

## **Public Works and Transportation**

### **Bus Service**

#### **Bus Shelters**

The City of South Portland is a participant in the Bus Shelter Project of the Greater Portland Council of Governments (GPCOG) Bus Shelter Program. A comprehensive study was conducted by the GPCOG to identify and prioritize sites for bus shelters in the region and South Portland in particular.

Six sites have been selected for the project:

- Western Avenue at the Burlington shopping center
- Ocean and Sawyer outbound
- Gannett Drive at Maine Cardiology stop
- Broadway and Elm outbound
- Broadway and Main at Cash Corner at Circle K gas station
- Brick Hill Avenue at Castle stop

The funding for the project will entail 80% payment by a grant from the Federal Transit Administration (FTA) (administered by Metro) with the local match paid for by the City (could be in-kind if Public Works does the installation).

Project Cost:	\$120,000	
Funding Sources:	\$96,000	Federal Transit Administration Grant
	\$10,000	Fund Balance
	\$14,000	Bus Reserve
Source of Cost Estimate:	GPCOG Study	
Projected Useful Life:	10 years	

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## **Public Works and Transportation**

### **Bus Service**

#### **Electric Sedan**

The South Portland Bus Service operates a tightly knit schedule covering three routes with 12 drivers from 5:00 a.m. through 11:45 p.m. Monday – Friday with less service on Saturdays. Driver shift changes are built into the schedule and occur primarily at the Mill Creek Transit Terminal Building (Hub) bus stop. Drivers who report to the Bus Service’s Administration Office need to drive to the Hub stop to relieve a bus driver who then returns to the Administration Building. Four such scheduled trips occur each weekday using a 2012 pick-up truck that is actually a remote service vehicle used by the Mechanic and Dispatcher to service buses on the road as needed. Further, other trips are made during the day to travel to private bus repair facilities, bus part suppliers, and other “shopping” trips. In addition, Bus Service staff makes at least two trips a day between the Administration Office, the bank, and City Hall to make deposits, acquire mail and tend to other administration matters. Most of these trips are made using privately owned vehicles, at the owners’ expense. These multiple short-distance trips can be readily made by an all-electric vehicle under the provisions of the City’s Climate Action Plan. The use of such an electric vehicle is much more efficient than using the pick-up truck and will save the City money in operating costs.

This item may be an eligible cost for 80% grant funding by the Federal Transit Administration (FTA) if purchased but not leased.

Project Cost:	\$33,000	
Funding Sources:	\$26,400	Federal Transit Administration Grant
	\$6,600	Fund Balance
Source of Cost Estimate:	Lee Auto Malls	
Projected Useful Life:	8 -10 years	

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## **Public Works and Transportation**

### **Bus Service**

#### **Replace 1997 Service Truck**

The South Portland Bus Service acquired a 1997 GMC 3500 service truck in 1998 which is used to provide emergency bus repairs on the road. Such roadside service is important because it often reduces the need to bring a bus into the maintenance garage and replace it with a different bus causing schedule disruptions and consequent delays to passengers. The existing truck has 38,000 miles on it and is reaching the end of its useful life with the body showing signs of rusting. Also, due to its age, mechanical problems are expected to occur and maintenance costs will escalate.

This item is an eligible cost for 80% grant funding by the Federal Transit Administration (FTA).

Project Cost:	\$80,000	
Funding Sources:	\$64,000	Federal Transit Administration Grant
	\$8,000	Fund Balance
	\$8,000	Bus Reserve
Source of Cost Estimate:	Previous City Bid	
Projected Useful Life:	10 years	

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## **Public Works and Transportation**

### **Bus Service**

#### **Transit Bus and Capital Reserve**

Due to the length of time to procure and receive delivery of replacement transit buses, an increasing amount of City funds have been dedicated to vehicle maintenance costs including parts and tooling. The Bus Reserve funding has been used to extend the life of Bus #'s 914, 920 and 921, which are 2002 Orion's, currently in the fleet until they are replaced. These buses are in use on a daily basis serving as spares to cover outages of newer buses during repairs and servicing.

Also, Bus Reserve funding has been used to acquire ancillary equipment used to service buses and augment bus service such as maintaining bicycle racks, radio equipment, and signage.

In summary, this FY16 request is based on the need to continue bus repairs and maintenance to extend the useful life of the older vehicles and the acquisition of ancillary maintenance equipment.

Project Cost:	\$50,000
Funding Source:	Fund Balance
Source of Cost Estimate:	Analysis during FY 2003 budget process plus recent experience
Projected Useful Life:	12 years

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**Public Works and Transportation**  
**Planning & Development**  
**Greenbelt Pedestrian Bridge Design**

Due to multiple required at-grade crossings, high traffic volumes and speeds, and lengthy traffic signal cycle lengths, a pedestrian bridge to connect the Greenbelt Walkway over the Waterman Drive and Casco Bay Bridge Approach intersections with Broadway has been a desired improvement ever since the new bridge was constructed in 1996. With the potential for Mill Creek redevelopment to grow the Downtown TIF, funding for such a bridge has become a future possibility. This past year engineering work was done to establish that a bridge can be constructed within the location's site constraints (see concept drawing below). The next step is to use the services of a combination design and engineering team (to be selected) to work with residents, City officials, and the Arts & Historic Preservation Committee in developing a preliminary design, with renderings, for the facility.



Graphic by Sebago Technics

Project Cost:	\$12,000
Funding Source:	Downtown TIF
Source of Cost Estimate:	Planning & Development Director
Projected Useful Life:	50+ years

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**Public Works and Transportation**  
**Planning & Development**  
**Street Lights Replacement Planning**

The members of the Municipal Street Lights Group—Falmouth, Rockland, and South Portland—have been engaged over the past year in the PUC rule-making process for the legislation, codified at 35-A M.R.S.A. §2523, that provides three options to municipalities for ownership, installation and maintenance of street lights in the public way. A final decision on issues that were unable to be resolved with CMP and Emera was due last fall but was postponed by the PUC to this May. At that time, with all the final tariff and other information in hand, the City of South Portland will want to analyze the costs, benefits, and logistics of replacing old, energy inefficient, and costly street lights leased from CMP with new, efficient, money-saving LED street lights that the City would own and for which we, therefore, would not have to pay a perpetual rent. One option for this would involve a joint purchase agreement for LED street lights with Falmouth and Rockland. Preliminary discussions have already been held by the three communities with Efficiency Maine regarding how to maximize a rebate for installing LED fixtures. In addition to consulting for calculating the payback period, deciding on a turn-key or other approach, and evaluating logistics and maintenance issues for replacing street lights, there will also be a need for completing an accurate inventory of existing street lights and related equipment, preparation of bid documents, legal analysis, and similar services. In summary, this is a request for an investment to determine whether the new PUC rules will enable the City to make substantial savings in annual street lights expenditures and, if so, how best to go about making it happen.



Project Cost:	\$20,000
Funding Source:	Fund Balance
Source of Cost Estimate:	Planning & Development Director
Projected Useful Life:	10 to 15 years

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## **Public Works and Transportation**

### **Public Works**

#### **Cummings Road Re-paving**

The Cummings Road reconstruction project is a joint project with the City of South Portland and the Town of Scarborough. The project will be an extension of the previous State project and will begin at Gannet Drive and continue to Payne Rd in Scarborough.

This is a road reconstruction project that will consist of full depth reclamation with cement. The project will include stormwater improvements in both South Portland and Scarborough. The project will be designed and inspected by Sebago Technics and managed by the City of South Portland.

The project has been approved by the State to obtain the maximum amount allotted by the State of Maine as part of their Municipal Partnership Initiative (MPI) program.

Project Cost:	\$543,000
Funding Source:	\$250,000 MPI Grant \$293,000 Cummings Rd TIF
Source of Cost Estimate:	Sebago Technics
Projected Useful Life:	15-20 years



## **Public Works and Transportation**

### **Public Works**

#### **Dump Body**

The dump body will be replacing the dump body on Truck #12. This truck is a 2000 Freightliner and the chassis is good condition; however, the dump body on this truck is beyond repair. Installing a new dump body on this truck will extend the life of the truck another 5-7 years.

The body will be a stainless steel body so it can be removed and replaced on another chassis when the useful life of Truck # 12 ends. The cost includes removing the old body and installing the new body.

Project Cost:	\$10,000
Funding Source:	Fund Balance
Source of Cost Estimate:	Public Works Director
Projected Useful Life:	20 years

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## **Public Works and Transportation**

### **Public Works**

#### **High Flow Skid Steer**

The high flow skid steer is used with our pavement grinder attachment to grind sections of roads that are in need of repair. It is also used in conjunction with our paving program to grind joints to match the new pavement into the old, as well as, matching driveway aprons into the pavement that is installed. It is used regularly throughout the construction season. It can also be used during winter operations to assist in digging out catch basins and fire hydrants when needed.

Project Cost:	\$75,000
Funding Source:	URIP
Source of Cost Estimate:	Jordan Equipment
Projected Useful Life:	15 years



# Bobcat®

## Product Quotation

Quotation Number: 6989E07198

Date: 2011-11-16 10:27:58

Ship to	Bobcat Dealer	Bill To
CITY OF SOUTH PORTLAND Attn: JOE COLUCCI  S.PORTLAND, ME 04108 Phone: 767-7611	Jordan Equipment Company, Falmouth, ME 18 BLACKSTRAP ROAD FALMOUTH ME 04105 Phone: (207) 797-2240 Fax: (207) 878-3506  ----- Contact: Steve Golding Phone: (207) 797-2240 Fax: (207) 878-3506 Cellular: 650-4010 E Mail: sjgoldz84@yahoo.com	CITY OF SOUTH PORTLAND Attn: JOE COLUCCI  S.PORTLAND, ME 04108 Phone: 767-7611

Description	Part No	Qty	Price Ea.	Total
<b>S750 Bobcat Skid-Steer Loader</b> 85 HP Turbo Tier III Diesel Engine Air Intake Heater (Automatically Activated) Auxiliary Hydraulics: Variable Flow Backup Alarm Bob-Tach Bobcat Interlock Control System (BICS) Controls: Bobcat Standard Engine/Hydraulic Systems Shutdown Horn Instrumentation: Engine Temp and Fuel Gauges, Hourmeter, RPM and Warning Lights Lift Arm Support Lift Path: Vertical	M0079	1	\$44,301.00	\$44,301.00
Lights, Front & Rear Operator Cab Includes: Adjustable Cushion Seat, Top & Rear Windows, Parking Brake, Seat Bar & Seat Belt Roll Over Protective Structure (ROPS) meets SAE-J1040 & ISO 3471 Falling Object Protective Structure (FOPS) meets SAE- J1043 & ISO 3449, Level I; (Level II is available through Bobcat Parts) Spark Arrestor Muffler Tires: 12-16.5 12 PR Bobcat Heavy Duty Warranty: 12 Months, Unlimited Hours				
A91 Option Package Cab enclosure with Heat and AC High Flow Hydraulics Sound Reduction Hydraulic Bucket Positioning Power Bob-Tach Deluxe Instrument Panel Keyless Start	M0079-P01-A91	1	\$9,599.00	\$9,599.00
Two Speed Travel with SAPR Parking Brake Suspension Seat with 3-Point Belt Engine Block Heater Attachment Control Kit Cab Accessories Package				
*Selectable Joystick Controls (SJC)	M0079-R01-C04	1	\$2,080.00	\$2,080.00
12-16.5, 12 PR, BOBCAT SEVERE DUTY TIRES	M0079-R09-C04	1	\$800.00	\$800.00
Strobe Light Kit, Amber	7129301	1	\$277.01	\$277.01
Radio Kit	6988435	1	\$520.60	\$520.60
80" C/I Heavy Duty Bucket	6726344	1	\$1,545.20	\$1,545.20
--- Bolt-On Cutting Edge, 80"	6718008	1	\$288.53	\$288.53
18" Planer, High Flow	M7018	1	\$12,329.00	\$12,329.00
--- 18" Fast Cut All Purpose Drum	M7018-R01-C10	1	\$2,827.00	\$2,827.00
<b>Total of Items Quoted</b>				<b>\$74,567.34</b>
<b>Quote Total - US dollars</b>				<b>\$74,567.34</b>

Notes:

All prices subject to change without prior notice or obligation. This price quote supersedes all preceding price quotes.
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## **Public Works and Transportation**

### **Public Works**

#### **One (1) Truck with Plow**

This truck will be replacing a 2002 International truck that has exceeded its useful life and is currently out of service. It has 4,248 hours on it. The cab of this truck has rotted along with the cab mounts. The frame is also rotted. The truck will not pass inspection and would require substantial repairs to enable it to pass inspection.

This truck is a front line plow truck and will be equipped with plow, wing, and sander. The estimated cost was obtained from conversations with several truck dealers such as Portland North Truck Center as well as snow plow equipment dealers such as H.P. Fairfield.

Project Cost:	\$180,000
Funding Source:	\$130,000 URIP \$50,000 FEMA Reserve
Source of Cost Estimate:	Public Works, H.P. Fairfield, Portland North Truck Center
Projected Useful Life:	12 years

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## **Public Works and Transportation**

### **Public Works**

#### **Paving - Ocean Street/Rt. 77 - Matching Funds**

The Maine Department of Transportation (MDOT), in conjunction with the Portland Area Comprehensive Transportation System (PACTS), has notified the City that Ocean Street is included in the 2015-2017 MDOT work plan.

The project begins at Broadway and extends southerly 0.89 of a mile to the Cape Elizabeth town line. The project will include the milling of the road and a pavement overlay. The entire project will be handled through MDOT's Scarborough office with coordination with the City of South Portland. It is currently estimated that the project will begin during the construction season of 2016.

The total cost of the project is estimated at \$583,583 with the Federal/State Shares of \$438,583 and the City's portion of \$145,000. This request is to fund the City's \$145,000 (25%) match.

Project Cost: \$145,000

Funding Source: URIP

Source of Cost Estimate: Maine Department of Transportation/PACTS

Projected Useful Life: 15 years

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## **Public Works and Transportation**

### **Public Works**

#### **Redbank Neighborhood Streetscape Improvements**

The Redbank/Brick Hill neighborhood has seen tremendous changes over the past ten to fifteen years. Upwards of 500+ residential units have been constructed and occupied, the Jetport Plaza Road has opened for public use, the City bus route has been extended into Brick Hill and the former Maine Youth Center's administration building (the castle) and former barn have seen redevelopment into professional offices. On the horizon, the neighborhood could see the construction of upwards of a 100,000 SF office building in Brick Hill and aviation hangers and offices along the South Portland side of the Jetport.

The growth of the neighborhood has had its positives and negatives. The requested CDBG funding is to address some of the growing pains currently being experienced by the residents and businesses in the neighborhood.

A survey, conducted in 2008, by Preble Street Resource Center, of 149 households showed that 92% of the residents feel safe in their neighborhood. A strong majority stated that they know their neighbors and would call on that neighbor for help. Challenges identified by the 149 households include vehicle speeds, desire for more neighborhood beautification efforts and a place for children to play.

A significant number of residents and employees of businesses now traverse the neighborhood on a daily basis. Additionally, the Jetport Plaza Road brings vehicles through the neighborhood looking to escape the traffic and delay that is seen using Western Avenue. Apartment units have brought a significant number of children to the neighborhood, which are out-and-about and moving around the neighborhood on bike and foot. Many of these children move back and forth between Redbank Village and Brick Hill, crossing the busy Westbrook Street sometimes multiple times a day.

A good number of neighborhood residents are single vehicle families or have no access to a vehicle all together. Those individuals rely on public transportation or the sidewalk system to move around the neighborhood and to gain access to the Mall District or schools on Wescott Road.

Traveling on Westbrook Street, one can quickly notice the streetscape needs some help. Vacant parcels are overgrown, illegally parked on and, not maintained. Trees along the roadway do not exist and sidewalks in the area need retrofits for ADA accessibility.

The intent of the scope of the CDBG request touches upon many needs of the neighborhood. Speed tables to reduce vehicle speeds, better crosswalks and sidewalks for pedestrian safety and curbing, loam/seed and trees to beautify the Westbrook Street corridor. We

will not solve all the needs through this initial CDBG funding request, but we can definitely provide a good beginning of a multi-year process.

Through my conversations with the Public Works Department concerning the Westbrook Street streetscape, it has earmarked funding to repave Westbrook Street during the summer of 2015 as part of the on-going effort to bring some attention to the area. Some of the project scope proposed under this application would dove-tail in nicely during the repaving of Westbrook Street.

<b>Proposed Improvements</b>	<b>Quantity</b>	<b>Estimated Cost</b>	<b>Total Cost</b>
Crosswalk ADA	8	\$ 500.00	\$ 4,000.00
Solar Flashing Beacon	1	\$14,000.00	\$14,000.00
Curbing	500 lf	\$ 20.00	\$10,000.00
Loam and Seed	20 cu yd	\$ 22.00	\$ 440.00
Street Trees	12	\$ 400.00	\$ 4,800.00
Speed Table	4	\$ 2,500.00	\$10,000.00
Bus Shelter & Shelter Pad	1	\$ 3,500.00	<u>\$ 3,500.00</u>
Total			\$46,740.00

Project Cost: \$46,740  
 Funding Source: Community Development Block Grant (CDBG)  
 Source of Cost Estimate: Various staff input  
 Projected Useful Life: 20+ years



Feet  
125 62.5 0 125

### Community Development Block Grant Improvements

Bus Shelter	Speed Table
Crosswalk Imp.	Trees
Curbing	Parcels

COSP 12/31/2014 sjp

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## **Public Works and Transportation**

### **Public Works**

#### **Roll Off Truck Replacement**

This would be a supplement to the current roll off truck which is 2001 Freightliner. This truck is one of the most used trucks in the fleet and has 136,688 miles on it. It is used to haul the roll off containers from the Transfer Station as well as the silver bullets.

The current truck has been out of service on many occasions for repairs over the last year. When this truck goes down, we contract with Troiano to haul our cans. The 2001 Freightliner would become a back-up truck when needed.

The cost estimate for this truck is based on conversations with various truck Dealers.

Project Cost:	\$120,000
Funding Source:	\$90,000 Fund Balance
	\$30,000 Solid Waste Reserve
Source of Cost Estimate:	Portland North Truck Center, Public Works
Projected Useful Life:	12 years

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## **Public Works and Transportation**

### **Public Works**

#### **Sidewalk Program**

This is a request to authorize the commitment of \$75,000 for sidewalk maintenance and repair.

The funding would support various sidewalk construction and maintenance throughout the City. A condition assessment will be done on the City's sidewalks this spring to develop a maintenance strategy and priority list for the City's sidewalks.

It is estimated that this project will cost \$75,000. The estimate was prepared by the Director of Public Works.

The estimated useful life of this project is 15-20 years.

Project Cost:	\$75,000
Funding Source:	\$47,532 CDBG \$27,468 URIP
Source of Cost Estimate:	Public Works
Projected Useful Life:	15 to 20 years

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## **Public Works and Transportation**

### **Public Works**

#### **Spring Point Shoreway Rehab**

Since 1978 the Southern Maine Community College (then S.M.V.T.I.) and the City of South Portland collaborated on what is known as the Spring Point Shoreway. The Shoreway was literally built from the ground up. The location of today's path was once overgrown with trees, shrubs and vines together with a ten foot chain link fence with barb-wire. Viewing or gaining access to the ocean was not something easily achieved. A committee consisting of school and city employees who shared the same goals was established for the cleaning of the campus shoreline, ultimately providing recreational opportunities and magnificent views of Casco Bay.

To raise the needed funds in support of the project, Federal Land & Water Conservation Funds (LWCF) were received from the State of Maine Bureau of Parks and Recreation. The City has recently had dialog with LWCF, which provided two documents governing two projects on the SMCC campus. The first document is a 1978 LWCF grant agreement for the construction of the Willard Beach Improvements (aka Spring Point Shoreway). The second document is a 1982 LWCF grant agreement for the construction of the SMVTI Community Field. Both documents tie the School and the City as co-users.

A lease agreement between the Department of Educational & Cultural Services and the City of South Portland was created to establish and maintain a greenbelt on the campus. This ten-year agreement was executed on May 5, 1981 with an option for an additional ten year period. The purpose of the lease agreement was to “grant the City the right to enter upon said real property with men and machines and the right to construct, operate, and maintain so-called greenbelt and public areas to permit the general public to enjoy the scenic character and natural beauty of the Casco Bay shoreline...” This lease agreement was approved by the Legislature and Governor within Chapter 33 of Resolves of 1980. The City Council by Order #155-80/81 approved the lease agreement. The agreement afforded the City the right to construct and maintain the trail corridor and to rent the property, in particular the picnic area. The lease also made available a number of parking spaces designated for users of the Shoreway trail.

The Agreement expired in 2001. Past President Ortiz and I met and worked on an extension of the lease agreement, but were unable to reach a compromise due largely to the fact President Ortiz had plans to lease large portions of the trail corridor for weddings and other events.

Over the last three years current President Cantor and I have had a number of conversations around the Spring Point Shoreway. These conversations have led to a number of drafts of a revised lease, but to no lack of trying an agreement has not been completed. This is largely based on requirements from the Maine Community College System, not the local campus.

Due to the inability to renegotiate the lease, the Spring Point Committee asked staff to explore the requirements set forth under the Federal Land & Water Conservation Fund (LWCF).

The City's Corporation Counsel, Sally Daggett, asked LWCF to define "lifetime of the Facilities" as the LWCF project document makes mention to the project being satisfactorily completed as of January 3, 1986. Staff consulted with Mick Rogers of the Department of Conservation concerning the language within the LWCF agreement. Mick Rogers stated: "As far as the useful life, for projects that were funded back in the 60's, most fields are still being used as are trails. The fields should remain open to outdoor recreation and many that were set up for baseball/softball, even though they may not still be used for that, are used for soccer/football. Same issues with trails, I really don't know of any LWCF funded trails that are no longer in use. But it doesn't matter; the properties that are funded with LWCF must remain open to outdoor recreation in perpetuity."

Based on the comments from Mick Rogers of the Maine Department of Conservation, it appears the trail corridor needs to exist in perpetuity unless reimbursements of grant funds are returned to the LWCF program. The City sees the Spring Point Shoreway as a valuable asset to SMCC and the South Portland community. Individuals from all over Greater Portland visit the campus and enjoy the trail system and views of Casco Bay. The trail, viewing vistas and the arboretum are all in need of maintenance and upkeep.

Although we may not come to a conclusion on lease language, we can however, agree to collaborate with one another. President Cantor and SMCC has been maintaining the trail network now for a number of years based on the City's insurance company prohibiting city crews or equipment from passing onto private property without a legal interest in the property. When the lease expired there were a number of improvements in the City's pipeline; improvements that have yet to be completed (examples: lighting, fencing, stairs, and trail surface). Over the years some improvements to the fencing, stairs and picnic shelter have been completed by SMCC.

President Cantor and City Manager Jim Gailey have had a series of conversations and both agree that the segments of trail that are in the worst shape extend from the fence line of Port Harbor Marine to the SMCC pier with another segment located adjacent to the school's computer and electronics building. Staff feels that if SMCC (Maine Community College System) is to hold exclusive land rights in the Spring Point Shoreway, the City has a limited obligation to at least follow through with past plans and work to deliver a product that is safe for users of the Shoreway before completely relinquishing all interest. Staff is requesting \$16,000 in order to repave three segments of the Spring Point Shoreway. Staff from the Public Works Department will perform the work.

**Segment 1 & 2:** Port Harbor Marine fence to SMCC Pier.  
**Segment 5:** Roughly from the Computer & Electronics Building to Hildreth Hall/Media Center

Project Cost: \$16,000  
Funding Source: Fund Balance  
Source of Cost Estimate: Public Works  
Projected Useful Life: 15-20 years



Doug Howard  
Director of Public Works  
Phone: 207-767-7635  
Fax: 207-767-7636

To: Jim Gailey  
From: Doug Howard, Director of Public Works  
Re: Spring Point Shore Way  
Date: February 4, 2105

Jim,  
Here are the numbers for the Spring Point Shoreway

- Section 1 and 2
  - Total cost: \$9,000
  - Take 2 days to prep and 1 day to pave
  
- Section 5
  - Total cost: \$7,000
  - Take 2 days to prep and 1 day to pave
  
- Section 3 and 4
  - Total Cost: \$9,000
  - Take 2 days to prep and 1 day to pave
  
- Total Project Costs: \$25, 000

Respectfully,

A handwritten signature in black ink that reads "Doug Howard".

Doug Howard  
Director of Public Works

