

1. Agenda

Documents: [AGENDA.PDF](#)

2. Approval Of October 15, 2014 Meeting Minutes

Documents: [TSE MEETING NOTES 10 15 14.PDF](#)

3. Communications

3.I. Thompson's Point TIF Usage- "Hub Link" Transit Plan

Documents: [HUB COMMUNICATION.PDF](#)

4. Committee Updates/Input Sought

4.I. Fats, Oils And Grease

Documents: [FOG UPDATE.PDF](#)

4.II. Deering Oaks Pond Water Quality Improvements

Documents: [DEERING OAKS MEMO.DOC](#)

CITY OF PORTLAND, MAINE
The Transportation, Sustainability and Energy Committee

Transportation, Sustainability and Energy Committee

DATE: 11/19/2014
TIME: 5:30 PM
LOCATION: Room – Council Chambers
City Hall

AGENDA

1. Approval of October 15, 2014 Meeting Minutes
2. Communications
 - A. Thompson’s Point TIF Usage – “Hub Link” Transit Plan
3. Committee Updates/Input Sought:
 - A. Fats, Oils and Grease
 - B. Deering Oaks Pond Water Quality Improvements

Councilor David A. Marshall, Chair
Councilor Jon Hinck, Vice Chair
Councilors Cheryl Leeman and Kevin Donoghue

CITY OF PORTLAND, MAINE

Standing Committee on Transportation, Sustainability and Energy

Councilor David Marshall (D2), Chair

Councilor Jon Hinck (A/L), Vice Chair

Councilor Kevin Donoghue (D1)

Councilor Cheryl Leeman (D4)

October 15, 2014

Meeting Minutes

Attendees: Chair David Marshall, Councilor Kevin Donoghue, Councilor Cheryl Leeman, Councilor John Hinck, Sheila Hill-Christian, Michael Bobinsky, Jeremiah Bartlett, Bruce Hyman, Ian Houseal, Melissa Graffam, Kristine Keeney

1. Approval of September 17, 2014 Meeting Minutes

Motion made by Councilor Donoghue to approve said meeting minutes. Seconded by Councilor Leeman. Passed 3-0. (Councilor Hinck had not arrived at the time of the vote)

2. A. Franklin Street Phase II Report Update

Communication Item

2. B. Fats, Oils and Grease (FOG)

Committee members asked that staff respond to the following questions/requests and report at the next meeting. A) Add Portland Downtown District to stakeholder group. B) Provide an overview of the ordinance. C) What are the requirements? D) How does it tie into the permitting process. E) Set up categories.

3. A. Traffic Schedule Amendments

1. Cumberland Avenue (between Hanover and Parris Streets) – Changing five (5) metered spaces to two-hour unmetered parking.

Motion made by Councilor Donoghue to approve the change, Seconded by Councilor Hinck. Motion Passed 4 – 0.

4. A. City's Transportation Strategy/Priorities for Future CIP Requests

Staff asked for items that the Committee would like to see for future CIP requests. Councilor Leeman mentioned that when she has been talking to residents, they want to see the roads being addressed.

Councilor Donoghue asked about Spring Street. Bruce Hyman responded that Spring Street is being worked on in phases. The total cost would be 3 million for this project.

Councilor Marshall asked for sidewalk improvements as a priority.

4. B. Bike Share – Request for Information

A Request for Information (RFI) will be going out on this project. Once that is received and reviewed a Request for Proposals (RFP) would be required.

The Committee supported the work for the Bike Share program

4. C. Solar Photovoltaic Power Purchase Agreement

Ian Houseal discussed his memo regarding the Solar Photovoltaic Electricity Generation Power Purchase Agreement and the implications to city-owned property.

Ian also updated the committee on the Electric Vehicle Charging Stations. The City will be putting an electric charging system in the Elm Street Garage.

5. Adjourn

Meeting adjourned at 6:44 p.m.

**MEMORANDUM**

TO: David A. Marshall, Chair
Members of the Transportation, Sustainability & Energy Committee

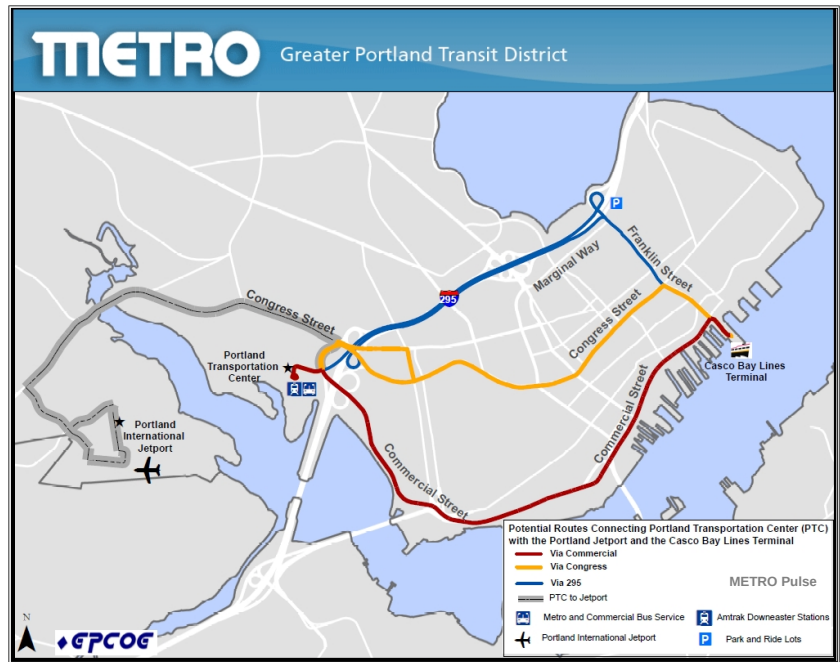
FROM: Christine Grimando, Senior Planner

DATE: November 12, 2014

SUBJECT: Hub Link Feasibility Study

A Request for Proposals was issued in September of this year for a Hub Link Feasibility Study. The purpose of the study is primarily to evaluate feasibility of transit routes which will best improve connections between local and regional transportation terminals and major points along the corridors connecting them (see Figure 1). The HUB Link study was awarded as a PACTS Unified Planning Work Program (UPWP) for FY 2014/2015.

No proposals were received by the deadline of October 17th.



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Discussions among City and PACTS staff and other transportation professionals used on the relatively low budget in relation to the relatively large scope of work as explaining the lack of response to the first RFP, and have made adjustments to both. A revised RFP will be re-issued imminently, and includes several changes, including an increase in the budget from \$35,000 to \$50,000. None of the tasks in the original scope have been removed, but several have been modified: inclusion of the Jetport in the route analysis has been paired back, so that rather than be evaluated as an alternative

for each route, it will be evaluated only in relation to the final, recommended alternative; the proposal includes a request for initial consideration of the feasibility of implementing light rail on one of the service routes – clarifying language has been added to indicate this is a request for a preliminary, broad-level analysis at this time, and not a request for a full feasibility analysis, which is beyond the scope of this project, and; the number of required meetings with stakeholders and staff has been defined, where it was previously an open item to be finalized after consultant selection.

The Hub Link study is consistent with City Council Goals and Objectives for 2014, which calls for initiating a Hub-Link service as one of several objectives of the Transportation Initiatives goal of developing a transportation system that advances healthy living, minimizes environmental impacts and promotes the local economy by advancing opportunities for mass transit, bicycle use and walking.



Michael J. Bobinsky
Director of Public Services

To: Members of the Transportation, Energy and Sustainability Committee
From: Nancy E. Gallinaro, Water Resources Manager; Benjamin Pearson, Assistant Engineer
Date: November 13, 2014

Subject:

Subject: Fats, Oils and Grease (FOG) Program Update

This memo is in response in response to the Committee's input and suggestions offered, from the TS&E meeting held on October 1015, 2014.

After reviewing the Code of Ordinance language in Chapter 24 and the Rules and Regulations for Use of the Sewer System, the Fats, Oils and Grease Program will be used to clarify existing language in regards to grease control equipment. A formal FOG program would require the following:

- Minimum standards for grease control equipment based on Food Service Establishment class
 - o 5 Classes based on type of establishment, food service provided, and kitchen appliances
 - o Require either automatic grease removal unit or an approved grease interceptor
- Prohibit the use of passive grease traps in new establishments or change of ownership
- Full clean out and maintenance on a quarterly basis, at a minimum
- Prohibit the use of enzymes or biological additives
- Record keeping of maintenance events and invoices for a minimum of three years
- Proper storage and disposal of collected FOG

Currently, the proposed program is not fee based. Grease Control equipment standards are implemented during the business licensing and building permit process. This protocol was determined at multiple permitting meetings held with department heads and the acting City Manager. After receiving notification of a Food Service Establishment applicant, DPS staff workstaff works with the applicant to identify the required minimum grease control equipment. DPS staff works cooperatively with applicants on a site-by-site basis to determine the proper equipment to meet the standards.

The cost of an automatic grease removal unit starts at roughly three thousand dollars. External grease interceptors may cost upward of ten thousand dollars including installation. Equivalent internal grease interceptors cost roughly five thousand dollars. In some cases, a waiver has been allowed, due to site conditions, to install a smaller unit that would require more frequent maintenance. Extensions have also been granted to allow establishments to ease into the new requirements while maintaining existing grease control equipment.



Michael J. Bobinsky
Director of Public Services

DPS will continue to work with applicants to determine minimum grease control equipment and follow through, if necessary, to ensure the equipment is installed. Health inspectors will include checking maintenance records during inspections. If the records are not compliant or there are any issues with the sewer outside of the establishment, DPS will follow up, with enforcement actions aligned with the Enforcement Response Guide found on the DPS Engineering website.

With the cooperation of the Public Health Division of the Department of Health and Human Services, DPS staff will be attending the first Food Safety Advisory Group meeting on November 18 to make contacts to include throughout the shareholder process, which will continue through December. While the FOG program is aimed towards food service establishments, outreach will be made through the use of mailings to residential users. A pamphlet for residents may be a direct mailing or through Portland Water District's billing cycle and it will educate residents on what to do with FOG and how to properly store and dispose of it so that it doesn't clog the sewer downstream.

As mandated by the Environmental Protection Agency, a FOG program must be developed by January 2015 and implemented by July 2016. DPS will be presenting the FOG program proposal to City Council at a workshop of December 15th.

Portland, Maine



Yes. Life's good here.

Michael J. Bobinsky
Director of Public Services

To: Transportation, Sustainability and Energy Committee
From: Michael J. Bobinsky, Director of Public Services
Date: November 14, 2014
Subject: Deering Oaks Pond Bottom Project

The consultant, Woodard and Curran; along with Department of Public Services Staff will give a presentation at the November 19, 2014 Transportation, Sustainability and Energy Committee.

For background information on this project, you will be able to find the supporting documents on the city's website at www.portlandmaine.gov/586/Transportation-Sustainability-Energy-Com.