

CITY OF PORTLAND, MAINE
Standing Committee on Sustainability and Transportation
Councilor Andrew Zarro, District 4, Chair
Councilor Roberto Rodriguez, At-Large
Councilor Victoria Pelletier, District 2

Agenda
March 8, 2023
5:00 PM

The Sustainability and Transportation Committee will conduct this meeting remotely via Zoom. Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live either in person or via Zoom, a recording will be available in the [Agenda Center](#) following meeting.

To join the meeting, please use the following link:
<https://portlandmaine-gov.zoom.us/j/85365336485?pwd=YlhSb2hJdENINzJibTdwcXJob0RPdz09>

1. Review and approve minutes from January 11
 - a. Minutes from January 11, 2022
2. Sustainability Program Updates
 - a. Sustainability Updates
3. Presentation and Discussion
 - a. Transportation Priorities Presentation
Presenter: Keith Gray, City Engineer
No Public Comment
 - b. Rail Use Advisory Committee Follow Up
Presenter: Jermiah Bartlett, Transportation Systems Engineer & City Representative to RUAC
Public comment was taken on this item on January 11, 2022
 - c. GPCOG update on the Rapid Transit Study
Presenters: Chris Chop and Andrew Clark
No Public Comment
 - d. Discuss and Finalize Committee Workplan
Committee Discussion
Public comment was taken on this item on January 11, 2023
4. Other Business

CITY OF PORTLAND, MAINE
Committee on Sustainability and Transportation
Councilor Andrew Zarro (D4), Chair
Councilor Victoria Pelletier (D2)
Councilor Roberto Rodríguez (At-Large)

Draft Minutes January 11, 2023

Members Present: Councilor Zarro, Councilor Pelletier, Councilor Rodríguez

Staff Present: Mayor Kate Snyder, Troy Moon, Erin Ferrell, Katie Tims

Guests: Mike Murray (Acting Director of Public Works) and Jeremiah Bartlett (City Transportation Systems Engineer), Vaishali Mamgain (Committee Facilitator) and Rebecca Nisetich (Committee Facilitator)

Meeting called to order.

November 30 Minutes

Councilor Zarro makes a motion to approve the November 30th, 2022 meeting minutes.

Councilor Rodríguez moves the motion. November 30th minutes passed unanimously, 3-0.

Sustainability Update

Presented by Troy Moon, Erin Ferrell, and Katie Tims

Sustainability Office staff sent reminder letters to property owners who are required to submit energy and water usage to the Sustainability Office as part of the Energy Benchmarking and Disclosure ordinance. Central Maine Power has made significant progress on its updated customer data platform. Reports from pesticide applicators are coming in. We are working on educational opportunities for both the public and landcare professionals so they are aware of changes to the ordinance that restrict the use of fertilizers. Progress has been made on charging infrastructure in Portland at East End Community School and Deering Oaks Parking Lot and the Fast Charging hub at the corner of Spring St. and High St. We are waiting for CMP to energize them but do not have an estimated time for that to happen. The Parks Department helped us install additional signs at the community compost sites that are translated into Arabic, Portuguese, French, and Spanish. We received a Waste Diversion Grant from the Maine DEP to create additional outreach materials and signage to promote the Neighborhood Compost Drop Offs and to translate them into six languages. The Sustainability Office was also awarded a \$17,000 grant to establish a Sustainable Neighborhood program that will allow us to promote sustainable actions in neighborhoods, hoping to launch in the spring as a pilot program in two neighborhoods. Our outreach has been strong: the Sustainability Office Instagram now has over 2,000 followers, the One Climate Future newsletter now has 921 subscribers, and the One Climate Future team has coordinated the full-year lineup for Coffee and Climate events in 2023.

Committee Comment on Sustainability Update

Councilor Zarro congratulates the Office on these recent achievements, noting that the Committee is excited about the Sustainable Neighborhoods Program and wants to stay updated on how the Council can be supportive. Councilor Zarro follows this by asking how can we

encourage CMP to expedite completing the EV charging hub installations. *They (CMP) may be delayed by the most recent storm and the Office are meeting with them next week and will be sure to ask them the timeline.*

Councilor Pelletier recognizes the importance of translating materials in our programs and the growth of our social media presence.

Councilor Rodríguez confirms that the EV charging stations are those contracted by EVGo. This is followed by questioning if the grants the Office was awarded are written by staff members, acknowledging how difficult and time-consuming it is. *We do develop the grant applications right in Office and are constantly searching for grant dollars to support the work of the City.*

One Climate Future Progress Update

Presented by Troy Moon

Visit oneclimatefuture.org to view the progress dashboard and updates for OCF progress made in 2022. See the presentation slides in the agenda packet for more detailed information.

Presentation on Rail Use Advisory Committee Discussion and Policy Recommendation

Presented by Mike Murray (Acting Director of Public Works) and Jeremiah Bartlett (City Transportation Systems Engineer)

The City of Portland was part of a multi-community and stakeholder study of the State-owned St. Lawrence and Atlantic Line which was convened over a nine-month period and resulted in a majority and minority recommendation for future use of the line in December of 2022. The study was initiated following the passage of a bill into law that allowed for a petition process to assess the conversion of railroad corridors (generally used for freight movements) to other transportation uses. Over the course of the study, MaineDOT, with consultant support, provided economic and cost information as it related to various reuse options.

The study began in April of 2022, and included a demographic and economic analysis for various study options. The study itself focused on the following three alternatives:

1. Restore Rail Service on Existing Corridor: Heavy Rail reuse for Freight and Passenger operations
2. Interim Rail Until Trail: Demolish existing track and replace with asphalt or gravel trail
3. Rail with Trail: Construct trail alongside tracks and generally within the state-owned right-of-way

On December 22, 2022, the Council took a vote on an advisory opinion/alternative. There was a split, with 8 votes for removing the tracks and constructing a trail, 4 votes for constructing a trail alongside the tracks, and one abstention. Several of the Council members, including Portland, noted a number of limitations with the study itself. The two largest concerns were the following: Representation and Transit Mode/Method.

Based on both the long and recent history, as well as active topics potentially impacting this important corridor, staff recommends a position of “trail with rail” to ensure the maximum utilization for City benefits. In addition, we also recommend that a transit alternatives analysis be completed by MaineDOT to determine the future direction of the transit portion of the corridor (i.e. light rail, BRT, something else), with a southern terminus at the Ocean Gateway/relocated METRO route hub). This, in turn, would lead to the engineering and design of this corridor for both active transportation and transit uses. The scope of the design work would include work with abutters, stakeholders (i.e. Roux, etc.) to evaluate on and off-corridor segments for the trail, depending upon geographic and/or environmental constraints. Ultimately, as the region continues to grow, strategic investment in and development of active transportation and transit alternatives is necessary to prevent sprawl. In the absence of that investment, congestion on I-295 is likely to result in pressure to widen that highway, as well as an increase in carbon emissions.

Comment on the Presentations

Councilor Zarro notes that this issue is going to take public comment and that the Committee is not ready to take action on this issue tonight. Councilor Zarro would like more information on Auburn’s resolution and how that may align with our recommendation, as well as senior leadership with the state in the context of the Rapid Transit Study, and also how will that project get funded, and what is the most feasible option and common ground on this issue. Councilor Pelletier notes the influx of public response that highlights the importance of this issue and adds that this Committee would provide a recommendation and not a decision, with MDOT having the final say. Councilor Rodríguez clarifies that the vote would be on a recommendation for resolution.

Public Comment

Portland residents and individuals advocated positions for the three options for rail use based on a variety of personal, practical, and financial considerations.

Committee Goal Setting for 2023

Presented by Vaishali Mamgain (Facilitator), Rebecca Nisetich (Facilitator), Committee Members, and Troy Moon

The Committee brainstorms top priorities for the upcoming year. Councilor Zarro outlines the top goals that have been identified including continuing support for the Electrify Everything! Program, completing work on bird safe design requirements, and reviewing reports from other committees such as LMAC. Troy Moon adds goals of exploring an ordinance requiring home energy performance at time of sale (similar to Montpelier, VT) to provide visibility into future energy cost and to incentivize energy efficiency, and minor tweaks in amending the Energy Benchmarking ordinance, and finding funding opportunities. Councilor Zarro adds work in exploring shore power feasibility.

Public Comment

Portland residents and individuals advocated their ideas for policy, changes, and programs that the Committee should include in their 2023 work plan. These included prioritizing the

reconstruction of Franklin Street, reinstating a Portland BikePED Coordinator and advancing bicycle/pedestrian safe policies, and use of solar RECs to further reduce the City's carbon footprint.

Councilor Rodríguez advocates for building capacity, as part of the budget, for Portland BikePED. Councilor Rodríguez asks the committee to consider their strategy for using the solar RECs, whether they are reinvested in sustainability efforts, used as part of the bottom line budget, or otherwise. Confirms revising the Franklin Street project.

Councilor Pelletier acknowledges that restoring State/High traffic would be of importance to her district, and also affirms the goals mentioned including reinstating the Portland BikePED Coordinator, revising the Franklin Street project, and infrastructure improvements for creating pedestrian safety. Continuing education and outreach on climate change, especially for those not using/in access of social media.

Councilor Zarro adds goals of creating a Sustainability Fund (similar to the Housing Fund) to support projects that advance the goals in One Climate Future, considering the feasibility of attracting a new car share program in Portland to reduce carbon emissions, and exploring alternatives to the City's purple trash bags (solid waste collection program).

Troy Moon acknowledges goals of helping renters and low-income residents access our programs for advancing energy efficiency and carbon-free home improvement. Troy Moon also added explore an ordinance requiring home energy performance at time of sale (similar to Montpelier, VT) to provide visibility into future energy cost and to incentivize energy efficiency.

Other Business

Troy Moon reminds the Committee that we can discuss having future S&T meetings in-person/hybrid or remotely. Councilor Zarro asks for any other questions or comments and thanks the guests for joining us.

Motion to Adjournment

Moved by Councilor Rodríguez, all adjourned.

Meeting Adjourned



CITY OF PORTLAND

Sustainability Office

Troy Moon

Sustainability Director

Sustainability Updates

March 8, 2023

New Office Addition

The Sustainability Office welcomed our new GPCOG Resilience Corps member, Emma Perry. Emma is a recent graduate from the University of Vermont with a background in sustainable food systems. Emma will be helping the office by working on projects such as an educational campaign for our Landcare Ordinance, Benchmarking Program support, and expanding access to our food waste recycling program.

Energy

The Office has started receiving energy benchmarking reports required under the Energy and Water Use Benchmarking Ordinance. We are continuing to improve our customer contact database to streamline communication with the stakeholders and hope to document the correct contact person for each property. Benchmarking reports are due by May 1. The office will host three training sessions in March and early April to assist building owners in submitting their report. Registration for these training sessions can be found at portlandmaine.gov/energybenchmarking.

The Sustainability Office is joining the benchmarking implementation platform Building Energy Analysis Manager (aka BEAM). BEAM is a platform that tracks compliance and streamlines the administration of benchmarking policies. The platform will improve communication with reporters, automatically alert reporters of errors or outliers in data, allow building owners to analyze their consumption, and ultimately drastically improve data quality. The platform will guarantee continued progress in compliance with the Energy and Water Use Benchmarking Ordinance and reduce the amount of staff time required to implement the ordinance.

Central Maine Power has made significant progress on their updated customer data platform. We will start testing the platform with some City buildings and one local commercial property manager soon. This will allow buildings with more than one tenant to participate in the Benchmarking program, adding about 300 buildings required to report.

We are working to develop the Electrify Everything 2.0 program that the Council appropriated \$200,000 to fund. This version of the Electrify Everything program will help income-eligible Portland residents purchase materials to weatherize their homes or apartments, purchase certain small electric appliances that will reduce their consumption of fossil fuels, and/or purchase an electric assist bicycle (e-bike) or cargo bicycle that can provide a reliable, practical transportation option that does not rely on fossil fuels. We met with local e-bike retailers on March 2nd to gather feedback and support, all of whom shared eagerness and excitement for the program. We plan to launch Electrify Bikes! And DIY Electrify! during our Earth Day event on April 22.

Troy Moon participated in the first of a series of integrated planning workshops convened by the Maine PUC. The Maine Legislature passed a law last session requiring the Commission to hold technical conferences or stakeholder workshops that will guide the process of creating a cost-effective transition to a clean, affordable, and reliable electric grid in alignment with the State's climate goals.

On February 22, the Sustainability Office hosted a meeting with Dan Burgess of the Director of Maine Governor's Energy Office, Dan Burgess, Director of DOE Office of State and Community Energy Programs, Dr. Henry McKoy, and Regional Specialist with the DOE, Spencer Thibodeau. Together we discussed the progress being made here in Maine and the opportunities for continued collaboration.

Waste Reduction

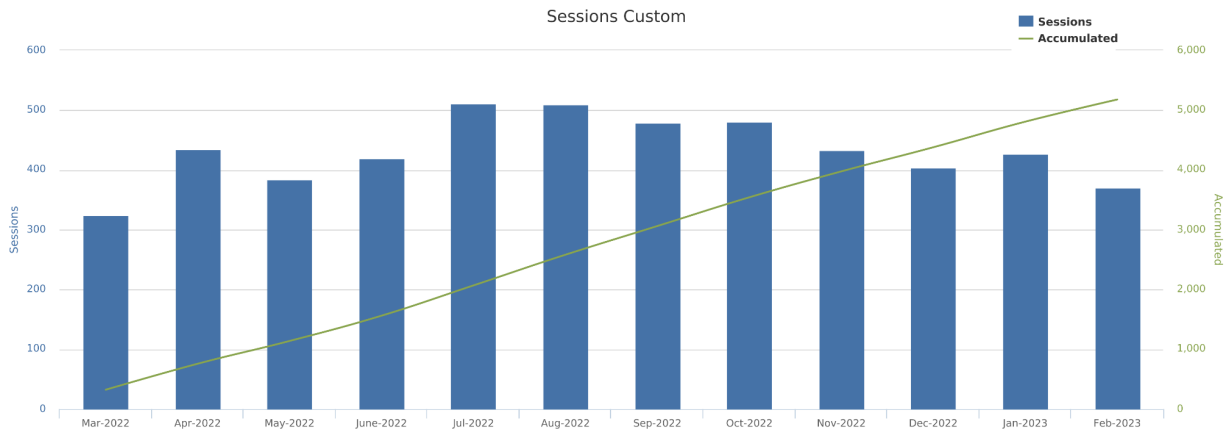
Garbage to Garden won the bid for collection services for all of our compost sites, public schools, and municipal operation - including the Barron Center, Clocktower Cafe, and the new Family Resource Center. We are coordinating with Garbage to Garden, staff at all of the facilities, and the current vendor to transition service. We will also implement our long awaited partnership with Garbage to Garden to promote curbside composting later this Spring.

We have been working hard to keep the community compost drop-sites clean in the winter storms. Our staff is responsible for shoveling the sites each week and we appreciate others in Public Works and the Parks Department for their help in clearing the sites.

Electric Vehicles

We anticipate the DC fast chargers at the corner of Spring and High Street will be online before the end of March, along with the neighborhood charging hub at East End Elementary School. We are waiting for CMP to install a transformer for the chargers at Deering Oaks so it is more difficult to predict when those will become operational.

During the past 12 months, the City's network of charging stations have supported 5,176 separate charging sessions – an average of over 430 per month. We have also seen increased usage in the non-networked stations in the parking garages.



We're pleased to report that the City has an electric trash truck on order and we anticipate delivery sometime this fall. We have worked closely with Public Works to identify a suitable vehicle and with the Maine DEP to help us secure grant funding for 75% of the cost. Our truck will likely be the first electric Class 8 truck in Maine and one of the first operational electric trash trucks in the northeastern US.

Land Care

Pesticide Applicator Reports were due February 1st and staff received reports from 40 applicators. Staff was in contact with all pesticide applicators who reported in the past and estimated near full compliance for the 2022 reporting period.

The Office hosted a landcare professionals workshop on February 14th titled Healthy Soils and Happy Lawns: A Deep Dive into Organic Turfgrass and Lawn Care Practices. Lawn care professionals and lawn care managers were invited to this workshop to learn how soil testing, proper irrigation, and proper use of organic fertilizers can create healthy soils that grow grass without the use of synthetic pesticides. The workshop was led by Jesse O'Brien, a practicing agronomist and sod expert, along with veteran Golf Course Superintendent, Brendan Parkhurst. Both have decades of practical experience cultivating high-quality turfgrass. Licensed applicators received one recertification credit for participation in this workshop.

We are planning to visit retailers in the City that stock and sell products subject to the Landcare Ordinance and provide signs to post in their facility, as required by the Landcare Ordinance.

Community Support

The Sustainability Office [publicly announced](#) the Sustainable Neighborhoods Program on February 13th and just this week (February 27), Troy Moon presented the communication before our City Council on February 27. The Office hosted an [Informational Open House](#) on Thursday, March 2, and has been working hard to spread the word to Portland residents and groups.

Katie Tims attended High Tides and Hot Chocolate on January 24th, an event put on by GMRI that invited community members to document water level and flooding impacts at coastal flood monitoring sites throughout the city. We are working with GMRI to promote their Coastal Flooding Citizen Science program, which lets citizens share their observations and concerns, data that will inform future decisions that prioritize community resilience.

Education and Outreach

Councilor Andrew Zarro and Troy Moon led a Maine Conservation Voters Lunch & Learn presentation on January 13th titled “Advocating for Sustainability: One Year with Portland’s Sustainability and Transportation Committee”. The presentation covered some of our collaborative work with South Portland in developing a joint climate action plan, working on beneficial electrification and tackling synthetic fertilizers, and other ways in which Portland has become a municipal climate leader. [Watch the recording here.](#)

Troy Moon gave a presentation to MaineHealth’s Leadership in Preventative Medicine, which includes local physicians focusing on public health. They wanted to learn more about Portland’s approach to sustainability and climate action.

On February 21st, the Sustainability Office gave [a presentation](#) as part of Portland’s Sustainability Series, co-hosted by the Portland Public Library and the Southern Maine Conservation Collaborative. Together, the staff talked about our work to implement One Climate Future, highlighted several ongoing initiatives including Electrify Everything, Community Composting, and organic landcare practices, and announced information about the new Sustainable Neighborhood Program. You can watch recordings of Portland’s Sustainability Series on their [Youtube Channel](#).

Troy Moon was interviewed in a New York Times article on February 22, regarding the growing adoption of heat pumps and debunking misconceptions about their efficiency in colder weather. Read the full article, here: [“As Heat Pumps Go Mainstream, a Big Question: Can They Handle Real Cold?”](#)

The One Climate Future team hosted two Coffee and Climate events, covering our two-year coastal resilience project, “Climate Ready Casco Bay” with our partners Sara Mills-Knapp of Greater Portland Council of Governments and Gayle Bowness of Gulf of Maine Research Institute (January 13th) and our future for bird-safe architecture in Portland with our partners Nick Lund of Maine Audubon and Addy Smith-Reiman of the Portland Society for Architecture (February 10th).

Please mark your calendars for Earth Day, April 22. We are working with other City departments and non-profit partners to present a great celebration.

Climate and Coffee events are community conversations that happen on the 2nd Friday of the month at 9 AM. We record sessions with guest speakers and post them on www.oneclimatefuture.org, along with other information about our work. You can also follow us on social media. Instagram @sustainableportlandme / Twitter @SustainPortME / FB @SustainablePortlandME

Coffee & Climate 2023 Series

January 13	Climate Ready Casco Bay <i>w/ GMRI & GPCOG</i>
February 10	Being Bird Friendly and Bird Safe <i>w/ Maine Audubon and Portland Society for Architecture</i>
March 10	Complete Streets <i>w/ Bicycle Coalition of Maine</i>
April 14	Sharing Economy & Electric Tools <i>w/ Brie Berry, economic & environmental anthropologist</i>
May 11	Aquaculture (in-person event) <i>w/ the Hus, Atlantic Seafarms, and the Lady Shuckers</i>
June 9	Sustainability & the Arts (in-person event) <i>w/ Portland Museum of Art</i>
July 14	Plastics & Producer Responsibility (in-person event) <i>w/ Go-Go Refill, Rubbish! Portland, NRCM, and Tandem Coffee</i>
August 10	Breweries & Sustainability (in-person event) <i>w/ NEEFC and local brewers</i>
September 8	Navigating State & Federal Incentives <i>w/ Efficiency Maine and Maine Governor's Energy Office</i>
October 13	How to Talk About Sustainability <i>w/ Our Climate Common</i>
November 17	Environmental Justice <i>w/ Color of Climate</i>
December 8	2023 Recap <i>w/ One Climate Future team</i>

Coffee & Climate is a monthly event exploring sustainability and climate topics with the help of guest experts.

For more information, visit oneclimatefuture.org/



February 2, 2023

Councilor Andrew Zarro, Chair
Sustainability and Transportation Committee

Subject: **Major Transportation Priorities**

Dear Sustainability and Transportation Committee Members,

The City of Portland has been working diligently with MaineDOT and PACTS and on a number of significant transportation efforts that will improve and advance transportation infrastructure for the priorities of today and tomorrow. These priorities are in addition to the Department of Public Works ongoing programs to address a variety of City transportation infrastructure needs, including paving, sidewalk, traffic signal, and various active transportation and transit-supportive projects.

For these efforts as well as stand-alone projects, the City's fundamental goals and objectives around urban transportation projects include but are not limited to:

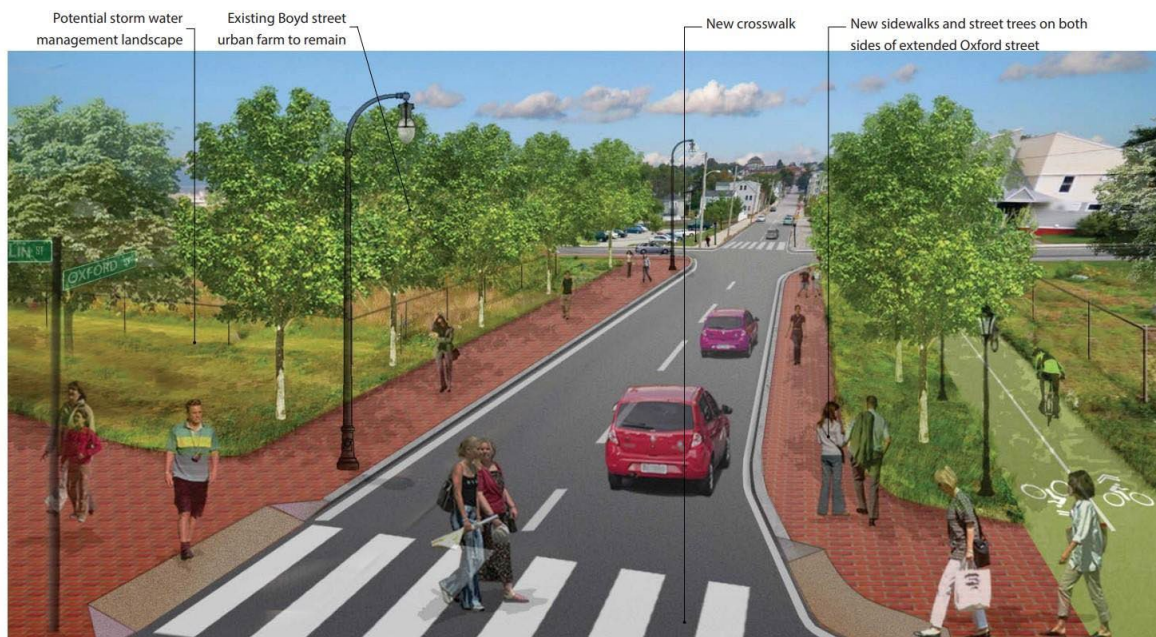
- Multi-modal – making streets work for all users
- Safety – slowing down traffic and reducing conflict points
- Climate change – smart transportation design to reduce carbon and other emissions
- Economic Development – access to existing goods/services, while creating opportunities for new ones
- Local context – land uses, neighborhoods, and zoning as inputs to transportation outcomes
- Housing - focusing on transportation outcomes that foster housing opportunities

In addition to our ongoing programs, City transportation staff in the Department of Public Works, with assistance from Planning, are currently focused on the following major transportation priorities:

Franklin Street Master Plan

- Location: Franklin Street from I-295 to Commercial Street
- Project Management: City
- Agreements: Two-Party Agreement (City, DOT) for Franklin/Marginal signal update
- Available Funds:
 - \$684,000 for new signal at Franklin Marginal (MaineDOT)

- \$275,000 in infrastructure funds for updating design (City)
- **Scope:**
 - Conversion of Franklin Street to a multi-modal, urban street
 - Creates availability of about 4 acres of land for high-density urban development
 - Provision of robust active transportation amenities and streetscape/lighting
 - Updated traffic signals to support active transportation and transit signal priority
 - Reconnection of bisected local streets (Oxford, Federal, Newbury, etc.)
- **Status:**
 - Master Plan approved by City Council (2/17)
 - HVAC Plan put on hold following Council pulling funding (11/18)
 - City staff drafting/analyzing updated urban concept
- **Public Process:**
 - Several public meetings from 2012 to 2015, resulting in Council-approved Transportation Master Plan
- **Next Steps:**
 - Work with urban design consultant following RFP to update design, public process
 - Seek assistance with potential funding opportunities
- **Estimated Costs:**
 - \$30 Million, to be refined through the PDR process (some savings may be gained by combining with Water Resources efforts)



Proposed view of extended Oxford street connecting Franklin street

Libbytown Safety and Accessibility Project

- Location: Park Avenue and Congress Street from St. John Street to Fore River Parkway; also includes St. John between Congress and Park
- Project Management: MaineDOT/City Joint Partnership
- Agreements: Three-Party Partnership Agreement (PACTS, DOT, City)
- Available Funds: \$260,000 from PACTS for Preliminary Engineering
- Scope:
 - Conversion of Congress Street and Park Avenue in Libbytown to two-way streets
 - Provision of robust active transportation amenities and streetscape/lighting
 - Transit support to allow for aligned bi-directional METRO stops
 - Updated traffic signals to support active transportation and transit signal priority
 - New intersection of Park Avenue and Congress Street near I-295 overpass
- Status:
 - MaineDOT interested in accelerating design of preliminary and final design and seeking discretionary federal funding for construction
- Public Process:
 - Two PACTS-funded studies from 2013 through 2018, with public meetings
 - Two public meetings in 2021 and 2023 to solicit feedback for concept plan
- Next Steps:
 - MaineDOT to reach Preliminary Design Report (PDR) phase later in 2023
 - Provide assistance on discretionary funding application(s)
- Estimated Costs:
 - \$10 Million to \$15 million, to be refined through the PDR process

DRAFT Conceptual Street Layout Plan

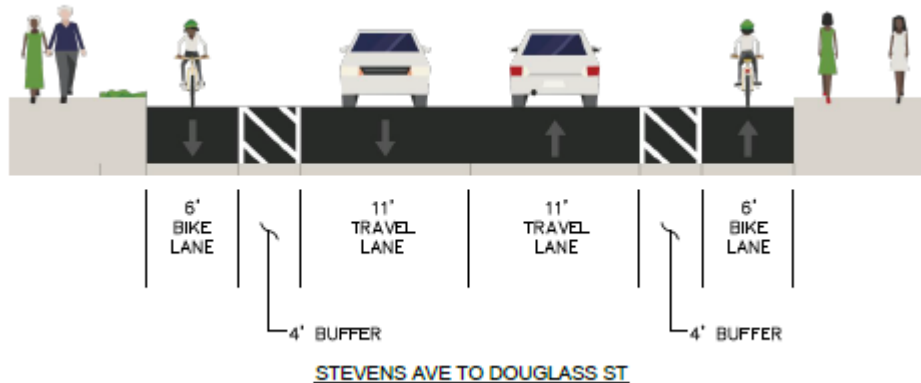


Brighton Avenue (Route 25) Multi-Modal Project

- Location: Brighton Avenue corridor beginning at Dartmouth Street and extending northwest 1.85 miles to Rowe Avenue
- Project Management: MaineDOT
- Agreements: Three-Party Partnership Agreement (PACTS, DOT, City)
- Available Funds: \$2,010,000 toward design and construction (PACTS)
- Scope:
 - Replacing deficient signals at six intersections, including pedestrian signal and ADA ramp modifications, bicycle detection and transit priority as needed.
 - Sidewalk rehabilitation to bring sidewalks into good condition and ADA compliance.
 - Mill and fill paving, and enhanced bicycle facilities along Brighton Avenue
 - Modifications in the Rosemont area as needed to support the METRO Husky Line.
- Status:
 - PACTS TIP application – sought over \$4 million, only \$2.0 million provided (2/17)
 - MaineDOT applied for CDS (THUD) grant in 2021 – grant application failed (7/22)



- Currently at enhanced project scoping phase due to a PACTS Rapid Transit Study
- City currently interested in completing Phase 1 - Signal replacement/modernization, in-street bike lanes and ADA
- Public Process: Presented to public: Needs stronger focus on bicycle accommodations (3/21)
- Next Steps: Work with PACTS/MaineDOT on potential Phase 1 outcomes and near-term pavement repair
- Estimated Costs:
 - \$12 Million to \$20 million, depending upon type of active transportation and transit-supportive facilities used



Smart Corridor Study Phase II: Forest Avenue from Marginal Way to Park Avenue

- Location: Forest Avenue from Marginal Way to Park Avenue
- Project Management: MaineDOT
- Agreements: Three-Party Partnership Agreement (PACTS, DOT, City)
- Funding: \$200,000 for Preliminary Design (PACTS)
- Scope:
 - Replacing traffic signals at three (possibly four) intersections, including pedestrian signal and ADA ramp modifications, bicycle detection and transit priority.
 - Sidewalk rehabilitation to bring sidewalks into good condition and ADA compliance.
 - Provision of high-quality active transportation facilities
 - Realignment of Kennebec Street to increase separation from State Street and provide for two-way traffic

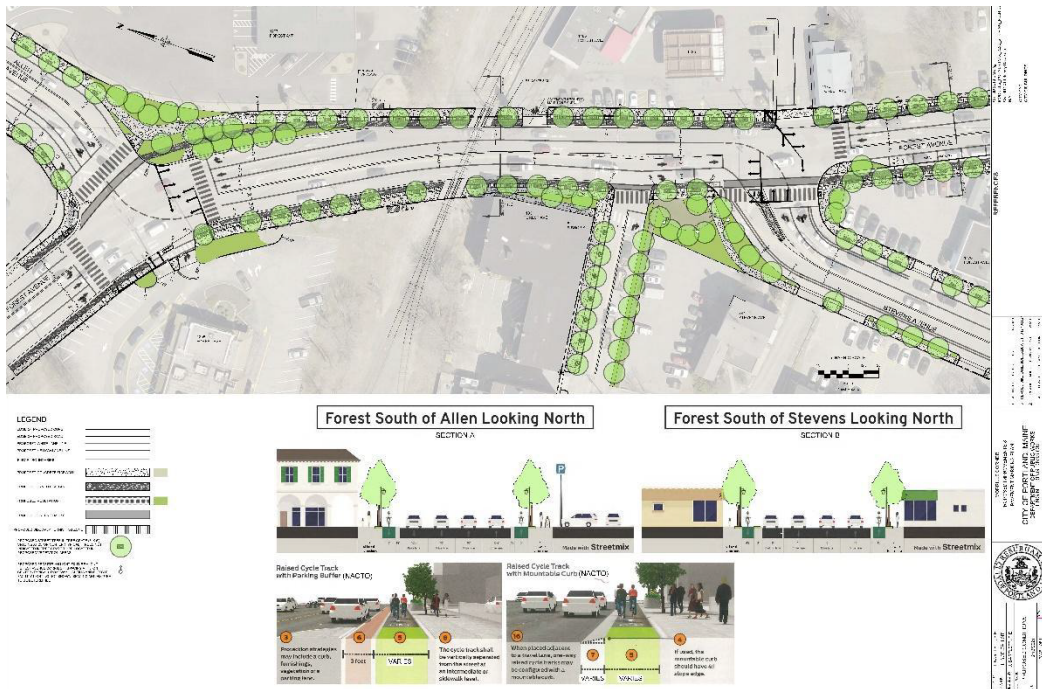
- Design of Union Branch Pathway from Forest Avenue to State Street including the crossing of Forest Avenue at newly aligned Kennebec Street
 - Realignment of High Street to increase separation from State Street and the Rose Garden
- Status:
- MaineDOT about to begin Preliminary Design process
- Public Process: Process from Smart Corridor Study
- Next Steps: Work with MaineDOT on preliminary design
- Estimated Costs:
- \$5 million, but based on highly preliminary information
 - Cost to be refined as part of the PDR process



Smart Corridor Study Phase III: Morrill's Corner

- Location: Forest Avenue from just south of Stevens Avenue to Warren Avenue
- Project Management: MaineDOT
- Agreements: Two-Party Agreement (MaineDOT, City)
- Funding: \$210,000 for Preliminary Design (MaineDOT)
- Scope:

- Replacing traffic signals at three intersections, including pedestrian signal and ADA ramp modifications, bicycle detection and transit priority as needed.
 - Sidewalk rehabilitation for sidewalks and ADA compliance.
 - Various streetscape elements, such as planting areas and improved street lighting
 - Provision of high-quality active transportation facilities
 - Prohibition of movements to and from Bishop Street, McDonald's to improve operations and reduce crashes
- **Status:**
- City completed updated concept design in 2021
 - MaineDOT about to begin Preliminary Design process
- **Next Steps:** Work with MaineDOT on completion of PDR, seeking future funding
- **Estimated Costs:**
- \$8 million to \$10 million, but based on highly preliminary information
 - Cost to be refined as part of the PDR process



Smart Corridor Study Phase IV: Bedford Street to Woodford Street

- **Location:** Forest Avenue from north of Exit 6 to Woodfords Corner
- **Project Management:** PACTS (thus far)
- **Agreements:** Three-Party Cooperative Agreement (DOT, PACTS, City)

- Funding: \$80,000 for Enhanced Project Scoping (PACTS)
- Scope:
 - Adjustments to travel lane and parking configurations, and curb adjustments
 - Traffic signal updates with multimodal signal timing and accommodations
 - High-quality, continuous bicycle accommodations
 - Improved transit facilities (may support future rapid transit outcomes)
 - Improved streetscape, lighting improvements and green stormwater infrastructure
- Public Process: Process from Smart Corridor Study
- Status:
 - Waiting on PACTS RFP process to select consultant for Enhanced Project Scoping
 - City has applied for final design/construction funds via PACTS Complex Project process
- Next Steps: Work with PACTS on EPS process
- Estimated Costs:
 - \$5 million, but cost to be refined as part of the PDR process



Figure 115. Alternative 1 – Forest Avenue from Deerfield Road to Preble Street

Figure 115 through Figure 118 show the layout and cross-sections of Alternative 1 in the congested southern section of this Corridor segment where two lanes in each direction are maintained.

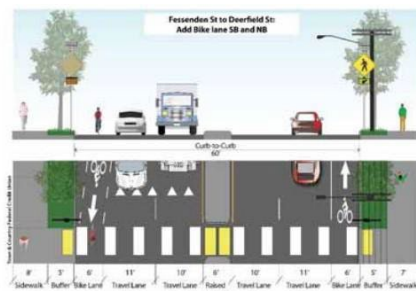


Figure 116. Alternative 1 – Forest Avenue from Deerfield Road to Fessenden Street



Figure 117. Alternative 1 – Fessenden Street to Belmeade Road

These major transportation priorities are the results of thoughtfully executed planning studies that include years of data, observations and public opinion. We are proceeding with all of these projects as efficiently as resources and public engagement will allow with the intent of advancing project readiness to the comfort level where we can apply for discretionary funding opportunities. With a combined, very approximately estimated, cost of \$85 million to complete these project outcomes, the City will need to leverage State and Federal funding in addition to local funding in order to proceed with construction.

We look forward to our presentation and discussion on these important urban transportation projects.

Thank you,



Keith Gray, P.E.
City Engineer



Troy Moon <thm@portlandmaine.gov>

March 8 S&T Committee - Rebuilding Franklin

Wendy Cherubini <wcherubini@gmail.com>

Thu, Mar 2, 2023 at 10:47 AM

To: Azarro@portlandmaine.gov, vpelletier@portlandmaine.gov, roberto Rodríguez <rrodriguez@portlandmaine.gov>
Cc: sustainabilityoffice@portlandmaine.gov, msm@portlandmaine.gov, jbartlett@portlandmaine.gov, dlibner@portlandmaine.gov

Chair Zarro and Members of the Sustainability and Transportation Committee,

In preparing for your discussion of rebuilding the Franklin Street corridor on March 8th, I hope you will consider looking at this endeavor as not just a transportation project, but as a housing, economic and community development project.

Previously, I offered comments noting that the federal government has recognized the synergy of efforts to address urban renewal activities of the past that ripped communities asunder, like Franklin, with the DOT's [Reconnecting Communities](#) grant program; part of the larger Bipartisan Infrastructure Law.

Another funding opportunity that is part of the Bipartisan Infrastructure Law can be found at the US Department of Housing and Urban Development; specifically the [Thriving Communities Technical Assistance](#) Program. This is an exciting opportunity taking a holistic approach by bringing housing and transportation together. This program is specifically for smaller cities, under 250,000, and could help Portland realign Franklin so that housing opportunities are maximized and facilitated. This technical assistance could help us determine the best alignment of a new narrow Franklin Street to maximize housing and economic development opportunities while maintaining the transportation corridor's utility. It could also help to identify underlying land use and ownership issues and how to address them to make such opportunities a reality.

Taking advantage of opportunities such as these will require you to set a firm policy direction to get the City to coordinate the efforts of multiple City departments and community partners such as MDOT, GPCOG and Metro. There may be obstacles to moving forward in this way. I urge you to be bold and pursue a multi-faceted approach to rebuilding Franklin. The time is now.

Thank you for your service,

Wendy Cherubini
99 Federal St. Unit 302
Portland, ME 04101
207-450-2962



Troy Moon <thm@portlandmaine.gov>

Sustainability Public Comment - Transportation Priorities' Funding Holiday and USM recess break bus service

George Rheault <george.rheault@gmail.com>

Tue, Mar 7, 2023 at 12:00 PM

To: sustainabilityoffice@portlandmaine.gov

If the Sustainability Committee was serious about making progress on transportation equity improvements, it should be making a full-throated recommendation to the City Council FOR THIS UPCOMING FISCAL YEAR BUDGET, to fully fund full holiday bus service as well as ensuring that the USM Huskie Line does not have to have stepped down service when the USM campus is on recess (typically January and July/August months).

While this will cost money for sure, it will be a modest investment that tells all current and future bus riders that their lives are as important as anyone choosing an automobile and they need not fear being without a public transit option when many of the vehicularly privileged are going about their business.

[Holiday Schedule | Greater Portland Transit, ME \(gpmetro.org\)](#)

Greater Portland METRO on Twitter: "Holiday Service Reminder: <https://t.co/coUOcczieY>" / Twitter

Greater Portland METRO on Twitter: "Reminder: Beginning next week, the Husky Line will operate on a reduced weekday schedule for 4 weeks, during @usmhuskies winter break. The current schedule will resume January 16. Both schedules can be found here: <https://t.co/XyM7qymYkl>" / Twitter

Greater Portland METRO on Twitter: "METRO Husky Line - Service Change Effective next week. <https://t.co/Vd0cJyjBNH>" / Twitter

Department of Public Works

Mike Murray

Acting Director

February 3, 2023



Councilor Andrew Zarro, Chair
Sustainability & Transportation Committee

Subject: **Portland to Auburn Rail Use Advisory Council**
Update on Requested Items from January Presentation

We appreciated the opportunity to present information on the RUAC process to date at the January meeting of the Sustainability & Transportation Committee. During the course of the presentation, you had asked that staff return to provide additional information on the following topics:

- 1.) Final Vote Tally from RUAC Committee
- 2.) Copy of the Resolve from the Auburn City Council on a RUAC Option (Rail with Trail)
- 3.) Additional Discussion on Potential Transit Options on Corridor
- 4.) Other Updates if applicable

This information is summarized in the attached printout of the slides attached with this memo.

We look forward to the discussion.

Berlin Subdivision/SLA: Portland to Auburn Rail Use Advisory Council: UPDATE

Portland Sustainability & Transportation Committee



March 08, 2023

Source: rtc-submitted photo to trillink.com

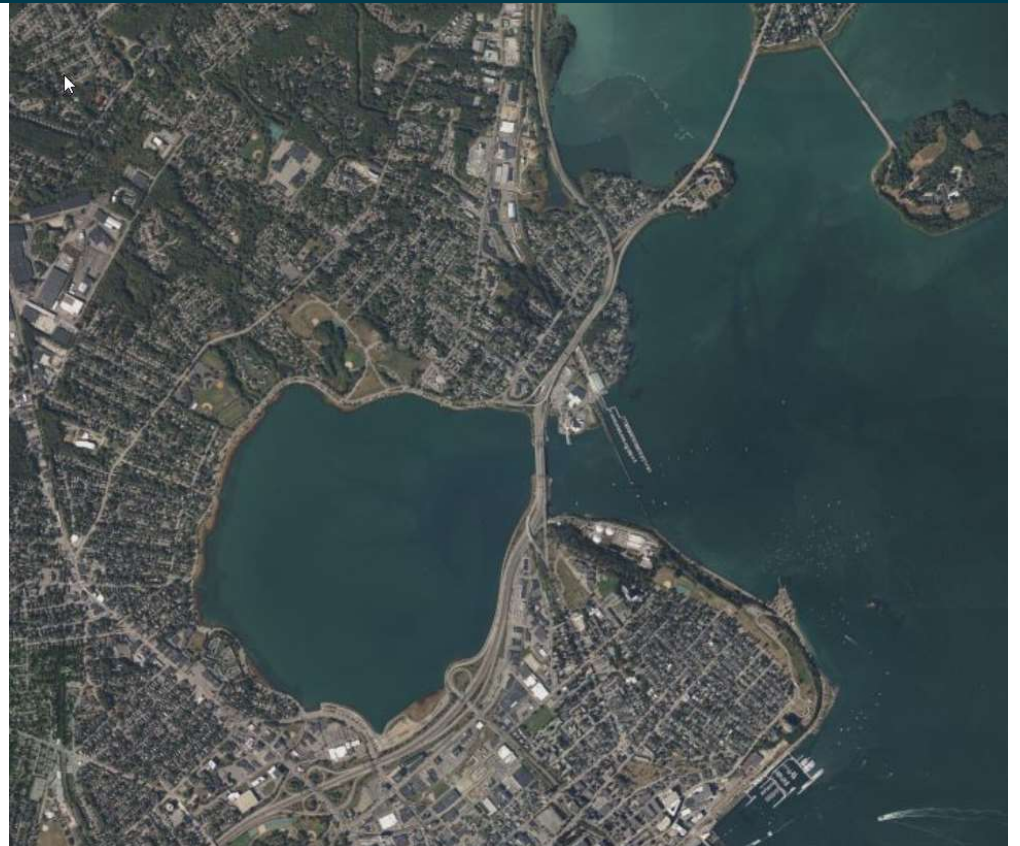
S&T Requests for Follow-up from January

Outcome from 12/22/22 RUAC Vote

Copy of Auburn Council Resolve from 12/22

Possible Transit Uses for Corridor (Options)

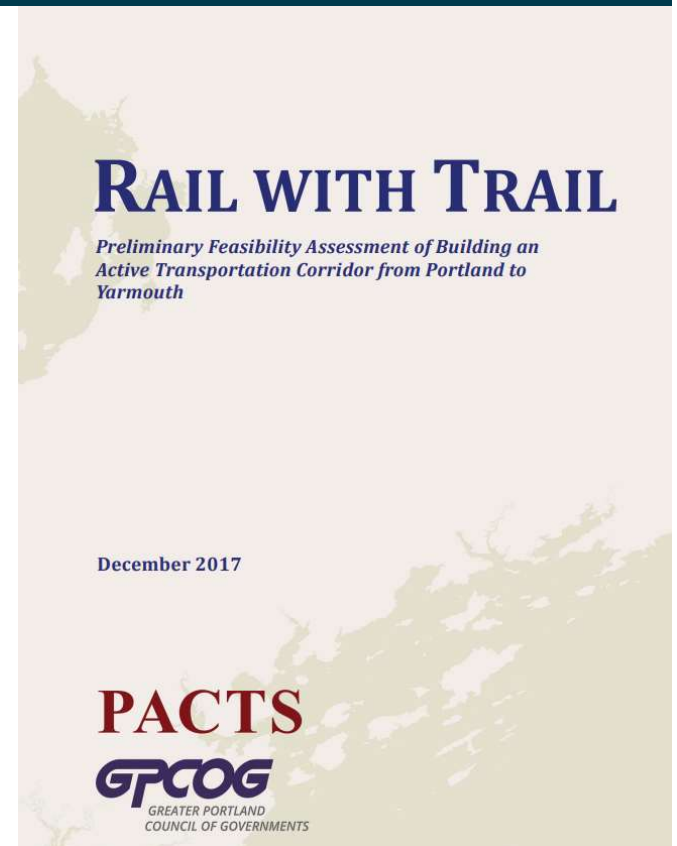
Other Updates



PACTS Rail with Trail Study

PACTS/GPCOG: Rail with Trail

- 2017 Study
- Examined Rail with Trail from Portland to Yarmouth
- Reviewed other facilities around the U.S.
- Examined alternative trail segments
- Included stakeholders active in RUAC study
- Most residents supported trail with rail
- Should connect to the Portland Peninsula
- Cited in RUAC Report – does not specify why outcomes from that report not clearly followed up on



RUAC Member Vote Tally, 12/22/22

Interim Trail Until Rail: 7 Votes

(i.e. Track Removal)

- Dick Woodbury, Casco Bay Trail Alliance
- Angela King, Advocacy Manager, Bicycle Coalition of Maine
- Amy Kuhn *for* Hope Cahan, Town Councilor, Falmouth
- Diane Barnes, Town Manager, North Yarmouth
- Christopher Chop, Transportation Director, Greater Portland Council of Governments (GPCOG)
- Scott Laflamme, Director of Economic Development, Yarmouth
- Nate Wildes, Executive Director, Live + Work in Maine

Rail with Trail: 5 Votes

(i.e. Trail Next to Track)

- Jonathan P. LaBonté, Transportation Systems Analyst, Auburn
- Tony Donovan, Maine Rail Transit Coalition
- Bill Shane, Chair, Town Manager, Cumberland
- Brian Harris, General Manager, Maine Yacht Center
- Jeremiah Bartlett, Transportation Systems Engineer, Portland

RUAC Member Vote Tally, 12/22/22 (cont.)

Rail Only: 1 Vote

(i.e. No Trail)

- Charles Hunter, AVP Government Affairs, G&W
(Genessee & Wyoming) RR Services, Inc.

Abstain from Voting: 2 Votes

(i.e. No Position)

- Natalie Thomsen, Town Planning,
New Gloucester
- Becky Taylor-Chase, Town Administrator,
Pownal

City of Auburn Maine Resolve for SLA



RESOLVE 09-12192022

City Council Resolve

IN CITY COUNCIL

WHEREAS, the Commissioner of the Maine Department of Transportation, pursuant to Public Law 21, Chapter 239, established a Rail Use Advisory Council to facilitate discussion, gather information, and provide advice regarding the future use of the state-owned section of the St. Lawrence and Atlantic Railroad Berlin Subdivision between Auburn and Portland; and

WHEREAS, the City of Auburn was provided a seat on said Council to provide input on city plans and policies relating to the future use of this rail corridor; and

WHEREAS, state of Maine acquired this corridor through two purchases, one in 2007 and another in 2010, as part of on-going planning for freight and passenger movements between the City of Portland and the City of Auburn; and

WHEREAS, the city has identified south Auburn as a growth area in its most recent Comprehensive Plan and multi-modal use of this corridor, including for active transportation, would increase its attractiveness for residential and commercial investment; and

NOW THEREFORE BE IT RESOLVED, that the Auburn City Council supports a "rail with trail" recommendation from the Rail Use Advisory Council and the expedited movement of any necessary planning and design work to implement that recommendation between Maine's largest city, Portland, and the city of Auburn.

A TRUE COPY

ATTEST Susan Clements-Dallaire 1/3/23
Susan Clements-Dallaire, City Clerk Date

Source: City of Auburn

Auburn Resolve 09-12192022

Auburn City Council Resolved: 'support a "rail with trail"... and the expedited movement of any necessary planning and design work to implement that recommendation between Maine's largest City, Portland, and the City of Auburn.'

Passage on 12/19/22, 7-0

Unanimous passage.

ATRC Rail Support Letter

January 31, 2023 Letter to DOT

- ATRC Supports Rail with Trail
- Desires More Active Discussion on Future RUAC Planning



January 31, 2023

Bruce Van Note, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

Dear Commissioner Van Note,

As the Metropolitan Planning Organization for the Lewiston-Auburn urbanized area, the Androscoggin Transportation Resource Center (ATRC), when considering the Rail Use Advisory Council's proposals, strongly supports the "Rail with Trail" option being advanced through the RUAC process.

We feel that the positive impacts of recreational trail use, coupled with the potential future rail use, both freight and passengers, would conform with our overall transportation goals of improving access, safety and reliability in our transportation system but also allows for continued economic growth within our MPO member communities as both residential and commercial growth continues to climb. Having the possibility of regional, national, and international rail access in the future keeps our communities relevant from a logistics standpoint.

Coupled with our support position, comes a request. We would respectfully request that ATRC be invited to participate in further RUAC planning and all-future transportation related forecasting and feasibility studies that may impact our MPO communities (Lewiston, Auburn, Lisbon, Sabattus).

We appreciate your consideration.

Respectfully submitted,

Larry Allen
Interim MPO/Transportation Director
ATRC / AVCOG
125 Manley Road
Auburn, ME 04210

Source: ATRC

LR 1755 Resolve: MaineDOT/SLR Service Plan

LR 1755

- Resolve, directing MaineDOT to complete a service plan for the Berlin Subdivision Line from Downtown Portland to Auburn
- Introduced by Sen. Ben Chipman
- Available for public hearing soon
- Resolve seeks service plan for:
 - Operator to provide passenger service (inter-urban light rail)
 - Determine other uses for corridor, including trail use

LR 1755 Sen. Chipman, Benjamin of Cumberland

Title: Resolve, Directing the Department of Transportation to Complete a Service Plan for Restoration of Rail Use of the Berlin Subdivision Line from Downtown Portland to Auburn.

Purpose. The section of the Berlin Subdivision railroad (St. Lawrence & Atlantic) owned by the State of Maine between the state's two major population centers has not been comprehensively studied for use as a passenger railroad, despite a recent advisory committee convened for that purpose.

Therefore, Be it Resolved that the Maine Department of Transportation (MDOT) will complete a clear and comprehensive service plan and scope of work for restoration of the railroad to a minimum of Class 3 inter-urban light rail operating conditions, including proposed community train station locations and appropriate multi-modal use of the corridor, including trail and other non-rail use. The scope of services will provide a development plan for the feasibility of applying for federal Capital Improvements Grant (CIG).

Be it Further Resolved that Maine DOT will seek proposals for an operator to provide a passenger rail transit service on this route between downtown Portland and Auburn. The scope of services will also address legal and federal railroad administration requirements for crossing the CSX Transportation mainline corridor, and shared corridor use to downtown Lewiston and, through Danville Junction on the Genesee & Wyoming railroad to a station site at or near the Auburn-Lewiston Municipal Airport

Membership. The Commissioner of Transportation shall invite at least 11 and not more than 15 persons representing transportation and economic development interests to serve on an advisory committee to be appointed no later than November 1, 2023. The advisory committee must include representatives of

- A. Transit Oriented Development;
- B. Executive Director of designee from the Androscoggin Regional Chamber of Commerce;
- C. Executive Director or designee of the Portland Regional Chamber of Commerce;
- D. Executive Director or designee of the Yarmouth Chamber of Commerce;

E. The Commissioner of Economic and Community Development or the Commissioners designee;

F. The Greater Portland Council of Governments (GPCOG) or the Portland Area Comprehensive Transportation Systems (PACTS);

G. the Androscoggin Valley Council of Governments (AVCOG) or the Androscoggin Transportation Resource Center (ATRC) and Greater Portland Council of Governments (GPCOG).

H. One member representing other state agencies;

I. One Member representing an organization advocating for rail use;

J. One member advocating for non-rail or recreational trail interests;

K. The Commissioner May invite other interests with expertise in rail logistics and/or infrastructure

Meetings; chair. The Commissioner of Transportation shall designate the chair of a council. The department shall provide staff support to the council. The council may adopt bylaws and other

policies to effectively govern its proceedings. The council shall meet at the call of the chair and shall hold a minimum of one public hearing located in the geographic area along the rail corridor for which the council was formed.

MDOT is required to seek competitive bids for the study. The Advisory Committee will vote on whether to approve the accepted study provider.

Report. Within nine months of convening its first meeting, a council shall submit a detailed report to the Legislature Transportation Committee chairs. The Committee shall report out a Bill on the findings.

Appropriations and allocations

Funding for this study will be allocated from the State Multi Modal Fund.

Initiative. Provides one-time funding to complete the service plan and scope of work for restoration of the railroad to a minimum of Class 3 inter-urban light rail operating conditions for the state-owned portion of the St. Lawrence and Atlantic Railroad line from Portland at Ocean Gateway Milepost 0.0 to the Lewiston-Auburn area.

GPCOG/PACTS Rapid Transit Study

Draft Tier 2 Route Analysis

- Consultant has completed draft Tier 2 Alternatives
- Four potential routes in Portland
- Virtual meeting with more information March 9
- Ocean Gateway features prominently in Tier 2 Outcomes
- PACTS presentation this evening
- Takeaway: Ocean Gateway likely to be a significant transit hub (now hosts Husky and likely Routes 2 & 4)



Potential Passenger Transit on SLA



Option Considered by RUAC Study

- Amtrak Intercity Rail-Style Train
- Considered Heavy Rail
- Generally requires upgrades to Tracks, Ties, and Ballasts
- Designed for Intercity Service, with service usually 2 or more hours apart
- Option already ruled out by staff and Mayoral testimony

Source: NNEPRA

Potential Transit Options on SLA

Light Rail Vehicles

- Requires less heavy rolling stock
- Frequent service with shorter headways than heavy intercity rail
- More frequent service intended for commuting as opposed to long-distance travel
- Generally requires external power feed (generally overhead)



Source: By The Port of Authority (talk) - Own work
(Original text: self-made)

Potential Transit Options on SLA



Source: Siemens Desiro in San Diego, source, Loco Steve

Multiple Unit Trains

- Self-powered train – does not require engine unit
- Can be:
 - Diesel Multiple Unit (DMU)
 - Battery Multiple Unit (BMU)
- DMU's in use in locations around the world, including US
- United States does not appear to currently have active BMU systems
- Does not require external power feed

Potential Transit Options on SLA

Bus Rapid Transit

- Greater capacity than “standard” bus system
- May have some operational savings
- Would require more modification of a rail-based transit line
- Could transition between dedicated ROW and urban streets



Source: Cttransit Novabus, by NewFlyer504

Potential Transit Options on SLA: NE Example



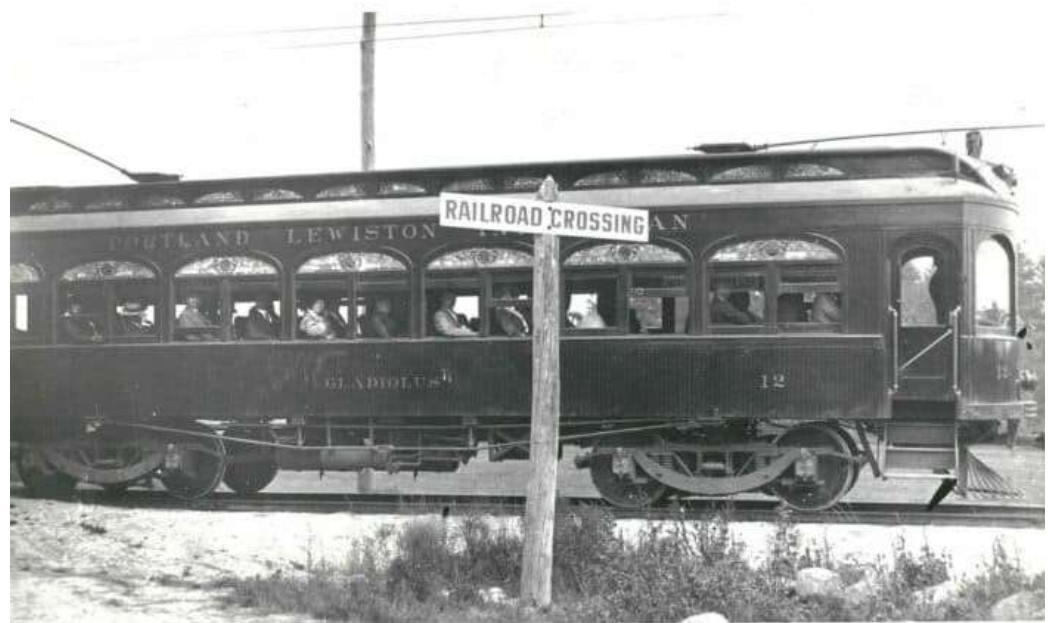
MBTA Green Line D Branch

- Operates on former rail line
- Self-Powered Electric Units
- High Stop Frequency
- Serves mostly suburban locations outside of Boston

Historical Precedent: Portland to Auburn

Portland-Lewiston Interurban

- Early overhead-powered electric transit line
- Hourly service from Lewiston to Monument Square
- Hydroelectric power with overhead feed
- Capable of 60-mph operation
- In service: 1914-1933
- Unable to compete with state-subsidized buildout of Route 100 from 1925 onward
- Much of former ROW turned into Maine Turnpike



Source: Gladiolus, trolleymuseum.org

Staff Recommendation (if action desired)

Rail with Trail (Co-Location Option)

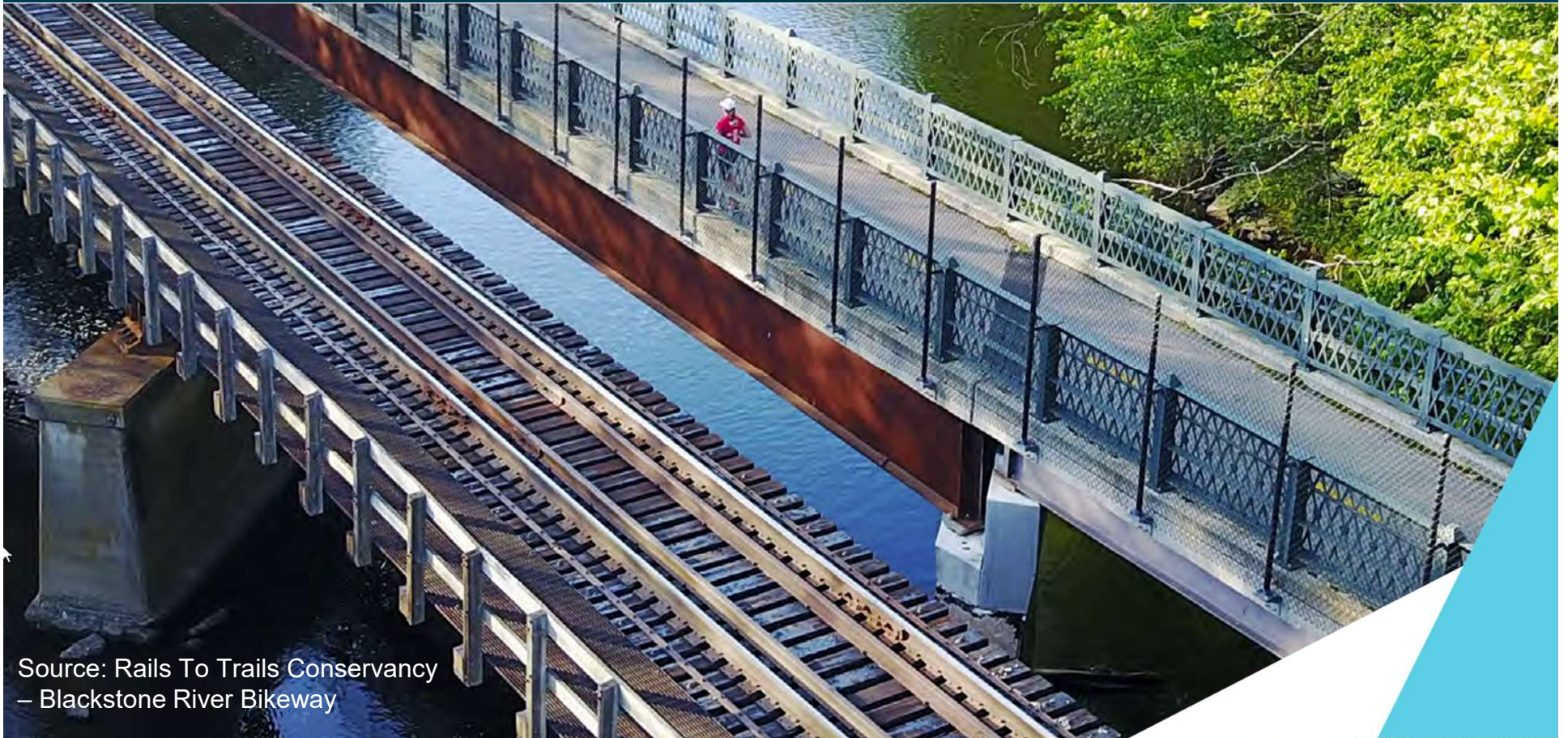


- Also recommend MaineDOT complete transit alternatives analysis for corridor (i.e. light rail, BRT, something else), terminating at Ocean Gateway
- Followed by design for transit and co-located trail uses
- Scope of design work to include abutters, stakeholders (i.e. Roux, etc.) to evaluate on and off-corridor segments for the trail, depending upon geographic and/or environmental constraints



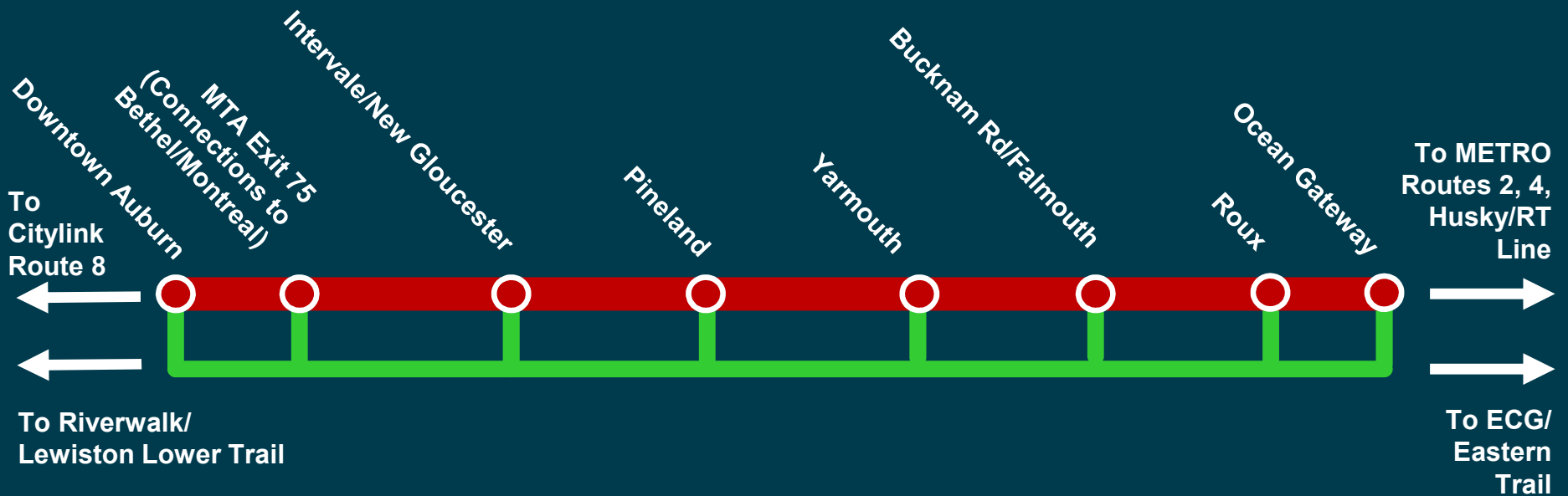
Source: VHB

Questions?

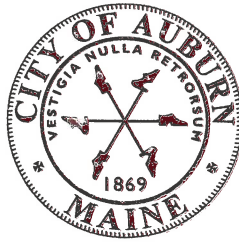


Source: Rails To Trails Conservancy
– Blackstone River Bikeway

Thank You!



(Potential 'Grand Trunk Greenway/Transitway')



City Council Resolve

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A TRUE COPY

ATTEST Susan Clements-Dallaire 1/3/23

Susan Clements-Dallaire, City Clerk

Date



Passage on 12/19/2022, 7-0.

Richard Whiting, Ward One
Joseph Morin, Ward Four
Belinda A. Gerry, At Large

Ryan Hawes, Ward Two
Leroy G. Walker, Ward Five
Jason J. Levesque, Mayor

Stephen G. Milks, Ward Three
Dana Staples, At Large
Phillip L. Crowell, Jr., City Manager

March 8, 2023

Gorham-Westbrook-Portland Rapid Transit Study

Sustainability and Transportation Committee
City of Portland

Andrew Clark
Transit Program Manager
Chris Chop
Transportation Director



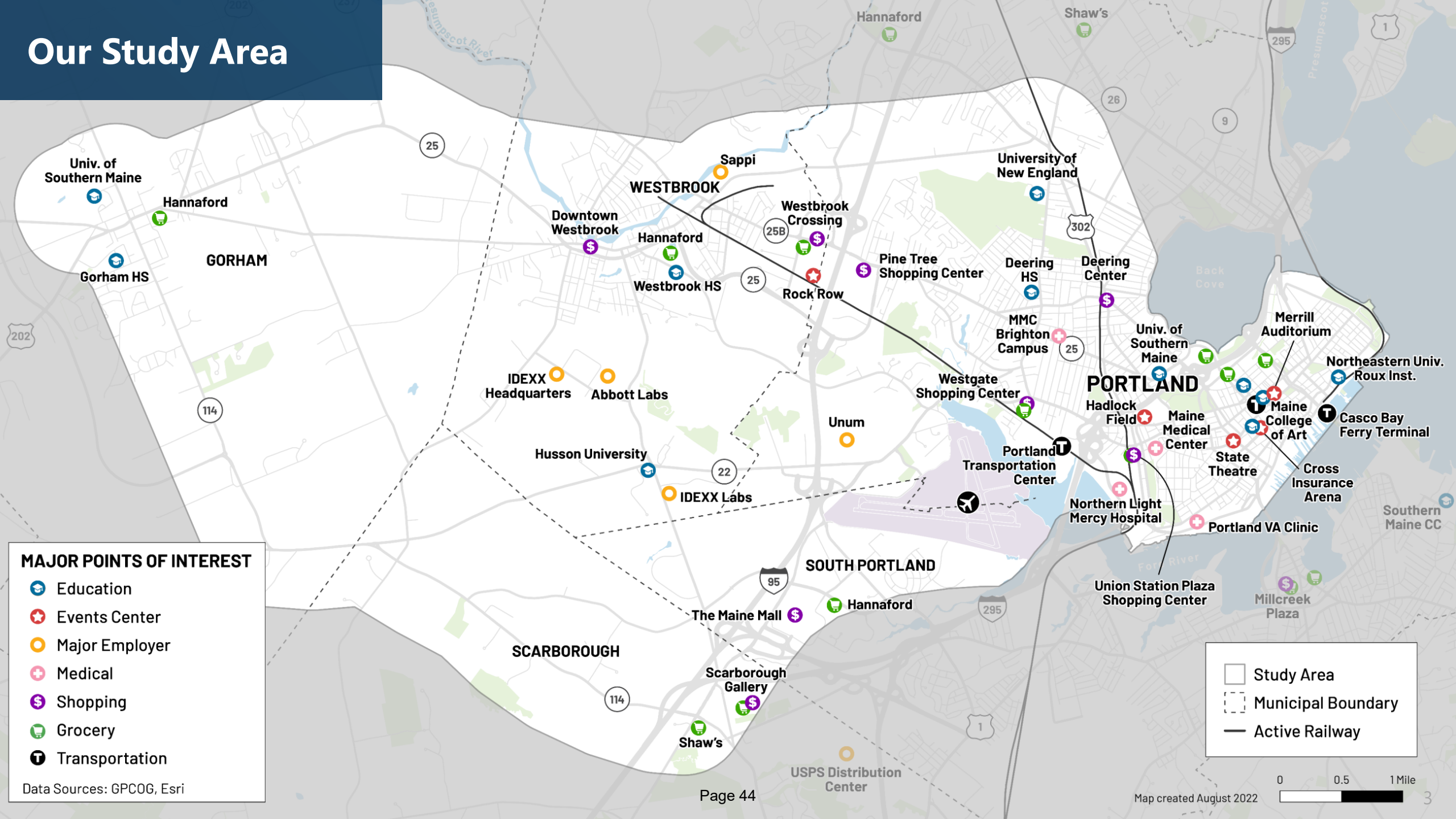
Transit Tomorrow

Adopted in Spring 2021, the region's long-range transit plan includes four major goals:

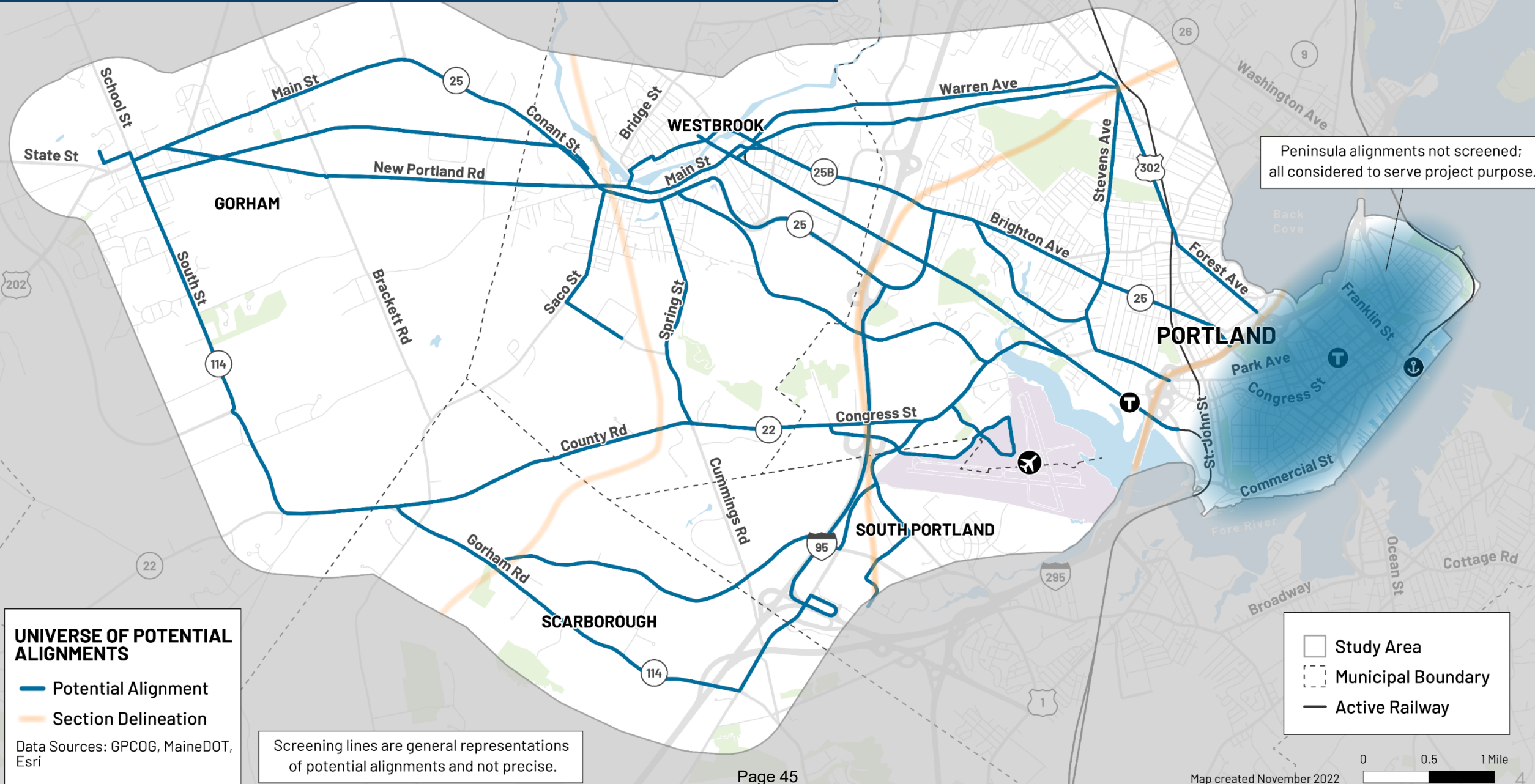
- 1 **Make Transit Easier**
- 2 **Create Frequent Connections**
- 3 **Invest in Rapid Transit**
- 4 **Create Transit-Friendly Places**

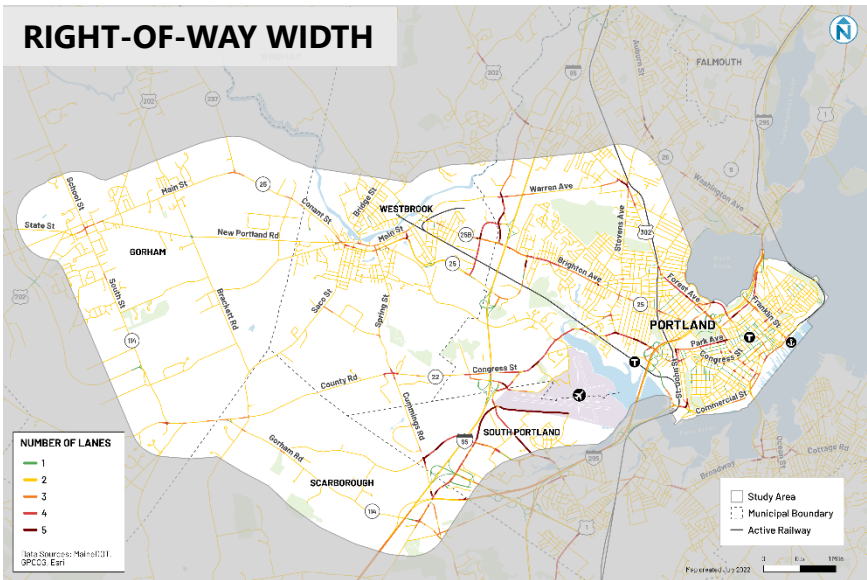
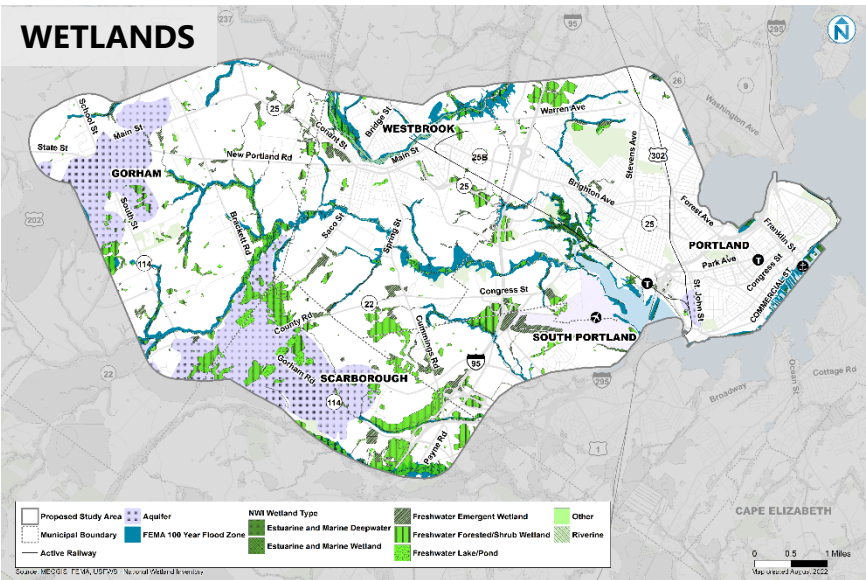
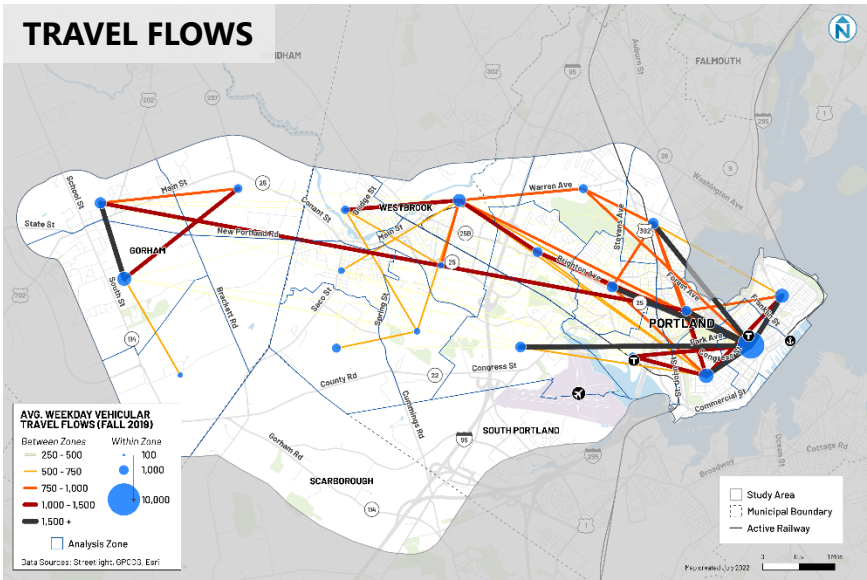
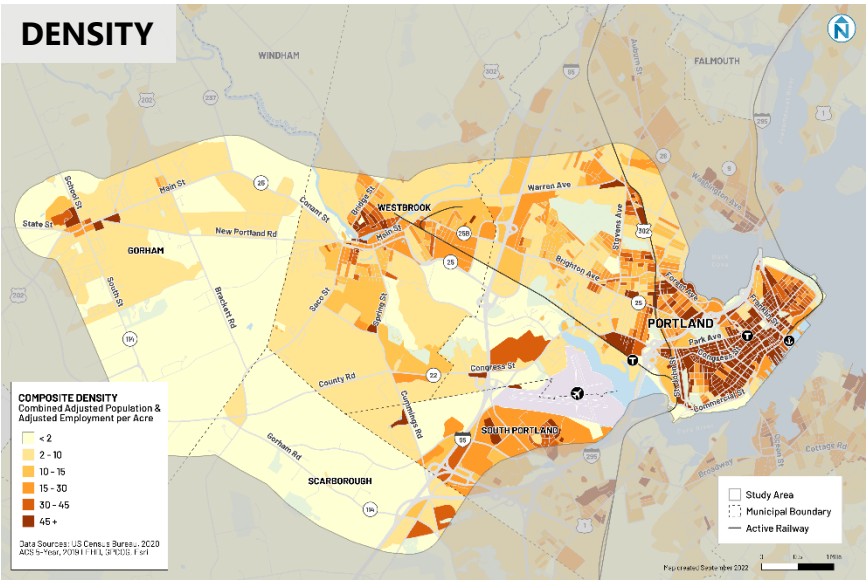


Our Study Area

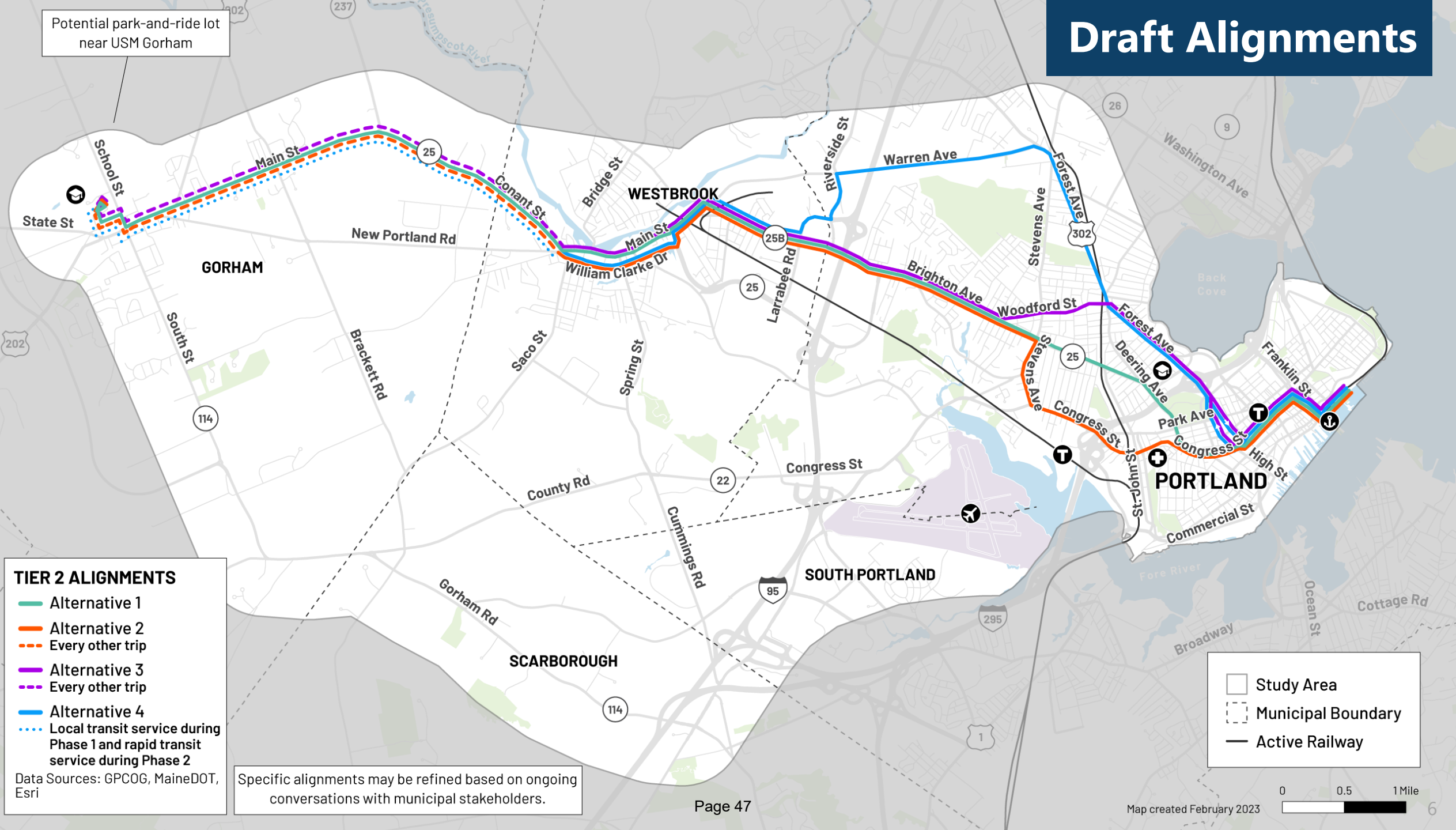


Pre-Screening Universe of Alignments

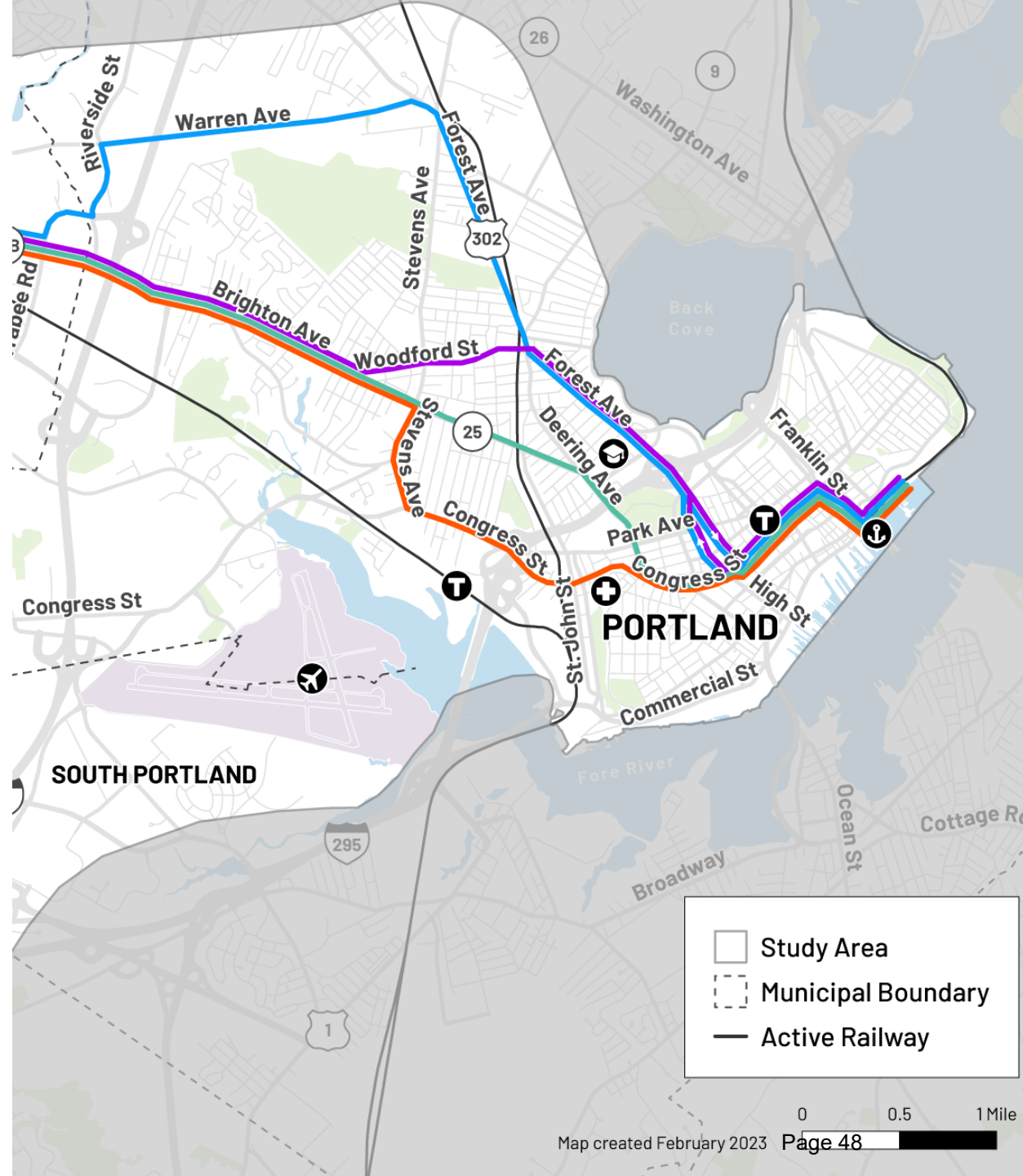




Draft Alignments



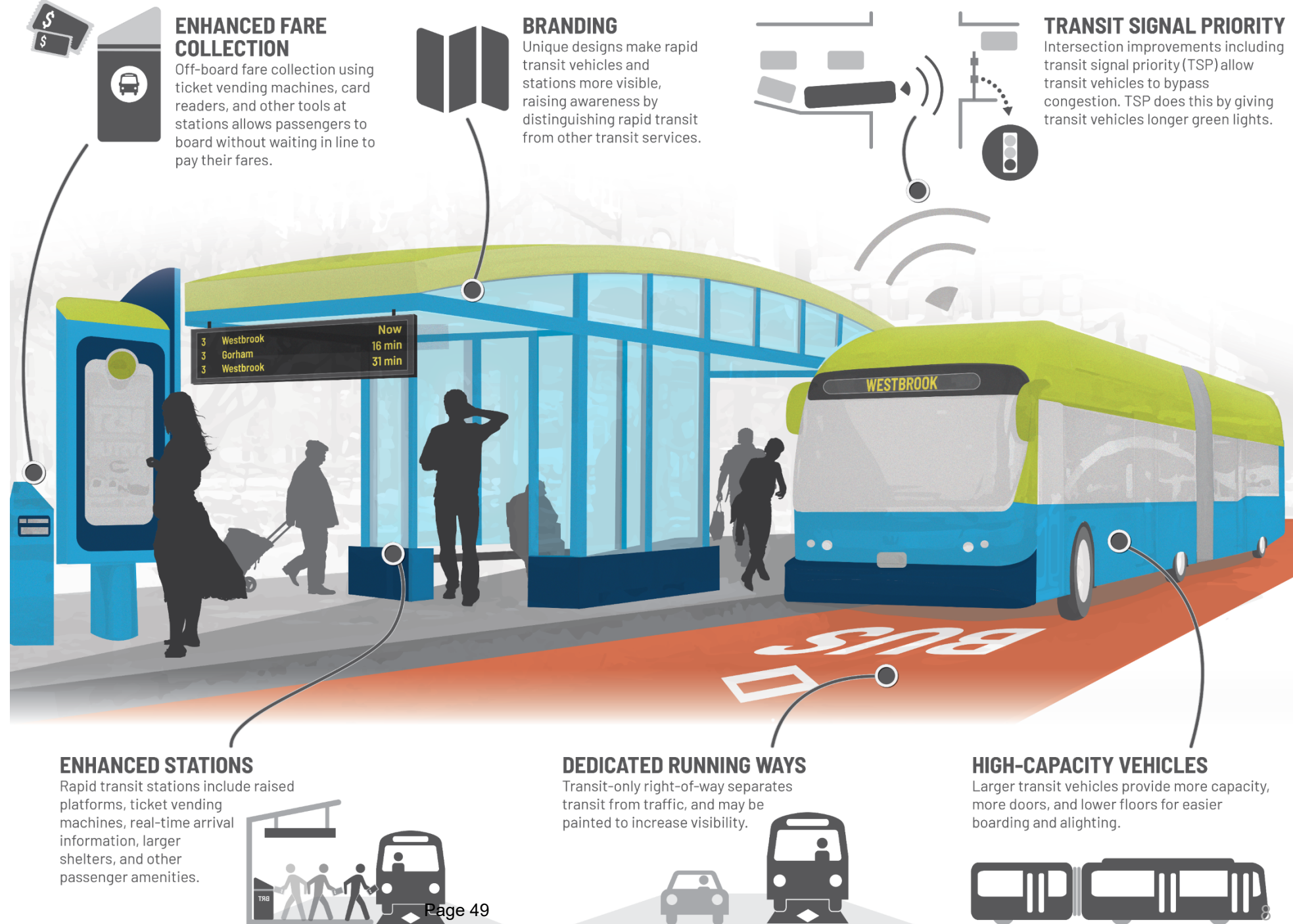
Draft Alignments



Rapid Transit

Is competitive with car travel:

- **speed**
- **reliability**
- **capacity**
- **convenience**
- **experience**





Next Steps

- For us:
 - Evaluate the alternatives
 - Develop design parameters
 - Determine a "locally preferred alternative"
- How you can help:
 - Provide input on the draft alternatives
 - What are your priorities for the corridor?
 - Upzone to "meet the moment"
- Virtual public meeting 03/09.
 - Register at gpcog.org/557/Rapid-Transit-Study



Thank you



Andrew Clark, aclark@gpcog.org

Chris Chop, cchop@gpcog.org

**Sustainability and Transportation Work Plan
Calendar Year 2023
For Committee Review – March 8, 2023**

Policy / Ordinance Development:

- Create a Sustainability Fund (similar to the Housing Fund) to support projects that advance the goals in One Climate Future / deposit revenue from REC sales.
- Adopt an ordinance authorizing Commercial Property Assessed Clean Energy (C-PACE) to help businesses improve energy efficiency and adopt renewable energy.
- Explore an ordinance requiring home energy performance at time of sale (similar to Montpelier, VT) to provide visibility into future energy costs and to incentivize energy efficiency.
- Complete work on bird safe design requirements for new construction to reduce bird mortality during spring and fall migrations.
- Amend the traffic schedule to close/restrict traffic on certain streets to improve walkability and facilitate non-motorized forms of transportation activity.
- Explore policy options to increase revenue from on street parking and from private parking facilities.
- Make amendments to the Energy Benchmarking ordinance to clarify reporting requirements and fully implement the program to all buildings with 20,000 square feet or more.
- Update the City's carbon reduction goal to 100% reduction in CO2 emissions by 2050 in alignment with current science.

Staff presentations / recommendations

- Present transportation priorities including discussion of implementing the Franklin Street Master Plan and converting State St. and High St. to two way traffic

Reports:

- Invite Metro Director Greg Jordan to present a "State of Metro" report
- Receive LMAC Annual Report
- Receive Benchmarking Annual Report
- Review shore power feasibility study results
- Receive updates about IRA opportunities for the City, residents, and businesses

Standing Agenda Items:

- Minutes
- Sustainability Program Updates