

Sustainability & Transportation Committee Agenda

September 10, 2025 at 5:00 PM



MEMBERS
Councilor Regina Phillips, Chair
Councilor Pious Ali, At-Large
Councilor Anna Bullett, District 4

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 the meeting.

For public comment via Zoom, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be unmuted by the host when it is time for public comment.

<https://portlandmaine-gov.zoom.us/j/89952567500?pwd=zLf7HunTyswwcokWAwAIXBHcv0WNXl.1>

1. Review and approve minutes from July 9
 - a. Minutes from July 9, 2025
2. Sustainability and Transportation Program Updates
 - a. Sustainability Updates
3. Presentation and Discussion
Public comment may be taken
 - a. Vision Zero Quick Action Plan Implementation
Presenters: Greg Jordan and Kevin Kraft
No public comment
 - b. Snow ban parking policy
Presenters: Greg Jordan, Tony Wirkus, Mike Murray
No public comment will be taken

- c. Adopting a naming policy for public facilities
Presenter: Masi Ngidi-Brown
Public comment will be taken
- d. Approval of funds for Jetport parking expansion
Presenter: Paul Bradbury
Public comment will be accepted
- e. Workshop and panel discussion regarding environmental regulation of cruise ships in port
Panelists: Ethan Hipple (City of Portland), Stacy Knapp (Maine DEP), Pamela Parker (Maine DEP), Ivy Frignoca (Friends of Casco Bay), Donnie Brown (CLIA)
Written public comment accepted

4. Other Business

CITY OF PORTLAND, MAINE
Committee on Sustainability and Transportation
Councilor Regina Phillips (D3), Chair
Councilor Pious Ali (At-Large)
Councilor Anna Bullett (D4)

Draft Minutes July 9, 2025

Members Present: Councilor Phillips, Councilor Bullett, Councilor Ali,

Staff Present: Troy Moon, Karly Meyer, Greg Jordan, Dena Libner, Masi Ngidi-Brown, Paul Bradbury

Meeting was called to order.

June 16, 2025 Meeting Minutes

The June 16, 2025 meeting minutes were approved unanimously.

Sustainability Updates

Presented by Troy Moon and Karly Meyer, Sustainability Office

On July 8, the Sustainability Office convened a meeting of the interdepartmental Resilience Working Group for a discussion and walking tour of Bayside, looking at the climate-related impacts on existing infrastructure, proposed housing development, the work of social service providers, stormwater management, transportation projects, and more.

We completed our summer Landcare Lunchbreak webinar series and now have built a fantastic library of informative webinars on sustainable landcare, covering everything from soil testing, healthy lawn maintenance, bird-friendly and native yardscaping, and how

The Sustainability Office launched a Neighborhood Mini-Grants Program, which provides up to \$500 to fund actions at the street or block level that achieve goals noted in our climate action plan, encourage social interaction between neighbors, and build social connections that can make a neighborhood more resilient during emergencies or times of stress. Proposed projects or actions must involve at least three separate households in close proximity to each other and must focus on their immediate neighborhood.

Portland International Jetport Infrastructure Improvement Project Updates

Presented by Paul Bradbury, Jetport Director

The Jetport has several large projects underway or recently completed, including:

- ❖ Replacement of the Air Rescue and Fire Fighting 1,500 gallon truck Replacement that allows the Jetport to transition from PFAS containing Aqueous Film Forming Foam to the new Fluorine Free Foam (F3) firefighting product.

- ❖ Gates 11, 12, & 14 Terminal Improvements, Loading Bridges, and Fixed Bridge Extensions.
- ❖ Relocation of the Jetport Administration Offices, Operation Center, and new Airport Emergency Operations Center, designed to support operations in the event of an airport emergency and to support the City of Portland's use of the National Incident Management System plan for all emergencies response.
- ❖ Surface Parking and Battery Energy Storage System Project: Reconstruction and improvement of the former privately held ParkNJet parking lot site and the construction of new surface parking on Jetport land west of the Embassy Suites hotel. The project also includes the installation of a 1.9 MW / 5MWhr Battery Energy Storage System for load shedding and terminal building electrical system back-up.
- ❖ Completion of the Yellowbird Road Sidewalk which will allow pedestrian and bike access around the north end of the Jetport.

Councilor Comments on Portland International Jetport Infrastructure Improvement Project Updates

Councilor Bullett asks if the Yellowbird Road Sidewalk is connected to other Portland Trails. *Yes, Portland Trails is engaged and this new trail provides connection to a future public trail with water access to the Fore River.*

Councilor Phillips raises two questions that have been asked by the public: why are we looking at adding parking at the Jetport and what is the difference between the 1997 Master Plan or the 2005 Master Plan? *In 2019 and in the early months of 2020, we achieved all time record passenger volumes at the Jetport. We went to the City Council in January 2020, and received an appropriation for design funding for surface parking based on those growth counts. We do Master Plans roughly every 10 years. These Master Plans are generally accepted by the City Council but not necessarily adopted as a planning document by the City Council, the purpose of an airport master plan because the FAA needs the safety planning for a ten year period, much of it is based on the newest safety guidance for a commercial transportation center.*

Councilor Ali wonders if Paul could share (at a future Council meeting) information on the working relationship between the car rentals, is there any incentive and what is the benefit to Portland? What percentage of revenue comes from car rentals? *Car rentals are very important to PWM. The gross revenue annually is around 75 million and around 7.5 million goes to the Jetport. But there are ancillary fees from vehicle registration of around a million that goes to the City general fund.*

Council Phillips asks what other considerations were made around building the parking in that location? *Many factors and sites/alternate opportunities were considered, but ultimately additional parking needs to be added and should be at a multi-modal facility.* Council Phillips reminds the public that this was a communication item and there will be a future meeting that takes public comment on this item.

Overview of CMP's Portland Area Grid Project

Presented by Jay Chace and Chris Morin, Central Maine Power

City staff have been meeting with Central Maine Power to review their Area Grid Project involving upgrades to transmission and infrastructure in the region. Significant load growth is expected in Greater Portland over the next 10+ years due to continued development and beneficial electrification. Central Maine Power is finalizing a Maine Public Utilities Commission Filing for Greater Portland with a phased implementation approach that enables collaboration with key stakeholders including the City of Portland and City of South Portland. City staff hope there are areas to collaborate, especially during major construction projects such as the Franklin Street Redesign.

Councilor Comments on CMP's Portland Area Grid Project

Councilor Ali asks what the schedule for construction is for these projects? *Phase 1, if approved, would be a 5-year construction project.*

Councilor Bullett asks clarifying questions about communication with all City departments and other stakeholders to coordinate these projects.

Naming Policy for Public Facilities

Presented by Masi Ngidi-Brown, Interim JDEI Director

In light of these multiple requests to name/rename City facilities, staff recommend the development of a more formal and rigorous process that broadens inclusion, widens community engagement, improves transparency, and effectively aids the City Council in making decisions to name/rename City streets, parks, facilities, and other public places. The resulting ordinance will reflect a general approach for the future and the projects it brings. We are looking for feedback from this Committee in order to draft a proposed ordinance, which would be considered by the Committee in September 2025.

Councilor Comments on Naming Policy for Public Facilities

Councilor Ali and Councilor Phillors both touch on the trickiness of navigating the naming of City assets after individuals or families, due to the potential of future controversy.

Amendments to Chapter 30 -- Vehicles for Hire (Taxi fare increase)

Presented by Troy Moon, Sustainability Director

The regulation of taxi rates in the City of Portland is governed by Chapter 30 Vehicles for Hire of the Portland City Code, specifically, Article II Taxicabs, §§ 30-16--30-38.5. Sec. 30-21. The Committee requested that staff research the established fares in other New England cities (Boston, Manchester, and Burlington) in order to provide context for their deliberation about a potential fare increase.

Staff recommends that the Committee discussion potential increases in the following areas:

- ❖ Drop Charge/Initial Fee from \$1.90 to \$4.00

- ❖ Each additional mile \$0.30 to \$0.35/mile, calculated at each 1/10 mile
- ❖ Wait time from \$0.40/minute to \$0.50/minute
- ❖ Minimum charge (from the Jetport) \$5 to \$10

Councilor Comments on Amendments to Chapter 30 -- Vehicles for Hire

Councilor Bullett notes that this is a significant increase in charges and this should be well communicated to the taxi driver community.

Councilor Phillips clarifies the additional mile increase.

Motion to approve Amendments to Chapter 30 -- Vehicles for Hire (Taxi fare increase)

The motion was moved by Councilor Ali and seconded by Councilor Bullett.

The motion was accepted unanimously and will move forward to full City Council.

Motion to Adjourn

The motion was moved by Councilor Ali and seconded by Councilor Bullett.

The motion was approved 3-0.

Meeting Adjourned

City of Portland | Sustainability Office

Troy Moon, *Director*



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

September 10, 2025

AGENDA ITEM

Agenda Item #2A– Sustainability Updates

PURPOSE

To update the committee regarding recent activities of the Sustainability Office to advance Council goals and objectives related to One Climate Future

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

These projects implement elements of the One Climate Future Plan or other Council goals.

BACKGROUND/ANALYSIS

Project: Sustainable Neighborhoods

After closing applications for Neighborhood Mini-grants, we received a total of 44 applications. These grants, which are part of our Sustainable Neighborhoods program, will provide up to \$500 to fund actions at the street or block level that achieve goals noted in our climate action plan, encourage social interaction between neighbors, and build social connections that can make a neighborhood more resilient during emergencies or times of stress. We anticipate awarding 30 projects this application cycle, aiming to open another round in the summer of 2026 if funding allows.

Our Sustainable Neighborhoods Program also offers support to neighbors looking to build social connections and work together to build community resilience.

- **Host a Block Party:** Block parties are a great way to connect with neighbors, build community, and have fun! The Sustainability Office is offering free block party

kits to reserve and may be able to waive the block party permit fee. Find more information at portlandmaine.gov/blockparty.

- Host a Neighborhood Clean Up: Get to know more neighbors, reduce pollution, and help clean your neighborhood. The City offers support by lending “clean-up kits” for groups hosting community clean-up events in Portland as well as bagged trash pickup after a clean-up event.

Project: Waste Reduction

We received a Waste Diversion Grant from the Maine DEP to improve the existing facilities, add an additional composting drop-off site, and support outreach and education around the composting program. The improved composting facilities will make the composting drop sites more visible to residents, safer and more accessible for Garbage to Garden haulers to access, and easier for city staff to maintain the sites, especially during the winter. The kiosks will also allow for a community board, which will host permanent composting educational materials as well as relevant local community events.

On July 22, we hosted a Lunch and Learn for City staff focused on improving internal waste management and recycling. This event was well received by City staff, including custodians, and also led to putting up additional signage throughout City Hall to help staff.

Project: Community Resilience

On July 30, Sustainability Office staff attended a community resilience planning workshop with residents on Great Diamond Island, facilitated by the Island Institute, FB Environmental Associates, and organized by the GDI Sea Level Rise Partnership. It was an invaluable opportunity to learn from residents about their long-term resilience concerns, including coastal erosion, flooding, and wildfire risk. We also toured the island to see some of the vulnerable spots firsthand and the impacts of last winter’s storms.

Project: Community Education and Engagement

We hosted two Coffee & Climate events: “Maine Aquaculture Association” with guest speaker Trixie Betz (July 11) and “Living Shorelines” with coastal geologist Pete Slovinsky from the Maine Geological Survey (August 8). Upcoming Coffee & Climate webinars include:

- “Emergency Preparedness” with Cumberland County EMA and Age-Friendly South Portland Library on September 12
- “Climate Action in Maine” with Congresswoman Chellie Pingree on October 10
- “From Donation to Difference” with Goodwill Northern New England on November 14
- “Five Years of One Climate Future” with the One Climate Future team on December 12

Visit www.oneclimatefuture.org to sign up for our once-a-month newsletter where we share the upcoming Coffee & Climate topic, information on upcoming events, new programs launching, and climate action progress in Portland and South Portland.



To: Sustainability and Transportation Committee
Regina Phillips, Chair

MEETING DATE

September 10, 2025

AGENDA ITEM

Agenda Item #3B – Transportation Updates

PURPOSE

Provide the committee with update to date information on current transportation projects.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

These projects have been stated as an important topic and goal by the Sustainability and Transportation Committee.

BACKGROUND/ANALYSIS

The following transportation projects are in various stages of planning and/or construction.

Vision Zero

On April 14 the Council approved a resolution adopting GPCOG’s Vision Zero Plan and a goal of eliminating traffic fatalities and serious injuries in the long-term. As this is a multi-disciplinary effort an internal Vision Zero Task Force was formed and met on May 5. On August 25 the Council approved a Vision Zero Quick Action Plan (Order 28-25/26) composed of measures that can be implemented this year and within available resources.

Complete Streets Policy Update

On August 25, the Council approved an order approving and adopting an updated Complete Streets Policy. As a next step, an inter-departmental team will review and analyze the existing technical manual to identify potential adjustments to current city street standards, ensuring that city regulations align with and support the Complete Streets Policy. This effort will also include future public engagement, as well as Planning Board review and approval.

Franklin Street Transportation & Land Concept

The Reimagining Franklin Street project aims to transform the corridor into a more urban, pedestrian-friendly downtown street that supports mixed-use development, restores neighborhood connectivity, and incorporates state-of-the-art active transportation facilities. The

project will also integrate stormwater and sewer infrastructure upgrades to enhance sustainability and resilience.

- *Cost and Funding:* \$375,000 for EPS “planning phase”, funded jointly by the City and MaineDOT. Estimated construction cost is over \$26M.
- *Status and Next Steps:* City Staff, MaineDOT and WSP, Inc. held a 2-day design workshop on Wednesday, June 25th and Thursday, June 26th at the Rines Auditorium, in the Main Portland Library, 5 Monument Square. Staff also hosted walking tours of Franklin Street and held individual stakeholder meetings from June 25 - June 27. Staff also held a pop-up tabling event at the East Bayside Block Party event hosted by Portland Housing Authority on June 26, 2025. Staff has been working in coordination with the consultant WSP as well as with an inter-departmental team and Maine Department of Transportation to develop and refine the preferred alternative. Staff met in-person with Maine DOT on August 22nd. We anticipate holding a public meeting in October to share the preferred conceptual street design and land use concept.
- *City Priorities & Concerns:*
 - Future funding for the design phase, following the completion of the current planning phase, remains uncertain.

Libbytown Safety and Accessibility Project

Reconstruction of Congress St./Park Ave. between I-295 and St. John St. Establishes two-way traffic on one-way streets; includes a roundabout near former Denny’s location, separated bike lanes, signal improvements, and streetscape enhancements (lighting, furniture, plantings).

- *Cost and Funding:* Project estimated cost was \$28 million (\$25M construction; \$3M engineering). MaineDOT and City received \$22.4M in federal funding (Reconnecting Communities-Neighborhoods Grant Program). However, as of July 4, 2025 this funding has been rescinded.
- *Status and Next Steps:* Next steps following PDR are to be determined in ongoing discussions between MaineDOT and the City as alternative sources of funding are sought.
- *City Priorities & Concerns:*
 - Future funding and construction options are now unclear.

Brighton Avenue: Rosemont Corner Intersection Improvements

Intersection improvements at the five-way Rosemont Corner intersection. The intersection will either be a revised traffic signal intersection or a roundabout design.

- *Cost and Funding:* Funding is currently available for the feasibility study and for 50% design (PDR). Construction cost is to be determined as part of the alternatives selection process and preliminary design. The PACTS Transportation Improvement Program (TIP)

allocated \$2 million for construction of a larger Brighton Avenue Multi-Modal Project; that larger project was placed on hold pending the outcome of the Gorham-Westbrook-Portland BRT project. This intersection only project was substituted as a project that could potentially be implemented independent of the BRT project outcomes.

- *Status and Next Steps:* The study began in July 2024 with the alternative analysis and preferred alternative to be selected in early 2026. The project would then proceed to PDR.

Forest Avenue: Morrill's Corner (Smart Corridor Study: Phase II)

Redesign of Forest Avenue and the three intersections from Warren Avenue to Stevens Avenue to improve safety and enhance predictability of operations. Redesign will focus on safety for all users, enhanced streetscape, active transportation facilities, and access management/turning movement restrictions at key locations, including Bishop Street.

- *Cost and Funding:* No current estimate, but costs are expected to exceed \$10M. MaineDOT has identified either a RAISE or CDS grant as funding options. Local/state match percentage will be determined.
- *Status and Next Steps:* MaineDOT is scheduling updated transportation data collection to ensure that the PDR includes design of Forest Avenue between Allen Avenue and Warren Avenue. The City will be waiting for updated outcomes and analysis as this will allow the project to proceed to PDR, likely in 2026.
- *City Priorities & Concerns:*
 - Determining the project priority level versus other projects
 - Access Management
 - Scope of active transportation/street design features.
 - Construction funding and timing.

Forest Avenue: Marginal Way to Park Avenue (Smart Corridor Study: Phase III)

Redesign of Forest Avenue to improve accommodations for active transportation from just south of Exit 6 through to Park Avenue. This work is anticipated to include the realignment of Kennebec Street to allow for two-way traffic access from Forest Avenue as well as the extension of the Bayside Trail from Brattle Street to Forest Avenue. In addition, a realignment of High Street is envisioned to reduce conflicts with vehicle queues at Forest and State, as well as reducing impacts to Deering Oaks.

- *Cost and Funding:* \$200,000 available for preliminary design level engineering (\$150,000 PACTS/\$50,000 City); PACTS has allocated some final design funds depending on project timeline; construction costs and potential funding to be determined following this stage.

- *Status and Next Steps:* This effort is now being managed by MaineDOT in coordination with State and High to ensure coordination between these efforts. Design is set to begin in late 2025.
- *City Priorities & Concerns:*
 - Determining most appropriate alignments of streets in project area
 - Timeline for property negotiations
 - Coordination with State and High outcomes if two-way conversion proceeds

Forest Avenue: Bedford Street to Woodford Street (Smart Corridor Study: Phase IV)

Redesign of Forest Avenue between Woodford’s Corner and USM/Exit 6 with evaluation of improving safety for all users, active transportation options and reducing congestion. This is a PACTS-sponsored project. The focus is on a short-term redesign concept to align with an expected paving project within the next five years, to include a ‘road diet’ that would reduce lanes and allow in-street bike lanes. More in depth design will be needed for a longer term, more transformational project that could include extensive sidewalk and streetscape rehabilitation and sidewalk-level cycle tracks.

- *Cost and Funding:* Currently funded for feasibility only. MaineDOT is evaluating this section of Forest Avenue for a potential paving project approximately 2027-2028 that could provide the opportunity to implement the short-term recommendations.
- *Status and Next Steps:* The existing conditions analysis was completed in August 2024. The alternatives analysis and final draft report was completed in February 2025, which can be viewed on the project website [here](#). DPW prepared a draft road diet street layout plan based on the study’s recommendations which will be shared with MaineDOT for review and comment in early September 2025. Following receiving and addressing any comments from MaineDOT, the City will conduct additional public engagement including to Forest Avenue businesses and to bicyclists in the fall to gather input on the final road diet street layout plan. This plan will then inform the striping and layout design for implementation, with the schedule for implementation to be determined based on funding availability.

State & High Street Two-Way Conversion

Update to 2015 study determining the feasibility of converting State and High to two-way streets which provides safety improvements and provision of bike lanes. Project seeks to minimize impacts to parking, trees and Level of Service (LOS). Coordination required with York Street, Forest Ave., and MaineDOT’s State-High Signal Replacement following determination of feasibility.

- *Cost and Funding:* Preliminary estimates suggest a \$5 million cost to the City for additional signal work and bicycle facilities. Will be refined as bicycle alternative and preliminary design proceed.

- *Status and Next Steps:* City has requested MaineDOT establish a Two-Party Agreement, also directed by the Council. Design has begun on this project with a goal of more public input in early 2026 at this time.
- *City Priorities & Concerns:*
 - Determining most appropriate design of bicycle facilities (likely on State Street)
 - Obtaining Two-Party Agreement with MaineDOT
 - Coordination with York Street and Forest Avenue efforts as work continues

Union Branch and Union Branch Connector Pathways

These pathways will fill gaps in the existing pathway network from Forest Avenue to the Fore River Parkway Trail pathway when completed. The Union Branch Pathway (Phase I) will convert the rail line from Forest Avenue to Park Avenue to a shared use pathway (0.7 miles). It will include a 12' paved pathway, pathway lighting, landscaping, connections to Deering Oaks Park, Fitzpatrick Stadium and Hadlock Field and a stone dust jogging path by infilling between the remaining rails. The Union Branch Connector (Phase II) will cross Park Avenue to Valley Street, Congress Street and connect to the Fore River Parkway Trail.

- *Cost and Funding:* The Union Branch Pathway design is funded with 80% federal/20% local funding. The pathway's construction is funded 100% by state funding up to \$2.8M as well as a CIP allocation for costs the MaineDOT construction funding won't cover (e.g., landscaping). The Union Branch Connector (Phase II) is funded through design with 80% federal/20% local funding. There is no construction funding currently for the second phase.
- *Status and Next Steps:* The City posted the request for bids for construction of the Union Branch Multiuse Pathway (Phase I) in August, with proposals due by September 25, 2025. Preliminary design (60% design) for the second phase, the Union Branch Connector, is expected to be completed by spring 2026 with final design by spring 2027.

West Commercial Street Pathway

The West Commercial Street Pathway will, when completed, extend from the terminus of the Fore River Parkway Trail path at Cassidy Point Drive to High Street/Hobson's Landing. Phase I was completed by MaineDOT in 2018 as part of an International Marine Terminal expansion project. Phase II, from the Fore River Parkway Trail to the Star Match Building, was completed Summer 2024. Much of it was constructed as part of the site development process of the VA Clinic. The remaining segment (Phase III, 0.5 miles) is from Beach Street to High Street/Hobson's Landing.

- *Cost and Funding:* A funding application to the MaineDOT for Phase III for design and construction, approximately \$1M, was submitted and selected by MaineDOT.
- *Status and Next Steps:* The City has received an agreement for signature on the funding application with MaineDOT for the design of the final Phase III of West Commercial Street. A City-MaineDOT agreement is on the September 3 Council agenda for the first

reading. The second reading will be later in September and then the agreement can be signed and returned to MaineDOT.

Comprehensive Transportation Plan

As Portland continues to evolve, we must ensure that our priorities evolve as well, especially in how we move around our city. The city's last transportation plan dates from the early 1990s, and a new transportation master plan would be a strategic document that outlines the methods and strategies to move Portland forward, ensuring that our city and its people can travel safely and sustainably into the future. The comprehensive transportation plan would engage the public, identify and prioritize transportation goals, and identify the capital projects, programs, and policy initiatives necessary to achieve them.

- *Cost and Funding:* The Comprehensive Transportation Plan is funded with \$375,000 in Capital Improvement Program (CIP) funds allocated for FY26.
- *Status and Next Steps:* The scope of work and RFP has been finalized internally and has been submitted to the City's Purchasing Department for review and approval, with the goal of releasing the RFP for bid in early fall 2025.

FISCAL IMPACT

While all projects carry various fiscal impacts as noted above, this item is an update only.

CONCLUSION(S)

This item is for information and discussion.

PRIOR COUNCIL/COMMITTEE REVIEW

Ongoing report.

PREPARED BY

Mike Murray
Director
Public Works

Kevin Kraft
Director
Planning and Urban Development

ATTACHMENTS

N/A



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

September 10, 2025

AGENDA ITEM

Agenda Item 3A - Vision Zero

PURPOSE

Review progress following adoption of the Council Resolve to adopt Greater Portland Council of Government's (GPCOG) Vision Zero plan and approval of Quick Action Plan.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

This item is included in the Committee's 2025 workplan and supported by City Council Resolve 8-24/25.

BACKGROUND/ANALYSIS

During the September 10, 2025 meeting of the Sustainability and Transportation Committee, staff will provide an update on implementation of the Quick Action Plan (**Attachment A**) along with a review of the first quarterly progress report prepared in partnership with GPCOG (**Attachment B**).

Vision Zero is a traffic safety initiative aimed at eliminating traffic-related fatalities and serious injuries by prioritizing human life in transportation planning. Originating in Sweden in the 1990s, it is based on the principle that people make mistakes, but streets should be designed to prevent those mistakes from causing death or serious harm.

At its February 12, 2025 meeting, committee members and attendees expressed a desire to explore GPCOG's Vision Zero plan and consider how to integrate into the City's planning, programs and projects. At its March 12, 2025 meeting, the Committee voted to recommend the City Council approve a resolution that would express the City's support for adopting the Greater Portland Council of Governments' ([GPCOG Vision Zero Action Plan](#)) and commit to a goal of eliminating all traffic fatalities and serious injuries by the year 2045. To these ends, the City Council adopted [Resolve 8-24/25](#) (Attachment A) on April 14, 2025.

As further outlined below, the Resolution aimed to broadly organize work by staff and the Committee to make progress on the Vision Zero goal over the short and long-term.

Action	Timeframe	Status
Develop Vision Zero Quick Action Plan	3 months	Complete
Develop City's Vision Zero Implementation Plan*	6 months	In progress
Update City's Complete Streets Policy	6 months	Complete
Update Technical Manual; secure Planning Board Approval	1 year	Will commence following approval of Complete Streets Policy.
Complete Comprehensive Transportation Plan	2 years	In progress - scope of work for consultant assistance completed.
Consult with diverse communities & stakeholders	Ongoing	Public engagement plan under development.
Prepare regular progress reports on crash data and plan implementation	Quarterly Annual	First quarterly report complete.

* While not contemplated as part of the proposed Council resolution, this action item recognizes the need to develop a formal implementation plan for the City. This plan will be grounded in GPCOG's plan and proposed measures, but is mostly aimed at implementation.

Vision Zero demands a multi-disciplinary focus. Successful Vision Zero programs require cross-departmental and interagency collaboration and partnerships. Staff have formed an internal working group to guide the development and implementation of Vision Zero measures. The working group includes staff from the following departments and offices: Executive Office, Planning and Urban Development, Public Works, Police Department, Communications, Diversity Equity & Inclusion. Partner agencies include GPCOG and the Maine Department of Transportation. Additionally, the working group will develop an engagement plan for incorporating feedback and concerns from the community and stakeholder groups in the development of all major milestones with the exception of the Quick Action Plan due to its immediate timeframe.

FISCAL IMPACT

There is no direct fiscal impact associated with this item. City staff are utilizing existing budget capacity and/or grant funding to implement activities.

CONCLUSION(S)

This item is for information and discussion.

PRIOR COUNCIL/COMMITTEE REVIEW

Sustainability & Trans. Committee - February 12, 2025: Item introduced

Sustainability & Trans. Committee - March 12, 2025: Action to recommend Council Resolve

Sustainability & Trans. Committee - April 9, 2025: Informational Update

City Council - April 14, 2025: Approval of Resolution 8-24/25

Sustainability & Trans. Committee - June 16, 2025: Action on Quick Action Plan

PREPARED BY

Greg Jordan
Assistant City Manager
Executive Department

Vision Zero Working Group

ATTACHMENTS

Attachment A - Quick Action Plan
Attachment B - Quarterly Progress Report

City of Portland
Vision Zero - Quick Action Plan
 July 1, 2025 - June 30, 2026



The proposed Quick Action Plan is outlined below. These actions represent what City staff can implement in a short timeframe within existing staff capacity and resources. These measures will be incorporated into a more complete Vision Zero Action Plan for the City with a longer time horizon. The measures outlined below are organized around the following strategic priorities consistent with GPCOG’s Vision Zero Action Plan: Programmatic Support and Funding, Safer Roads, Safer Speeds, Safer People, and Post-Crash Care.

Objective 1: Programmatic Support and Funding (PF)

#	Action	Timeframe	Status
PF-1	City Council adoption of GPCOG’s Vision Zero goal and plan adoption on April 14, 2025.	FY25, Qtr 4	Completed
PF-2	Form a cross-departmental task force to oversee Vision Zero Action Plan.	FY25, Qtr 4	Completed
PF-3	Participate on GPCOG Vision Zero Panel - DPW staff representing on VZ Panel	Ongoing	Ongoing - city staff participating.
PF-4	Update the City’s Complete Streets Policy	FY25, Qtr4	In progress - ST committee review on June 10, 2025.
PF-5	Onboard consultant(s) and commence work on Comprehensive Transportation Plan	FY26 Q2	In progress - scoping and procurement planning underway.
PF-6	Update the City’s Technical Manual	FY26, Qtr4	Will commence following adoption of Complete Streets policy with the goal of securing Planning Board approval by June 2026.
PF-7	Identify sources of funding to support Quick Action Plan measures.	Ongoing	Staff have secured grant funding to support traffic enforcement, budget capacity to support a pedestrian safety communications campaign, and will be pursuing a federal Safe Streets for All grant.

City of Portland
Vision Zero - Quick Action Plan
 July 1, 2025 - June 30, 2026



Objective 2: Safer Roads (SR)

#	Action	Timeframe	Status
SR-1	<p>Advance approved transportation CIP projects in alignment with Vision Zero goals.</p> <ul style="list-style-type: none"> • CDBG Sidewalk & ADA Improvements • Traffic Calming/Street Safety Initiatives • Arterial Crossing Program • Bike Facility Safety Improvements • Traffic Signal & Lighting project • Sewer Separation Project with sidewalks, speed tables, raised crosswalk • Riverside Street Arterial Crossings • Ocean Avenue Sidewalk project • Congress Square Intersection • Vannah Ave raised speed tables • MDOT Paving with enhanced pedestrian crossings, speed tables in select areas. • Union Branch Pathway construction • North Deering Byway 	FY26, Qtr4	<p>These projects were approved as part of the FY25 and FY26 Capital Improvement Programs and are expected to be constructed during FY26.</p> <p>While these projects were already focused on improving the city’s pedestrian and bike safety infrastructure, they will advance in close alignment with the Vision Zero framework.</p>
SR-2	<p>Department of Public Works (DPW) shall complete the following measures:</p> <ul style="list-style-type: none"> • Confirm flashing school zone signs in all Portland Public School zones; • Install high-visibility safety flags at key pedestrian crossings on a trial basis; • Complete crosswalk painting. 	FY26, Qtr 1	In progress
SR-3	<p>DPW shall complete and document the following safety audits:</p> <ul style="list-style-type: none"> • Arterial crosswalk safety and lighting; • School zone safety; • On-street parking near intersections. 	FY26, Qtr 4	In progress
SR-4	<p>To ensure safe and appropriate street lighting, DPW will:</p> <ul style="list-style-type: none"> • Prepare quarterly reports on street light operability and performance; • Determine approach to evaluate citywide street lighting including coverage, brightness, technology and costs. 	FY26, Qtr 3	In progress

City of Portland
Vision Zero - Quick Action Plan
 July 1, 2025 - June 30, 2026



Objective 2: Safer Roads (SR) - continued

#	Action	Timeframe	Status
SR-5	Conduct review of current sidewalk snow ordinances in Chapter 25 with possible recommendations for Council action .	FY26, Qtr 2	Commencing September 2025.

Objective 3: Safer Speeds (SS)

#	Action	Timeframe	Status
SS-1	Police Department (PD) will surge traffic enforcement in the “high risk network” as identified in GPCOG’s Vision Zero Plan and MaineDOT’s Crash Database.	Ongoing	Traffic enforcement shall be implemented in close coordination with the Communications and DEI Offices.
SS-2	Based on findings of speed/traffic studies, DPW will install up to 4 speed feedback in FY26. Subject to additional resources DPW will work to accelerate installation of additional speed feedback signs.	FY26, Qtr 4	In progress.
SS-3	For the ST and/or HHS-PS Committee, conduct a policy analysis on the introduction of red light cameras as an enforcement tool.	FY26, Qtr 2	If determined to be a priority, this item would require a change in state law.

Objective 4: Safer People (SS)

#	Action	Timeframe	Status
SS-1	Implement a communications campaign aimed at both motor vehicle operators as well as bicyclists and pedestrians.	FY26, Qtr 2	Initial scoping complete.

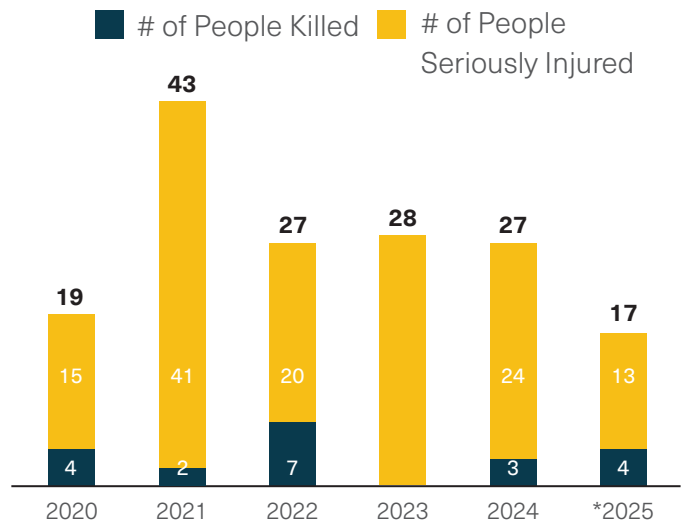
Objective 3: Post-Crash Care (PC)

#	Action	Timeframe	Status
PC-1	PD will rejoin GPCOG’s Traffic Incident Management Committee on a trial basis.	Ongoing	In progress
PC-2	Measure progress effectively by engaging GPCOG to assist with data collection, analysis, and preparation of quarterly and annual reports.	FY26, Qtr 1	City staff working to engage GPCOG on this work.



Midyear Fatal and Serious Injury Crash Trends

The graph below shows the number of people killed or seriously injured in crashes from 2020-2024, as well as the first half of 2025 (Jan.-June).

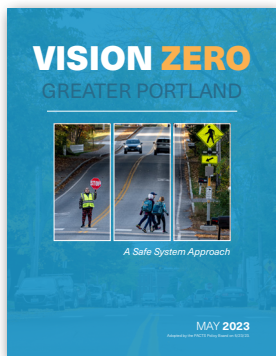


Source: MaineDOT

*Partial data: January-June 2025

Too many people are losing their lives or suffering serious injuries on Portland's streets.

That's why in April 2025, the City of Portland adopted the Greater



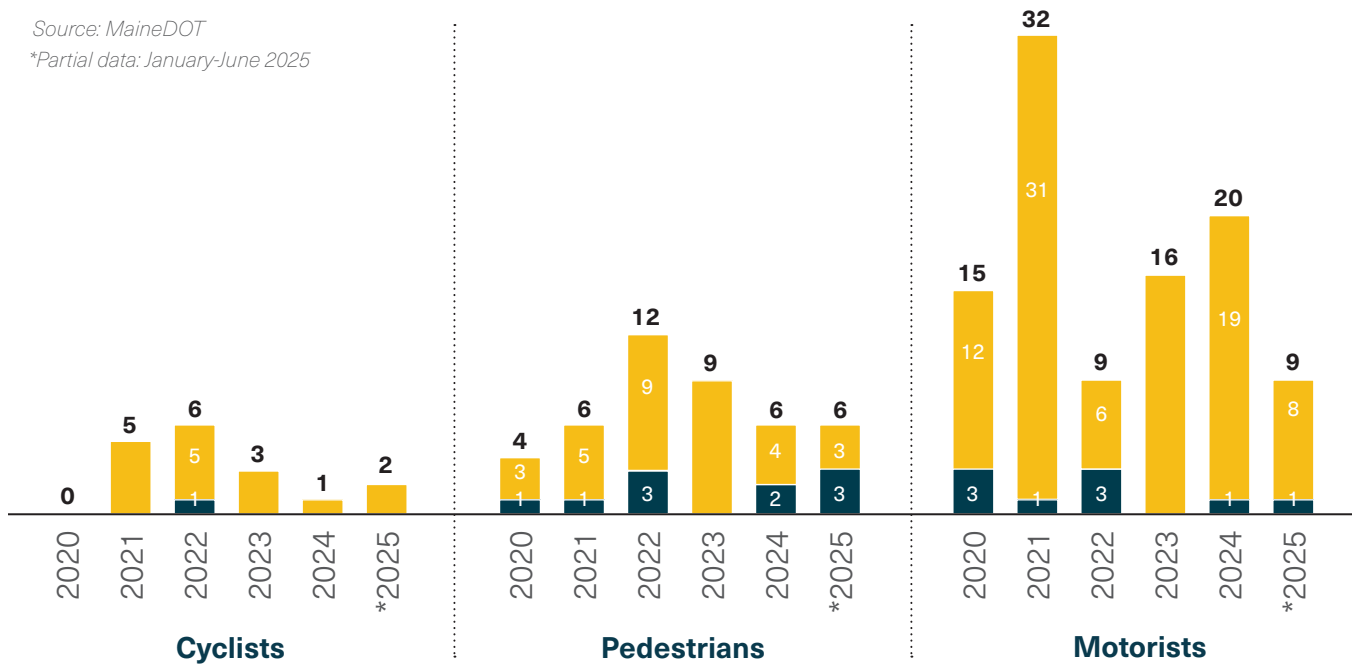
Portland Council of Governments' [Vision Zero Action Plan](#). Vision Zero is a nationwide strategy to eliminate all traffic fatalities and severe injuries while improving safe, healthy, and equitable mobility for everyone. A core component of Vision Zero is accountability — tracking crashes, understanding where and why they happen, and using that information to prevent future tragedies.

This midyear report highlights traffic crash trends from the first half of 2025 (January through June). Moving forward, the City's Vision Zero Task Force aims to release quarterly updates, along with an annual report that outlines key actions toward meeting the city's safety goals.

Vision Zero focuses on fatal and serious injury crashes because these are the ones that cause the most harm. While there were 1,201 crashes in Portland between January and June 2025, the most serious outcomes are the ones we need to work hardest to prevent. In the first six months of 2025, 4 people were killed and 13 were seriously injured in traffic crashes. If this trend continues, the year could end with totals closer to the higher levels seen in 2021 and 2022.

■ Number of People Killed ■ Number of People Seriously Injured

Source: MaineDOT
*Partial data: January-June 2025



Crashes by Travel Mode

The graph above shows the number of people killed or seriously injured in crashes from 2020-2024 by mode, as well as the first six months of 2025.

In the first half of 2025, 17 people were seriously injured or killed: 2 cyclists were seriously injured, 3 pedestrians were killed, 3 pedestrians were seriously injured, 1 motorist was killed, and 8 motorists were seriously injured. Looking at trends from past years, cyclist injuries and deaths have generally been least common, pedestrian crashes somewhat higher, and motorist crashes the most frequent. This pattern likely reflects how many people travel by each mode.

Cyclists and Pedestrians

As the table to the right shows, people walking or biking face a far higher risk of serious injury or death compared with those in motor vehicles. In the first half of 2025, nearly 1 in 3 pedestrian-involved crashes (32%) and about 1 in 7 cyclist

Nearly 1 in 3 pedestrian crashes resulted in serious injury or death.

	Killed	Seriously Injured	Killed + Seriously Injured	Total Crashes*
Cyclists	0	2	2	13
Pedestrians	3	3	6	19
Motorists	1	8	9	1,169
Total	4	13	17	1,201

Date: January-June 2025 / Source: MaineDOT
*All police reported crashes from no injury to fatal

crashes (15%) resulted in someone being killed or seriously injured. For motorists, the rate was less than 1% (0.8%). Although there are fewer cyclist and pedestrian crashes overall, they are much more likely to result in severe outcomes, highlighting the need for targeted safety improvements in places where people walk and bike most.

Crash Data Summary [JAN-JUNE 2025]

TOTAL SERIOUS INJURY + FATAL CRASHES

16

OF PEOPLE KILLED

4

OF PEOPLE SERIOUSLY INJURED

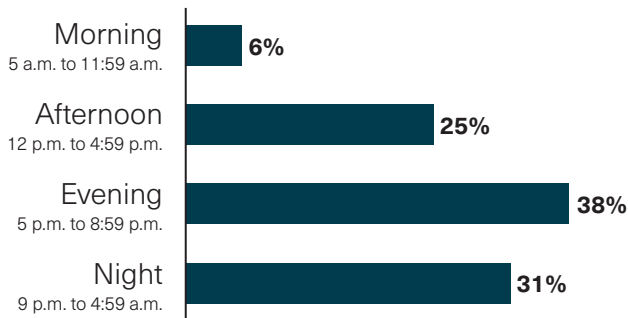
13

TOTAL CRASHES

1,201

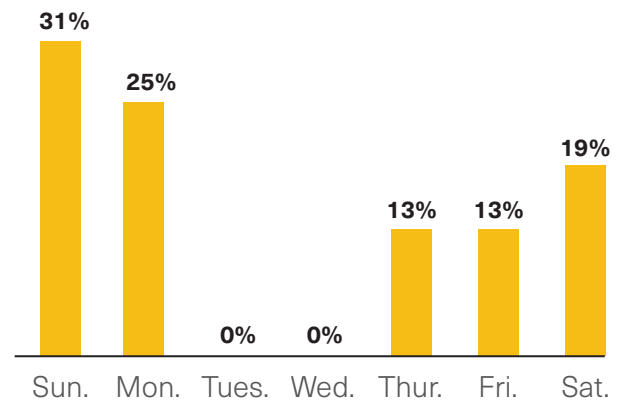
Takeaway: Between January and June 2025, 16 severe crashes resulted in 4 deaths and 13 serious injuries (including two people in the same crash), out of 1,201 total crashes reported by Portland Police ranging from no injuries to fatal.

TIME OF DAY



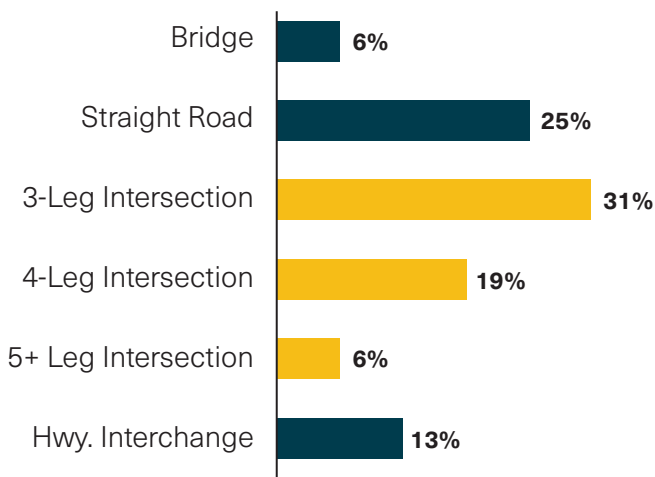
Takeaway: Over two-thirds (69%) of serious injury and fatal crashes occurred in the evening or night, when lighting and visibility are lower.

DAY OF WEEK



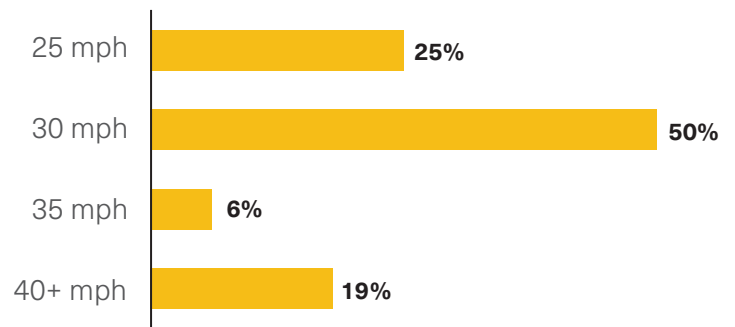
Takeaway: With only 16 serious injury and fatal crashes, trends are unclear, but half fell on weekends.

TYPE OF LOCATION



Takeaway: 56% of serious injury and fatal crashes occurred at intersections.

SPEED LIMITS



Takeaway: The majority of serious injury and fatal crashes (three out of four) occurred on roads posted at 30 mph or higher.

Source: MaineDOT

Crash Map

2025 Crashes [JAN-JUNE]

By Injury Level

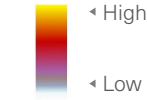
- Fatal
- Serious Injury

By Mode

- Cyclist
- Pedestrian
- Vehicle

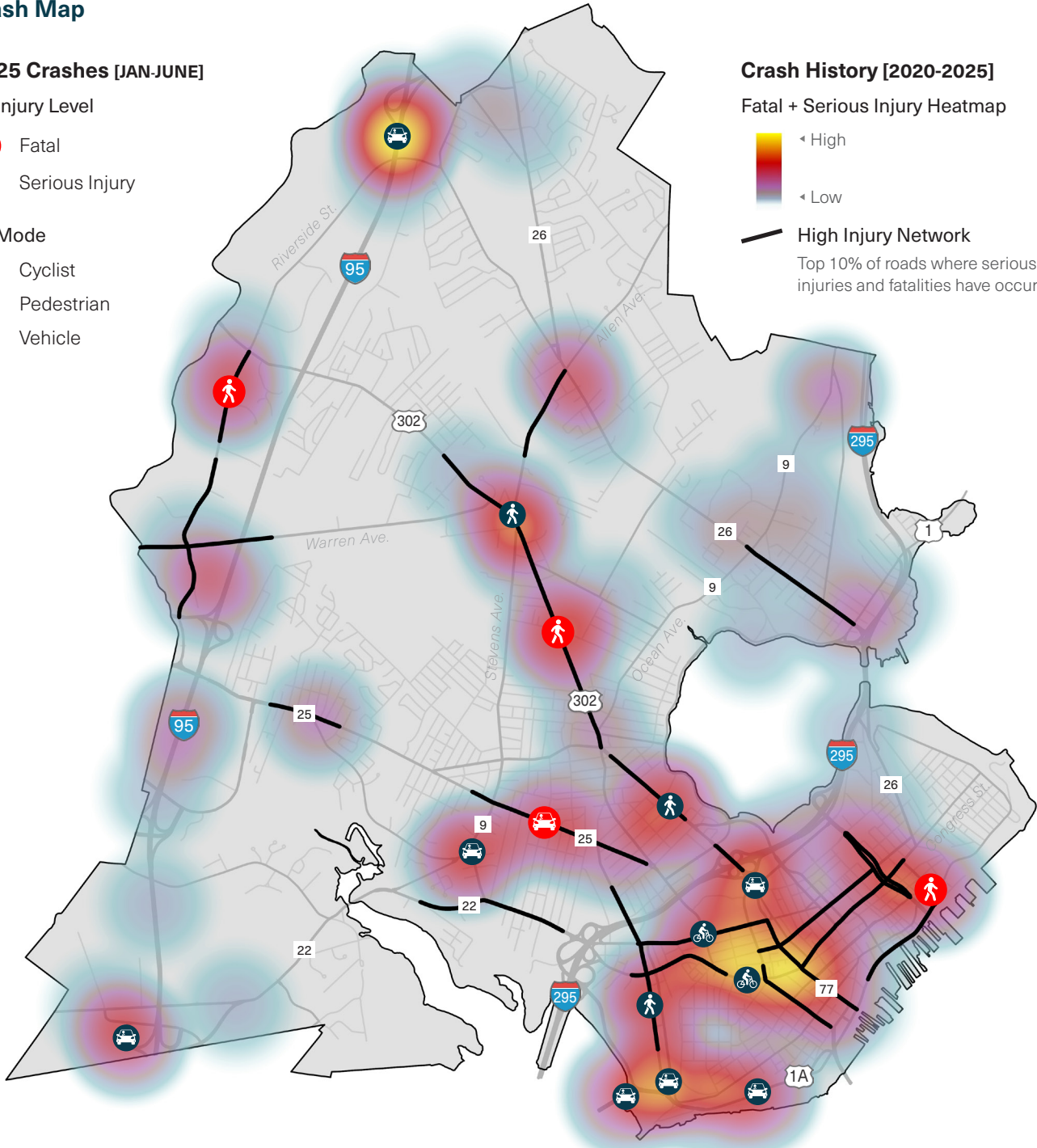
Crash History [2020-2025]

Fatal + Serious Injury Heatmap



High Injury Network

Top 10% of roads where serious injuries and fatalities have occurred



Crashes by Location

The map above shows the locations of serious injury (dark blue) and fatal (red) crashes in Portland from January-June 2025 by travel mode, overlaid with a 2020-2025 heatmap showing areas with higher and lower crash frequency. It also highlights Portland's High Injury Network (black), a layer prepared by the Greater Portland Council

of Governments using the [Safer Streets Priority Finder](#) that shows the top 10% of road segments for serious injury and fatal crashes. Most 2025 serious and fatal crashes occurred on this network, suggesting it may be a potential priority for safety improvements.

Road / Route	Jurisdiction*	Date	Time of Day	Mode	Location	Speed Limit	Serious Injury	Killed
India St.	State Hwy	1/3/25	12:20 PM	Pedestrian	4-leg int.	25 mph	0	1
W. Commercial St. (Rt. 1A)	State Hwy	1/4/25	9:30 PM	Vehicle	Straight rd.	40 mph	1	0
Saint John St.	State Hwy	1/9/25	7:50 PM	Pedestrian	3-leg int.	30 mph	1	0
Forest Ave. (Rt. 302)	State Hwy	1/12/25	10:10 PM	Vehicle	5+ leg int.	30 mph	1	0
Stevens Ave. (Rt. 9)	State Hwy	1/13/25	12:50 PM	Vehicle	3-leg int.	30 mph	1	0
Forest Ave. (Rt. 302)	State Hwy	1/20/25	7:30 PM	Pedestrian	3-leg int.	30 mph	1	0
Brighton Ave. (Rt. 25)	State Hwy	2/1/25	9:10 PM	Vehicle	3-leg int.	30 mph	0	1
Riverside St.	State Hwy	2/23/25	7:25 PM	Pedestrian	Straight rd.	35 mph	0	1
Forest Ave. (Rt. 302)	State Hwy	3/2/25	9:15 PM	Pedestrian	Straight rd.	30 mph	0	1
Valley St.	State Hwy	3/9/25	8:10 PM	Vehicle	4-leg int.	25 mph	2	0
Park Ave. (Rt. 22)	State Hwy	4/7/25	9:50 AM	Bicyclist	4-leg int.	30 mph	1	0
Forest Ave. (Rt. 302)	State Hwy	4/28/25	2:15 PM	Pedestrian	Straight rd.	30 mph	1	0
Veterans Bridge	State Hwy	5/3/25	10:50 PM	Vehicle	Bridge	45 mph	1	0
I-95 Exit 46	Toll Hwy	6/12/25	6:30 PM	Vehicle	Interchange	25 mph	1	0
I-95 SB Exit 52	Toll Hwy	6/20/25	6:45 PM	Vehicle	Interchange	60 mph	1	0
Congress St.	State Hwy	6/29/25	4:50 PM	Bicyclist	3-leg int.	25 mph	1	0

All serious injury and fatal crashes in Portland between January-June 2025 sorted by date / Source: MaineDOT

**State Highways are maintained by the City, but MaineDOT controls major projects, design, and speed limits;*

Toll Highways fall under the Maine Turnpike Authority.

Crash Details

The table above shows data for the 16 serious injury and fatal crashes in Portland during the first six months of 2025.

Every crash occurred on state or toll highways rather than local streets. State highways, in particular, are typically wide and carry high traffic volumes. On these roads, MaineDOT generally has jurisdiction over major projects, roadway design, and speed limits, highlighting the importance of ongoing collaboration with the agency on safety initiatives.

Most crashes happened on roads posted at 30 mph or higher, and half involved a pedestrian or bicyclist being struck by a motor vehicle. A majority of crashes also happened at night, when visibility is reduced.

Police reports (not shown for privacy) reveal a range of contributing factors: drivers distracted or impaired by alcohol or drugs, failure to yield to pedestrians and cyclists, running red lights, reckless or erratic driving, and pedestrians and cyclists placing themselves in unpredictable or unsafe situations.

Vision Zero recognizes that people make mistakes and that unexpected situations can lead to serious injuries or death. The crash data suggests a need to make streets safer by slowing traffic on busy roads, improving visibility at night, adding or improving sidewalks, crosswalks, and bike lanes, and redesigning intersections and traffic signals to reduce conflicts, among other measures.



Temporary traffic calming project on Washington Ave.

Summary

Midyear crash numbers are on pace to match or exceed the highest yearly totals in recent years. From this data, a few key patterns emerge that can help guide the city's safety work moving forward:

- **Protect people walking and biking.** Pedestrians and cyclists are involved in a disproportionate share of crashes, highlighting the need for safer crossings, better lighting, and lower speeds on busy corridors.
- **Prioritize safety on fast, high-traffic corridors.** Three out of four crashes occurred on 30+ mph road segments (often at intersections), concentrated along the High Injury Network and on state-managed roads. These are clear priorities for redesign and collaboration.
- **Improve safety after dark.** Most severe crashes happened at night, highlighting the need for better lighting and visibility.

Next Steps

To track progress toward the city's goal of zero, the Vision Zero Task Force will continue to provide quarterly updates on crash trends, as well as an annual report summarizing both the data and key actions taken to reduce serious injuries and fatalities.

Key upcoming milestones include:

- Implement Vision Zero Quick Action Plan [2025-2026]
- City Council Approval of Updated Complete Streets Policy [2025]
- Develop and Adopt Portland Vision Zero Action Plan [2025-2026]
- Planning Board Approval of Updated Street Design Technical Manual [2026]
- Complete Comprehensive Transportation Plan [2027]



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

September 10, 2025

AGENDA ITEM

Agenda Item 3b - Snow Ban Parking

PURPOSE

Review staff proposal to increase the fine for failing to move a vehicle during a winter storm parking bans. The goal of the change is to increase compliance and improve the speed and efficiency of snow removal from city streets.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

This item is not included in the Committee’s 2025 workplan.

BACKGROUND/ANALYSIS

During significant snow events, the City Manager has the authority to declare an emergency parking ban to aid in snow removal efforts throughout the City of Portland. While this declaration may be inconvenient at times, it is necessary to maintain accessibility for first responders and residents.

Historically, the Police Department cites and tows vehicles that interfere with snow removal efforts at the direction of Public Works. The vehicles are towed to a city owned lot that is staffed by the Parking Division and Police Department. While there is a significant lack of compliance, the scope of towing is limited due to time and resources. The current operation has been carried out in this form for many years but needs to be reviewed due to the changing landscape of the peninsula.

In addition to the lack of compliance and resources to enforce the ban, the prospect of maintaining an impound lot on the peninsula or nearby presents a constant challenge. The impound lot has moved several times over the history of the emergency snow ban, most recently to the Ocean Gateway Lot located at Commercial St. and India St. The Ocean Gateway Lot will become the site of Harbor Commons park and is scheduled to close in November. Staff have been actively exploring other options but have not yet been successful in securing an alternate location. As the peninsula continues to become more densely populated, identifying a large, unused parking lot that is suitable for an impound lot during an emergency snow ban will be a

constant problem. Rather than focusing on a one year solution, now is the time to act to make a strategic change to seek compliance and align with the overall transportation goals of the city.

Chapter 28 Traffic and Motor Vehicles ([Section 28-51](#)) of the Portland City Code stipulates fines for various parking violations. If a vehicle is in violation of the emergency parking ban and is towed, the total cost to reclaim the vehicle within 24 hours is \$210. If a vehicle is in violation of the ban and not towed, but the owner is cited, the fee is \$40. Currently, there is a significant lack of compliance with the parking ban due to low fines and the relatively small degree of towing. There is not enough time and resources to equitably enforce the ban as it's not possible to tow every vehicle. The disparity of enforcement due to these limiting factors impedes the ability of the Public Works Department to clear the roads and makes the city less accessible to first responders and residents.

In order to gain additional compliance, staff propose to increase the citation fee from \$40 to \$175. If a vehicle is towed to a private operator's lot during snow ban hours, the citation fee will be reduced by \$135, which would result in a more equitable penalty for lack of compliance with the existing ordinance. In addition to increasing the citation, staff propose adding approved snow ban parking locations in the areas below.

- Baxter Blvd - Coveside between Preble St. Ext. and Bates St
- Eastern Promenade - Extend closer to Major Charles Loring Memorial Park
- St. James - Odd side next to park
- Douglass St. - Odd side next to park
- Rainbow Mall Road - Next to the woods

Below is a list of currently approved snow ban locations.

- Dougherty Field Skate Park parking lot. Accessible from the St. James Street side.
- Deering Oaks - Parking on the Tennis Court Road Only - Park only on the left side of the road. No parking on the right side
- Fitzpatrick Stadium Parking Lot - Please park behind the Ice Arena. Do not park adjacent to the Ice Arena.
- Hadlock Field Parking Lot Not available 2024-2025 due to construction
- All Portland Public School Parking lots (except the Reiche Community Center lot which abuts the school and playing field. This lot is reserved for Community Center use at all times. *Must be out of all school lots by 6:30 AM.*
- Presumpscot School Lot - limited parking
- Cutter St. Lots (off the Eastern Prom) - Eastern Prom Cutter St Middle Lot is closed. Do not park on the East End Boat Ramps.
- Beach St. lot - Accessible from Commercial St. after 8 pm
- City lot at the corner of Park and Commercial Streets across the street from the IMT (International Marine Terminal) AKA Angelo's Acre, 441 Commercial Street
- On Peaks Island, snow ban parking is available at the Welch St. Parking Lot
- Western Prom - The entire waterside of the Western Prom
- Eastern Prom - Turner St. to the East End School Property light pole 33 (waterside)

- Marginal Way - Plowman to just before the entrance area to the East End Wastewater treatment Plant (Waterside Only). Please do not park on Marginal Way if there is flooding or standing water. Parking is not allowed in the Maine DOT Park and Ride Lot.
- Preble Street Extension Parking Lot (Across from Hannaford) - Adhere to the spaces that are designated for snow ban parking. Please be aware of ongoing construction in this area.
- State Street Extension - Parking is available on State St Ext between Forest Avenue and Park Avenue across from the entrance to Deering Oaks Park. Left side of the road only. Where parking is typically available. Adhere to any no parking signs closest to Forest Avenue.
- Spring Street Garage (\$3 snow ban rate)
- Elm Street Garage (\$3 snow ban rate)
- Arts District Garage (Private operator offers snow ban parking for a fee)
- Cumberland County Courthouse Garage (Private operator offers snow ban parking for a fee)
- Ocean Gateway Garage (Private operator offers snow ban parking for a fee)
- Public Market Garage (Private operator offers snow ban parking for a fee)
- Temple Street Garage (Private operator offers snow ban parking for a fee)

Subject to City Council approval of the parking fine amount, staff will develop a communication plan to educate residents and visitors about the change through existing digital assets, fliers, and other means identified at a future date.

FISCAL IMPACT

The exact financial impact is unknown. In FY25, 868 citations for \$40 were issued resulting in \$34,720 in fines.

CONCLUSION(S)

At this stage, this item is for information and discussion. Subject to committee input, staff recommends placing this item on the Committee’s October agenda for public comment and action by the Committee to recommend approval of the parking fine increase by the City Council.



PRIOR COUNCIL/COMMITTEE REVIEW

No prior review

PREPARED BY

Tony Wirkus
 Director
 Parking Division

ATTACHMENTS

-  New Snow Ban Parking Locations.pdf
-  2024-25 Snow Ban Parking Locations.pdf



City of Portland Winter 2024 - 2025 Snow Ban Parking Locations



The City offers numerous free options for parking on the peninsula during a snow ban. These lots are available after 5:00 PM on weekdays on the day a ban is called unless otherwise posted.

School lots and Unrestricted Parking Areas can be accessed earlier on weekends/when school is not in session

All vehicle owners must REMOVE THEIR VEHICLES from these designated areas listed below by **7:00 AM (Except for school lots, which are 6:30 AM and by 8:00 AM for the Promenades, State St Ext., and Marginal Way) the morning the ban is removed.**

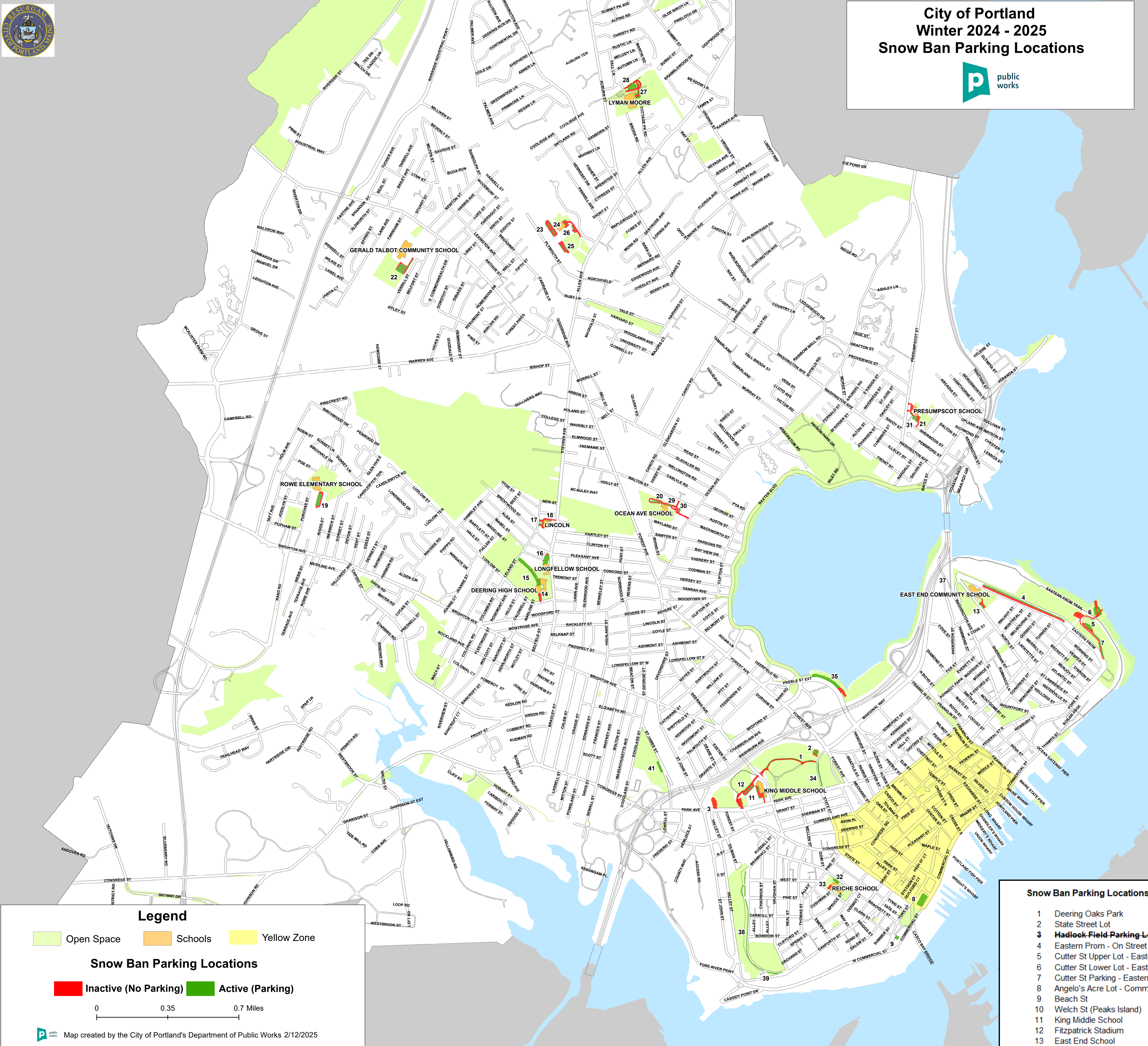
The City may tow, at the owner's expense, any vehicle which has not been removed by the deadline:

- Deering Oaks - Parking on the Tennis Court Road Only **Park only on the left side of the road**
No parking on the right side
- Fitzpatrick Stadium Parking Lot - **Please park behind the Ice Arena. Do not park adjacent to the Ice Arena**
- Hadlock Field Parking Lot Inactive (No Parking)
- All Portland Public School Parking lots **Except Reiche Community Center Lot (Clark St) which abuts the School and Playing field. This lot is reserved for Community Center use only at all times **Must be out of all school lots by 6:30 AM.**
- Longfellow School Lot
Is currently open for snow ban parking
- Presumpscot School Lot
Limited Parking
- Cutter St. Lots (off the Eastern Prom)
Eastern Prom Cutter St Middle Lot is closed
Do Not Park on the East End Boat Ramps
- Beach St. lot - Accessible from Commercial St. after 8 PM.
- City lot at the corner of Park and Commercial Streets across the street from the IMT (International Marine Terminal) AKA Angelo's Acre, 441 Commercial St.
- On Peaks Island, snow ban parking is available at the Welch St. Parking Lot
- Western Prom - The entire waterside of the Western Prom
- Eastern Prom - Turner St. to the East End School Property light pole 33 (waterside)
- Marginal Way - Plowman to just before the entrance area to the East End Wastewater treatment Plant (Waterside Only) **Please do not park on Marginal Way if there is flooding or standing water**
Parking is not allowed in the Maine DOT Park and Ride Lot.
- Preble Street Extension Parking Lot (Across from Hamford) - Adhere to the spaces that are designated for snow ban parking. **Please be aware with ongoing construction in this area.**
- State Street Extension - Parking is available on State St Ext between Forest Ave & Park Ave across from the entrance to Deering Oaks Park. **Left side of the road only** where parking is typically available. **Adhere to any no parking signs closest to Forest Ave.**

Most parking garages will be available during snow bans at reduced rates. For a complete list of city-owned and privately operated parking garages, visit the city's website at <https://www.portlandmaine.gov/430/Garages-Lots>

Vehicles must be out of these alternate parking lots by 7:00 AM (unless otherwise noted) the morning the ban is lifted.

Public Works Customer Service: 207-874-8493
Parking Ban Hotline: 207-879-0300



1 Deering Oaks Park	15 Deering High School	29 Ocean Ave School
2 State Street Lot	16 Longfellow School	30 Ocean Ave School
3 Hadlock Field Parking Lot - Inactive	17 Lincoln Middle School	31 Presumpscot School
4 Eastern Prom - On Street Parking	18 Lincoln Middle School	32 Reiche School
5 Cutter St Upper Lot - Eastern Prom	19 Amanda C. Rowe Elementary School	33 Reiche School - Inactive
6 Cutter St Lower Lot - Eastern Prom	20 Ocean Ave School	34 State Street - On Street Parking
7 Cutter St Parking - Eastern Prom	21 Presumpscot School	35 Preble St Ext Parking Lot (Back Cove)
8 Angelo's Acre Lot - Commercial St	22 Gerald E. Talbot Community School	36 State Street Extension
9 Beach St	23 PATHS	37 Marginal Way (Nearest to U-Haul Facility)
10 Welch St (Peaks Island)	24 PATHS	38 Western Promenade
11 King Middle School	25 PATHS	39 Western Promenade
12 Fitzpatrick Stadium	26 PATHS	40 Western Promenade
13 East End School	27 Lyman Moore Middle School	41 Skate Park Lot - St James St
14 Deering High School	28 Harrison Lyseth Elementary School	

Legend

- Open Space
- Schools
- Yellow Zone

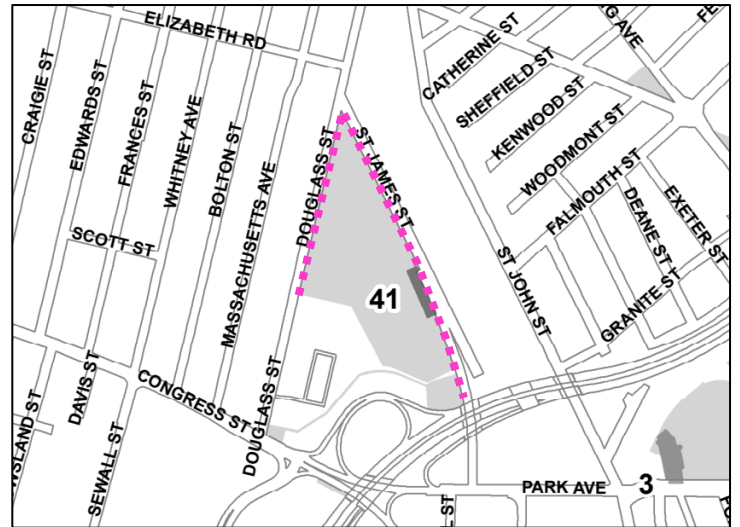
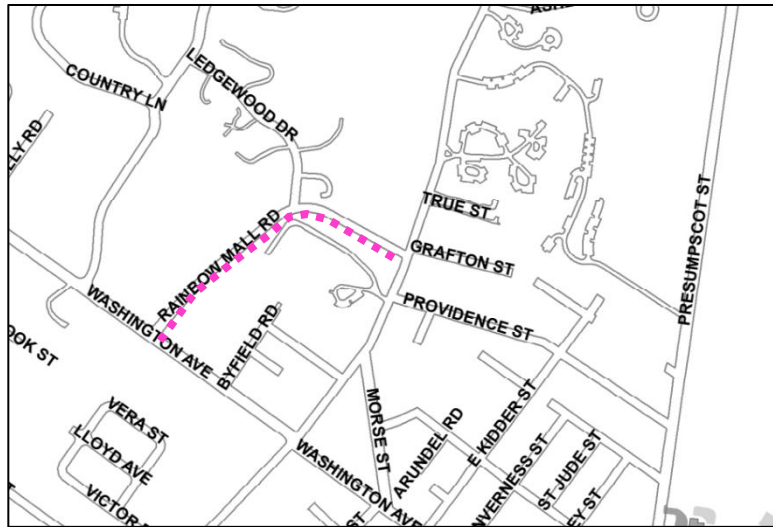
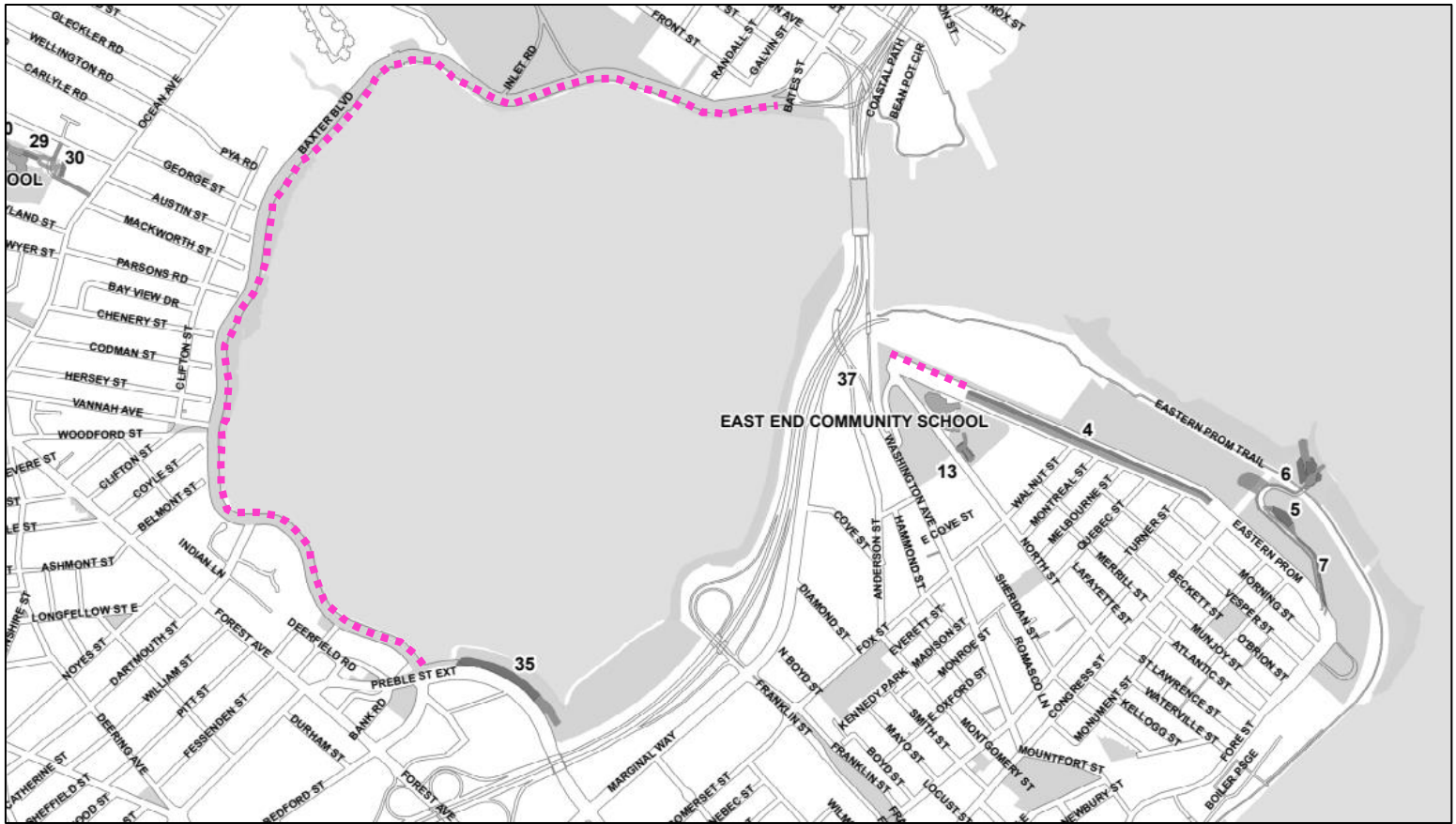
Snow Ban Parking Locations

- Inactive (No Parking)
- Active (Parking)

0 0.35 0.7 Miles

Map created by the City of Portland's Department of Public Works 2/12/2025

Additional Approved Snow Ban Parking Locations 2025-26



Chapter 25 STREETS, SIDEWALKS AND OTHER PUBLIC PLACES*

***Cross reference(s)**--Ordinances dedicating, naming, establishing, locating, relocating, opening, paving, widening, vacating, etc., any street or public way in the city saved from repeal, § 1-4(3); ordinances establishing or prescribing grades in the city saved from repeal, § 1-4(6); dogs running at large prohibited, § 5-17; buildings and building regulations, Ch. 6; cemeteries, Ch. 7; land use, Ch. 14; loitering, § 17-1; parks, recreation and public buildings, Ch. 18; peddlers and solicitors, Ch. 19; farmers markets, Ch. 21; sewers, Ch. 24; broadband communications network, Ch. 27; traffic and motor vehicles, Ch. 28; vehicles for hire, Ch. 30.

State law reference(s)--Highways generally, 23 M.R.S.A § 1 et seq.; local highway law, 23 M.R.S.A § 2701 et seq.

- Art. I. In General, §§ 25-1--25-15
- Art. II. Obstructions and Encumbrances, §§ 25-16--25-45
 - Div. 1. Generally, §§ 25-16--25-25
 - Div. 2. Permit, §§ 25-26--25-45
- Art. III. Street Acceptances, §§ 25-46--25-65
- Art. IV. Street Grades, §§ 25-66--25-80
- Art. V. Street Names and Numbers, §§ 25-81--25-95
- Art. VI. Sidewalk and Curbing Construction and Maintenance, §§ 25-96--25-115
- Art. VII. Excavations, §§ 25-116--25-170
 - Div. 1. Generally, §§ 25-116--25-150
 - Div. 2. Street Opening Permit, §§ 25-151--25-170
- Art. VIII. Removal of Snow and Ice, §§ 25-171--25-190
- Art. IX. Moving of Structures, §§ 25-191--25-205
 - Div. 1. Generally, §§ 25-191, 25-192
 - Div. 2. Permit, §§ 25-193--25-205
- Art. X. Naming of City Assets, §§ 25-206--25-214

ARTICLE V. STREET NAMES AND NUMBERS

Sec. 25-81. Street names established.

The several streets and ways, whether public or private, of the city shall continue to be known by the names previously

assigned to them unless and until changed by the city council as outlined in Article X.

(Code 1968, § 709.1; Ord. No. 607-82, 5-19-82)

ARTICLE X. NAMING OF CITY ASSETS

Sec. 25-206. Purpose.

This article is intended to establish a clear and consistent framework for the naming and renaming of the City's public spaces, streets, buildings, and other landmarks and assets owned by the City.

Sec. 25-207. Applicability.

This article applies to all requests to name or rename City-owned land, playgrounds, parks, recreational facilities, buildings, and streets (referred to in this Article as "City Assets"). This article does not apply to installations within such spaces, such as park benches, trees, statues, etc., or to moveable City assets such as vehicles and equipment. The naming of City-owned property that is not governed by this Article shall be left to the discretion of the City Manager or their designee.

Sec. 25-208. Naming Guidelines.

Names of City Assets shall reflect or reference only the following categories:

(a) Historic events, geographic and/or natural features, and persons of unique significance to the City of Portland.

(b) The City's cultural heritage or history beyond historical founders and pioneers of the City of Portland and Maine, including communities that history has traditionally excluded or minimally included in the naming conversation and process.

(c) Significant contributions from individuals or organizations that are beneficial to the advancement of

substantial projects in the City.

Sec. 25-209. Restricted Names.

Unless otherwise determined by the City in accordance with the processes outlined in this article, City Assets will not be named as follows:

(a) Names that duplicate or are similar to those of existing named City Assets;

(b) Names of religions, religious organizations, or religious leaders, unless such leader being honored is being recognized solely for the leader's civic contribution;

(c) Names of political organizations, candidates for elected office, elected officials, or current City appointed or elected officials or employees, unless at least five years have passed since a person has vacated their position; and/or

(d) Names that are discriminatory, derogatory, or otherwise offensive regarding a class of people based on an immutable or protected characteristic.

Sec. 25-210. Naming Committee.

A naming committee shall be convened upon the receipt of a request for the naming or renaming of a City Asset as outlined in this article. The naming committee shall consist of:

(1) Two City employees designated by the City Manager;

(2) The department head responsible for the City Asset or their designee;

(3) The Fire Chief or their designee;

(4) The City Councilor of the district where the City Asset is located; and

(5) If the City Asset is a public park, the Chair of the Parks Commission or their designee.

The Naming Committee shall select one member to serve as chair of the committee.

Sec. 25-211. Initial Naming Process.

For new or previously unnamed City Assets, the Mayor may convene a Naming Committee which shall proceed as follows:

- (1) The Naming Committee will establish and use a process to engage community stakeholders in the selection of the asset's name. Such process shall include, but not be limited to, a call for proposals through both a press release and posting on the City's website. The call for proposals shall include a timeline for submission of name proposals as well as the naming guidelines outlined in this Article. Naming Committee members may also propose names for the asset.
- (2) The Naming Committee will review the proposed names for compliance with the naming guidelines included in this article and will recommend up to three (3) names to the Sustainability and Transportation Committee for their consideration.
- (3) The Sustainability and Transportation Committee will review the recommendations from the Naming Committee and will vote to recommend one of the three names identified by the Naming Committee, which recommendation shall be subject to approval by the City Council.

Sec. 25-212. Renaming Process.

Renaming City Assets that are already named is discouraged and shall only proceed under exceptional circumstances and in accordance with the criteria established in Section 25-213. The process of renaming a City Asset shall be as follows:

- (1) A request to rename a City Asset may be initiated by the City Manager or their designee, the Sustainability and Transportation Committee, or by any Portland resident.

a. Portland residents may request that a City Asset be renamed by submitting a petition of at least 1,000 signatures of Portland residents to the City Clerk's office on a form provided by the clerk's office. Such signatories must be at least 18 years of age. The City Clerk or their designee shall confirm that the petition includes the requisite information and signatures. Once the petition is determined by the City Clerk or their designee to be complete, the Mayor shall convene the Naming Committee as outlined in Section 25-210.

b. The petition shall include:

i. The printed names and home address of each signatory;

ii. Existing name of the City Asset, including any common usage names for the Asset;

iii. Description and map of the area where the City Asset is located, including any topographical and historic landmarks;

iv. Representative photos of the City Asset and the surrounding area;

v. An overview of any public outreach or support received for the renaming petition, including any outreach to neighborhood associations or community members and any relevant media coverage; and

vi. A statement outlining how the request complies with the criteria outlined in Section 25-213.

(2) Before engaging in the naming process outlined in Section 25-211, the Naming Committee must first determine whether the request to rename the City Asset complies with the criteria in Section 25-213. If the Naming Committee determines that the request meets the criteria, it shall proceed with the naming process as outlined in Section 25-211. The Naming Committee's

report to the Sustainability and Transportation Committee will include its determination that the request meets the criteria for renaming a City Asset.

If the Naming Committee determines that the request does not meet the criteria in section 25-213, it shall send a report to the Sustainability and Transportation Committee explaining its determination.

(3) Upon receipt of the Naming Committee's report, the Sustainability and Transportation Committee shall first adopt or reject the Naming Committee's determination with respect to whether the renaming request meets the criteria outlined in Section 25-213.

a. If the Sustainability and Transportation Committee agrees with the Naming Committee that the request to rename a City Asset meets the criteria, it shall proceed with the process as outlined in Section 25-211 and recommend a name for the City Asset to the City Council.

b. If the Sustainability and Transportation Committee determines that the request meets the criteria when the Naming Committee did not find that the request met the criteria for renaming an asset, the Sustainability and Transportation Committee shall remand the request to the Naming Committee to proceed as outlined in Section 25-211.

c. If the Sustainability and Transportation Committee agrees with the Naming Committee that the renaming request did not meet the criteria outlined in Section 25-213, no further action shall be taken on the request.

Sec. 25-213. Renaming Guidelines.

Renaming of any City Asset shall only proceed after consideration of the following factors:

(a) Historical and cultural significance of the existing name;

(b) Impact of the change on the individual or organization, if applicable, for whom the asset is currently named; and

(c) Cost and impact of changing the name, including, but not limited to, changing existing signage, rebuilding community recognition, and updating records such as letterhead, databases, and promotional materials.

Examples of exceptional circumstances that might warrant renaming a City Asset include, but are not limited to, correcting historical injustices, addressing newly revealed information about an existing name, or reflecting evolving community values.

Sec. 25-214. Names of Existing City Assets.

Nothing in this Article affects the existing name of any City Asset established or accruing before the effective date of this Article.

Issue Brief: The 2025 Jetport Parking Plan

*Compiled by Joey Brunelle with contributions from:
The Portland Climate Action Team (PCAT)
the Portland Pedestrian & Bicycle Advisory Committee (PBPAAC)
Residents of the Stroudwater Neighborhood*

What is the Jetport's parking proposal?

The proposal is to pave acres of green space (including wetlands), destroying over 150 large trees and wetlands to create 265 surface parking places, which will only expand parking capacity by a small fraction.

According to the parameters and milestones set forth in the 2018 Jetport Master Plan, the existing parking structures should have already been expanded. Instead, this surface parking option has been floated. At a projected cost of \$9 million (\$33,963/space), it is an expensive short-term fix that does not improve walking/pedestrian access or public transit, and maximally and irreversibly damages the environment.

The Jetport plans state that environment and transit should be prioritized wherever possible, but this surface parking lot is the worst option from both perspectives. It is a short-sighted, short-term solution to a long-term problem.

What are the specific problems with the current proposal?

- It will jeopardize our transportation and climate goals.
 - “Induced Demand” will mean this parking expansion will further increase the number of people using personal automobiles to access the jetport.
 - *Automobile emissions account for one-third of Portland’s total carbon emissions, according to the “One Climate Future” plan.*
 - *We are currently on track to miss our “One Climate Future” goals.*

- The Jetport does not currently have any plans to expand public transportation services, nor to create any new berthing areas for public transit buses or shuttles.
- The new parking areas are not planned to have walkable connections to the terminals or bikeable connections to the surrounding city. (An on-site shuttle will be required to circulate people to and from the new parking areas.)
- It will irreversibly damage the environment.
 - The destruction of over 150 trees would also increase exposure to air pollution and toxic particulates.
 - *Ultrafine particulate pollution in the vicinity of airports has been proven to increase the risk for cancer, dementia, respiratory diseases, and other ailments.*
 - The acres of additional impervious pavement surface, on top of wetland, will increase toxic runoff into the Fore River estuary.
 - The destruction of the woodland would significantly reduce the natural noise barrier between the airport and the surrounding neighborhood.
 - *Every 100 feet of forested land cuts noise energy reaching the neighborhood by about half. The 300 feet of woodlands between the Stroudwater neighborhood and the airport reduces the sound energy at the nearby houses by 8 times.*
 - Once paved, this undeveloped land will never be restored to its natural condition. This development is effectively irreversible.
- It is inconsistent with multiple city-approved plans such as the Jetport Master Plan and One Climate Future.
 - Note that the Battery Storage project current being planned at the Jetport, a great project for sustainability, does not require this surface parking lot project. It can proceed on the planned site even if the full surface lot is not constructed. It also does not prevent the Jetport from pursuing any of the other alternatives, such as partnering with METRO to increase bus frequency and interconnectivity.

So what are the alternatives?

There is a wide variety of possible alternatives and options to be considered in parallel. Some of these were considered by the Planning Board (see email from former Planning Board Chair Sean Dundon at the end of this document) and Jetport staff, but all were ultimately rejected. We are asking that they be more seriously considered by the City Council, and that alternatives be priced out to determine the best long-term solution.

- Build the parking structure that was expected anyway in the 2018 Jetport Master Plan. Apply the same good urbanism principle to this as we do with housing: build UP not OUT.
 - *A parking structure is a substantially more effective noise and light buffer for the neighborhood, which would be extremely helpful with the planned destruction of the natural barrier.*
 - *For example, we could further develop the Park-n-Fly lot that has just been sitting there and is paved already.*
 - *The Jetport Director has said that building a parking structure will take some existing parking spots out of service, and in that scenario, any of the following options could also be used to handle demand during that time.*
- Use off-site parking (e.g. the Maine Mall lots that South Portland has offered us) for staff, rental car customers, and/or passengers, and shuttle them to the Terminals.
 - *For example, we could reconfigure existing parking to convert the employee lot to passenger use, and then shuttle employees to an off-site lot.*
 - *Or we could reconfigure existing parking to send rental cars to an off-site lot and shuttle customers there as needed.*
 - *If shuttling is not the optimal solution for passengers, it could still be used for staff and reduce the need for on-site staff parking.*
 - *There is additional interest from rental car companies in additional parking capacity and they'd be willing to use off-site parking at the Maine Mall.*

- Strike deals with neighboring hotels and landowners which we know have excess parking capacity.
- More efficiently utilize existing with new technology and better management practices.
 - *The Jetport outsources parking management to SPPlus, and they have different tiers of sophistication of services that we are not currently utilizing.*
 - *For example, we could implement Dynamic Pricing and/or Higher Pricing to better manage demand. Higher pricing would both generate more revenue for improvements and reduce overall demand for parking by encouraging alternative modes of transportation. (Jetport parking is priced below average/market rate for other comparable airports.)*
 - *Or we could use sensors and electronic signage (rather than manually counting vacant spots) to better track and manage utilization.*
- Do what USM did with the Husky Line: the Jetport could contribute additional funds to METRO and collaborate to create better airport service, reducing the overall demand for additional parking.
- Charge a pollution-impact fee on jetport passengers (similar to the one we levy on cruise ship passengers).
 - *These funds could be used to offset Jetport airplane and automobile emissions by expanding public transit, paying for new shuttle services, leasing surface parking at the Maine Mall, or paying to improve parking technology.*
- Build bike and pedestrian connections to the surrounding area.
 - *Formalize a bicycle path and connection from Westbrook Street through the Stroudwater neighborhood.*
 - *Improve sidewalk access to the Jetport, particularly along Congress Street between Frost Street and Waldo Street, currently a dangerous high-speed corridor with sidewalks on just one side.*

1/28/25, 2:17 PM

1001 Westbrook Street - Jetport Parking Expansion

Sean Dundon <sdundon1@gmail.com>

10:06 AM (4 hours ago)



to planningboard@portlandmaine.gov

I've been following this issue for sometime and I'm baffled as to why the Jetport hasn't tried other measures for parking management that are common in other areas such as:

1. Dynamic Pricing and/or Higher Pricing (tends to manage demand well)
2. Moving employee parking offsite (Pink Lot) to create more paying customer spots
3. Developing the Park n Fly lot that has just been sitting there and is paved already.
4. Strike deal w/neighborhood hotels as they have excess capacity
5. Technology apps to manage parking capacity and vacancy (sensors)

This project is asking for waivers and cannot be done by right, therefore all options for parking management should be exhausted prior to granting waivers, especially if the ultimate goal is a structured facility with a smaller footprint (perhaps over surface parking that exists today).

Several years ago, the Spectrum Building on Johnson Road was expanded and sits empty. Be resourceful and look at lots around you if needed before disturbing pristine buffer areas. This is a manageable problem and little effort has been made to manage the parking efficiently to date. Manage the problem while saving/obtaining funding for a structured parking solution is a far better path forward.

Thank you for your consideration.

Sean Dundon
5 Stratton Pl, Portland, ME 04101

EXHIBIT A



- **Two-Paved Parking Lots**
- **Reconfigures Existing Parking Lots and New Parking Lot Construction**
- **Consistent with Parking Masterplan**
- **Current Total Long -Term Parking: 3,084**
- **Displaced Parking: 402 Spaces (Valet and Cell Phone Lot)**
- **Total Proposed Parking Construction Shown: 667**
- **Net Increase: 265 Spaces**
- **53 Level 1 EV Parking**
- **133 Level 1 EV Ready**

Sebago Technics, Inc.
 11-Apr-25
 19059 - Portland International Jetport - PWM

OPINION OF PROBABLE COSTS

OPINION OF PROBABLE COSTS GENERATED USING DESIGN PLANS APPROVED BY CITY OF PORTLAND ON JANUARY 28, 2025.

Notes:

<i>Item Description</i>	<i>U/M</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Total Cost</i>
SITE PREPARATION				
Remove Existing Pavement	SY	5500	\$ 5.00	\$ 27,500.00
Remove Existing Granite Curb	LF	1078	\$ 15.00	\$ 16,170.00
Remove Existing Gravel	CY	5270	\$ 20.00	\$ 105,400.00
Clearing & Stump Removal	AC	4.02	\$ 20,000.00	\$ 80,436.18
Remove Single Tree	EA	20	\$ 2,000.00	\$ 40,000.00
Remove Existing Drainage & Structures	ALLOW	1	\$ 25,000.00	\$ 25,000.00
Strip Topsoil/Grub	CY	4200	\$ 4.00	\$ 16,800.00
Remove Sign	EA	4	\$ 500.00	\$ 2,000.00
Remove & Salvage Specialty Sign	LS	1	\$ 10,000.00	\$ 10,000.00
Remove Chain Link Fence	LF	1290	\$ 10.00	\$ 12,900.00
Remove Utility Pole	EA	1	\$ 2,500.00	\$ 2,500.00
Remove Light Pole & Base	EA	6	\$ 2,500.00	\$ 15,000.00
Remove & store existing Wayfinding Sign & Sculpture	LS	1	\$ 15,000.00	\$ 15,000.00
Remove Existing Utility Infrastructure - Cell Phone Gate Islands.	ALLOW	1	\$ 25,000.00	\$ 25,000.00
				\$ 393,706.18
EARTHWORK				
Common Excavation	CY	32000	\$ 20.00	\$ 640,000.00
Rock Excavation	CY	1600	\$ 350.00	\$ 560,000.00
Common Fill	CY	1900	\$ 35.00	\$ 66,500.00
				\$ 1,266,500.00
EROSION CONTROL				
Erosion & Sedimentation Control	ALLOW	1	\$ 100,000.00	\$ 100,000.00
				\$ 100,000.00
ELECTRICAL SERVICE				
Secondary Underground Service - Parking and Garage	LF	7900	\$ 45.00	\$ 355,500.00
Electrical Handholes	EA	24	\$ 2,500.00	\$ 60,000.00
Level 1 EV Receptical in Garage	EA	27	\$ 2,500.00	\$ 67,500.00
Electrical Circuits, Subpanels, and Panel Modifications	ALLOW	1	\$ 200,000.00	\$ 200,000.00
				\$ 683,000.00

OPINION OF PROBABLE COSTS GENERATED USING DESIGN PLANS APPROVED BY CITY OF PORTLAND ON JANUARY 28, 2025.

Notes:

<i>Item Description</i>	<i>U/M</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Total Cost</i>
STORM DRAINAGE				
Lot 1 Contech Subsurface CMP Detention	CF	55644	\$ 10.00	\$ 556,440.00
Lot 2 Contech Subsurface CMP Detention	CF	48380	\$ 10.00	\$ 483,800.00
Lot 1 Stormfilter Treatment Unit	LS	1	\$ 120,000.00	\$ 120,000.00
Lot 2 Stormfilter Treatment Unit	LS	1	\$ 100,000.00	\$ 100,000.00
Outlet Control Structure	EA	2	\$ 15,000.00	\$ 30,000.00
Alter Existing Drainage Pipe	EA	2	\$ 500.00	\$ 1,000.00
4' Drainage Structure	EA	64	\$ 5,500.00	\$ 352,000.00
5' Drainage Structure	EA	4	\$ 6,500.00	\$ 26,000.00
6' Drainage Structure	EA	9	\$ 7,500.00	\$ 67,500.00
Stone Drip Edge	LF	500	\$ 60.00	\$ 30,000.00
6" Storm Drain	LF	88	\$ 65.00	\$ 5,720.00
12" Storm Drain	LF	1535	\$ 115.00	\$ 176,525.00
15" Storm Drain	LF	885	\$ 130.00	\$ 115,050.00
18" Storm Drain	LF	971	\$ 155.00	\$ 150,505.00
24" Storm Drain	LF	327	\$ 175.00	\$ 57,225.00
30" Storm Drain	LF	52	\$ 220.00	\$ 11,440.00
36" Storm Drain	LF	24	\$ 250.00	\$ 6,000.00
				\$ 2,289,205.00
LIGHTING				
New Site Lighting	EA	20	\$ 12,000.00	\$ 240,000.00
				\$ 240,000.00
LANDSCAPING				
Loam & Seed	SY	8900	\$ 7.00	\$ 62,300.00
Landscaping	ALLOW	1	\$ 375,000.00	\$ 375,000.00
				\$ 437,300.00
ROADWAY/ PARKING				
Parking - 19.0mm HMA Base Paving Course	TN	2810	\$ 110.00	\$ 309,100.00
Parking - 9.5mm HMA Surface Paving Course	TN	1620	\$ 120.00	\$ 194,400.00
MDOT Spec 703.06(C) Type D Gravel	CY	10850	\$ 50.00	\$ 542,500.00
MDOT Spec 703.06(a) Type A Gravel	CY	2180	\$ 60.00	\$ 130,800.00
Fine Grade Surface Gravel	SY	26100	\$ 2.50	\$ 65,250.00
Sidewalk - 9.5mm HMA Surface Paving Course - Handplaced	TN	125	\$ 250.00	\$ 31,250.00
Sidewalk - MDOT Spec 703.06(C) Type D Gravel	CY	400	\$ 50.00	\$ 20,000.00
Vertical Granite Curb	LF	1555	\$ 60.00	\$ 93,300.00
Slip Form Concrete Curb	LF	6000	\$ 15.00	\$ 90,000.00
Sloped Slip Form Concrete Curb	LF	40	\$ 25.00	\$ 1,000.00
Detectable Warning Field	SF	675	\$ 150.00	\$ 101,250.00
Signage Allowance	LS	1	\$ 100,000.00	\$ 100,000.00
Striping Allowance	LS	1	\$ 25,000.00	\$ 25,000.00
				\$ 1,703,850.00
GATE KIOSKS				
Kiosk Entry Island and Pads	LS	1	\$ 225,000.00	\$ 225,000.00
				\$ 225,000.00
GATES & FENCING				
Decorative Fence	LF	700	\$ 150.00	\$ 105,000.00
Vehicular Guardrail	LF	320	\$ 60.00	\$ 19,200.00
Wooden Pedestrian Guardrail	LF	268	\$ 60.00	\$ 16,080.00
				\$ 140,280.00

Sebago Technics, Inc.
 11-Apr-25
 19059 - Portland International Jetport - PWM

OPINION OF PROBABLE COSTS

OPINION OF PROBABLE COSTS GENERATED USING DESIGN PLANS APPROVED BY CITY OF PORTLAND ON JANUARY 28, 2025.

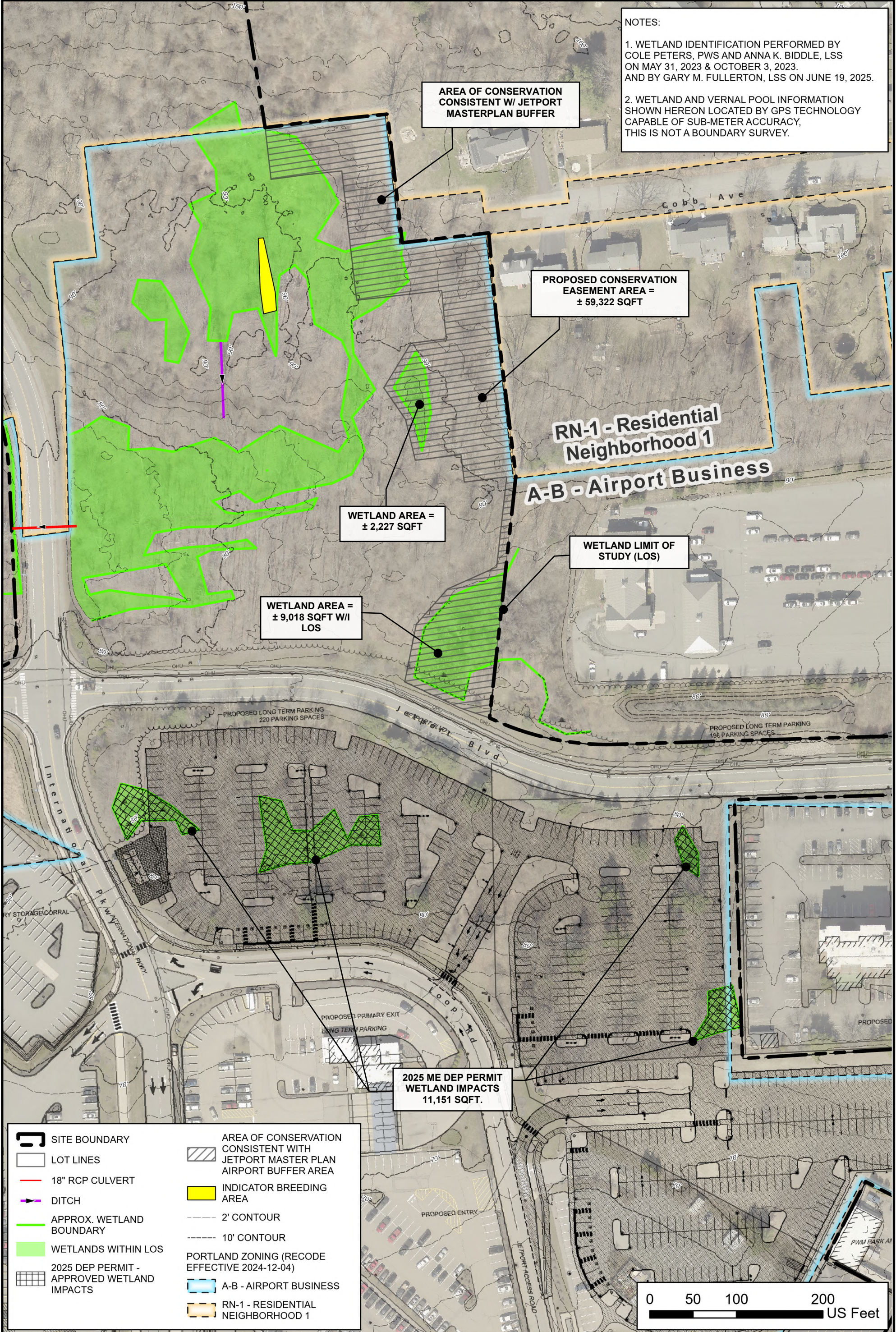
Notes:

<i>Item Description</i>	<i>U/M</i>	<i>Quantity</i>	<i>Unit Cost</i>	<i>Total Cost</i>
SUB TOTAL				\$ 7,478,841.18
10% CONTINGENCY				\$ 747,884.12
GENERAL CONDITIONS				
Mobilization, Bonds, Traffic Control, Phasing, Contractor QA/QC & Ins	LS	1	\$ 448,730.47	\$ 448,730.47
				\$ 448,730.47
CONSTRUCTION SERVICES				
Materials Testing	LS	1	\$ 25,000.00	\$ 25,000.00
CD's, Electrical Design, Wetland Compensation Work, Bidding, Construction Services & Resident Engineer (Full-Time 50 hrs/week at 9 month)	LS	1	\$ 475,000.00	\$ 475,000.00
				\$ 500,000.00
ESTIMATED PROJECT COST				\$ 9,175,455.77

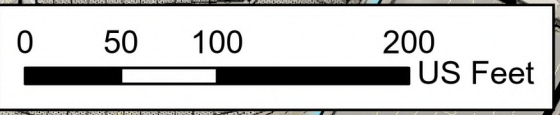
EXHIBIT C

NOTES:

1. WETLAND IDENTIFICATION PERFORMED BY COLE PETERS, PWS AND ANNA K. BIDDLE, LSS ON MAY 31, 2023 & OCTOBER 3, 2023. AND BY GARY M. FULLERTON, LSS ON JUNE 19, 2025.
2. WETLAND AND VERNAL POOL INFORMATION SHOWN HEREON LOCATED BY GPS TECHNOLOGY CAPABLE OF SUB-METER ACCURACY, THIS IS NOT A BOUNDARY SURVEY.



	SITE BOUNDARY		AREA OF CONSERVATION CONSISTENT WITH JETPORT MASTER PLAN AIRPORT BUFFER AREA
	LOT LINES		INDICATOR BREEDING AREA
	18" RCP CULVERT		2' CONTOUR
	DITCH		10' CONTOUR
	APPROX. WETLAND BOUNDARY	PORTLAND ZONING (RECODE EFFECTIVE 2024-12-04)	
	WETLANDS WITHIN LOS		A-B - AIRPORT BUSINESS
	2025 DEP PERMIT - APPROVED WETLAND IMPACTS		RN-1 - RESIDENTIAL NEIGHBORHOOD 1



DRAWN	MTM
PROJECT	19059
DATE	9/2/2025
SCALE	1" = 100'



NATURAL RESOURCES EXHIBIT
PORTLAND JETPORT PARKING EXPANSION

LOCATION:
 PORTLAND INTERNATIONAL JETPORT
 PORTLAND, MAINE

INFORMATION:
 2020 USGS LIDAR TOPOGRAPHY
 2021 SPRING ORTHOIMAGERY

SEBAGO
 TECHNICS

WWW.SEBAGOTECHNICS.COM
 75 John Roberts Rd. - Suite 4A
 South Portland, ME 04106
 Tel. 207-260-2100



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

September 10, 2025

AGENDA ITEM

Agenda Item #3D - Portland International Jetport Surface Parking Project Appropriation

PURPOSE

Review the proposed Portland International Jetport Surface Parking Project and consider referral to the City Council with a request to appropriate \$9.3 million from the Jetport's unrestricted fund balance.

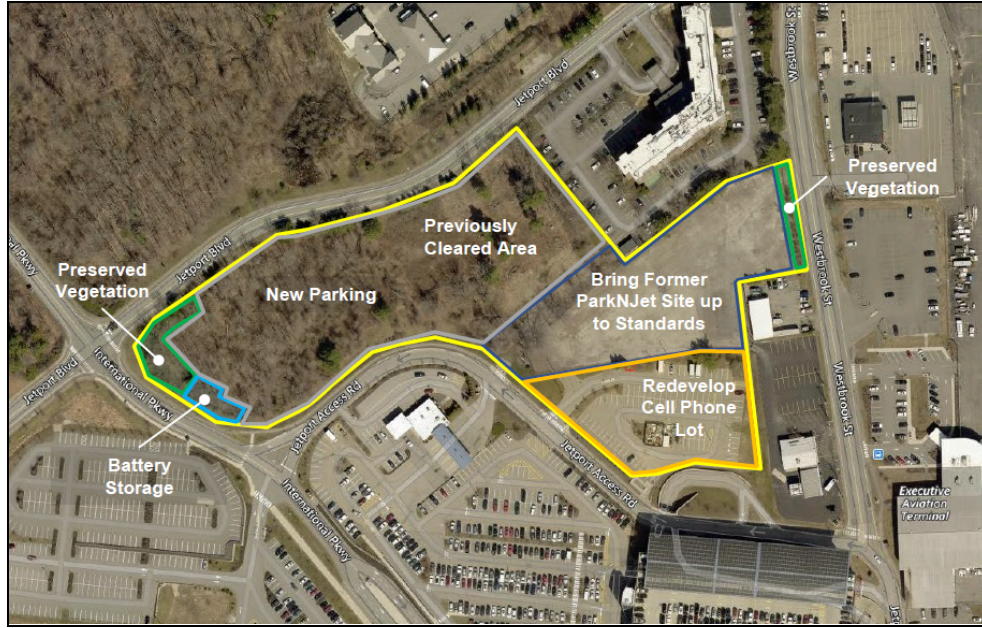
COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

While this item is not included in the committee's work plan, the proposed parking expansion at the Jetport is a major project in support of the City's overall transportation system.

BACKGROUND/ANALYSIS

This Jetport is a multi-modal transportation facility that served over 2.4 million arriving and departing travelers in 2024. The Jetport is the state's largest commercial service airport by passenger volume and provides an important connection for the greater Portland region and the State of Maine to the national air transportation system. The ability to connect air travelers to all forms of ground transportation in a safe, convenient, efficient, and sustainable manner is an important function of the Jetport. It is ideal for multimodal transportation facilities such as the Jetport to provide onsite walkable distance parking adequate to meet demand and reduce the need for shuttle operations. This project as with all significant infrastructure projects at the Jetport has been developed over many years and was included in the prior two Jetport master plans issued in 2008 and 2018. Commercial service airports are required by the FAA to prepare or update master plans roughly every 10 years to ensure safe, operationally efficient facilities that meet FAA standards, and provide development guidance to meet forecast demand.

The proposed surface parking project provides for the redevelopment and upgrade of two existing parking lots, a gravel 300 space valet parking lot that was acquired from Toye Airport Park LLC in 2021 and the existing 102 space cell phone lot. These existing redeveloped parking lots are combined with the development of approximately 4.5 acres of land south of Jetport Boulevard and west of the Embassy Suites hotel as outlined on the following page.



These areas are consolidated to provide a new combined 667 space long-term public parking lot and a Battery Energy Storage System (BESS) facility. The BESS was previously reviewed by the Sustainability & Transportation Committee at its February 12, 2025 meeting. The new proposed surface parking project as shown below will net 265 new parking spaces and will include 133 level 1 EV ready spaces in the proposed lot and 53 new level 1 EV spaces in the existing parking garage.



The Jetport has experienced substantial growth over the past two years with total passenger volumes in 2023 and 2024 exceeding the 2019 pre-pandemic peak of 2,180,000 by 1.8% and 11.8% respectively. The Jetport as an origination/destination (O/D) airport in a large rural state has

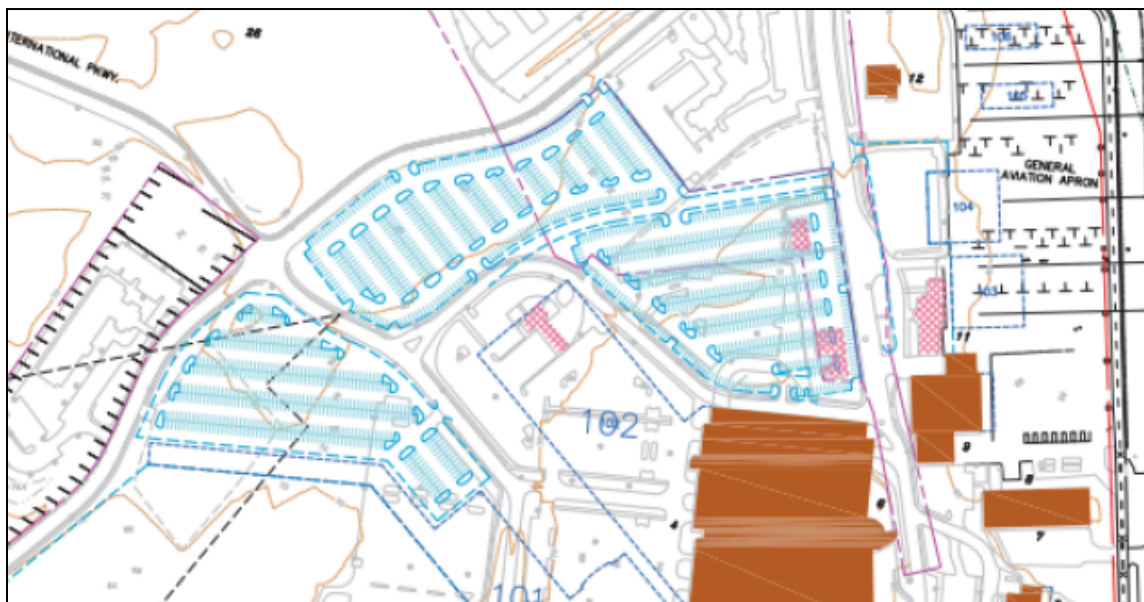
consistently required 1.25 long-term public parking spaces per 1,000 total passengers. This number is slightly lower than the median of 1.39 spaces per 1,000 O/D passengers included in a 1996 survey of 90 airports by Airports Council Int'l - North America. Based upon this metric, as outlined in the below table, the Jetport required approximately 3,047 spaces in 2024 and based on full year projections requires 3,218 in 2025.

Portland International Jetport Vehicle Parking Need Projections					
Planning Year	Total O&D Passengers (PAX)	PAX divided by 1,000	1.25 spaces 1,000 PAX	Existing public long term spaces	Diff.
2019	2,180,154	2,180	2,725	2,786	61
2023	2,218,920	2,219	2,774	3,084	310
2024	2,437,578	2,438	3,047	3,084	37
2025*	2,574,015	2,574	3,218	3,084	(134)
2026*	2,706,664	2,707	3,383	3,084	(299)
2027*	2,758,084	2,758	3,448	3,084	(364)

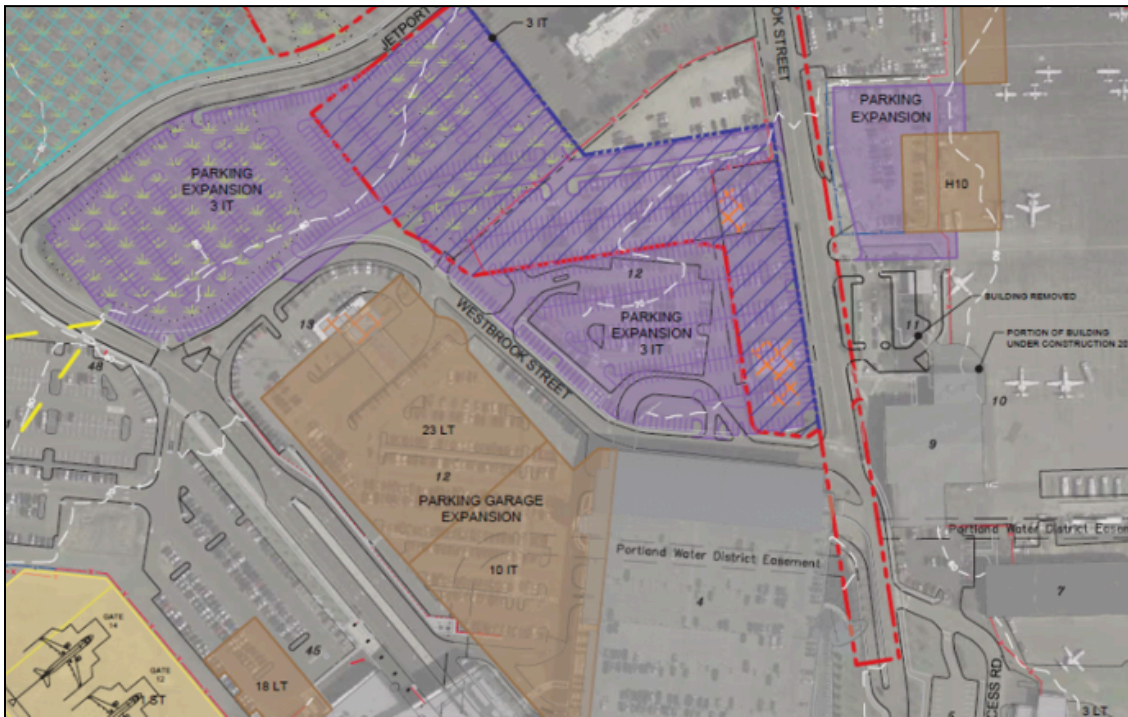
* Projection using PWM and FAA Terminal Area Forecast (TAF) Passenger Data

The Jetport currently has 3,084 long-term public parking spaces, 2,625 on campus (including the gravel valet lot) and 459 long-term parking spaces at its discount “Pink” lot on District Road. At times during the Jetport’s peak parking months of February – April of 2024 and 2025 the Jetport exceeded available spaces and used additional temporary parking on the north aircraft apron. This project will increase the total number of long-term public parking spaces to 3,451 and provide immediately needed parking development consistent with the 2008 and 2018 Jetport master plans as outlined in the below plan documents.

2008 Master Plan



2018 Master Plan



Although the Jetport has seen robust growth over the past two years this is not projected to continue over the next 5 years. There was a strong post pandemic recovery at the Jetport followed by double digit 10.4% growth in 2024 and projected 6% growth in 2025. The current FAA Terminal Area Forecast (TAF) for the Jetport suggests more modest growth of less than 2% in 2026 and beyond. This project provides the most efficient approach to meeting the short-term (5 year) parking needs for the Jetport. Additionally, this project brings the existing gravel valet lot up to current site plan standards and provides parking that will be needed to develop the next phase of parking garage expansion.

This project site is entirely on the Jetport campus and provides parking that is within walking distance of the Jetport terminal building, eliminating the need for additional shuttle operations and reducing the amount of traffic on roadway systems. The lot is accessible without traveling in front of the terminal loop road.

FISCAL IMPACT

The \$9.3 million project would be funded from the Jetport's unrestricted fund balance, which is currently at \$22.4 million. This will increase to \$28.8 million once current FAA grant reimbursements are received later this month.

CONCLUSION(S)

This project will allow the Jetport to provide the number of parking spaces needed to meet current and future demand. Staff fully supports the project and recommends referral by the Sustainability and Transportation Committee to the City Council.

PREPARED BY

Paul Bradbury
Director
Portland International Jetport

ATTACHMENTS

Attachment A - Proposed Parking Lot Site Plan as approved by the Planning Board
Attachment B - Construction Estimate
Attachment C - Plan for proposed 59,322 square foot conservation easement

September 5, 2025

Councilors & Mayor Dion,

The Jetport is not only a critical contributor to our local economy, it's also a cornerstone of our regional transportation network and occupies a key part of our environment.

As the needs at the Jetport grow, it is important to align its development with our broader city and regional environmental, climate and transportation goals. Portland has repeatedly committed to expanding public transit, reducing reliance on automobiles, and reducing our greenhouse gases and pollution output.

Which is why we believe the current proposal (to pave over acres of woodland and wetland to create a surface parking lot) needs to be re-evaluated: it is a short-sighted, short-term fix, and the worst possible use of land and City funds.

The current proposal is not aligned with multiple city plans, including the 2018 Jetport Master Plan, which were created at great expense, time, and engagement. These plans were created with citizen and stakeholder input and approved by the City Council. According to the usage milestones set out in these plans, the surface parking option was only supposed to be a contingency plan – a parking structure should already have been built.

Please, reconsider this proposal, and ask City Staff to pursue alternatives and options which would be better aligned with our City's broader goals. (See the attached [issue brief](#) for a long list of alternatives and possible improvements.)

It's 2025. We believe the City can do better, and it has a responsibility to do so.

[Signatories on next page]

Signed,

- The Portland Climate Action Team (PCAT)
- The Portland Bicycle & Pedestrian Advisory Committee (PBPAAC)
- The Urbanist Coalition of Portland (UCP)
- The Libbytown Neighborhood Association (LNA)
- The Bicycle Coalition of Maine (BCM)
- Jim & Anne Marie Wilberg, Stroudwater Neighborhood Residents (44 Tide Mill Rd.)
- Frederick Faller, Stroudwater Neighborhood Resident (1443 Westbrook St.)
- Margaret Coleman & Philip Bogden, Stroudwater Neighborhood Residents (1247 Westbrook St.)
- Tom Ainsworth, Stroudwater Neighborhood Resident (12 Garrison St.)
- Deborah Napier, Stroudwater Neighborhood Resident (111 Cobb Ave.)
- Charlotte Witt & Mark Okrent, Stroudwater Neighborhood Residents (17 Garrison St.)
- Carter Waldren, Stroudwater Neighborhood Resident (40 Garrison St.)
- Woody Howard & Gib Twitchell, Stroudwater Neighborhood Residents (28 Roundabout Ln.)
- Christian A. Thomas, Western Promenade Neighborhood Resident (199 Western Prom.)
- Joey Brunelle, West End Resident (37 Pine St.)
- Amy Bergen, West End Resident (55 Pine St.)
- Julia Dilger, West End Resident



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

September 10, 2025

AGENDA ITEM

Agenda Item #3E

PURPOSE

To provide the committee with information about existing regulations and tariffs that govern the environmental performance of cruise ships in port.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

Reviewing the environmental performance of cruise ships and exploring related policies was identified as a committee goal during goal setting.

BACKGROUND/ANALYSIS

During the committee’s goal setting session earlier this year, members of the Sustainability and Transportation Committee indicated they wished to investigate the environmental impacts of cruise ships in Portland Harbor, to gain a better understanding of existing regulations, and explore policy options to improve performance if deemed necessary. Councilor Phillips indicated that a panel discussion with relevant stakeholders would be a useful way for committee members to receive information and provide them with an opportunity to ask questions from individuals with expertise in these subject areas. To that end, we have invited a group of people with specific knowledge related to the operation of cruise ships in Portland to participate in the September 10 workshop. The invited individuals are:

- Ethan Hipple, Director of Parks, Recreation and Facilities
- Stacy Knapp, Maine DEP, Director of the Air Quality Assessment Division
- Pamela Parker, Maine DEP, Manager of the Water Quality Enforcement Program
- Ivy Frignoca, Friends of Casco Bay, Baykeeper

- Donnie Brown, Cruise Lines International Association, Senior VP for Maritime Policy

Each panelist will provide 5 - 8 minutes of background information after which Chair Phillips will moderate questions from committee members and other City Council members in attendance. The panelists will provide information about existing port operations and tariffs, air monitoring, regulation and enforcement of marine discharges in Maine waters, water quality in Portland Harbor, and discussion of the environmental regulations and policies that cruise ships must comply with in port and while at sea.

Background

Individuals in the community have expressed concern about the environmental impacts to water quality from the discharge of washwater from exhaust gas cleaning systems (EGCS), commonly referred to as scrubbers, used by some cruise ships that visit Portland. The main reason for using EGCS is to comply with the International Maritime Organization's (IMO) regulations on sulfur oxide (SOx) emissions. The IMO 2020 regulation, which came into effect on January 1, 2020, significantly lowered the global sulfur limit in marine fuel from 3.5% to 0.5% mass by mass. In designated "Emission Control Areas" (ECAs), such as the North American ECA, (which includes Portland Harbor) the limit is even stricter, at 0.1%.

To meet these requirements, ships have two primary options:

- Use low-sulfur fuel
- Install an EGCS: This allows the ship to continue using cheaper, high-sulfur fuel (heavy fuel oil) while "scrubbing" the harmful SOx out of the exhaust gas before it is released into the atmosphere.

By installing scrubbers, cruise lines can use cheaper heavy fuel oil (HFO), which is less refined than low-sulfur fuels. There are three types of scrubbers:

- Closed-loop scrubbers, which discharge a relatively small amount of "bleed off" water back into the ocean after removing contaminants for onboard storage and onshore disposal
- Open-loop scrubbers, which treat stack emissions and discharge all of the sea water used for scrubbing, as well as contaminants cleaned from the stack emissions, back into the ocean
- Hybrid scrubbers, which can run in either mode.

How EGCS Work

The basic process of an open-loop EGCS involves:

1. Passing the exhaust gas from the ship's engine through a scrubber unit.
2. Spraying the gas with water, which is often seawater due to its natural alkalinity.
3. The water reacts with the SO_x in the exhaust, neutralizing the acidic components and effectively "washing" them out of the gas stream.
4. The treated exhaust gas is then released into the atmosphere.
5. The "washwater" is either discharged back into the sea (in open-loop systems) or treated and stored on board for later disposal at a port facility (in closed-loop systems).

A short video demonstrating the operation of an EGCS is available below.

<https://youtu.be/OjdGjkPOOYs>

Regulation of EGCS discharges

IMO and U.S. EPA regulations require discharges of EGCS washwater meet certain standards to limit their environmental impact, specifically setting standards for acidity, turbidity, and levels of polyaromatic hydrocarbons (PAH). In U.S. waters, the [EPA requirements](#) apply. (NB - these are the requirements established in 2018 as part of the Vessel Incidental Discharge Act that are scheduled to take effect in 2026. Existing regulations, which are part of the Vessel General Permit, are similar but allow discharges to be more acidic.)

U.S. Federal EGCS washwater standards

Parameter	Discharge limit	Exceedance allowance	Additional details
pH	Not less than 6.5, as measured at the overboard discharge point. Alternatively, must achieve a minimum pH of 6.5 at 4 meters from the overboard	During maneuvering and transit, the maximum difference between inlet and outlet pH is limited to 2 pH units.	The pH limit for discharge from temporary holding tanks is also 6.5, as measured before any additional dilution.

	discharge point while the vessel is stationary.		Dilution to meet effluent limits is prohibited.
Polycyclic Aromatic Hydrocarbons (PAH)	Maximum of 50 µg/L of PAHphenanthrene equivalents (PAHphe), normalized for a discharge rate of 45 tons/MWh.	An exceedance of 100% is allowed for up to 15 minutes in any 12-hour period.	The 50 µg/L limit applies before any dilution and is adjusted based on the actual washwater flow rate.
Turbidity	Maximum of 25 FNU or NTU above the inlet water turbidity.	An exceedance of 20% is allowed for an aggregated 15 minutes in any 12-hour rolling period.	The continuous measurement should use a 15-minute rolling average to account for high inlet turbidity.
Nitrates and Nitrites	The treatment system must limit discharge to either the concentration associated with a 12% NOx removal, or 60 mg/L normalized to a discharge rate of 45 t/MWh, whichever is greater.	N/A	The 60 mg/L limit is adjusted based on the actual washwater flow rate.
Other Pollutants	Washwater must not contain oil or oily mixtures in harmful quantities.	N/A	Discharge of sludge or residues from treatment systems is prohibited.

Environmental organization opposition to the use of EGCS

Many environmental organizations oppose the use of EGCS. These include Friends of the Earth, World Wildlife Fund (WWF), Greenpeace, Pacific Environment, and members of the Clean Arctic Alliance (a coalition of environmental organizations). The primary concerns cited by these groups focus on the discharge of washwater from open-loop scrubbers:

- **Transfer of pollution:** Instead of releasing sulfur oxides (SO_x) into the air, open-loop scrubbers wash them out of exhaust gases using seawater. This process introduces heavy metals, polycyclic aromatic hydrocarbons (PAHs), and other harmful compounds into the sea.
- **Marine toxicity:** They point to studies that have found that discharged washwater is acutely toxic to marine life, with negative effects observed in plankton, sea urchins, mussels, and other organisms. They suggest that the combination of pollutants found in EGCS washwater can have synergistic effects that are more damaging than individual contaminants.
- **Ocean acidification:** The discharge of acidic washwater contributes to localized ocean acidification, harming marine ecosystems. This occurs despite the high buffering capacity of seawater.
- **Bioaccumulation:** Pollutants released in scrubber discharge can bioaccumulate in the marine food chain, potentially harming both marine animals and the humans who consume them.
- **Ineffective alternative:** Critics of EGCS argue that scrubbers offer a "false solution" that allows vessels to continue burning high-sulfur heavy fuel oil (HFO) instead of transitioning to cleaner alternatives.

An article by Eelco Leemans, Technical Advisor to the Clean Arctic Alliance, provides additional detail to these arguments and references :

<https://cleanarctic.org/2025/04/09/why-the-imo-should-ban-the-false-choice-of-scrubbers/>

International prohibitions on the use of EGCS

Many countries around the world prohibit the use of EGCS in their territorial waters or in specific ports or waterways. In the U.S., the State of Connecticut and the State of California restrict the use of EGCS, as well as the Port of Seattle. A list of international

regulations regarding EGCS compiled by North Standard, a marine insurer, is available here:

<https://north-standard.com/insights-and-resources/resources/news/no-scrubs-countries-and-ports-where-restrictions-on-egcs-discharges-apply>

Arguments in favor of EGCS

Representatives of CLIA and the shipping industry assert that complying with regulations established by the IMO as well as those established at the national level allow for the safe operation of EGCS. The regulations require vessel operators to monitor system performance carefully and to report results to regulators. Vessels are also subject to regular inspection to ensure compliant operation.

The Clean Shipping Alliance, a group representing the commercial shipping and cruise industries, has compiled a list of studies that indicate that environmental concerns about the use of EGCS are over-stated by opponents.

<https://cleanshippingalliance2020.org/egcs-studies/>

Studies referenced include:

- A report by the Danish Environmental Protection Agency (2012) concluding that compared to current acceptability levels the releases from scrubbers can be expected to be considerably below the levels of ecological concern.
- A report by the Japanese Ministry of Land, Infrastructure, Transport and Tourism (2018) concluding that there would NOT be a scientific justification to prohibit the use of open-loop scrubbers, as long as the IMO's discharge criteria were met.
- A report by Carnival Corporation and DNV-GL (2019) concluding washwater meets all regulatory and major national and international standards, plus EU Water Framework Directive Environmental Quality Standards (EQS).
- A report by CE Delft (2020) concluding that the use of exhaust scrubbers plus heavy fuel oil (HFO) produces significantly lower CO₂ emissions to the atmosphere than using very low sulfur fuel oil (VLSFO) or marine gasoil (MGO) after considering emissions from refining.

The studies show that operations of EGCS and wash water discharge are within standards set by IMO standards and exceed them.

It should be noted that cruise vessels have multiple engines that they use for propulsion but when they are at berth they typically operate a single engine. This provides the power necessary to operate lights, elevators, and other key equipment. Consequently, discharge of EGCS washwater at berth is substantially less than what would be the case at sea.

Changes in U.S. Federal regulation of incidental discharges

The way the U.S. Government regulates incidental discharges from commercial vessels, including cruise ships, is currently undergoing a transition from the Vessel General Permit system (VGP), established in 2013, to the Vessel Incidental Discharge Act (VIDA), which was passed in 2018 and implemented by the United States EPA in 2024. However, it will not be enforced until late 2026 when the U.S. Coast Guard is required to issue operational rules and enforcement procedures. Please see the EPA website for more information.

<https://www.epa.gov/vessels-marinas-and-ports/vessel-incidental-discharge-act-vida>

A main purpose of VIDA is to establish a single set of federal rules and regulations that apply to all commercial vessels in U.S. waters. It will fully replace the patchwork of federal, state and local requirements that exist today by pre-empting all state and local regulations of incidental discharges in favor of the national standard. The Federal Register announcing the adoption of the new regulations reads:

The final standards, once made final, effective, and enforceable through corresponding USCG regulations addressing implementation, compliance, and enforcement, will control the discharge of pollutants from vessels described above and repeal certain existing Federal, State, and local vessel discharge requirements, thus streamlining regulation of such vessel incidental discharges. <https://www.federalregister.gov/documents/2024/10/09/2024-22013/vessel-incidental-discharge-national-standards-of-performance>

This means that restrictions on incidental discharges adopted by state and local jurisdictions will not be enforceable after the USCG issues the final rules.

33 USC § 1322(a)(12) defines incidental discharges

(12) “discharge incidental to the normal operation of a vessel”— (A) means a discharge, including— (i) graywater, bilge water, cooling water, weather deck runoff, ballast water, oil water separator effluent, and any other pollutant discharge from the operation of a marine propulsion system, shipboard maneuvering system, crew habitability system, or installed major equipment, such as an aircraft carrier elevator or a catapult, or from a protective, preservative, or absorptive application to the hull of the vessel; and (ii) a discharge in connection with the testing, maintenance, and repair of a system described in clause (i) whenever the vessel is waterborne...;

Discharge from EGCS is covered as an incidental discharge from the operation of a marine propulsion system.

During the public process to develop the rules for VIDA, a number of stakeholders argued that the discharge of EGCS washwater should be banned as is the case in other countries. The EPA, however, rejected this argument:

EPA also received several comments requesting that the Agency ban discharges from open-loop scrubbers outright (*i.e.*, establish a zero-discharge standard for open-loop scrubbers) as has been done in some other locations around the world. EPA received no information demonstrating that such a ban is technically available as a uniform national standard. For example, EPA has not received information demonstrating that there is sufficient low sulfur fuel (which may be needed to comply with emissions standards if scrubber discharges are not permitted) or that adequate onshore reception facilities are available for disposal of scrubber washwaters and residues that would be generated by the use of other scrubber configurations such as closed-loop or hybrid systems. Technical committees at the IMO are currently revisiting the need to perform additional assessments of environmental impacts from EGCS discharges, and EPA will continue to monitor the availability of research findings compiled in connection with these discussions.

<https://www.federalregister.gov/documents/2024/10/09/2024-22013/vessel-incidental-discharge-national-standards-of-performance#h-96>

This suggests that the authority the Portland City Council has to adopt a policy prohibiting the discharge of EGCS washwater will end when the U.S. Coast Guard issues implementation, compliance, and enforcement regulations for VIDA requirements.

Further considerations

The upcoming implementation of VIDA will preempt the ability of the City Council to regulate EGCS washwater. The City can, however, take action to ensure that cruise ship operations are conducted in a manner that ensures the health and safety of the air and water. Collecting data to document environmental impacts will be essential. Currently, the Maine DEP plans to install air quality monitoring sensors on Munjoy Hill during the Spring of 2026. This will provide valuable information to help determine whether cruise ship stack emissions pose a threat to public health. Staff will work closely with the Air Bureau team to monitor the findings and will report them to the Sustainability and Transportation Committee.

There is currently no data available to determine the impact of cruise ship operations on Portland Harbor's water quality. Commissioning a study to examine the impact of ship operations, including EGCS wash water discharges, would complement data from the DEP's air study to present a complete picture of cruise ship impacts. This is important because scientifically valid data will be necessary to support any petitions to State and Federal regulators for greater restrictions on EGCS discharge, such as the creation of a no discharge zone.

VIDA provides that States may appeal for the establishment of a no discharge zone for certain incidental discharges:

C. Application by a State for the Administrator To Establish a State No-Discharge Zone

Under CWA section 312(p)(10)(D), states have the opportunity to apply to EPA to prohibit one or more discharges incidental to the normal operation of a vessel, whether treated or not, into specified waters, if the State determines that the protection and enhancement of the quality of some or all its waters require greater environmental protection.

Pursuant to CWA section 312(p)(10)(D)(ii), a discharge prohibition established by EPA through regulation would not apply until the date the Administrator makes a determination as described in paragraph (iii) establishing that (1) the prohibition would protect and enhance the quality of the specified waters; (2) adequate facilities for the safe and sanitary removal of the discharge incidental to the normal operation of a vessel are reasonably available for the waters to which the

prohibition would apply; and (3) the discharge can safely be collected and stored until a vessel reaches a discharge facility or other location.

<https://www.federalregister.gov/d/2024-22013/p-500>

It will be necessary to provide rigorous data to support a petition that demonstrates the necessity of restrictions that exceed the standards established by VIDA.

In addition to additional data collection, the City should also engage with CLIA and individual cruise lines to develop a mutually agreeable memorandum of understanding regarding their operations in port. Such an agreement exists in the Port of Seattle that:

- Bans wastewater discharges to Washington state waters from all cruise ships except discharges treated with advanced wastewater treatment systems (AWTS).
- Allows port officials to inspect the wastewater treatment systems on each vessel.
- Requires cruise lines to sample and monitor wastewater discharges from their ships.

The port and the cruise industry assert that the agreement “exemplifies the Port’s and cruise lines’ shared commitment to environmental stewardship.”

<https://www.portseattle.org/initiatives/cruise-memorandum-understanding>

Corporation Counsel Michael Goldman plans to attend the workshop to hear the discussion, answer questions as he is able, and to learn what legal research the committee may direct. We look forward to the discussion with the committee and with the members of the panel to explore ways to ensure Portland’s air and water is protected.

FISCAL IMPACT

No impact from exploring policy options.

CONCLUSION(S)

Changes to Federal law will soon preempt State and local governments from enacting regulations that restrict incidental discharges from commercial vessels, including EGCS washwater. The City will need to collaborate with State and Federal partners in order to enact restrictions on EGCS wash water discharges.

PRIOR COMMITTEE REVIEW

None this Council session

PREPARED BY

Troy Moon, Sustainability Director

From: Susan Anspacher <susanmtns@gmail.com>
Subject: scrubber washers are polluting our environment
Date: Sun, Sep 7, 12:26 PM

How do you want to be remembered?

I hope you want to be remembered because you cared enough about us, about the environment to ban toxic scrubber wash from polluting the seas, healthy water, marine life. People. Us.

You know that 'scrubbers' are the Exhaust Gas Cleaning System that cruise ships use 24/7. The data on this is enormous. Cruise ships are discharging toxic scrubber wash into Casco Bay. Our bay. Our water system.

If you agree to protect our environment, our people people these cruise ships would then burn clean distillate fuel while docked. This would meet the environmental requirements thereby reducing greenhouse gasses, air pollution and water pollution. In a time when big money, big political power is usurping our quality of life, I hope you will stand up to this.

Portland won't be the first to ban this. Washington, California and Connecticut along with 45 countries have already put public health first by banning this.

You can ensure that our public health is no longer compromised when you add the scrubber wash to Rule 8 in the Port Terminal Tariff.

Thank you.

Susan Anspacher
88 Skylark Road
Portland, ME. 04103

From: Maggy W <mawnola@gmail.com>
Subject: Cruise ship scrubber wash
Date: Mon, Sep 8, 8:06 AM

Good morning, members of the Sustainability and Transportation committee, Mr. Mayor and other members of the City Council and city officials involved in the cruise ship discussion.

I am urging you to support incorporating the proposed scrubber wash ban into the city's cruise ship tariff agreement. No matter what the cruise industry or its allies say to oppose this ban, the global scientific research has shown this high-sulphuric discharge, over a million gallons per ship per visit, is highly toxic to marine life.

As one of a growing number of year-round swimmers at the East End Beach, AND as a long-term advocate for the environment AND as a supporter of both the Working Waterfront and the Maine Coast Fishermen's Association, AND finally, as a Portland resident who breathes the air wafting in from the harbor, I am deeply disappointed that Portland currently allows this air and water pollution in our city.

The scrubber wash ban has absolutely no downside for the city of Portland. Other cities who have adopted such a measure in their tariffs have not seen any decrease in cruise ship visits. Portland is a popular and necessary port of call and we should leverage this appeal to demand that the cruise lines respect our city and be better guests, starting with using cleaner fuel.

Thank you for your consideration,
Maggy Wolf
28 Saint Lawrence St

From: martica douglas <tica1529@gmail.com>
Subject: cruise ship pollution
Date: Sun, Sep 7, 12:26 PM

Dear Councilors:

There is no justification for prioritizing the protection of cruise ship operators' bottom line over the public's interest in maintaining the health of Portland's marine ecosystem. To protect this public interest, the City should ban the discharge of scrubber wash while ships are berthed in Portland Harbor.

Ship operators use scrubbers to reduce the amount of sulphur and toxic pollutants emitted by exhaust stacks by flushing them with live sea water which is continuously discharged into the Harbor.

Scrubber water discharge contains harmful substances like polycyclic aromatic hydrocarbons (PAHs), nitrates, nitrites, and heavy metals. A growing body of data shows that scrubber discharge is toxic to marine life even at very low concentrations. See, e.g., International Council on Clean Transportation. "Air emissions and water pollution discharges from ships with scrubbers." (2022);

<https://theicct.org/publication/airemissions-and-water-pollution-discharges-from-ships-withscrubbers/>.

A dramatic increase in scrubber use has occurred over the past 4 years because of a regulation adopted by the International Maritime Organization (IMO) that took effect in 2020, reducing the maximum sulfur content for marine fuels to 0.50% from 3.5%, except for ships that have an exhaust gas cleaning system. Rather than switch to the higher cost 0.50% fuel, many ship owners have installed scrubbers.

A ban on cruise ship scrubber discharge would require cruise ships to burn clean fuel while docked, thereby reducing air pollution, greenhouse gas emissions, and water pollution.

Cruise ship operators have no legal right to discharge toxins harmful to marine life into Portland Harbor. They do it because the City allows it, contravening the goals espoused by the City's adoption of One Climate Future.

Portland should follow the lead of Seattle, California, and Connecticut, and ban scrubber wash discharge. (For a list of countries that have adopted the ban see

https://theicct.org/wp-content/uploads/2023/06/Scrubbers_policy_update_final.pdf).

Thank you for your public service,

Tica Douglas

11 Munjoy St., Portland.

From: Berry Manter <bmanter1@gmail.com>

Subject: Cruise Ships: Sustainability & Transportation Committee Meeting - September 10, 2025

Date: Mon, Sep 8, 12:52 PM

From:

Subject:

Date: Mon, Sep 7, 12:26 PM
