

Project Title ID 141009

Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)

Public Works

Division Engineering

Classification Transportation

Project Description

To fund portions of the City's 2021 Combined Sewer Overflow (CSO) projects that are not State Revolving Loan Funds (SRF) eligible. Example CY2021 projects include: Pearl Street, Back Cove West, Fore Street

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

Project Justification

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

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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$6,490,000		\$6,490,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2013		\$500,000	\$500,000		<input checked="" type="checkbox"/>
2015		\$1,000,000	\$800,000		<input checked="" type="checkbox"/>
2017		\$1,000,000	\$400,000		<input checked="" type="checkbox"/>
2018		\$1,000,000	\$600,000		<input checked="" type="checkbox"/>
2019		\$2,000,000	\$600,000		<input checked="" type="checkbox"/>
2020		\$800,000	\$500,000		<input checked="" type="checkbox"/>
2021		\$500,000	\$290,000		<input checked="" type="checkbox"/>
2022		\$300,000			<input type="checkbox"/>
2023		\$500,000			<input type="checkbox"/>
2024		\$500,000			<input type="checkbox"/>
2025		\$500,000			<input type="checkbox"/>
2026		\$500,000			<input type="checkbox"/>
2027		\$500,000			<input type="checkbox"/>
Total		\$9,600,000	\$3,690,000		

Other Funding Source Description

Operating Budget Impact

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

Project Title ID 215875

High-Speed Communications for Adaptive Signal Corridors and Improved Coordination

Public Works

Division Engineering

Classification Transportation

Project Description

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

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

Year 2: Forest Avenue - Woodfords Corner to Morrill's Corner

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

Year 4: Brighton Avenue - Nasons Corner to Taft Street

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

Year 6: Forest Avenue - Riverton School to Riverside Street

Project Justification

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

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

Network communication continues to be a concern for both Rapid Flow and the City of Portland.

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

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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$5,000		\$620,000		\$625,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$100,000			<input type="checkbox"/>
2023		\$100,000			<input type="checkbox"/>
2024		\$100,000			<input type="checkbox"/>
2025		\$100,000			<input type="checkbox"/>
2026		\$100,000			<input type="checkbox"/>
2027		\$125,000			<input type="checkbox"/>
Total		\$625,000			

Other Funding Source Description

Operating Budget Impact

Project Title**ID** 215875

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

Project Title ID 226770

Federal Street Cemetary Wall Repair

Public Works

Division Engineering

Classification Facilities

Project Description

FY22: \$35,000 for engineering

FY23: \$100,000 for construction

Project Justification

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

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
\$35,000		\$100,000		\$135,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$35,000			<input type="checkbox"/>
2023		\$100,000			<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$135,000			

Other Funding Source Description

Operating Budget Impact

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

DOT Bridge Report

Public Works

Division Engineering

Classification Streets/Sidewalks

Project Description

Guardrail repair

Project Justification

Needed for safety of traveling public

5 Year Cost Summary

<u>Planning</u>	<u>Land</u>	<u>Construction</u>	<u>Equipment</u>	<u>Est Total Cost</u>
		\$25,000		\$25,000

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$25,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$25,000			

Other Funding Source Description

Operating Budget Impact

Project Title ID 226771

Andrews Square Supplemental Funding

Public Works

Division Engineering

Classification Transportation

Project Description

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

Project Justification

5 Year Cost Summary

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

Funding Source

<u>Year</u>	<u>Other Funding</u>	<u>Requested Funding</u>	<u>City Mgr Recommended</u>	<u>Funding Type</u>	<u>Approved</u>
2022		\$100,000			<input type="checkbox"/>
2023					<input type="checkbox"/>
2024					<input type="checkbox"/>
2025					<input type="checkbox"/>
2026					<input type="checkbox"/>
2027					<input type="checkbox"/>
Total		\$100,000			

Other Funding Source Description

Operating Budget Impact

FY23 - FY27 CIP Requests

-Amounts in FY23 through FY27 are Department Requests to the City Manager Only

-Recommended Funding Per Year Will Be Approximately \$10.5M Annually

Classification	Department	Division	Project Title	2023	2024	2025	2026	2027
Facilities	Fire Department	Building Maintenance	Bramhall - Boiler Room Upgrades	155,000				
Equipment	Fire Department	Emergency Maintenance	Cardiac Monitor Replacement	40,064	71,206	71,206	71,206	71,206
Equipment	Fire Department	Firefighting	Self-contained breathing apparatus (SCBA) Replacement	900,000				
Equipment	Information Technology	Information Technology	Replace 30 C5G124 switches	200,000				
Equipment	Information Technology	Information Technology	Barron Center WiFi refresh FY 2023	10,000				
Facilities	Parking / Garage	Elm Street Garage	Sealants and Concrete Repairs Levels 2 and 3 290K one year and levels 4 & 5 295K the next year	290,000	295,000			
Facilities	Parking / Garage	Temple Street Garage	Neogard traffic Membrane recoat Temple St	550,000				
Facilities	Parking / Garage	Spring Street Garage	Neogard Traffic membrane Recoat Spring St			480,000		
Facilities	Parking / Garage	Spring Street Garage	Roof Deck Traffic Membrane Recoat		150,000			
Facilities	Parking / Garage	Temple Street Garage	Painting of Structural Steel			285,000		
Structural Steel	Parking / Garage	Spring Street Garage	Painting Structural Steel				285,000	
Facilities	Parking / Garage	Temple Street Garage	Replace Pavement & Membrane		425,000			
Equipment	Parks, Recreation & Fields	Parks	Reiche Playground	350,000				
Parks, Recreation & Fields	Parks, Recreation & Fields	Parks	Skatepark Expansion	205,000				
Facilities	Parks, Recreation & Fields	Merrill Auditorium	Merrill Auditorium Exterior Door Replacement	120,000				
Facilities	Parks, Recreation & Fields	Ice Arena	Ice Arena Foundation Leak Fix	45,000				
Parks, Recreation & Fields	Parks, Recreation & Fields	Parks	City Wide Fencing Replacement	54,500				
Parks, Recreation & Fields	Parks, Recreation & Fields	Parks	Payson Park Bollard Replacement	50,500				
Parks, Recreation & Fields	Parks, Recreation & Fields	Parks	Cleeves Monument Plaza - Eastern Prom	92,000				
Transportation	Planning & Engineering	Transportation	Neighborhood Byway City-wide Network Implementation	120,000	120,000	120,000		
Transportation	Planning & Engineering	Transportation	West Commercial Street Pathway - Phase III	425,000				
Transportation	Planning & Engineering	Transportation	East Coast Greenway Baxter Blvd/Back Cove to Martins Point	100,000				
Transportation	Planning & Engineering	Transportation	Parkside to Libbytown Pathway Phase III		250,000			
Parks, Recreation & Fields	Planning & Engineering	Planning	Congress Square Redesign - Future CIP Request from Friends of Congress Square	2,295,000				
Streets/Sidewalks	Planning & Engineering	Planning	City Hall Accessibility-Sidewalk-Streetscape	25,000	175,000	200,000		
Streets/Sidewalks	Planning & Engineering	Historic Preservation	Plum Street Rehabilitation	12,000	88,000			
Facilities	Public Buildings	Public Safety	Replace Concrete Steps/Railings at Main Entrance	157,000				
Facilities	Public Buildings	Canco Road	212 Roof Replacement	400,000	400,000			
Facilities	Public Buildings	City Hall	Passenger Elevator Modernization	300,000				
Marine	Public Buildings	Waterfront	Mega Berth Terminal Structural Painting	100,000				
Marine	Public Buildings	Waterfront	Compass Park Ongoing pile/pier work	200,000				
Facilities	Public Buildings	City Hall	Interior Renovations /Security Upgrades	600,000				
Marine	Public Buildings	Waterfront	POT - Pile Survey	337,500				
Facilities	Public Buildings	Other Public Buildings	90 Anderson St - Upgrades	250,000				
Marine	Public Buildings	Waterfront	On going pile/pier work at OG and P.O.T	225,000	225,000			
Facilities	Public Buildings	Other Public Buildings	Forest City/Evergreen Cemeteries Rehab	200,000	200,000			
Marine (i.e. Public Buildings)	Public Buildings	Waterfront	Bollard/ Bit Replacement	200,000		200,000		
Marine	Public Buildings	Waterfront	Gangway Extensions	160,000				
Facilities	Public Buildings	Hadlock Field	Structural Repairs/Roof Covering - Hadlock	150,000				
Facilities	Public Buildings	Other Public Buildings	Observatory - Painting and Other Maintenance	50,000				
Facilities	Public Buildings	Merrill	Merrill - Roof replacement (Engineering Only)	30,000	550,000			
Facilities	Public Buildings	Canco Road	Engineering Services / Construction For Day Care 212 Canco Rd					580,000
Facilities	Public Buildings	Canco Road	212 Canco Rd Parks Office Renovations				250,000	
Facilities	Public Buildings	Canco Road	212/250 Canco Rd Exterior Wall Repair		75,000			
212 Canco Rd	Public Buildings	Canco Road	212/250 Canco Rd Window Replacement			200,000		
Facilities	Public Buildings	Canco Road	250 Canco Rd Roof Replacement Phase 1 of 2			450,000		
Facilities	Public Buildings	Canco Road	250 Canco Rd Portable Generators				85,000	

Facilities	Public Build	City Hall	Copper Roof Engineering Only		75,000	1,500,000	1,500,000	
Equipment	Public Build	City Hall	Portable 3 Phase Generator				10,000	120,000
Facilities	Public Build	City Hall	Replace sewer main in tunnel					200,000
Facilities	Public Build	City Hall	Archivist					200,000
Facilities	Public Build	City Hall	Add Sprinkler System	315,000				
Equipment	Public Build	City Hall	Mechanical Assist Mobile Storage for Planning					80,000
Equipment	Public Build	City Hall	City Hall Fire Doors for Common Areas	125,000				
Facilities	Public Build	Exposition Bui	Emergency Egress Access Doors	50,000				
Facilities	Public Build	Exposition Bui	Concession Stand Renovation	400,000				
Facilities	Public Build	Exposition Bui	Expo - ADA Upgrades	75,000				
Facilities	Public Build	Exposition Bui	Boiler Replacement		420,000			
Facilities	Public Build	Hadlock Field	Hadlock Concourse Stair Stringers	100,000				
Facilities	Public Build	Hadlock Field	Metal Siding,Door,Window Replacement	100,000				
Facilities	Public Build	Merrill	Stage Floor Replacement	80,000				
Facilities	Public Build	Merrill	Retaining Wall		90,000			
Facilities	Public Build	Merrill	Boiler Replacement				500,000	
Facilities	Public Build	Other Public B	Deering Oaks Restroom Facility (Engineering Only)	75,000	500,000			
Facilities	Public Build	Public Safety	Window Replacement	200,000	300,000			
Facilities	Public Build	Public Safety	Repoint/Waterproof Building Exterior		300,000			
Facilities	Public Build	Public Safety	Brick Plaza Replacement		300,000			
Facilities	Public Build	Public Safety	Master Plan	200,000				
Marine	Public Build	Waterfront	POT Rail Removal	100,000	100,000			
Equipment	Public Build	Waterfront	Pile Jackets -OG	225,000				
Marine (i.e.	Public Build	Waterfront	Floats at Maine State Pier/Great Diamond Island		100,000	100,000		
Facilities	Public Build	Waterfront	Terminal Bldg Renovation				420,000	
Streets/Side	Public Build	Waterfront	Great Diamond Island Boardwalk		390,000			
Marine	Public Build	Waterfront	Peaks Govt Dock		420,000			
Schools	Public Scho	Various	School Department CIP Requests (Various)	1,200,000	1,500,000	1,500,000	4,000,000	4,000,000
Transportat	Public Work	Engineering	Pavement Preservation Program	1,750,000	2,000,000	2,500,000	2,500,000	2,500,000
Transportat	Public Work	Engineering	Sidewalk & ADA Rehabilitation Program	750,000	1,000,000	1,200,000	1,200,000	1,400,000
Transportat	Public Work	Engineering	PACTS TIP - Brighton Avenue Multi-Modal Project	62,500	1,000,000	62,500	1,000,000	130,000
Transportat	Public Work	Engineering	Traffic Signals Upgrade Program	500,000	500,000	700,000	700,000	750,000
Streets/Side	Public Work	Engineering	Riverside Street Embankment	35,000				
Transportat	Public Work	Engineering	Water Resource Project Ineligibles (CSO Compliance-SRF Ineligibles)	500,000	500,000	500,000	500,000	500,000
Transportat	Public Work	Engineering	High-Speed Communications for Adaptive Signal Corridors and Improved Coordination	100,000	100,000	100,000	100,000	125,000
Facilities	Public Work	Engineering	Federal Street Cemetery Wall Repair	100,000				
Transportat	Public Work	Engineering	Transportation Preliminary Design	25,000	25,000	25,000	25,000	60,000
Transportat	Public Work	Engineering	Street Rehabilitation Program	200,000	250,000	250,000	250,000	300,000
Facilities	Public Work	Island Services	Islands Salt Sheds	60,000	30,000	30,000		
Transportat	Public Work	Engineering	RR Quiet Zone Compliance Program	10,000	10,000	10,000	10,000	10,000
Transportat	Public Work	Engineering	Commercial Street Sidewalk Improvements	100,000				
Parks, Field	Public Work	Engineering	Veranda Street Open Space	15,000	185,000			
Equipment	Public Work	Communicatio	Radio System Upgrade	100,000				
Transportat	Public Work	Engineering	Franklin Street Signal Improvements and Other Master Plan Outcomes	90,000				
Transportat	Public Work	Engineering	Washington Avenue Streetscape Improvements, Oxford to E. Prom: E. Prom Intersection Treatment	100,000	750,000			
Transportat	Public Work	Engineering	Rehabilitation of Cobblestone / Paver Streets	100,000	150,000	150,000	150,000	175,000
Transportat	Public Work	Engineering	Marginal Way Signal Upgrades					350,000
Transportat	Public Work	Engineering	Monument Way & Square Rehabilitation		250,000	500,000	500,000	

Transportat	Public Work	Engineering	Morrills Corner (State Route 302 and 100)	105,000	100,000	1,500,000		
Transportat	Public Work	Engineering	PACTS RTMS - Regional Signals, Communications, and Match Money for Projects	68,750	68,750	68,750	68,750	68,750
Transportat	Public Work	Engineering	Traffic Signal Upgrades with Paving Programs	200,000	200,000	200,000	200,000	
Transportat	Public Work	Engineering	PACTS Washington Avenue Road & Signals (Oxford to Congress)	650,000				
Transportat	Public Work	Engineering	Bike Facility Safety Improvements		50,000	50,000	50,000	50,000
Transportat	Public Work	Engineering	Wharf Street Reconstruction	850,000				
Transportat	Public Work	Engineering	Intersection Redesign at Fore and Pearl	65,000	600,000			
Transportat	Public Work	Engineering	Libbytown Sidewalk and ADA Improvements	150,000	150,000	150,000	150,000	150,000
Transportat	Public Work	Engineering	Marshall Street Improvements	50,000	450,000			
Transportat	Public Work	Engineering	PACTS MPI Congress St (FRPW to Stevens)		400,000			
Facilities	Public Work	Island Services	Cliff Island Public Works Facilities				300,000	
Transportat	Public Work	Engineering	Cutter Street				350,000	
Transportat	Public Work	Engineering	Dana Street Reconstruction	1,200,000				
Wastewater	Public Work	Sewer	Pavement Preservation Utility Cost	200,000				
Transportat	Public Work	Engineering	DOT MPI - Congress St Paving (Pearl to Washington)	405,360				
Transportat	Public Work	Engineering	DOT MPI - State Street Paving - Pine to York	255,000				
Streets/Side	Public Work	Engineering	PACTS York St Sidewalk and Street Rehab	250,000				
Streets/Side	Public Work	Engineering	ADA Compliance	150,000	150,000	150,000	150,000	150,000
Fire			5 Fire Trucks (3 trucks in current year, 2 more in following year)	2,200,000				
Police			7 Hybid Cruisers @ 55,000 ea.	405,000	405,000	405,000	405,000	405,000
Fire			MEDCU Ambulance Grant Match	265,000	265,000	265,000	265,000	265,000
PDD			Sidewalk Tractor	160,000				
Islands			2 ton dump w/plow Cliff	125,000				
Police			3 K-9 Cruisers at 62,000 ea.	186,000				
Fire			1/2 ton PU crew Cab	45,000				
Parks & Rec			New Ventrac SSV	45,000				
Parks & Rec			Tracked Skidsteer	100,000				
Winter			2 ton Dump w/plow	125,000				
Streets			1.5 ton Dump w/plow	85,000				
Streets			Used Sweeper from WR	40,000				
Streets			Hot Top Roller	25,000				
Various			Additional Vehicle Replacement Requests Per Fleet Schedule	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000
GENERAL FUND REQUESTS TOTAL				26,896,174	18,357,956	15,172,456	17,244,956	13,889,956
ANTICIPATED NEW GENERAL FUND BORROWING CAPACITY				10,500,000	10,500,000	10,500,000	10,500,000	20,000,000
Wastewater	Water Reso	Stormwater	Fore Street Sewer Separation - Phase 2	1,700,000				
Wastewater	Water Reso	Sewer	CSO-Non SRF Sewer / Storm Consulting and Inspection Services	500,000	500,000	500,000	500,000	500,000
Wastewater	Water Reso	Sewer	Inflow and Infiltration Phase 3 Mitigation	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000
Wastewater	Water Reso	Sewer	CMOM - Pump Station Rehabilitation	670,000	670,000	670,000	670,000	670,000
Wastewater	Water Reso	Sewer	Concord Street and Mayer Road Sewer Repair/Replacement	250,000	250,000	250,000	250,000	250,000
Wastewater	Water Reso	Sewer	CMOM - Sewer System Renewal	250,000	250,000	250,000	250,000	250,000
Wastewater	Water Reso	Stormwater	Stormwater Neighborhood Infrastructure Improvements	200,000	200,000	200,000	200,000	200,000
Stormwater	Water Reso	Stormwater	Green Infrastructure	200,000	200,000	200,000	200,000	200,000
Wastewater	Water Reso	Sewer	CSO - #26 Sewershed	500,000				
Wastewater	Water Reso	Sewer	Wharf Street Sewer Separation			1,000,000		
Wastewater	Water Reso	Stormwater	Western Prom Storm Drain Improvements	1,330,000				
Marine	Water Reso	Stormwater	Stoudwater Dam	155,000	205,000	5,000		
Stormwater	Water Reso	Stormwater	Somerset Street Flood Mitigation Project		5,500,000			

Stormwater	Water Reso	Stormwater	Sagamore Village Green Infrastructure Project	500,000	500,000	500,000		
Stormwater	Water Reso	Stormwater	Rand Road Culvert Replacement	1,000,000	2,500,000			
Wastewater	Water Reso	Sewer	Pearl Street Sewer Replacement	2,000,000	2,000,000			
Wastewater	Water Reso	Sewer	Morrills Corner Sewer Replacement	1,000,000				
Wastewater	Water Reso	Sewer	Monument Way & Square Sewer / Storm	500,000	500,000			
Wastewater	Water Reso	Stormwater	Forest Avenue - Clifton to Coyle		1,000,000			
Wastewater	Water Reso	Sewer	CSO- West End Sewer Separation			2,000,000	2,000,000	
Wastewater	Water Reso	Sewer	CSO- Hersey Street and Irving Street Storm Drain Separation	2,500,000				
Wastewater	Water Reso	Sewer	CSO- Franklin Street Sewer Separation- Middle to Congress				1,500,000	
Wastewater	Water Reso	Sewer	CSO- Franklin Street Sewer Separation- Lancaster to Congress			1,000,000		
Wastewater	Water Reso	Sewer	CSO- Downtown District Sewer Separation			2,000,000	2,000,000	2,000,000
Vehicles	Water Reso	Sewer	Combination Unit	450,000				
Wastewater	Water Reso	Stormwater	Center Street Storm Drain	2,000,000				
			SEWER FUND REQUESTS TOTAL	17,355,000	15,925,000	10,225,000	9,220,000	5,720,000