Sustainability& Transportation Committee Agenda

November 12, 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=zLf7HunTyswwcokWAwAlXBHcv0WNXl.1

1. Review and approve minutes from October 8, 2025

   a. Minutes from October 8, 2025

2. Sustainability Program Updates

   a. Sustainability Updates

3. Presentation and Discussion

   a. Presentation regarding the Capisic Brook Watershed Management Plan
   Presenter: Ben Pearson
   No public comment will be taken.

   b. Annual report regarding Energy Benchmarking
   Presenters: Katie Tims
   No public comment will be taken.

c. Review and discussion of updated greenhouse gas inventory
Presenter: Troy Moon
No public comment will be taken.

d. In accordance with 1 M.R.S. section 405(6)(E), the Sustainability and Transportation Committee is expected to hold an executive session to consult with its attorneys regarding matters related to the regulation of discharges from cruise ships.

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)

Minutes October 8, 2025
Members Present: Councilor Ali, Councilor Bullet, Councilor Michniewicz, Councilor Pelletier, Councilor Phillips, Mayor Dion
Staff Present: Helen Donaldson, Greg Jordan, Kevin Kraft, Karly Meyer, Troy Moon, Mike Murray, Greg Watson, Tony Wirkus

Meeting was called to order.

September 10, 2025, Meeting Minutes
The September 10, 2025, meeting minutes were approved unanimously.

Announcement
Councilor Phillips thanked Director Murray, Department of Public Works, and the Maine Department of Transportation for their work repaving streets.

Sustainability Updates
Presented by Troy Moon and Karly Meyer, Sustainability Office
Visited Little Diamond Island and viewed their living shoreline and joined Kristina Egan at the Greater Portland Council of Governments for their Regional Councils national conference.

The Neighborhood Mini Grants program launched to bring neighbors together.

The Sustainability Office is partnering with the Harvard Kennedy School of Government to better understand residents' concerns related to sea level rise and vulnerabilities.

Katie Tims, Sustainability Associate, recently gave a talk at the Senator George J. Mitchell Center at the University of Maine on One Climate Future.

The Sustainability Office hosted Park(ing) Day at the end of September.

Mayor Dion recommended that Councilor Phillips follow up with Director Moon to watch the video produced about the Little Diamond Island living shoreline project.

Resolution Supporting the Collaboration Between the Gulf of Maine Research Institute and the City of Portland
Councilor Phillips brought forth the resolution supporting the collaboration between the Gulf of Maine Research Institute and the City of Portland to build coastal resilience and support the marine economy.

Councilor Phillips asked Mayor Dion if this is something that should be read at a full council meeting and if it is something that could be put on the agenda.

Mayor Dion stated that it would be on the agenda.

Director Moon read the resolution.

Public Comment on Resolution Supporting the Collaboration Between the Gulf of Maine Research Institute and the City of Portland
Seeing no one wishing to make public comments, the comment period was closed.

Councilor Bullet motioned to bring the resolution before the full council. Councilor Ali seconded the motion. The motion passed unanimously.

Amendment to Chapter 28
Presented by Tony Wirkus and Mike Murray
Proposing to change the ticketing for leaving a car on the street during a city parking ban for snow removal efforts from $40 to $175. Historically, the City has operated the Ocean Gateway parking lot as an impound lot. However, this lot is slated to become a city park, and will no longer be available for vehicles.

Currently, the fee structure is such that if you are towed, you pay $135 and a $40 citation. If you are not towed, but you leave your car in an area where you are not permitted to park it, you only pay a $40 citation.

The proposed change would be such that if you are towed, you would pay $40. If you are not towed, but you leave your car in an area where you are not allowed to park it, you would pay a $175 citation.

Director Wirkus stated that this looks at a fee structure that ensures it is worth the time and effort to move your vehicle, so that our public works team can adequately plow the roads and emergency vehicles can access roads.

In addition to revising the fee structure, the proposal increases the amount of parking space available during snow bans to include the following areas: parking along Marginal Way until Maj. Charles J. Loring Memorial Park, Rainbow Mall Road next to the woods, Saint James and Douglas Streets next to the park, Valley Street south of C Street next to the park. None of these parking locations are in front of someone’s residence.

Councilor Bullet asked if Director Wirkus could attend her district meeting on December 7 to discuss parking along Rainbow Mall Road and if communication efforts could be increased by encouraging residents to sign up for text messages.

Councilor Ali asked how we landed on this fee. Director Wirkus stated that this is below $200, which is the current fee for parking in an ADA-designated parking spot. That fee is similar, since it is also blocking accessibility. The tow fee, impound fee, and citation were adding up to over $200, and so the rate for leaving a car on the street during a snow ban was set to be below $200.

Public Comment on Amendment to Chapter 28

- One resident commented that they are a property manager and higher fines don't necessarily create the reactions one is looking for, but rather consistency in enforcement. A drastic change is pretty concerning. Appreciates options for more parking. Wants to create a solution before penalizing people. Noted that other areas don't have parking ban fees above $100. Fines are often considered a tax.
- Comments were made that this will penalize people; people don't even know that there will be a parking ban or that the city tows. The City is fining people who are not aware of what is happening.
- A comment was made that the parking ban ends at seven o'clock and you have to move your car by seven, which is hard to do. The ban should end at six and cars should be moved by seven.
- A comment was made that once in a while, parking bans get extended and called much too early. Does not approve of the increase and encourages the committee to send this back to staff.
- A commenter stated that they were very supportive of changes to the policy, both the fee structure and adding new snow ban lots. A new development came to Libbytown, and the concern was that they would not add much surface parking. The neighborhood was supportive of not adding more surface parking. By creating more snow ban lots, we are able to have fewer off-street parking lots. Raising the fines is regrettably necessary. It is comparable to a cigarette tax, and it may be regressive, but some regressive taxes are necessary.
- A commenter stated that they were inclined to support the city staff's proposal. Suggested that the impact on lower-income households is something we could mitigate. If residents can show their eligibility for food stamps or Section 8 housing, could receive a discount of 50%.
- A comment was made in support of the increase in availability of options. It is stressful to come home from working out of town and find that all of the snow ban parking is taken. Around 2,700 snow ban parking spots exist on peninsula; suggested City encourage or mandate other garage owners to allow use of garages for parking.

Mayor Dion commented that on the criminal side, increasing fines rarely changes behaviour. He would like an analysis of enforcement, including how many tow trucks are deployed and how

many officers are available to help remove vehicles. He stated that he is more concerned about capacity to remove vehicle rather than fining someone. The likelihood of getting towed is more of a deterrent than a fine.

Councilor Michniewicz commented that there have been fluctuations in the number of people available. Sees the life-safety issue of such narrow streets. Asks if there is an option to have a fee between $40 and $175. Asks if there is a gradual fee structure option, like with sidewalk shoveling.

Assistant City Manager Jordan stated that they could certainly provide data on the strain this places on the police department. This is a forced-overtime situation for police. The City could try to quantify the lack of coordination from tow drivers. Thirdly, the loss of the tow lot will impact things. Can do more work looking at how fines are raised and how populations respond. Recognized that communication is a big part of this.

Mayor Dion would like to know how we target our limited resources, and if we target certain areas.

Councilor Pelletier recognized the difficult position. It is expensive to use tow trucks. Would like to see data on effectiveness of fines. Would also like to see discount on fines for low-income residents. Would love to see community partners lend their parking spaces.

Councilor Michniewicz asks if impound lot needs to be enclosed or if it can be an open surface lot. *Director Wirkus responded that it needs to be able to be secured.*

Councilor Michniewicz stated that during recent conversations about music venues, they looked at night parking availability, and that there was lots of parking. Suggested that some of those lots could be pressed into service for this.

Councilor Phillips reiterated that education is key, additional spaces within garages, WEX or Roux building parking, and asked what happens when a car does get towed. Are you not just paying the tow truck company? *Director Wirkus stated that yes, you just would pay $40 as a citation, and the $135 would be to the tow truck company for use of their equipment.* Councilor Phillips asked if the committee was under the gun for this proposal. *Assistant City Manager Jordan confirmed that if this went to the council and then back to the committee, it would likely not be put in place until snow season, which would be too late.*

Motion to raise the fee to $175 with some of the changes suggested by the committee. Councilor Bullett motioned and Councilor Phillips seconded. The motion passed unanimously.

Amtrak Downeaster Location

Presented by Assistant City Manager Greg Jordan

Assistant City Manager Jordan provided an overview. Proposed move of location from its current location to the Main Line, which is the track directly parallel to Saint John Street. A site

study in 2021 conducted by Maine Department of Transportation (DOT) concluded that a location parallel to Congress Street would be most advantageous. A follow-up study in 2024 by the Northern New England Passenger Rail Authority (NNEPRA) looked at three locations and concluded that a location on the Maine Line along Saint John Street adjacent to the Mercy Hospital, referred to as Site Three. NNEPRA adopted the recommendations in the plan. From the beginning of the discussions, City staff have communicated concerns to NNEPRA. City staff appreciate NNEPRA meeting, however, staff have not been convinced that Site Three is in the best interests of Portland. NNEPRA has been invited here to present why Site Three is the best location, as well as City staff to present their assessment and recommendation, and the Greater Portland Council of Governments, which administers the regional transportation program, to share their perspective.

Presented by Patricia Quinn, Executive Director of NNEPRA
Provided a brief overview of the history and structure of NNEPRA, NNEPRA's role as operating partners for Amtrak Downeaster partners. Provided statistics on the Downeaster trips, ridership, and passenger destinations. Goal of NNEPRA is to provide more trains with shorter travel times to connect more trains to more destinations. Have received federal funds to open a station in Falmouth. Provided overview of Wells Area Improvement Project. This will enable an additional trip to be added between Wells and Brunswick running every day. The northbound train would arrive in Portland around 7:55AM. The biggest barrier is that the Portland station is not very accessible to the downtown currently.

The other issue with the Portland station is that it is currently located down a one-way street, taking 15 minutes for the train to stop and turn around. This adds cost and makes the train less competitive.

Ms. Quinn presented a vision for a new mainline station where there are two tracks, making the stop two minutes. A map and schematic of where the new station location was presented. Increased connectivity to a variety of locations were discussed. Ms. Quinn noted past studies supporting moving train stations, as well as stakeholder and public outreach and engagement in the 2024 plan. Noted support from Maine DOT, Maine Legislature Transportation Committee, Towns of Brunswick and Wells, Amtrak, and others. Noted request from City of Portland to conduct an analysis that includes a no-build option and a cost-benefit analysis of all reasonable alternatives. Ms. Quinn noted plans and challenges for each of the three options evaluated by NNEPRA. Mr. Dale Doughty, Acting Commissioner of NNEPRA, added additional reasons which inform and motivate NNEPRA's plan to change station locations.

Amtrak Downeaster Station Relocation
Presented by Kevin Kraft, Development Director
Discussed site selection of process, role of City in the site selection process. Summarized historic and current regional transportation plans, as well as implementation process of plans. Discussed outcomes of 2021 study conducted by City, NNEPRA, Concord Coach Lines, Metro, PACTS, and other key partners, led by Maine Department of Transportation (DOT). Explained benefits and drawbacks of each station, from the perspective of the City and the 2021 study.

Presented national examples of integrating rail into downtowns, rail lines located near grade crossings. Reviewed history of statements made by city on NNEPRA proposal of station move.

Portland Station Relocation - Regional Context

Kristina Egan, Executive Director, Greater Portland Council of Governments (GPCOG)

Discussed goals and role of GPCOG. Goal of GPCOG is cohesion of all regional transportation. Discussed 2021 study, the goal of which was to analyze whether or not to decouple Concord Coach Lines from Amtrak Downeaster site. Discussed opportunity costs and benefits of investing in rail. Reviewed regional transportation goals: make transit easier, create frequent connections, invest in rapid transit, create transit-friendly places. Preferred Site 2 over Site 3.

Kevin Kraft concluded staff recommendation for Site 2 over Site 3, emphasized investments and benefits of current station location, identified pathways forward for Council.

Public Comment on Amtrak Downeaster Station Location

- Support for Site 2 includes transit, bike/ped, and development potential; is most effective to meet accessibility goals, land use and planning goals, and holistic community needs; proximity to Congress Street and METRO stop is important; revitalizes historic location of original use and serves regional and local goals; advances TOD and multimodal access; recognition that City staff, regional planners at GPCOG, and the neighborhood organizations in/around this site all prefer Site 2.
- Opposition for Site 2 includes the concern around land ownership, safety considerations related to a 3rd rail crossing Congress St and downtime signals with multiple track crossings and vehicle delays, and platform landing on County jail property.
- Support for Site 3 includes concern that the City is ignoring the operational difficulties of Site 2 and MaineHealth's preference for Site 3; quick access to MaineHealth and Mercy shuttle.
- Opposition on Site 3 includes inconsistency with City's Comprehensive Plan; requires significant industrial restructuring.
- Concern that the study done to determine size of proposed parking lot is insufficient; concern for the impact to surrounding area; concern that carbon emissions were not a consideration in the study; concern that MaineHealth is landbanking area with no plan for improvement/development to Union Plaza; concern for the cost benefit of this potential project.

Councilor Comment on Amtrak Downeaster Station Location

Jim Cohen recognizes NNEPRA's lengthy process to analyze the feasibility of and public input surrounding this topic. The information presented by City staff has not been seen until today. Reiterates the following conclusions around reduction of carbon emissions, land ownership and control on those outcomes.

Greg Jordan recognizes the property ownership concerns, but those issues are downstream from this conversation at this time.

Dale Doughty notes that Maine DOT and City agree on reassessing Libbytown traffic patterns, after their federal grant funding was rescinded, and we don't see a funding path forward anytime in the near future. MEDOT wants to continue partnering with all parties to determine the best site, even if the alternatives are not in Portland.

Patricia Quinn reaffirms that Site 3 would support Transit Oriented Development. She goes on to review some of the regional and service-related changes since the study was conducted during COVID.

Councilor Bullett notes that Portland's train station should be urban and future planning means planning for a future without cars. Councilor Bullett asks if there was in-state ridership modeling done between Site 3 vs Site 2. *Patricia Quinn says they did not, since the sites are so close to each other.* Councilor Bullett asks Dale Doughty, MaineDOT, to expand on the federal grant clawbacks mentioned. *There are still federal grants being announced, we can get you more details on those.* We didn't get public comment from Mercy or MaineHealth, and just wanted to make sure they are aware of this public comment. *Greg Jordan mentioned that representatives of MaineHealth on the attendee side, we have corresponded with property owners, but confirming that we did not receive public comment from either organizations.* Councilor Bullett shares her support for the alternatives analysis and re-emphasizes the key to walkability to the train station.

Councilor Pelletier asks if Site 3 is up for sale? *Patricia Quinn states that we have had conversations with all property owners impacted by Site 3 and all have expressed their willingness to work with us.* Is the only feasible layover facility the one mentioned on the Mountain Branch? *The primary layover facility is in Brunswick and would still be able to be accessed by any new station, some of them just require the backup movement and multiple movements.* Is there an implication that Amtrak would no longer service Portland if there isn't a favorable outcome here? *I think we were talking about 'what's next' such that if we go back and conduct an alternatives analysis and we determine that Falmouth is the most viable alternative, because of the limited viable spaces available in Portland, then that may be the outcome.* If we moved to conduct an alternative analysis and work with MaineHealth to find a compromise.

Councilor Ali asks Mayor Dion if there was other sources of funding that could be accessed to help fund this study? Mayor Dion submit this project for analysis in the U.S. Mayor's Conference design guidance for land use issues. There is an opportunity for us to work together and hard bargain for what something could look like, but perhaps a third party can help us determine what is in the best interest of all.

Councilor Michniewicz shares her support for the Mayor's advice on collaborating with a third-party and for all members not backing away from this conversation.

Mayor Dion suggests Legal should provide clarity on land acquisitions and other relevant issues.

Councilor Phillips notes her appreciation for the public comment concerning parking lot size. Councilor Phillips goes on to remind us of all of our City planning documents that outline our goals and aspirations that direct this work. So many of these documents outline our concern for public safety. Site 3 does not have sufficient connection with METRO lines. There are five businesses co-located with Site 3, all of which would have to move if Site 3 was selected. That is certainly a concern that has not been noted tonight. Councilor Phillips shares her surprise that a facilitated conversation has not happened already.

Greg Jordan suggests that a facilitated discussion would be couched within the greater alternatives analysis and further technical and financial studies.

Councilor Phillips suggests we need to change the recommendation before us, being step 1 being a facilitated discussion with a third party and step 2 conducting an alternative study. Councilor Bullett adds that those steps could happen simultaneously. Financial cost breakdowns, land ownership, and legal analysis of the options at hand.

Motion to Recommend an Alternative Study for the Amtrak Downeaster Station Location and an Additional Directive for Staff to Engage NNEPRA in the Solicitation of a Mediator to Provide the Objective Data to Inform the Committee
Councilor Bullett motioned and Councilor Ali seconded. The motion passed unanimously, 3-0.

Motion to Adjourn
The motion was moved by Councilor Bullett and seconded by Councilor Ali.
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
November 12, 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

On November 8, our office hosted the first Neighborhood Leaders Summit. The program convened groups who received a Sustainable Neighborhoods Mini Grant as well as other community members nominated by their neighbors. Participants also included several individuals who work with the Office of Economic Opportunity as Natural Helpers. Participants shared information about their projects as well as ideas for building community across the City. The program built a lot of excitement and participants would like to maintain connections, which will be a key focus of our Sustainable Neighborhoods program during the upcoming year.

Project: Waste Reduction

We hosted our third annual Pumpkin Cycle, where we ask residents to bring their jack-o-lanterns, pumpkins, and gourds to Payson Park, where we can collect them to be

composted. While the event is fun and promotes composting, the real goal of this event is to help us avoid overwhelming our community compost sites with pumpkins.

The City Council accepted a grant from the Maine DEP that will allow us to add a compost drop off site on Irving Street at Heseltine Park. It will also allow us to build attractive kiosks at most of the drop off sites that will provide some shelter for the carts and will also provide space for community notices. As part of this program expansion we will be conducting additional education and outreach activities about composting including community events at some of the sites. Work will begin in the spring.

Project: Energy

We are launching a new campaign to encourage residents to make their homes more energy efficient. We distributed energy efficiency kits to people who attended Pumpkincycle and have also produced a short promotional video, which we translated into several languages with the help of the Natural Helpers program participants.

The City has filed as an intervenor in the PUC's docket regarding CMP's request for a Finding of Public Convenience and Necessity for their Greater Portland Transmission Upgrade project. This will allow us to be a full participant in the proceedings to ensure that the City's interests are fully considered. The process will take at least a year.

Project: Community Education and Engagement

During the last committee meeting, Councilors requested to see the video created by Little Diamond Island residents which offers an inspiring look at the completion of the Cogawesco Park Artificial Sand Dune Project on Little Diamond Island. Over the course of 5 weeks in September and October of 2024, several island cottage owners, their families and friends (under the leadership of the Waterfront and Buildings & Grounds Committees), put in over 800 hours of volunteer labor to build and stabilize a new protective sand dune and reimagine the cherished LDI casino beach.

The Sustainability Office is partnering with the Harvard Kennedy School of Government to survey Portland residents, with a focus on Bayside, about their knowledge of climate vulnerabilities and to hear what their concerns are about climate change. A group of five graduate students are engaged on the project and are currently connecting with neighborhood leaders. They are working on a survey to be conducted in collaboration with a professional polling firm and are organizing in person opportunities to connect

with Bayside residents. They will provide us with a report in December that will inform our resilience planning efforts..

On October 21, Troy attended the 2025 Extension Disaster Education Network Annual Conference which convened in Portland this year. He participated on a panel with representatives from GPCOG and Maine Sea Grant to discuss the impacts of the January 2024 storms on Maine's coastal and island communities.

On November 6, our Resilience Fellow, Brenda Kirlin, hosted an Apartment-Friendly Wildflower Workshop at the East End Community Center to teach residents planting techniques and how to overwinter native wildflowers from seed.

We hosted a Coffee & Climate event: "Climate Action in Maine" with Congresswoman Chellie Pingree on October 10. Our last two Coffee & Climate webinars for 2025 are "From Donation to Difference" with Goodwill Northern New England on November 14 and "Climate Resilience Zoning" with Portland and South Portland planning staff 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.

City of portland

Capisic Brook Watershed Management Plan Update

November 12, 2025

Capisic Brook

Location: Small, **2.5-mile-long urban stream** primarily in the **City of Portland**, with a small portion in Westbrook.

Watershed Size: 1,478 acres.

Path: Begins near Warren Avenue, flows through dense commercial/residential areas, enters Capisic Pond, and ultimately joins the Fore River near Casco Bay.

Tributaries: East (near Evergreen Cemetery), **North** (north of Warren Ave), and **West** (near I-95/Portland-Westbrook line)

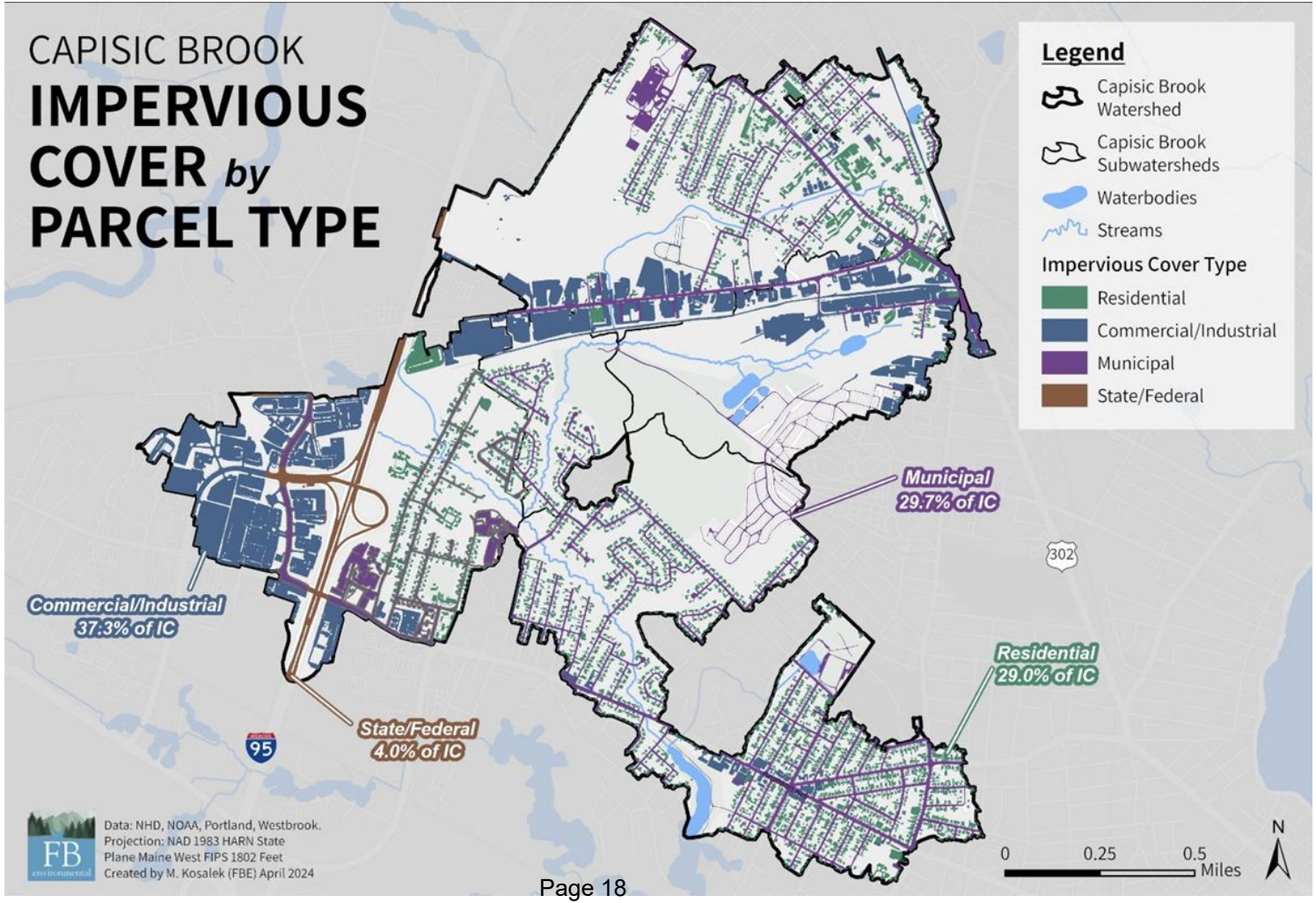
The original Watershed Management Plan from 2012 was updated in 2025


BASEMAP
CAPISIC BROOK WATERSHED
North Tributary
Middle Reach
East Tributary
Evergreen Cemetery Duck Ponds
West Tributary
Lower Tributary
Capisic Pond
Warren Ave
Forest Ave
Brighton Ave
95
302
Westbrook
Portland
Legend
Capisic Brook Watershed
Capisic Brook Subwatersheds
Town Lines
Waterbodies
Streams
Public Roads
N
0
0.25
0.5
Miles
Data: NHD, MEGIS
Projection: NAD 1983 HARN State Plane Maine West FIPS 1802 Feet
Created by M. Kosalek (FB) June 2024
FB

Capisic Brook is listed as a Class C waterbody under the State's Water Quality Standards, the lowest classification

Urbanization has greatly changed Capisic Brook and now roughly a third of the watershed is a paved or built surface

Capisic Brook does not meet the Class C standard and has been listed as "Impaired" and subject to the Urban Impaired Stream requirements under the Stormwater regulations


CAPISIC BROOK
IMPERVIOUS COVER by PARCEL TYPE
Legend
Capisic Brook Watershed
Capisic Brook Subwatersheds
Waterbodies
Streams
Impervious Cover Type
Residential
Commercial/Industrial
Municipal
State/Federal
Municipal 29.7% of IC
Commercial/Industrial 37.3% of IC
Residential 29.0% of IC
State/Federal 4.0% of IC
302
95
Data: NHD, NOAA, Portland, Westbrook.
Projection: NAD 1983 HARN State Plane Maine West FIPS 1802 Feet
Created by M. Kosalek (FBE) April 2024
FB environmental
0 0.25 0.5 Miles
N

Stressors and Pollutant Sources

Primary Habitat Stressors (from 2023 Field Assessments):

- Fill encroachment, artificial stream channel modifications (straightening, artificial stabilization/hardening).
- In-stream obstructions, lack of woody substrate, undersized culverts.
- Lack of vegetated buffer, large impervious areas without stormwater controls.

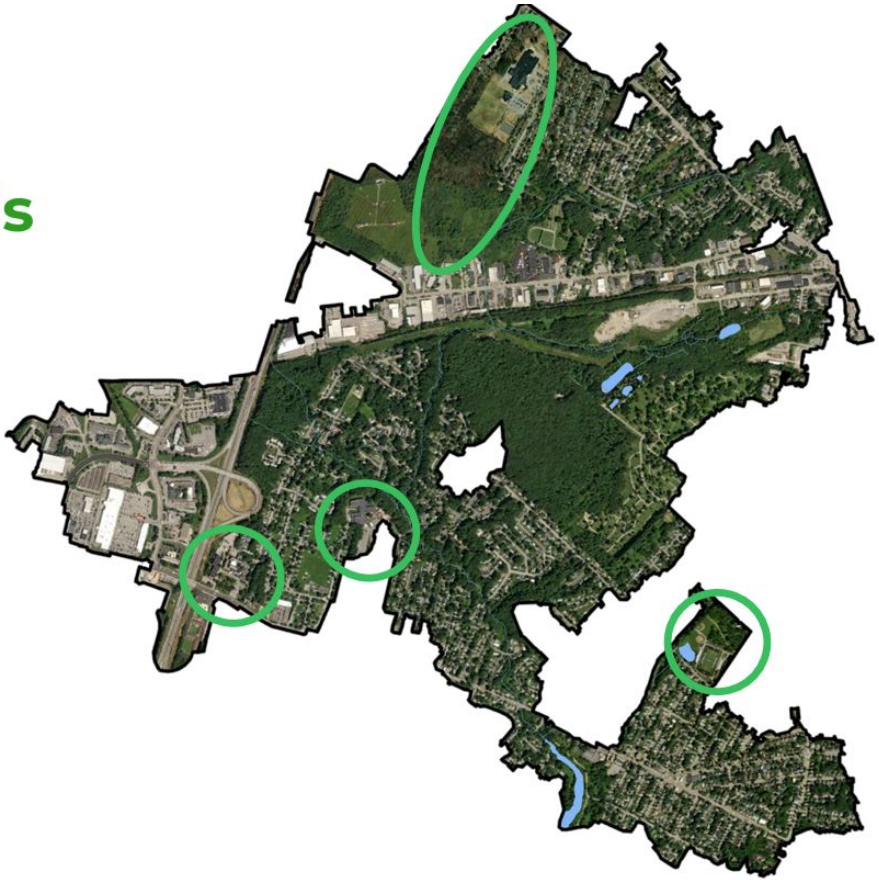
Nonpoint Sources and Point Sources (NPS): Diffuse sources across the watershed.

- Stormwater runoff from developed areas, future IC increases, **chlorides (road salt)**, pet waste, fertilizer.
- Stream incision and streambank destabilization and erosion
- Combined Sewer Overflows (**CSOs**), Illicit sewer discharges

Opportunities

City-owned parcels

stream restoration

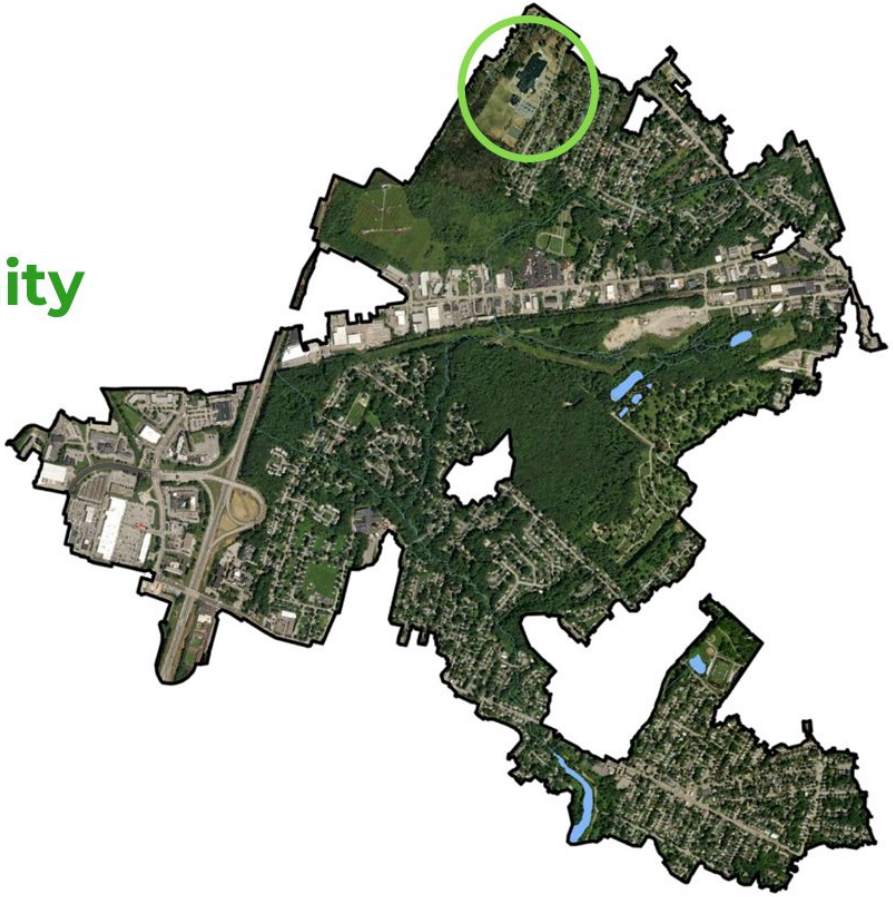


•Wood additions (chop & drop, anchored logs) •Nature-based bank stabilization
•Culvert upgrades/removals •Outfall repairs •Riparian buffer establishment

Opportunities

Talbot School & Riverton Community Center

6.7 acres for IC treatment potential



•Infiltration Tree Trenches •Bioretention swales/bumpouts •Rain Gardens
•Underground storage chambers

The estimated total cost to implement the WMP over the next 10 years is $8.5-$19.4 million. The full breakdown of costs by planning action and in-kind labor vs. cash is provided in the table below.

Planning Action	In-Kind Costs	Cash Costs	Estimated Total Cost	Estimated Annual Cost
Targeted Stream Restoration	$59,000-$153,000	$994,000-$4,984,000	$1,053,000-$5,137,000	$105,300-$513,700
Install GSI Retrofits on Municipal Property	$39,000-$73,000	$7,012,000-$11,685,000	$7,051,000-$11,758,000	$705,100-$1,175,800
Manage New and Existing Development in the Watershed Through Regulations	$68,000-$160,000	$82,000-$1,713,000	$150,000-$1,873,000	$15,000-$187,300
Improve Maintenance Practices	$63,000-$175,000	$5,000-$95,000	$68,000-$270,000	$6,800-$27,000
Conduct Targeted Outreach and Education	$48,000-$82,000	$1,500-$3,000	$49,500-$85,000	$4,950-$8,500
Implement Action Items	$56,000-$99,000	$0	$56,000-$99,000	$5,600-$9,900
Monitor WMP's Effectiveness and Update the Plan as Needed	$20,000-$38,000	$100,000-$150,000	$120,000-$188,000	$12,000-$18,800
Total	**$353,000-$780,000**	**$8,194,500-$18,630,000**	**$8,547,500-$19,410,000**	**$854,750-$1,941,000**

Improving Capisic Brook will require CIP and Operating Budget Funds

https://www.portlandmaine.gov/561/Capisic-Brook-Watershed

Questions & Answers

Contact *bnp@portlandmaine.gov*

City of Portland | Sustainability Office
Troy Moon, *Director*

To: Sustainability and Transportation Committee
Regina Phillips, Chair

MEETING DATE
November 12, 2025

AGENDA ITEM
Agenda Item #3B

PURPOSE
To update the committee on progress made in the 2024 cycle of implementing the Energy Benchmarking Ordinance.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT
The success of the Energy Benchmarking Ordinance is a key element of the One Climate Future Plan and will aid the City in reaching its climate goals.

BACKGROUND
Energy benchmarking is the process of measuring a building's energy and water consumption over time. Jurisdictions nationwide have adopted energy benchmarking and transparency policies as foundational tools for building decarbonization. These ordinances promote the efficient use of energy and water, contributing to a reduction in greenhouse gas emissions. By annually inventorying energy usage and comparing buildings of similar size and function, property owners can make data-driven decisions and effectively pinpoint areas of underperformance for improvement.

The City of Portland adopted its energy benchmarking ordinance on November 7, 2016, requiring the annual reporting of water and energy usage for all covered public (municipal) and private (non-municipal) properties. **Subsequently, on July 15, 2019, the City Council voted to begin mandatory reporting for all single-occupant buildings, defined as any building where a single tenant utilizes 90% or more of the building space.** All other covered properties will be required to comply one year after the Sustainability Office certifies that whole-building aggregated energy use data is available from the utility in a convenient electronic format.

2024 REPORTING CYCLE

There are over 600 covered properties in Portland. Excluding properties that are vacant, under significant renovation, are under new ownership, or new development (and do not have 12 months of utility data), there were approximately 595 covered properties in Portland this reporting cycle.

Property Type	Status this Reporting Season	Number of Properties in Portland
Multi-tenant properties ≥ 20,000 sq. ft.	Exempt	292
Unconditioned spaces (e.g. parking garages) ≥ 20,000 sq. ft.	Exempt	4
Single-tenant properties ≥ 20,000 sq. ft.	Not exempt	259
Municipal properties ≥ 5,000 sq. ft.	Not exempt	40

The Sustainability Office received 213 Energy and Water Use Benchmarking Reports for calendar year 2024. There were 40 municipal buildings and 173 non-municipal buildings reported. Of the non-municipal buildings, 167 were found to have sufficient energy and water use data to calculate a Building EUI. **This represents a significant improvement in data quality compared to the prior year (137 EUI-eligible reports in the 2023 cycle).** Only 6 reports were missing crucial data requested. 110 single-tenant properties failed to report this reporting cycle.

COMPLIANCE ENFORCEMENT

Since 2019, Sustainability staff have collaborated with covered properties to establish processes for achieving compliance with the Energy Benchmarking Ordinance. Acknowledging the interruption in municipal services due to COVID-19 in 2020, Sustainability staff have conducted robust and repeated outreach through multiple channels to multiple property representatives to help with participation and compliance since 2021.

The City has deliberately delayed the issuance of violations to ensure property owners had a fair opportunity to comply. **Following this fourth consecutive year of dedicated outreach, the Sustainability Office has decided to issue the first notice of violation**

letters to covered properties currently mandated to report (single-occupant buildings 20,000 sq ft or more).

Properties who fail to comply with the Energy Benchmarking Ordinance a second time and are issued a second notice of violation will be subject to a fine of $20.00 per day.

LOOKING TO THE FUTURE

- *Onboarding multi-tenant buildings:* As the ordinance states, multi-tenant buildings 20,000 square feet or more are required to report energy and water use metrics once the utility is able to provide whole-building energy usage data in a convenient online format. Central Maine Power is currently working on this platform, with hopes to launch in 2026. The Sustainability Office anticipates multi-tenant buildings will be required to report starting in 2027. We will strongly encourage and support multi-tenant buildings in voluntarily reporting as soon as the platform becomes available.
- *Contact with building owners:* There are around 600 buildings covered under the ordinance in the City of Portland. Sustainability staff has had difficulty reaching the building owners of these buildings as Assessor's Office information is the basis for benchmarking contact. Additionally, staff struggle to continue to reach the correct contact at each building due to staff turnover and new reporters unable to access their existing accounts. Staff is working to better communicate with reporters to create continuity over time in case of turnover. The Sustainability Office currently has contact information for 413 covered buildings (68%). This is an improvement from 391 buildings (64%) last year.
- *Education*: Without support and free educational resources, the energy benchmarking ordinance remains a compliance hurdle for building owners, failing to become the motivating force for energy performance improvements it should be. This ordinance requires staff support to drive building owners towards proactive investment in long-term energy efficiency and building decarbonization. City staff will focus on providing more programming in relation to the landscape of funding and technologies and building owners' needs arise.

PREPARED BY

Katie Tims, Sustainability Associate

ATTACHMENTS

2024 Energy Benchmarking Report
2024 City of Portland Building Disclosure Report
2024 Energy Benchmarking Disclosure Report

2024 Energy Benchmarking Report

November 12, 2025

Overview

Energy benchmarking is the process of measuring a building's energy and water consumption over time. Jurisdictions nationwide have adopted energy benchmarking and transparency policies as foundational tools for building decarbonization. These ordinances promote the efficient use of energy and water, contributing to a reduction in greenhouse gas emissions. By annually inventorying energy usage and comparing buildings of similar size and function, property owners can make data-driven decisions and effectively pinpoint areas of underperformance for improvement.

The City of Portland adopted its energy benchmarking ordinance on November 7, 2016, requiring the annual reporting of water and energy usage for all covered public (municipal) and private (non-municipal) properties. Subsequently, on July 15, 2019, the City Council voted to begin mandatory reporting for all single-occupant buildings, defined as any building where a single tenant utilizes 90% or more of the building space. All other covered properties will be required to comply one year after the Sustainability Office certifies that whole-building aggregated energy use data is available from utilities in a convenient electronic format. The Sustainability Office will notify affected property owners upon this certification.

Property Type	Initial Reporting Deadline
Covered Municipal Properties ≥ 5,000 sq. ft.	May 1, 2019
Covered Single-Tenant Non-Municipal Properties ≥ 20,000 sq. ft.	May 1, 2019
Covered Multi-Tenant Non-Municipal Properties ≥ 20,000 sq. ft.	Anticipated May 1, 2027

Benchmarking Methodology and Key Metrics

Data Collection and Building Identification

The Sustainability Office obtains a list of buildings 20,000 sq ft or more from the Assessor's Office. Each building is assigned a Unique Building Identifier (also known as UBID) that is geolocated and is unique for that building, even if the building envelope is modified.

Data Reporting

The ordinance relies on self-reported data input into Energy Star Portfolio Manager by building owners or individuals designated by the building owner. The information required includes property address; primary use type; gross floor area; monthly energy usage for all energy types; and monthly water usage. Portfolio Manager applies a complex analytic model to compare and rank similar types of buildings across the country and over time by adjusting for differences in weather, climate, and use characteristics.

Key Metrics Analyzed in Report

- **ENERGY STAR Score:** The ENERGY STAR score is a 1 to 100 score that demonstrates the energy efficiency of a building relative to similar buildings across the country. It offers a simple way to communicate relative performance across a portfolio of

buildings. ENERGY STAR scores are based on data from national building energy consumption surveys, allowing ESPM to control for key variables affecting a property's energy performance, including climate, hours of operation, and building size. Not all building types are eligible for an ENERGY STAR score, and an ENERGY STAR score is not required for compliance with this program.

- **Weather Normalization:** Energy use changes due to colder winters or hotter summers; weather-normalized energy is the energy use a property would have consumed during 30-year average weather conditions. Using weather normalized values helps better understand changes in energy across years regardless of differences in weather.
- **Energy Use Intensity (EUI):** EUI is expressed as energy per square foot per year. It is calculated by dividing the total energy consumed by the building in one year by the total gross floor area of the building. Site EUI measures the amount of energy actually consumed at the building site, the same number one would see on their utility bills. Source EUI measures the total amount of raw fuel that is needed to generate and transmit the energy used at the building site providing a comprehensive picture of a building's total energy footprint.
- **Total (Location-Based) Greenhouse Gas Emissions**: Total (Location-Based) Greenhouse Gas (GHG) Emissions refers to the sum of all greenhouse gas emissions that occur at a specific property, calculated using location-specific emission factors. This includes calculating emissions from direct sources (also known as Scope 1) and indirect sources like the electricity used at the site (also known as Scope 2), based on regional grid data. It provides a clearer picture of emissions directly tied to the physical location of operations. Total (Location Based) GHG Emission Intensity is the total GHG emissions, direct and indirect, produced by the property divided by the property's gross floor area.

2024 Reporting Cycle

Compliance Notification and Outreach

The Sustainability Office initiated the 2024 reporting cycle in January 2025 by distributing official notice letters to all property owners with buildings of 20,000 square feet or more in the City of Portland. These letters clarified the mandatory reporting requirement for single-tenant buildings and the delayed requirement for multi-tenant properties.

Trainings and Support

Sustainability staff conducts outreach to covered properties, provides direct support with the ENERGY STAR Portfolio Manager benchmarking tool, and step-by-step guidance for first time reporters. Sustainability staff also review submitted benchmarking reports to identify and communicate issues that must be corrected for compliance. Sustainability staff have created many short tutorials for frequently asked questions and explaining how to fix common errors in benchmarking reports. All trainings, step-by-step guidance documents, and presentations can be found at portlandmaine.gov/energybenchmarking.

Compliance Enforcement

Since 2019, Sustainability staff have collaborated with covered properties to establish processes for achieving compliance with the Energy Benchmarking Ordinance. Acknowledging

the interruption in municipal services due to COVID-19 in 2020, Sustainability staff have conducted robust and repeated outreach through multiple channels to property representatives to increase participation and compliance since 2021.

The City has deliberately delayed the issuance of violations to ensure property owners had a fair opportunity to comply. Following this fourth consecutive year of dedicated outreach, the Sustainability Office has decided to issue the first notice of violation letters to covered properties currently mandated to report (single-occupant buildings 20,000 sq ft or more).

Properties who fail to comply with the Energy Benchmarking Ordinance a second time and are issued a second notice of violation will be subject to a fine of $20.00 per day.

2024 Data Analysis
There are over 600 covered properties in Portland. Excluding properties that are vacant, under significant renovation, are under new ownership, or new development (and do not have 12 months of utility data), there were approximately 595 covered properties in Portland this reporting cycle.

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The Sustainability Office received 213 Energy and Water Use Benchmarking Reports for calendar year 2024. There were 40 municipal buildings and 173 non-municipal buildings reported. Of the non-municipal buildings, 167 were found to have sufficient energy and water use data to calculate a Building EUI. This represents a significant improvement in data quality compared to the prior year (137 EUI-eligible reports in the 2023 cycle). No EUI can result from missing data, having gaps in the dates data is entered, or if the building is part of a larger campus that shares meters between buildings. Only 6 reports were missing crucial data requested. Of the buildings with EUIs, there are 41 unique property types. 110 single-tenant properties failed to report this reporting cycle.

A complete list of 2024 covered properties (municipal and non-municipal), their compliance status, and publicly available benchmarking information is available at www.portlandmaine.gov/energybenchmarking.

2024 Compliant Properties by Largest Property Use

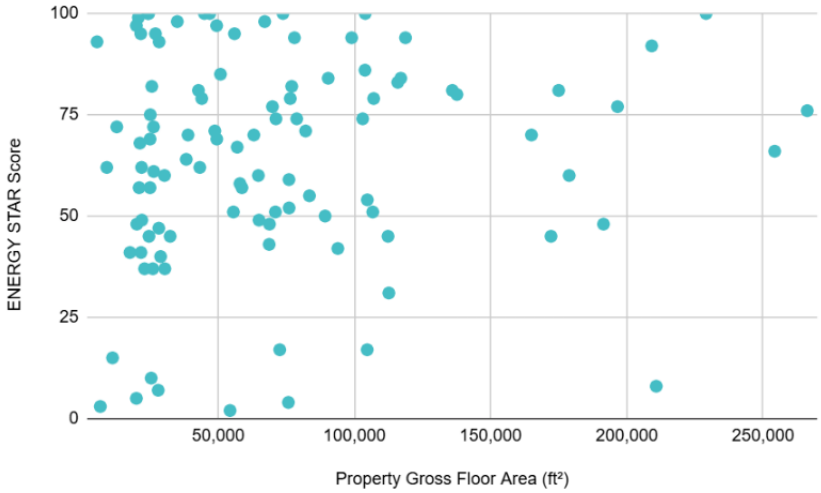
Category	Property Use	Number of Reports	Gross Floor Area (GFA) in Sq Ft
City Buildings	City Hall, Fire Stations, K-12 Schools, Jetport, etc.	40	3,374,433
College/University	University Buildings, College Buildings	32	2,354,350
Hospital	General, Medical, Surgical, and Specialty Hospital; Surgical Centers	5	2,041,806
Storage/Distribution	Non-Refrigerated Warehouse; Self-Storage Facility; Distribution Center	19	1,755,756
Hotel	Hotel	17	1,619,022
Office	Medical Office; Financial Office; Bank; Courthouse	17	1,337,735
Retail	Strip Mall; Auto Dealership; Supermarket; Retail Store	15	813,668
Residential	Senior Living; Multifamily Housing; Residential Care Facility	12	787,689
Industrial	Manufacturing/ Industrial Plant	8	642,360
Parking	Parking Garages	2	505,441
K-12 Schools	Private K-12 Schools	7	140,747
All Other Buildings	Bank Branch, Bowling Alley, Fitness Center, Library, Mixed Use Property, Not Available, Performing Arts, Repair Services, Worship Facility	33	974,316
TOTAL		207	16,347,323

ENERGY STAR Score

The ENERGY STAR Score is a measure of how well a property performs relative to similar properties across the country, when normalized for climate and operational characteristics. ENERGY STAR Scores range from 1-100 where one represents the worst performing properties and 100 represents the best performing properties. A score of 50 indicates that a property is performing at the national median, taking into account its size, location, and operating parameters. A score of 75 indicates that a property is performing in the 75th percentile and may be eligible to earn ENERGY STAR Certification.

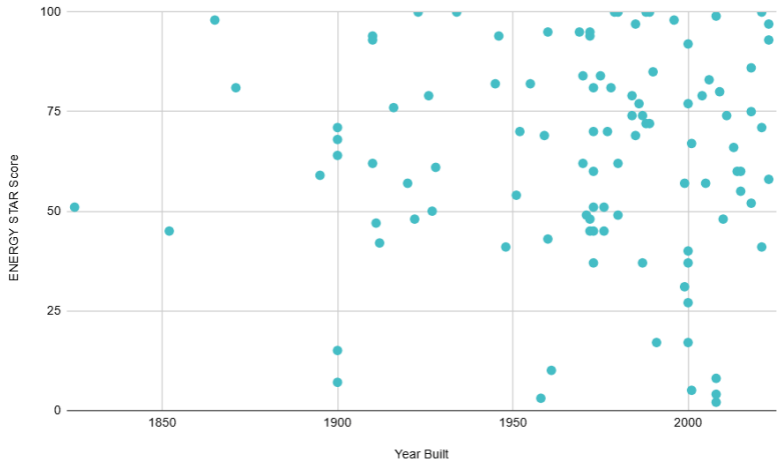
Not all properties can generate an ENERGY STAR score because a property must meet criteria for property type, use details, and have 12 months of energy data for all fuel types. Both charts below reflect compliant property types in 2024 that were able to generate an ENERGY STAR score. The average Energy Star Score for all compliant property types in 2024 is 63.6.

2024 Compliant Properties' ENERGY STAR Score (1-100) by Gross Floor Area (ft²)



Note: A single data point (Property GFA of 1,483,216 sqft, ENERGY STAR Score 27) was excluded from the graph above for improved scale visualization.

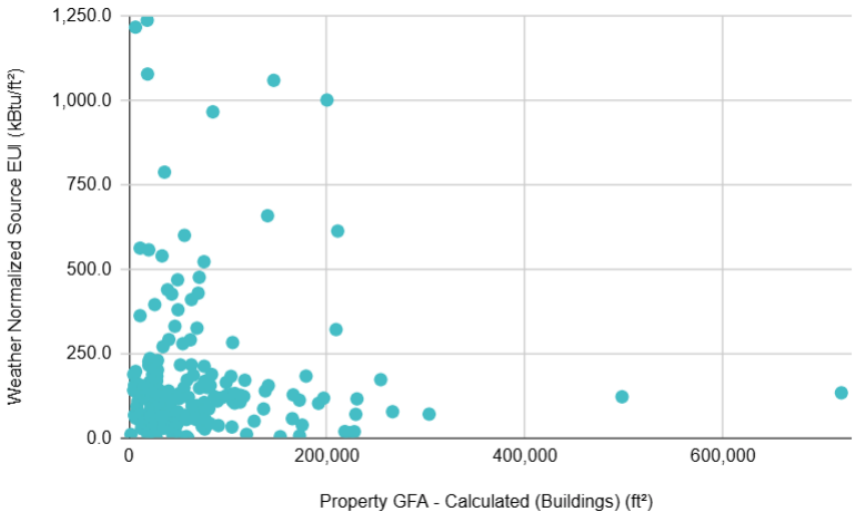
2024 Compliant Properties' ENERGY STAR Score by Year Built



Source Energy Use Intensity (EUI)

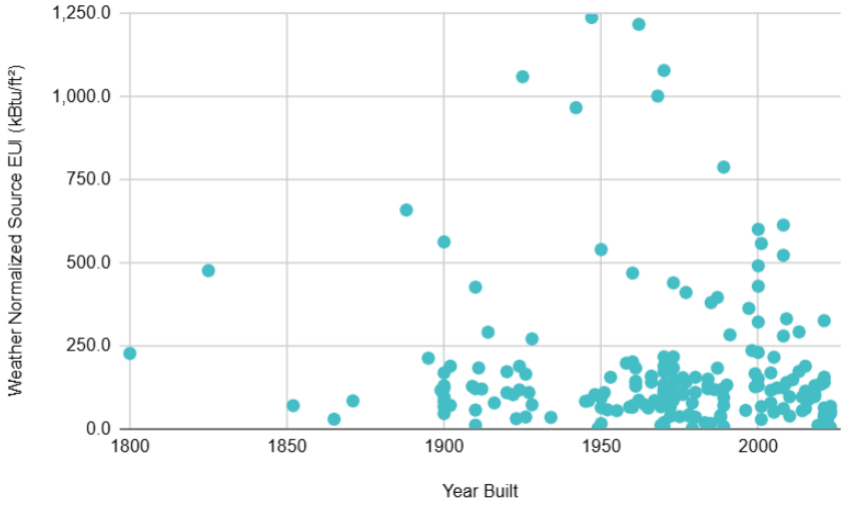
EPA has determined that source energy is the most equitable unit of evaluation for comparing different buildings to each other. Source EUI measures the total amount of raw fuel that is needed to generate and transmit the energy used at the building site providing a comprehensive picture of a building's total energy footprint. ENERGY STAR Portfolio Manager calculates source EUI by dividing the total annual source energy consumption by the building's gross floor area. Source energy is calculated by converting all energy types (like electricity and natural gas) to a common unit (kBtu), adding them together, and then applying multipliers to account for energy loss during generation and transmission.

2024 Compliant Properties' Weather Normalized Normalized Source EUI (kBtu/ft²) by Gross Floor Area (ft²)



Note: A single data point (Property GFA of 1,483,216 sqft, Weather Normalized Normalized Source EUI 490.7 kBtu/ft²) was excluded from the graph above for improved scale visualization.

2024 Compliant Properties' Weather Normalized Normalized Source EUI (kBtu/ft²) by Year Built

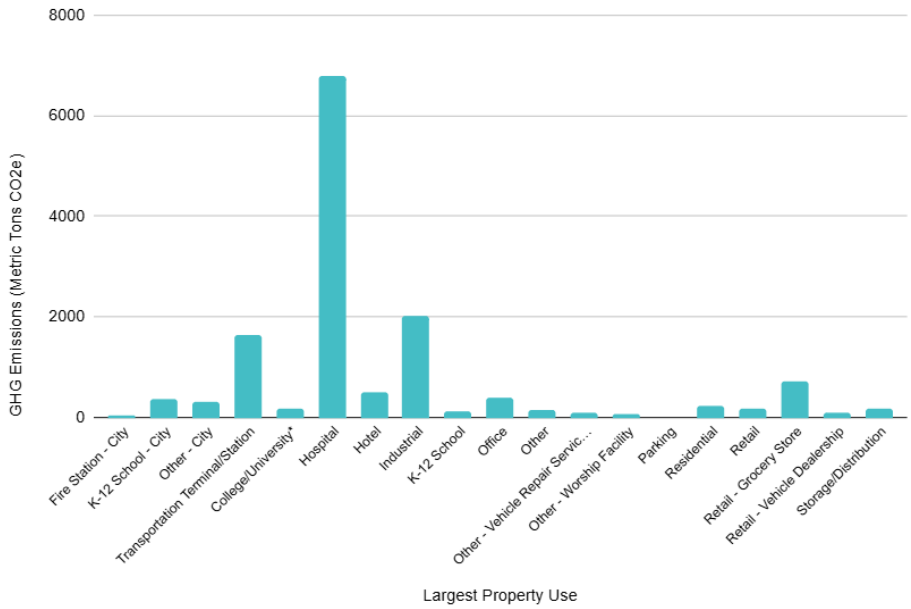


Greenhouse Gas Emissions

Total location-based (or site-level) total GHG emissions refers to the sum of direct and indirect GHG emissions that occur at a specific property. The average number of total (location-based) GHG emissions for all compliant property types in 2024 is 498.3 metric tons CO2e.

Commented [1]: if we include intensity, mention it above here

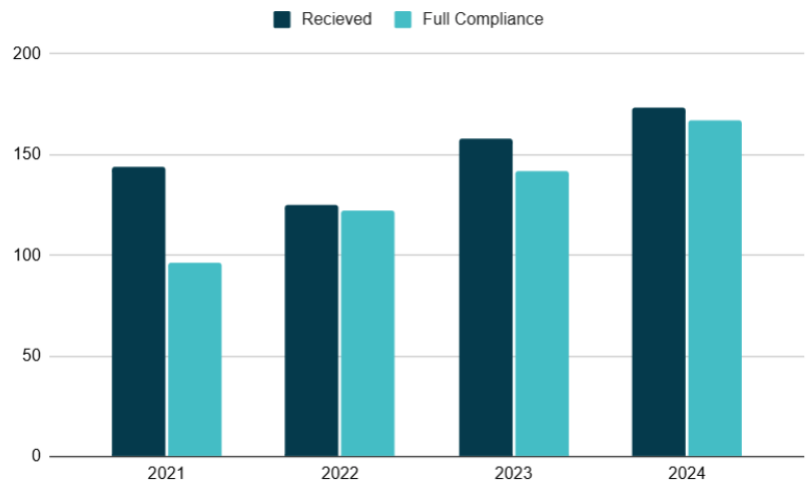
2024 Compliant Properties' Average Total (Location-Based) GHG Emissions (Metric Tons CO2e) by Largest Property Use



**College/University: The calculated total GHG emissions for properties within the College/University sector may not be fully representative of individual building performance or the true sector average, as many institutions share central utility systems (e.g., for heating/cooling) and report energy consumption and emissions data at a 'campus' level, which requires the use of allocation methods.*

Data Quality

Staff implemented the use of an implementation platform called BEAM by Clearly Energy during the 2022 reporting season. Previously, data quality checks for each report were done manually making it difficult to correct errors in reports after the initial report was submitted. Data quality has improved each year since using BEAM.



Properties using default, estimated, and temporary values are considered low levels of data quality. Site EUI and Source EUI may be noted as “Not Available” if energy data was input incorrectly, there was not a full year of data to analyze, or if the building is part of a parent property. ENERGY STAR scores of 1 or 100 indicate energy data or property gross floor area (GFA) were input incorrectly. Only 6 reports (of ENERGY STAR Score of 100) fall into this category.

Looking to the Future

- *Enforcement:* The City has deliberately delayed the issuance of violations to ensure property owners had a fair opportunity to comply. Following this fourth consecutive year of dedicated outreach, the Sustainability Office has decided to issue the first notice of violation letters to covered properties currently mandated to report (single-occupant buildings 20,000 sq ft or more). Properties who fail to comply with the Energy Benchmarking Ordinance a second time and are issued a second notice of violation will be subject to a fine of $20.00 per day. We anticipate that enforcement of these penalties for non-compliance will result in greater compliance in all years moving forward.
- *Onboarding multi-tenant buildings:* As the ordinance states, multi-tenant buildings 20,000 square feet or more are required to report energy and water use metrics once the

utility is able to provide whole-building energy usage data in a convenient online format. Central Maine Power is currently working on this platform, with hopes to launch in 2026. The Sustainability Office anticipates multi-tenant buildings will be required to report starting in 2027. We will strongly encourage and support multi-tenant buildings in voluntarily reporting as soon as the platform becomes available.

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Status	Exemption	UBID	Property is Part of a Campus	Property Name	Address Line 1	Total (Location-Based) GHG Emissions Intensity (kgCO2e/ft²)	Total (Location-Based) GHG Emissions (Metric Tons CO2e)	Site EUI (kBtu/ft²)	Weather Normalized Site EUI (kBtu/ft²)	Source EUI (kBtu/ft²)	Weather Normalized Source EUI (kBtu/ft²)	Water Use Intensity (All Water Sources) (gal/ft²)	ENERGY STAR Score	Primary Property Type - Portfolio Manager - Calculated	Property GFA - Calculated (Buildings) (ft²)	% Difference from National Median Site EUI	% Difference from National Median Source EUI
Passed	Not Exempt	87MFPP27+93-2-1-1-2		Allen Ave Fire Station	386 Allen Ave	4.88	27.34	78.6	84.2	148.6	157.4	32.74		Fire Station	5600.0	19.0	19.0
Passed	Not Exempt	87MFMP3H+84-2-2-2-2		Bramhall Fire Station	784 Congress St	5.20	76.28	89.3	93.6	136.3	140.9	19.25		Fire Station	14675.0	9.1	9.1
Passed	Not Exempt	87MFMP5V+MP-2-2-1-2		Central Fire Station	380 Congress St	4.47	72.04	79.6	90.0	106.4	117.6	10.92		Fire Station	16110.0	-14.8	-14.8
Passed	Not Exempt	87MFMPH3+8G-0-1-1-2		Stevens Avenue Fire Barn	212 Stevens Avenue	7.13	35.92	96.8	101.3	138.2	143.6	5.71		Fire Station	5040.0	10.7	10.7
Passed	Not Exempt	87MFMP4F3-4-2-3		Exposition Building	239 Park Av	9.62	596.68	156.8	162.5	285.2	291.2	9.80		Fitness Center/Health Club/Gym	62038.0	154.6	154.6
Passed	Not Exempt	87MFMP4F+HF-3-3-3-2		Portland Ice Arena	225 Park Av	19.21	642.18	321.3	324.1	537.3	539.6	40.88		Ice/Curling Rink	33437.0	379.7	379.7
Passed	Not Exempt		x	Lyseth Elementary School	175 Auburn St	1.18	58.57	16.5	16.5	46.2	46.2	19.83	97	K-12 School	49444.0	-55.4	-55.4
Passed	Not Exempt	87MFMMHJ4-6-4-5		Amanda C. Rowe Elementary School	23 Orono Road	3.79	288.11	64.1	66.6	103.3	106.0	4.32	52	K-12 School	76053.0	-2.6	-2.6
Passed	Not Exempt	87MFMP2V3-3-1-4		Deering High School	370 Stevens Av	4.03	771.81	71.9	79.3	95.3	103.3	6.43	48	K-12 School	191438.0	1.3	1.3
Passed	Not Exempt	87MFMPCW4-5-4-5		East End Community School	195 North St	5.41	392.96	92.2	98.6	144.7	151.4	10.15	17	K-12 School	72620.0	42.7	42.7
Passed	Not Exempt	87MFMP4G+X5-4-4-6-5		King Middle School	92 Deering Av	4.31	385.00	76.1	80.2	105.4	109.9	3.79	50	K-12 School	89263.0	-0.7	-0.7
Passed	Not Exempt	87MFMPG33-3-2-3		Lincoln Middle School	522 Stevens Av	4.53	425.56	79.6	87.7	111.7	120.4	2.76	42	K-12 School	93936.0	8.0	8.0
Passed	Not Exempt	87MFMPF33-2-4-3		Longfellow Elementary School	432 Stevens Av	0.80	37.48	11.1	11.1	31.1	31.1	5.18	100	K-12 School	46924.0	-69.3	-69.3
Passed	Not Exempt	87MFPP465-8-5-2		Lyman Moore Middle School	171 AUBURN ST									K-12 School			
Passed	Not Exempt	87MFMPG84-5-3-5		Ocean Av Elementary School	150 Ocean Av	3.64	250.34	63.3	67.9	92.1	96.9	4.97	48	K-12 School	68847.0	1.5	1.5
Passed	Not Exempt	87MFMPW44-6-5-8		PATHS	196 Allen Av	4.20	723.13	71.0	77.2	106.3	112.7	5.08	45	K-12 School	172173.0	4.6	4.6
Passed	Not Exempt	87MFMR63+86-2-2-1-2		Peaks Island School	4 Church St	12.32	83.15	166.5	166.9	196.9	197.9	10.50	3	K-12 School	6750.0	102.9	102.9
Passed	Not Exempt	87MFMP5R4-6-5-6		Portland High School	284 Cumberland Av	2.83	752.51	48.8	53.8	73.1	78.5	3.20	76	K-12 School	266228.0	-26.3	-26.3
Passed	Not Exempt	87MFMPMR3-2-3-2		Presumpscot Elementary School	69 Presumpscot Street	7.03	178.79	124.6	137.2	169.4	183.2	10.68	10	K-12 School	25430.0	62.0	62.0
Passed	Not Exempt	87MFMP2J2-4-3-3		Reiche Community School	166 Brackett Street	4.00	449.52	69.5	74.3	102.0	107.0	11.42	45	K-12 School	112346.0	4.7	4.7
Passed	Not Exempt	87MFMMWR1-2-2-1		Riverton School	1600 Forest Avenue	3.55	379.22	59.2	62.8	100.2	104.0	4.56	51	K-12 School	106754.0	-1.2	-1.2
Passed	Not Exempt	87MFMP2P+QC-1-2-1-1		Fire Museum	157 Spring St	4.13	24.76	55.6	64.8	58.5	67.8	0.26		K-12 School	6000.0	-47.8	-47.8
Passed	Not Exempt	87MFMPP83-6-4-6		Public Works Administration - Parks, Recreation and Facilities Department	212 Canco	2.31	158.80	38.2	41.5	66.5	70.4	3.32	43	Non-Refrigerated Warehouse	68730.0	11.5	11.5
Passed	Not Exempt	87MFMP5Q2-3-2-2		School Administration Building	353 CUMBERLAND AVE	20.20	226.97	348.1	384.1	525.5	562.6	14.95	15	Office	11236.0	61.9	61.9
Passed	Not Exempt	87MFMP4P2-3-3-4		39 Forest Ave	39 Forest Ave	3.63	135.13	59.9	64.3	104.6	109.2	8.95		Other - Public Services	37250.0	17.1	17.1
Passed	Not Exempt	87MFMP5V4-5-5-4		City Hall and Merrill Auditorium	389 Congress St	4.65	771.47	79.1	82.2	125.2	128.4	4.69		Other - Public Services	165876.0	40.2	40.2
Passed	Not Exempt	87MFMQ82+6R-2-2-2-2		Cummings Community Center & Munjoy Hill Fire Station	134 Congress St	5.40	85.55	91.1	96.9	148.4	154.5	12.19		Other - Public Services	15840.0	66.2	66.2
Passed	Not Exempt	87MFMPJ3+PC-0-0-1-1		Evergreen Cemetery Building	672 Stevens Av	10.37	58.04	140.1	157.7	170.0	189.0	14.31		Other - Public Services	5597.0	90.5	90.5

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Passed	Not Exempt	87MFMR52+8M-2-1-1-2		Peaks Island Community Center and Public Safety Building	129 Island Av	3.86	30.69	52.6	56.0	88.3	93.8	8.11		Other - Public Services	7956.0	-1.1	-1.1
Passed	Not Exempt	87MFMMWJ1-3-2-4		Portland Central Kitchen	92 Waldron Way	7.92	167.70	131.0	139.3	227.4	236.1	7.18		Other - Public Services	21180.0	154.7	154.7
Passed	Not Exempt	87MFMP6R1-1-1-1		Portland Ocean Gateway and Information Center	6 Commercial St	56.40	1041.52	1030.4	1030.1	1238.2	1237.2	142.95		Other - Public Services	18466.0	1286.9	1286.9
Passed	Not Exempt	87MFMPP93-7-4-7		Portland Public Works	250 Canco Road	3.02	243.40	51.2	56.1	81.4	86.9	3.48		Other - Public Services	80713.0	-8.9	-8.9
Passed	Not Exempt	87MFPM4J2-2-1-1		Riverside Golf Course Clubhouse	1158 Riverside Street	4.60	46.69	69.8	72.3	156.3	158.9	31.19		Other - Public Services	10154.0	75.1	75.1
Passed	Not Exempt	87MFMP5R3-4-3-4		Elm St Parking Garage	21 Elm St	0.18	23.47	2.5	2.5	6.9	7.1	0.47		Parking	172291.0		
Approved for permanent exemption	Exempt	87MFMP3Q4-4-3-4		PARKING GARAGE	0 FREE ST									Parking			
Passed	Not Exempt	87MFMP3Q+XW-4-4-3-4		Spring Street Parking Garage	45 Spring Street	0.40	88.66	5.6	6.0	15.3	16.3	0.22		Parking	222270.0		
Passed	Not Exempt	87MFMP5W1-4-4-5		Portland Police Station	109 Middle St	7.05	444.46	114.6	121.3	210.2	217.1	7.28		Police Station	63038.0	68.4	68.4
Passed	Not Exempt	87MFMMXF+99-4-4-5-3		HOMELESS SERVICES CENTER	654 RIVERSIDE ST									Residential Care Facility			
Passed	Not Exempt	87MFMMGF+QM-4-2-3-2		Barron Center	1145 Brighton Av	6.56	767.47	112.9	115.5	169.0	171.7	35.02	84	Senior Living Community	117032.0	-25.5	-25.5
Passed	Not Exempt	87MFJMWQ+XM-5-20-4-14		Portland International Jetport	1001 Westbrook Street	18.71	2619.68	280.9	287.8	649.6	658.5	55.56		Transportation Terminal/Station	140000.0	479.9	479.9
Passed	Not Exempt	87MFMQ52+79-0-1-1-0		Portland Ocean Terminal	40 Commercial St	4.79	674.38	76.0	81.4	150.2	155.8	9.92		Transportation Terminal/Station	140798.0	34.1	34.1

Status	Exemption	UBID	Property is Part of a Campus	Property Name	Address Line 1	Total (Location-Based) GHG Emissions Intensity (kgCO2e/ft²)	Total (Location-Based) GHG Emissions (Metric Tons CO2e)	Site EUI (kBtu/ft²)	Weather Normalized Site EUI (kBtu/ft²)	Source EUI (kBtu/ft²)	Weather Normalized Source EUI (kBtu/ft²)	Water Use Intensity (All Water Sources) (gal/ft²)	ENERGY STAR Score	Primary Property Type - Portfolio Manager - Calculated	Property GFA - Calculated (Buildings) (ft²)	% Difference from National Median Site EUI	% Difference from National Median Source EUI
Exempt	Not Exempt	87MFMP2W+CQ-1-1-1-2		Fish Exchange	1 Portland Fish Pier									Refrigerated Warehouse	38824.0		
Exempt	Exempt	87MFMPJ7+86-4-9-1-3		CONGDON-52 Canco	52 Canco Road	1.79	87.12	32.5	38.9	39.8	46.7	1.08	71	Distribution Center	48782.0	-33.7	-33.7
Exempt	Exempt	87MFJPX82-3-2-4		31301101 - Fore River Medical Building	195 Fore River Parkway	13.50	1022.96	188.9	189.1	522.2	522.4		4	Medical Office	75784.0	70.0	70.0
Exempt	Exempt	87MFMPP94-5-4-5		10590 Woods At Canco	257 Canco Road	4.00	450.72	64.8	68.6	120.3	127.2		31	Multifamily Housing	112647.0	12.9	12.9
Exempt	Exempt	87MFMPC81-2-0-1		409 CUMBERLAND	409 CUMBERLAND AVE	4.07	123.24	69.1	73.0	109.6	114.1	39.62	60	Multifamily Housing	30310.0	-7.2	-7.2
Exempt	Exempt	87MFMP4P2-3-3-5		Back Bay Tower	401 Cumberland Ave	1.89	432.8	28.2	30.5	66.0	70.8	14.83	100	Multifamily Housing	229083.0	-48.3	-48.3
Exempt	Exempt	87MFMP7W1-2-0-1		BAYSIDE EAST	47 SMITH ST	2.32	48.04	40.3	42.8	58.8	61.6	23.74	99	Multifamily Housing	20740.0	-47.4	-47.4
Exempt	Exempt	87MFMP9W+WQ-3-4-3-5		Bayview Heights	158 North Street	2.76	184.8	51.9	53.5	54.5	56.2	18.02	98	Multifamily Housing	67084.0	-43.6	-43.6
Exempt	Exempt	87MFMP2J1-2-2-2		BUTLER PAYSON	77 PINE ST	5.20	199.09	91.4	93.6	128.2	130.3	18.55	64	Multifamily Housing	38299.0	-9.5	-9.5
Exempt	Exempt	87MFJPXM1-3-2-2		Danforth Heights - Building A	240 Danforth Street	5.14	126.5	89.2	92.1	131.1	134.2	40.58	45	Multifamily Housing	24612.0	3.1	3.1
Exempt	Exempt	87MFJPXP2-3-1-3		Danforth Heights - Building B	213 Danforth Heights	5.80	176.5	103.0	106.1	138.9	142.4	43.07	37	Multifamily Housing	30436.0	8.7	8.7
Exempt	Exempt	87MFJPWP2-4-2-3		Danforth Heights - Building C	48 Salem Street	5.85	325.5	102.7	106.3	145.1	149.5	40.75	51	Multifamily Housing	55604.0	-1.3	-1.3
Exempt	Exempt	87MFMPH6+63-2-2-1-2		deering pavilion	880 forest ave	2.89	392.50	47.3	49.2	84.8	86.7	28.06	81	Multifamily Housing	135968.0	-21.4	-21.4
Exempt	Exempt	87MFMMFJ1-1-2-2		WESSEX WOODS APTS	7 WESSEX ST	3.79	72.37	56.2	56.2	134.4	134.4	32.97		Multifamily Housing	19080.0	13.8	13.8
Exempt	Exempt	87MFPP369-6-7-5		2541AS - Portland, ME	91 Auburn St Ste A	12.49	788.33	195.4	202.5	402.9	410.5	19.18	70	Supermarket/Grocery Store	63100.0	-20.2	-20.2
Exempt	Exempt	87MFMP534-10-5-9		4543AS - Portland, ME	1364 Congress St	12.91	502.85	197.0	200.7	435.6	439.5	9.17	70	Supermarket/Grocery Store	38949.0	-19.8	-19.8
Exempt	Exempt	87MFMP3M+3R-2-3-2-2		State Street Church UCC	159 State Street	2.92	94.45	52.6	56.1	66.7	70.4	5.57	45	Worship Facility	32385.0	7.1	7.1
Failed (Incomplete report)	Not Exempt	87MFMPP63-6-4-6		NEPW Logistics, Inc. (70 Quarry)	70 Quarry Road	1.25	112.65	21.1	24.4	34.0	37.5		84	Non-Refrigerated Warehouse	90400.0	-53.9	-53.9
Failed (Incomplete report)	Not Exempt	87MFMPP73-8-3-7		NEPW Logistics, Inc. (90/118 Q)	90/118 Quarry Road	1.48	258.54	24.1	26.0	36.5	39.0		81	Non-Refrigerated Warehouse	175000.0	-49.4	-49.4
Failed (Incomplete report)	Not Exempt	87MFJPWP+FV-3-5-3-5		POME	29 West Commercial St	4.91	112.99	86.6	95.7	120.3	129.9		37	Non-Refrigerated Warehouse	23000.0	24.7	24.7
Failed (Incomplete report)	Not Exempt	87MFMM3H2-3-3-4		Fancy Sauce	1945 Congress St. Building A	3.29	82.50	54.1	56.2	95.4	97.6		75	Office	25100.0	-31.2	-31.2
Failed (Incomplete report)	Not Exempt	87MFPM2J+P6-3-3-3-4		8387-Maine Mall-S Portland	415 Philbrook Avenue	11.32	560.19	174.4	179.4	375.3	380.2	12.82	69	Supermarket/Grocery Store	49499.0	-18.7	-18.7
In compliance	Not Exempt	87MFMPM3+HV-10-10-10-11	x	Central Loop	716 Stevens Avenue									College/University	254806.0		
In compliance	Not Exempt	87MFMP463-1-2-2		Norway Savings Bank	1200 Congress Street	7.57	218.64	122.3	124.2	228.6	230.2	5.68	40	Bank Branch	28886.0	12.5	12.5
In compliance	Not Exempt	87MFMP5P2-3-2-2		Bayside Bowl	58 Alder St	3.02	99.64	54.8	61.6	57.3	64.4	29.47		Bowling Alley	33000.0	-48.9	-48.9
In compliance	Not Exempt		x	Abromson Community Education Center	88 Bedford Street	0.00	0.0							College/University	44124.0		

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In compliance	Not Exempt		x	Alexander Hall	716 Stevens Avenue	3.02	66.73	42.0	42.0	117.7	117.5	12.57		College/University	22098.0	-34.8	-34.8
In compliance	Not Exempt		x	Alumni Hall	716 Stevens Avenue	0.00	0.00					1.01		College/University	12612.0		
In compliance	Not Exempt	87MFMPM3+2P-1-2-1-2		Blewett Hall	716 Stevens Avenue	2.94	92.91	49.0	52.0	82.4	85.6	8.15		College/University	31650.0	-54.4	-54.4
In compliance	Not Exempt		x	Coleman Hall	716 Stevens Avenue	3.32	35.60	62.5	69.0	65.7	72.5	6.13		College/University	10718.0	-63.6	-63.6
In compliance	Not Exempt	87MFMPM4+26-1-2-1-2		College of Pharmacy	706 Stevens Avenue	11.86	550.04	200.9	209.6	322.2	331.4	5.63		College/University	46380.0	78.4	78.4
In compliance	Not Exempt		x	East Campus	Bedford Street	2.99	687.53	41.6	41.6	116.4	116.4			College/University	230260.0	-35.6	-35.6
In compliance	Not Exempt		x	Ginn Hall	716 Stevens Avenue	45.67	857.90	828.7	876.8	1025.1	1077.9	42.45		College/University	18783.0	467.6	467.6
In compliance	Not Exempt		x	Glickman Family Library	314 Forest Avenue	2.49	314.92	46.9	48.2	49.2	50.6	1.31		College/University	126432.0	-72.7	-72.7
In compliance	Not Exempt		x	Goddard Hall	716 Stevens Avenue	1.34	17.03	25.3	27.6	26.5	28.9	111.48		College/University	12696.0	-85.3	-85.3
In compliance	Not Exempt		x	Hersey Hall	716 Stevens Avenue	0.00	0.00					4.53		College/University	22170.0		
In compliance	Exempt	87MFMPM4+X4-2-5-3-5	x	Innovation Hall	716 Stevens Avenue	2.83	180.24	43.5	45.4	94.2	96.3	5.73		College/University	63700.0	-47.8	-47.8
In compliance	Not Exempt		x	Linnell Hall	716 Stevens Avenue	0.00	0.00					3.07		College/University	12411.0		
In compliance	Not Exempt		x	Luther Bonney Hall	85 Bedford Street	0.00	0.0							College/University	76685.0		
In compliance	Not Exempt		x	MacDougal Hall	716 Stevens Avenue	0.00	0.0							College/University	15308.0		
In compliance	Not Exempt	87MFMP6C+CC-2-2-3-2	x	Maine Law Building	246 Deering Avenue	0.00	0.00					0.17		College/University	92983.0		
In compliance	Not Exempt		x	Masterton Hall	71 Bedford Street	0.00	0.00					1.10		College/University	36636.0		
In compliance	Not Exempt		x	McGoldrick Center	35 Bedford Street	3.03	127.07	57.0	60.3	59.8	63.3	16.03		College/University	42000.0	-66.9	-66.9
In compliance	Not Exempt	87MFMPM4+J3-2-3-3-2		Oral Health Center	1 College Street	8.04	323.86	117.9	120.5	289.7	292.0	29.99		College/University	40300.0	60.4	60.4
In compliance	Not Exempt		x	Parker Pavilion	716 Stevens Avenue	31.08	205.10	432.6	434.5	1211.2	1216.7			College/University	6600.0	570.6	570.6
In compliance	Not Exempt	87MFMP6C+VX-2-2-2-3	x	Payson Smith Hall	96 Falmouth Street	0.14	7.41	2.7	2.7	2.8	2.8	6.40		College/University	52516.0	-98.5	-98.5
In compliance	Not Exempt		x	Placeholder Property (Bills from Unknown Source)	Unknown	0.00	0.00					65.20		College/University	10000.0		
In compliance	Not Exempt		x	Portland Commons	Bedford Street	0.93	202.82	17.5	18.8	18.4	19.8			College/University	218000.0	-89.8	-89.8
In compliance	Not Exempt		x	Proctor Hall	716 Stevens Avenue	3.31	102.90	46.1	46.1	129.1	129.1	30.69		College/University	31074.0	-28.5	-28.5
In compliance	Not Exempt		x	Science Building	70 Falmouth Street	0.23	35.70	4.4	4.4	4.6	4.6	7.35		College/University	152806.0	-97.4	-97.4
In compliance	Not Exempt		x	Sullivan Gym Complex	66 Foulmouth Street	0.24	14.19	4.6	4.7	4.8	5.0	6.90		College/University	58062.0	-97.3	-97.3
In compliance	Not Exempt		x	West Campus	Bedford Street	3.15	1567.70	43.8	43.8	122.7	122.7			College/University	497944.0	-32.1	-32.1
In compliance	Not Exempt	87MFMP6G+H6-4-7-4-8	x	Wishcamper Center	34 Bedford Street	0.00	0.26	0.1	0.1	0.1	0.1	2.17		College/University	59704.0	-100.0	-100.0
In compliance	Not Exempt		x	Woodbury Campus Center	35 Bedford Street	0.00	0.00							College/University	28256.0		
In compliance	Not Exempt	87MFMP5W+QG-2-2-2-3		CUMBERLAND COUNTY COURTHOUSE	142 FEDERAL STREET	2.91	227.25	49.8	57.0	77.4	84.9	7.74	94	Courthouse	78000.0	-60.0	-60.0

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In compliance	Not Exempt	87MFMPM7+26-5-8-5-7		150 Read St	150 Read St	1.97	114.22	33.9	37.7	51.3	55.3	1.12	58	Distribution Center	58000.0	-14.0	-14.0
In compliance	Not Exempt	87MFMPM77-8-7-7		187-209 Read St, LLC	203 Read St	2.22	365.70	39.5	44.4	52.4	57.9	0.52	70	Distribution Center	165000.0	-31.6	-31.6
In compliance	Not Exempt	87MFMP583-2-3-3		85 St. James Street	85 St. James Street	2.67	53.9	36.5	38.3	63.0	65.0	4.89	48	Distribution Center	20160.0	3.2	3.2
In compliance	Not Exempt	87MFMMCG+85-8-10-11		BROSCO Portland	7 Rand Road	2.62	793.23	44.7	47.7	68.1	71.3	0.63		Distribution Center	303156.0	28.8	28.8
In compliance	Not Exempt	87MFJPXC+67-4-3-4-3		Ferguson 33500 - Portland	172 Saint John St	2.38	135.87	40.4	43.2	64.8	67.8	0.58	67	Distribution Center	56988.0	-28.6	-28.6
In compliance	Not Exempt	87MFPM5P2-3-3-3		Partners for World Health	40 Walch Drive	2.30	57.39	35.6	35.6	52.4	52.4	1.67	57	Distribution Center	25000.0	-12.0	-12.0
In compliance	Not Exempt	87MFJPRC+P2-2-3-2-2		Sprague Operating Resources	92 Cassidy Pt Dr	0.64	144.81	8.7	9.2	18.6	19.4	1.92		Distribution Center	227594.0	-64.8	-64.8
In compliance	Not Exempt	87MFMPQ33-4-3-5		The Salvation Army ARC Warehouse and Store	30 Warren Ave.	4.19	179.07	74.6	83.0	99.8	108.7	2.46		Distribution Center	42708.0	88.8	88.8
In compliance	Not Exempt	87MFMP7P+7W-1-2-2-2		Planet Fitness Portland	145 Marginal Way	6.38	127.69	98.4	102.5	211.5	215.9	38.28		Fitness Center/Health Club/Gym	20000.0	88.9	88.9
In compliance	Not Exempt	87MFMP85+F7-3-6-3-6		MMC - Brighton Campus	335 Brighton Ave	10.93	2287.01	178.9	178.9	321.7	321.7	24.84	92	Hospital (General Medical & Surgical)	209149.0	-25.6	-25.6
In compliance	Not Exempt	87MFMP3F+7J-8-10-8-11		MMC - Portland	22 Bramhall Street	17.19	25499.71	284.8	284.3	492.1	490.7	9.87	27	Hospital (General Medical & Surgical)	1483216.0	12.6	12.6
In compliance	Not Exempt	87MFJPX93-4-3-3		Northern Light Mercy Hospital	175 Fore River Parkway	20.39	4297.72	344.7	343.5	554.9	613.2	62.44	8	Hospital (General Medical & Surgical)	210803.0	30.8	30.8
In compliance	Not Exempt	87MFMM353-5-2-4		Spring Harbor Hospital	123 Andover Road	14.86	1038.89	244.7	244.2	430.8	429.4	46.34	77	Hospital (General Medical & Surgical)	69928.0	-14.7	-14.7
In compliance	Not Exempt	87MFMP49+46-2-1-2-1		2049-Portland	340 Park Ave.	4.27	217.04	68.9	70.0	129.2	132.3	49.45	85	Hotel	50864.0	-30.0	-30.0
In compliance	Not Exempt	87MFMQ62+JJ-2-4-3-4		86 Newbury Street Condo 5	25 Hancock Street	5.00	394.34	81.1	81.1	150.2	150.2	26.88	74	Hotel	78845.0	-19.5	-19.5
In compliance	Not Exempt	87MFMP3V2-3-3-3		Canopy Portland Waterfront	9 Center Street	1.58	164.79	29.3	29.3	33.2	33.2	32.05	100	Hotel	104000.0	-82.5	-82.5
In compliance	Not Exempt	87MFMP45+CW-4-3-4-4		Clarion Hotel	1230 Congress st	4.20	416.29	68.2	69.3	126.2	127.4	46.78	94	Hotel	99000.0	-38.8	-38.8
In compliance	Not Exempt	87MFMM2Q3-2-4-4		Embassy Suites by Hilton	1050 Westbrook St	6.13	631.58	99.8	100.8	182.0	183.1		74	Hotel	103048.0	-17.7	-17.7
In compliance	Not Exempt	87MFMP5X+6V-2-3-3-2		HGI Portland	65 Commercial st.	5.60	428.48	90.9	92.0	167.9	168.8	51.39	79	Hotel	76472.0	-23.2	-23.2
In compliance	Not Exempt	87MFJMXM+QP-3-4-3-3		Hilton Garden Inn Portland Airport	145 Jetport Blvd.	19.21	384.11	318.3	324.3	549.2	557.6	120.59	5	Hotel	20000.0	56.2	56.2
In compliance	Not Exempt	87MFMP3Q+CQ-3-5-3-5		Holiday Inn By The Bay	88 Spring Street	5.78	1034.25	93.2	97.7	175.6	183.9	50.54	60	Hotel	178842.0	-7.9	-7.9
In compliance	Not Exempt	87MFMMGC+VQ-2-3-1-4		Maple Hotel Enterprises LLC dba Motel 6	1 Riverside Street	1.76	78.91	32.7	32.8	36.0	36.2	113.38	100	Hotel	44944.0	-76.2	-76.2
In compliance	Not Exempt	87MFMQ62+CJ-4-6-3-2		Portland Downtown ME RI	145 Fore St	4.36	599.54	69.0	71.3	137.2	140.0	39.89	80	Hotel	137640.0	-25.0	-25.0
In compliance	Not Exempt	87MFMQ62+3V-3-3-2-4		Portland DT Waterfront ME ACH	158 Fore St	4.20	436.13	67.1	68.2	129.7	130.6	38.34	86	Hotel	103898.0	-31.6	-31.6
In compliance	Not Exempt	87MFMP4V+4X-2-2-3-4		Portland Harbor Hotel	468 Fore Street	9.17	498.40	149.8	155.0	270.2	279.8	67.01	2	Hotel	54376.0	91.2	91.2

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In compliance	Not Exempt	87MFMP4W0-1-1-1		Portland ME AH	379 Commercial St	4.57	375.15	70.3	71.8	151.9	156.1	35.80	71	Hotel	82113.0	-17.0	-17.0
In compliance	Not Exempt	87MFMP5X2-3-2-3		Portland ME HAMP	209 Fore St	4.67	332.49	74.0	75.6	146.7	148.4	70.56	74	Hotel	71206.0	-20.1	-20.1
In compliance	Not Exempt	87MFMP4W+RW-2-3-2-4		Portland Regency Inc	20 Milk Street	6.96	528.66	113.6	117.1	205.5	213.0	98.84	59	Hotel	76000.0	-6.6	-6.6
In compliance	Not Exempt	87MFMP5V+HF-1-3-2-2		The Press Hotel	119 Exchange St	6.21	518.50	100.9	103.9	185.3	188.9	49.71	55	Hotel	83506.0	-4.3	-4.3
In compliance	Not Exempt	87MFMP4P+47-5-8-7-7		Westin Portland Harborview Hotel	157 High Street	5.84	1485.31	95.8	98.0	171.1	173.4	31.44	66	Hotel	254268.0	-12.9	-12.9
In compliance	Not Exempt	87MFJPWH+CQ-1-2-2-2		16 Storer Street	16 Storer Street	1.28	94.31	21.8	22.8	34.0	35.0	1.86	100	K-12 School	73799.0	-68.0	-68.0
In compliance	Not Exempt	87MFJPWJ+PH-2-2-1-3		64 Emery Street	64 Emery Street	3.07	131.32	52.4	54.8	81.9	84.7	4.72	81	K-12 School	42779.0	-31.5	-31.5
In compliance	Not Exempt		x	Breakwater Learning	856 Brighton Ave.	0.00	0.0							K-12 School	35986.0		
In compliance	Not Exempt	87MFMMFP+29-2-2-1-2	x	Brick	858 Brighton Ave.	3.25	69.11	57.0	59.3	80.3	82.7	12.57	68	K-12 School	21288.0	-17.8	-17.8
In compliance	Not Exempt	87MFMPHF+W3-2-2-9-6		Cheverus High School	267 Ocean Ave	3.88	406.46	66.7	73.9	101.5	109.7	32.12	54	K-12 School	104761.0	-3.9	-3.9
In compliance	Not Exempt	884	x	Gym	856 Brighton Ave.	5.55	50.78	75.4	77.6	108.1	110.7	5.39	62	K-12 School	9145.0	-12.6	-12.6
In compliance	Not Exempt	856	x	Jessie	856 Brighton Ave.	4.27	23.72	57.9	59.6	66.8	68.4	5.90	93	K-12 School	5553.0	-48.5	-48.5
In compliance	Not Exempt	87MFPP47+R8-11-14-10-12		Lyman Moore Middle School	171 Auburn St	4.33	704.62	77.1	84.7	103.2	111.4	6.03	48	K-12 School	162669.0	1.8	1.8
In compliance	Not Exempt		x	Abplanalp Library	716 Stevens Avenue	0.00	0.00					9.30		Library	26636.0		
In compliance	Not Exempt	87MFPM7V3-3-3-4		500 Riverside - 500 Building	500 Riverside Industrial Parkway	7.83	269.51	118.9	122.9	266.8	271.1	5.83		Manufacturing/Industrial Plant	34400.0		
In compliance	Not Exempt	87MFPM8W3-3-3-3		525 Riverside - 520/540 Building	524 Riverside Industrial Parkway	6.66	345.96	104.0	106.1	215.3	217.0	9.28		Manufacturing/Industrial Plant	51952.0		
In compliance	Not Exempt	87MFJPWC+5J-5-4-6-4		Barber Foods, LLC	70 St. John Street	32.98	4823.06	518.0	522.0	1055.0	1059.2	220.76		Manufacturing/Industrial Plant	146233.0		
In compliance	Not Exempt	87MFPM3J2-4-2-4		Designtex Portland	14 Industrial Way	3.63	145.13	57.1	59.6	115.5	118.0	0.58		Manufacturing/Industrial Plant	40000.0		
In compliance	Not Exempt	87MFPM5P+4G-2-3-2-2		Immucell	56 Evergreen Drive	22.31	800.85	335.3	341.7	772.6	787.5	130.68		Manufacturing/Industrial Plant	35896.0		
In compliance	Not Exempt	87MFJMX5+VM-6-8-5-10		Nichols Portland LLC	2400 Congress Street	29.75	5949.82	454.9	456.1	999.7	1001.0	22.63		Manufacturing/Industrial Plant	200000.0		
In compliance	Not Exempt	87MFMP7G+H7-5-8-4-7		Oakhurst Dairy	364 Forest Avenue	33.75	2860.02	467.7	471.0	964.0	966.0	395.26		Manufacturing/Industrial Plant	84730.0		
In compliance	Not Exempt	87MFPM6V+VG-2-5-3-4		unifirst corp	430 riverside ind. prkwy	20.02	984.20	362.7	377.8	451.9	468.9	208.38		Manufacturing/Industrial Plant	49149.0		
In compliance	Not Exempt	87MFMP2G+JH-1-2-1-2		216 Vaughan Street	216 Vaughan Street	6.94	195.84	119.6	122.6	180.7	183.7	10.24	47	Medical Office	28220.0	1.6	1.6
In compliance	Not Exempt	87MFMP6X+P2-1-2-2-2		272 Congress Street	272 Congress Street	5.32	111.64	86.0	90.0	160.1	166.3	6.46	57	Medical Office	21000.0	-6.1	-6.1
In compliance	Not Exempt	87MFMP452-3-2-4		Eye Venture Associates	53 Sewall St	12.89	335.62	206.3	205.6	397.5	395.5	23.92	37	Medical Office	26030.0	10.6	10.6
In compliance	Not Exempt	87MFMP382-2-1-3		Maine Eye Center	15 Lowell Street	3.82	129.88	60.8	62.9	119.1	121.2	8.00		Medical Office	34000.0	-48.8	-48.8

Status	Exemption	UBID	Property is Part of a Campus	Property Name	Address Line 1	Total (Location-Based) GHG Emissions Intensity (kgCO2e/ft²)	Total (Location-Based) GHG Emissions (Metric Tons CO2e)	Site EUI (kBtu/ft²)	Weather Normalized Site EUI (kBtu/ft²)	Source EUI (kBtu/ft²)	Weather Normalized Source EUI (kBtu/ft²)	Water Use Intensity (All Water Sources) (gal/ft²)	ENERGY STAR Score	Primary Property Type - Portfolio Manager - Calculated	Property GFA - Calculated (Buildings) (ft²)	% Difference from National Median Site EUI	% Difference from National Median Source EUI
In compliance	Not Exempt	87MFMP7H2-3-2-2		Northern Light Health	43 Baxter Blvd	2.29	56.19	35.1	36.6	76.9	78.5	6.89	100	Medical Office	24524.0	-73.6	-73.6
Exempt	Not Exempt			Parking Garage	88 Bedford Street	0.00	0.00					0.31		Mixed Use Property	386681.0		
In compliance	Not Exempt	87MFMP252-2-2-1		Children's Museum and Theatre of Maine	250 Thompson's Point Road	4.10	122.87	62.4	63.3	138.5	139.9	18.95		Museum	40000.0	23.7	23.7
In compliance	Not Exempt	87MFMPQR1-1-1-1		165 Presumpscot	165 Presumpscot St	0.28	12.16	3.8	4.0	10.7	11.1	2.84		Non-Refrigerated Warehouse	44100.0	-79.7	-79.7
In compliance	Not Exempt	87MFMMQC+4G-3-3-2-4		Building 2	344 Riverside St	1.50	19.19	26.0	28.3	38.4	40.9	70.13	72	Non-Refrigerated Warehouse	12800.0	-35.5	-35.5
In compliance	Not Exempt	87MFMPM73-7-3-7		NEPW Logistics, Inc. (Read)	182-184 Read Street	2.20	169.05	39.4	43.7	50.8	55.3	0.41	82	Non-Refrigerated Warehouse	77000.0	-50.0	-50.0
In compliance	Not Exempt	87MFPM6V+F9-3-6-3-6		NU Portland Facility	376 Riverside Industrial Parkway	2.97	192.24	47.1	50.2	92.9	96.1	1.21	60	Non-Refrigerated Warehouse	64759.0	-15.0	-15.0
In compliance	Not Exempt	87MFMMPF+RR-2-2-3-1		Pine Tree Paper Co	633 Warren Ave	0.41	8.26	5.7	6.0	16.1	16.8	0.00	97	Non-Refrigerated Warehouse	20000.0	-80.2	-80.2
In compliance	Not Exempt	87MFMP25+F9-2-5-2-5		#1208 - Thompson's Point - Brick South	8 Thompsons Point Road	6.70	187.68	118.6	125.1	162.2	168.9	3.75	7	Office	28000.0	99.3	99.3
In compliance	Not Exempt	87MFMP5Q+JW-1-2-1-2		307-9 CUMBERLAND AVE	307 CUMBERLAND AVE	2.97	76.07	50.4	53.5	80.0	83.5	2.81	82	Office	25650.0	-39.6	-39.6
In compliance	Not Exempt	87MFJPF+W8-1-3-2-3		Cianbro (Ricker's Wharf Facility)	60 Cassidy Point Drive	3.13	68.64	47.8	50.4	105.9	110.2	4.11	62	Office	21901.0	-15.1	-15.1
In compliance	Not Exempt	87MFMM272-4-3-4		Congress Street LLC	2331 Congress Street	5.85	128.80	101.2	105.2	151.2	155.5	18.56	49	Office	22000.0	0.6	0.6
In compliance	Not Exempt	87MFMP3P2-2-1-1		Julia Welsh	619 Congress St	1.48	35.77	27.4	31.1	30.9	34.7	3.73	100	Office	24187.0	-78.8	-78.8
In compliance	Not Exempt	87MFMP4V2-1-2-2		ME EMPLOYERS MUTUAL	19 Cross St.	4.25	249.50	59.1	61.6	165.6	172.5	2.97	57	Office	58737.0	-9.5	-9.5
In compliance	Not Exempt	87MFMP67+WM-6-3-6-3		PWD Admin Facility	225 Douglass St.	6.63	430.82	111.8	116.6	181.7	186.7	6.14	49	Office	65000.0	0.7	0.7
In compliance	Not Exempt	87MFMM2C4-7-3-7		Unum Portland, ME Campus	2211 Congress Street	4.35	3128.96	70.3	73.0	131.5	134.4	8.79		Office	719458.0	13.0	13.0
In compliance	Not Exempt	87MFMM274-4-1-4		Woodard & Curran	41 Hutchins Drive	4.44	255.60	75.8	78.6	118.3	121.2	0.69		Office	60144.0	1.6	1.6
In compliance	Not Exempt	87MFMMR92-3-1-2		101 McAlister Farm Road	101 McAlister Farm Road	3.89	81.23	63.0	67.0	117.4	121.8	7.55		Other	20860.0	31.5	31.5
In compliance	Not Exempt	87MFMMM92-3-2-4		238 Riverside	238 Riverside Street	1.28	46.65	20.3	22.3	40.6	42.8	1.24		Other	36340.0	-54.5	-54.5
In compliance	Not Exempt			Building G	100 West Commercial Street	2.86	57.25	45.6	47.7	53.1	55.2	4.26		Other	20000.0	-40.5	-40.5
In compliance	Not Exempt	87MFMMPC+M8-2-2-2-2		Hammond Lumber Company	300 Riverside Street	1.60	35.20	29.7	35.3	33.1	39.0	4.22		Other	22000.0	-62.9	-62.9
In compliance	Not Exempt		x	Wayneflete Rowing	100 West Commercial Street	0.28	0.57	3.9	4.0	11.0	11.1	4.26		Other	2000.0	-87.6	-87.6
In compliance	Not Exempt	87MFMPPM+M4-1-2-2-2		Glickman Academy	587 Ocean Ave	4.29	92.70	74.5	81.6	109.2	116.8	5.72		Other - Education	21624.0	-1.0	-1.0
In compliance	Not Exempt	87MFMP5R+56-3-4-4-5		Monument Square	5 Monument Square	2.04	166.47	38.3	41.2	40.2	43.3	4.25		Other - Education	81770.0	-63.5	-63.5
In compliance	Not Exempt	87MFMPC4+G3-1-1-1-0		PPL Burbank	337 Stevens Avenue	2.13	14.60	36.3	38.1	56.6	59.3	10.78		Other - Education	6870.0	-48.7	-48.7
In compliance	Not Exempt	87MFMP6P3-4-3-2		127 MW	127 marginal way	0.06	1.60	0.9	0.9	2.1	2.3	1.44		Other - Mall	27554.0	-99.1	-99.1
In compliance	Not Exempt	87MFMP4M+JR-3-4-3-3		YMCA of Southern Maine	70 Forest Avenue	6.73	660.63	120.0	125.6	159.2	165.1	24.88		Other - Recreation	98180.0	42.1	42.1

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In compliance	Not Exempt	87MFJPVM+PW-4-15-3-15		Portland Yacht Services	100 West Commercial Street	4.45	384.91	68.5	71.1	120.0	123.5	12.50		Other - Services	86400.0	23.9	23.9
In compliance	Not Exempt	87MFMP5W1-2-2-3		PARKING GARAGE	142 FEDERAL STREET	0.30	34.56	4.1	4.1	11.6	11.6	0.00	94	Parking	118760.0	-60.0	-60.0
In compliance	Not Exempt	87MFMP4R+JC-2-2-2-2		121 Center Street	121 Center Street	6.88	198.81	114.4	120.6	195.3	202.1	10.22		Performing Arts	28885.0	74.4	74.4
In compliance	Not Exempt	87MFMMQJ+F5-4-7-5-8		029	513 Warren Ave	0.00	0.00	124.9	131.0	275.6	283.2	4.04	17	Refrigerated Warehouse	104710.0	82.2	82.2
In compliance	Not Exempt	87MFMPM8+72-4-7-4-9		10573002 - Portland	165 Read Street	3.33	653.77	49.1	49.0	118.7	118.6	37.38	77	Refrigerated Warehouse	196599.0	-42.7	-42.7
In compliance	Not Exempt	87MFMP5P1-2-0-1		Salvation Army Adult Rehabilitation Center	98 Preble Street	6.36	151.51	105.6	112.9	181.1	188.8	26.71		Residential Care Facility	23826.0	68.4	68.4
In compliance	Not Exempt	87MFMPPR2-2-2-2		145 Presumpscot Store	145 Presumpscot St	1.68	36.21	23.3	23.4	65.3	65.5	3.46	95	Retail Store	21600.0	-52.7	-52.7
In compliance	Not Exempt	87MFMMPG+75-5-5-7-6		2401 - PORTLAND	245 RIVERSIDE STREET	4.52	483.50	75.6	81.3	126.2	132.3	6.22	79	Retail Store	107085.0	-29.4	-29.4
In compliance	Not Exempt	87MFMMQJ+2W-3-3-2-3		Branch 616 - Portland, ME	425 Warren Ave	2.77	73.12	49.1	54.5	67.1	73.0	0.00	61	Retail Store	26357.0	-11.2	-11.2
In compliance	Not Exempt	87MFMP5X+7C-1-2-2-3		Hub Furniture Co	291 Fore St	1.05	36.65	18.0	20.1	27.5	29.7	0.68	98	Retail Store	35000.0	-60.1	-60.1
In compliance	Not Exempt	87MFMM29+R2-3-3-1-3		Ruth's Reusable Resources	39 Blueberry Rd	1.82	49.07	28.5	28.7	37.9	38.4	0.55	95	Retail Store	27000.0	-48.6	-48.6
In compliance	Not Exempt	87MFMMJC3-4-2-4		3697-Portland - Riverside St	150 Riverside St	0.91	69.54	15.1	16.3	25.8	27.1	0.09		Self-Storage Facility	76527.0	-46.0	-46.0
In compliance	Not Exempt	87MFMP3P+7W-2-2-1-3		Cumberland Club	116 High St	8.65	172.97	150.8	158.9	218.2	227.3	15.53		Social/Meeting Hall	20000.0	99.1	99.1
In compliance	Not Exempt	87MFMP7R+9H-4-6-3-4		10291-PTL Portland Bayside	2 Somerset Street	18.85	1056.84	299.3	308.5	590.6	600.4	39.40		Supermarket/Grocery Store	56059.0	33.0	33.0
In compliance	Not Exempt	JPQX+4V South Portland, Maine		8279-Portland, ME	50 Cottage Road	12.48	540.05	191.1	198.8	418.5	426.6	16.40	62	Supermarket/Grocery Store	43268.0	-12.6	-12.6
In compliance	Not Exempt	87MFMP7J+CJ-4-9-3-7		8351-Portland Forest Ave.	295 Forest Avenue	13.21	938.21	195.9	203.5	468.1	476.3	6.41	51	Supermarket/Grocery Store	71011.0	-1.9	-1.9
In compliance	Not Exempt	87MFJPVJ2-4-3-4		Portland VA CBO	141 West Commercial Street	11.24	772.03	186.3	190.7	321.1	325.9	8.57		Urgent Care/Clinic/ Other Outpatient	68710.0	120.3	120.3
In compliance	Not Exempt	87MFMMQF+G9-2-4-3-3		Moose LLC	375 Riverside Street	3.02	79.25	48.9	53.0	90.2	94.7	5.35	72	Vehicle Dealership	26285.0	-20.7	-20.7
In compliance	Not Exempt	87MFMMFH+9R-4-3-3-4		Quirk Chevrolet	1000 Brighton Ave	1.97	110.52	30.1	30.6	66.5	67.1	2.57	95	Vehicle Dealership	56000.0	-48.3	-48.3
In compliance	Not Exempt		x	Building A	100 West Commercial Street	0.22	4.31	3.1	3.2	8.8	8.9	2.22		Vehicle Repair Services	19200.0	-91.0	-91.0
In compliance	Not Exempt		x	Building B	100 West Commercial Street	4.08	117.37	60.8	62.7	117.4	120.0	11.83		Vehicle Repair Services	28800.0	21.2	21.2
In compliance	Not Exempt		x	Building C	100 West Commercial Street	2.00	43.22	32.6	34.2	59.3	61.4	6.50		Vehicle Repair Services	21600.0	-38.8	-38.8
In compliance	Not Exempt		x	Building D	100 West Commercial Street	4.87	23.38	81.2	85.0	137.4	141.3	18.26		Vehicle Repair Services	4800.0	41.8	41.8
In compliance	Not Exempt		x	Building E	100 West Commercial Street	6.87	82.48	108.9	112.9	133.4	137.7	17.05		Vehicle Repair Services	12000.0	37.7	37.7

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In compliance	Not Exempt	87MFMPHW+WR-3-3-4-4		Maine Yacht Center	100 Kensington Street	2.70	133.11	40.5	43.4	75.7	78.6	12.80		Vehicle Repair Services	49300.0	-21.8	-21.8
In compliance	Not Exempt	87MFMPXR2-2-2-3		Moody's Collision Centers Portland	495 Presumpscot St	19.85	223.35	268.9	287.0	344.6	362.7	12.67		Vehicle Repair Services	11250.0	255.7	255.7
In compliance	Not Exempt	87MFMMQM+5V-3-2-4-1		Portland Commerce Center - Safelite	421 Warren Ave	3.06	82.20	51.5	55.0	84.8	88.6	43.78		Vehicle Repair Services	26840.0	-12.5	-12.5
In compliance	Not Exempt	87MFMMFG+4M-4-9-5-9		LOWES	37 RAND RD	4.05	469.5	65.8	68.5	120.8	123.7	3.94	83	Wholesale Club/Supercenter	115928.0	-31.6	-31.6
In compliance	Not Exempt	87MFMPRC+36-3-3		First Baptist Church in Portland	360 Canco rd	2.14	60.7	37.9	42.1	52.3	57.1	1.35	93	Worship Facility	28327.0	-46.2	-46.2
In compliance	Not Exempt	87MFPP35+XR-2-3-2-2		First Lutheran Church & Children's Programs	132 Auburn St	3.50	87.62	47.7	52.2	61.2	66.0	6.47	69	Worship Facility	25011.0	-23.9	-23.9
In compliance	Not Exempt	87MFMP5R+CM-2-2-1-2		First Parish Church	425 Congress Street	2.33	41.06	40.8	45.5	57.7	63.6	8.08	41	Worship Facility	17637.0	13.6	13.6
In compliance	Not Exempt	87MFPP83+WQ-2-3-1-2		Grace Baptist Church	476 Summit Street	9.73	46.10	132.2	141.1	176.3	188.9	5.84		Worship Facility	4737.0	201.8	201.8
In compliance	Not Exempt	87MFMP88+8F-2-4-2-4		Temple Beth El	400 Deering Avenue	3.89	84.36	67.8	72.8	98.5	103.6	11.34	41	Worship Facility	21674.0	12.4	12.4
In compliance	Not Exempt	87MFMPC6+6W-2-1-2-1		Woodfords Congregational Church	202 Woodford Street	1.95	85.66	26.6	26.6	36.3	36.3	664.03	79	Worship Facility	44000.0	-43.6	-43.6
In compliance	Not Exempt	87MFMPM3+4J-3-8-3-3	x	HERSEY	714 STEVENS AVE												
In compliance	Not Exempt			The Cathedral Church of St. Luke	143 State Street	3.31	107.04	59.7	65.6	75.3	81.9				32386.0		
Failed	Not Exempt	87MFMMHC+RR-5-10-2-3		Fireside Portland	81 Riverside St	4.72	536.05	75.8		144.9		214.26	83	Hotel	113493.0	-26.4	-26.4
Failed	Not Exempt	87MFMP3Q2-3-3-3		Baxter	562 Congress st	2.37	251.30	41.4	44.3	59.7	62.6	4.53		Financial Office	105872.0	-48.7	-48.7
Failed	Not Exempt	87MFPM7W+26-2-3-4-3		Douglas Bros. Division-Robert Mitchell Co., Inc.	423 Riverside Industrial Parkway	2.38	67.17	40.4		64.6		1.99		Manufacturing/Industrial Plant	28200.0		
Failed	Not Exempt	87MFMM25+JR-3-4-4-4		APEX Fitness & Racket Center LLC	2445 Congress St	1.43	117.41	20.4		53.9		0.01		Other - Recreation	82000.0	-51.9	-51.9
Failed	Not Exempt	87MFMP7Q2-3-2-3		161 MW	161 marginal way	8.26	453.62	153.7	158.3	170.4	175.3	43.70		Other - Mall	54922.0	-24.4	-24.4
Failed	Not Exempt	87MFMPR53-2-1-2		7TH DAY ADVENTISTS	97 ALLEN AVE												
Failed	Not Exempt	87MFMMPP3-3-4-2		APPLICATOR SALES	400 WARREN AVE												
Failed	Not Exempt	87MFMMPM3-3-3-2		APPLICATORS SALE	420 WARREN AVE												
Exempt	Exempt	87MFMP4Q2-4-3-3		ARCADIA	504 CONGRESS ST												
Failed	Not Exempt	87MFMMMF+6Q-3-3-2-2		BERLIN CITY LEXUS/TOYOTA	191 RIVERSIDE ST												
Failed	Not Exempt	87MFPP287-7-11-8		CALL CENTER BLDG	75 NORTHPORT DR												
Failed	Not Exempt	87MFMP4R+67-4-7-5-7		CIVIC CENTER	82 FREE ST												
Failed	Not Exempt	87MFJPWC+9X-3-3-2-3		COZY HARBOR	75 ST JOHN ST												
Failed	Not Exempt	87MFMP6R+XX-4-6-4-5		E W NOYES & SONS	127 OXFORD ST												
Failed	Not Exempt	87MFMPRC+36-3-3-2-4		FIRST BAPTIST CHURCH	326 CANCO RD												

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Failed	Not Exempt	87MFJPXC2-3-2-4		GOULET SUPPLY	151 ST JOHN ST												
Failed	Not Exempt	87MFMP49+F3-3-3-2-2		H.P. HOOD & SONS	349 PARK AVE												
Failed	Not Exempt	87MFMMQF4-5-3-6		HARVEY IND.	405 RIVERSIDE ST												
Failed	Not Exempt	87MFMP2V0-1-1-1		HOBSON'S PIER	390 COMMERCIAL ST												
Failed	Not Exempt	87MFPM4Q3-4-3-3		HOLMES DISTRIBUTOR / HORIZON	230 RIVERSIDE IND PKWY												
Exempt	Exempt	87MFMP4R1-2-2-1		KINKO'S	50 MONUMENT SQ												
Exempt	Exempt	87MFMMQ8+3X-8-9-8-7		L L BEAN	765 WARREN AVE												
Exempt	Exempt	87MFMMQM2-5-3-4		LEX CONNECTION	429 WARREN AVE												
Exempt	Exempt	87MFMP5V1-2-1-3		MACHIAS BANK/O BAG	193 MIDDLE ST												
Exempt	Exempt	87MFJMXG+JP-3-4-3-4		MAINE LOBSTER NOW	52 CITY LINE DR												
Exempt	Exempt	87MFMPQ93-4-3-5		ME DMV & DEP	298 CANCO RD												
Exempt	Exempt	87MFMP4Q+FG-2-2-1-1		MECHANICS HALL	519 CONGRESS ST												
Exempt	Exempt	87MFMM283-4-4-4		MPX/SFX	2301 CONGRESS ST												
Exempt	Exempt	87MFMMRF3-4-2-4		MSN / ME TPK SVC CTR	400 RIVERSIDE ST												
Failed	Not Exempt	87MFMM9F2-4-3-4		NEXCYCLE / ROOF SPECIALIST/	80 PINE TREE IND PKWY												
Failed	Not Exempt	87MFPM7V+4J-2-5-3-4		PAUL WHITE TILE CO	446 RIVERSIDE IND PKWY												
Exempt	Exempt	87MFMP453-3-3-4		ORTHOPAEDIC ASSOC	33 SEWALL ST									Ambulatory Surgical Center	54000.0		
Exempt	Exempt	87MFMP4W+93-2-3-1-3		Cow Plaza Hotel LLC	433 Fore Street							46.16		Hotel	80189.0		
Exempt	Exempt	87MFPM3M+FX-6-5-5-4		006881-Portland ME	125 Industrial Way									Non-Refrigerated Warehouse	100000.0		
Exempt	Exempt	87MFPM9W+6Q-2-4-3-4		FAIRPOINT COMUNICATION	5 DAVIS FARM RD									Office	80683.0		
Exempt	Exempt	87MFMP4V2-2-3-4		PARKING DECK	468 FORE ST									Parking	61650.0		
Exempt	Exempt	87MFPM4J+4C-1-1-1-2		899 Riverside St Campus	899 Riverside St	0.00	0.0							Residential Care Facility	25688.0		
Exempt	Exempt			Bigelow	899 Riverside St									Residential Care Facility	12460.0		
Exempt	Exempt			Kineo	899 Riverside St									Residential Care Facility	9180.0		
Exempt	Exempt	87MFMPV9+QX-6-7-6-7		ST JOSEPHS MANOR	136 RAY ST									Residential Care Facility	88000.0		
Exempt	Exempt			Sue Wright House	899 Riverside St									Residential Care Facility	4576.0		
Exempt	Exempt	87MFMMQR+53-2-1-1-1		O'CONNORS MOTOR CO	279 WARREN AVE									Vehicle Dealership	33710.0		
Exempt	Exempt	87MFMP4R+FJ-1-2-2-2		#1 FREE ST CONDO	10 FREE ST												

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Exempt	Exempt	87MFMP5V2-5-2-5		1 CITY CENTER	1 CITY CTR												
Exempt	Exempt	87MFMMVC1-2-2-3		1 OF 3	470 RIVERSIDE ST												
Exempt	Exempt	87MFMP3P4-5-2-4		10 CONGRESS ST PLAZA	10 CONGRESS SQ												
Exempt	Exempt	87MFMQ633-6-4-5		100 FORE ST	100 FORE ST												
Exempt	Exempt	87MFMP2P3-2-3-6		100 STATE STREET	100 STATE ST												
Exempt	Exempt	87MFMPJ61-2-2-1		1025 FOREST AVE	1025 FOREST AVE												
Exempt	Exempt	87MFMMGH3-1-4-5		1041 SHOPPING PLAZA	1041 BRIGHTON AVE												
Exempt	Exempt	87MFMP6P2-3-1-2		117 LOFTS	117 PREBLE ST												
Exempt	Exempt	87MFJPVF1-2-1-1		121 CASSIDY POINT	121 CASSIDY PT RD												
Exempt	Exempt	87MFMP2H1-1-2-1		17 CARLETON STREET APARTMENTS	17 CARLETON ST												
Exempt	Exempt	87MFMP5M1-2-1-2		178 KENNEBEC CONDO UNIT #2	178 KENNEBEC ST												
Exempt	Exempt	87MFMMMC1-3-2-4		190 RIVERSIDE PLAZA	190 RIVERSIDE ST												
Exempt	Exempt	87MFMP4V+PP-2-2-1-2		2 CANAL PLAZA	2 CANAL PLAZA												
Exempt	Exempt	87MFMP4V1-1-1-1		2 CITY CENTER	2 CITY CTR												
Exempt	Exempt	87MFMP5R2-3-2-3		2 MONUMENT SQUARE	2 MONUMENT SQ												
Exempt	Exempt	87MFMP4V2-3-3-3		2 PORTLAND SQUARE	2 PORTLAND SQ												
Exempt	Exempt	87MFMP4W2-2-1-1		217 COMMERCIAL ST	217 COMMERCIAL ST												
Exempt	Exempt	87MFMP4R+MW-1-2-2-2		22 FREE ST	22 FREE ST												
Exempt	Exempt	87MFMP3H1-1-2-2		27 UNIT	553 CUMBERLAND AVE												
Exempt	Exempt	87MFMP4V2-2-2-2		3 CANAL PLAZA	3 CANAL PLAZA												
Exempt	Exempt	87MFMPF71-3-1-2		3 PLEASANT AVE	3 PLEASANT AVE												
Exempt	Exempt	87MFMPP51-2-1-1		4 APARTMENTS	78 BELL ST												
Exempt	Exempt	87MFMP4R1-2-2-3		40 FREE ST	28 FREE ST												
Exempt	Exempt	87MFMP4P+9F-2-2-1-2		45 FOREST AVE APARTMENTS	45 FOREST AVE												
Exempt	Exempt	87MFMP4R2-3-2-2		482 CONGRESS HAZY HILL FARMS	482 CONGRESS ST												
Exempt	Exempt	87MFMQ521-2-1-2		5 INDIA STREET	5 INDIA ST												
Exempt	Exempt	87MFMP4Q3-4-3-3		511 PLAZA	511 CONGRESS ST												
Exempt	Exempt	87MFMP3R2-2-2-1		53 DANFORTH STREET APARTMENTS	53 DANFORTH ST												
Exempt	Exempt	87MFMP7V1-2-2-2		58 BOYD STREET	58 BOYD ST												

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Exempt	Exempt	87MFMP2Q2-2-1-2		66 STATE ST	66 STATE ST												
Exempt	Exempt	87MFMP5W+77-1-2-1-2		75 MARKET STREET	75 MARKET ST												
Exempt	Exempt	87MFMP8V1-3-2-3		89 ANDERSON ST	89 ANDERSON ST												
Exempt	Exempt	87MFMP4W+R8-1-1-1-2		ABACUS / KENNEDY STUDIO	44 EXCHANGE ST												
Exempt	Exempt	87MFMMVG+X9-1-2-1-1		ADT	563 RIVERSIDE ST												
Exempt	Exempt	87MFPM3M+F9-2-2-2-3		ALLAGASH BREWING COMPANY	INDUSTRIAL WAY		1265.95										
Exempt	Exempt	87MFPM5Q3-4-2-5		ALLSIDE	78 WALCH DR												
Exempt	Exempt	87MFMP5W+8R-1-2-1-2		ANDROSCOGGIN BANK	130 MIDDLE ST												
Exempt	Exempt	87MFMP3R3-3-2-2		ARTEMISIA CAFE/ ART STUDIOS	59 PLEASANT ST												
Exempt	Exempt	87MFMMFF7-5-9-4		ASIAN BISTRO/YOGURT VALLEY	1140 BRIGHTON AVE												
Exempt	Exempt	87MFMP6M+GP-1-2-1-2		AT & T MOBILITY	49 MARGINAL WAY												
Exempt	Exempt	87MFMQ422-3-2-3		ATLANTIC TRAWLER	68 COMMERCIAL ST												
Exempt	Exempt	87MFMPQJ+GQ-3-3-4-6		ATRIUM	640 OCEAN AVE												
Exempt	Exempt	87MFMPP31-2-2-2		AVESTA BISHOP STREET	72 BISHOP ST												
Exempt	Exempt	87MFMP8X2-2-1-2		AVESTA HOUSING	58 NORTH ST												
Exempt	Exempt	87MFMP5X2-3-3-2		BANGOR SAVINGS OFFICE	280 FORE ST												
Exempt	Exempt	87MFMP6Q5-7-4-6		BAXTER ACADEMY	185 LANCASTER ST												
Exempt	Exempt	87MFMP3V2-2-2-3		BAXTER PLACE	305 COMMERCIAL ST												
Exempt	Exempt	87MFMP6R2-2-2-3		BAYSIDE MAINE	645 CONGRESS ST												
Exempt	Exempt	87MFMP7M3-5-3-4		BAYSIDE MEDICAL BLDG	84 MARGINAL WAY												
Exempt	Exempt	87MFMP7H+G2-2-3-2-2		BAYVIEW COURT APTS	331 FOREST AVE												
Exempt	Exempt	currently unavailable		BIRCH MEADOW APTS	237 WOODFORD ST												
Exempt	Exempt	87MFMPPC+36-1-5-5-5		BIRCHWOOD	217 CANCO RD												
Exempt	Exempt	87MFMP2G0-2-1-2		BOWDOIN DEVELOPMENT	135 CHADWICK ST												
Exempt	Exempt	87MFMP25+JQ-3-4-2-4		BRICK NORTH	4 THOMPSONS POINT												
Exempt	Exempt	87MFMP3W+M3-1-2-2-2		BROWNE TRADING MARKET	260 COMMERCIAL ST												
Exempt	Exempt	87MFPM7W+PH-3-3-3-4		BUILDERS INSULATION	511 RIVERSIDE IND PKWY												
Exempt	Exempt	87MFMP3M1-4-3-4		BURNHAM APARTMENTS	633 CONGRESS ST												
Exempt	Exempt	87MFMP4M1-1-1-2		BURNHAM TOWERS APTS	419 CUMBERLAND AVE												

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Exempt	Exempt	87MFMPH6+JR-2-3-2-4		CARAVAN BEADS	915 FOREST AVE												
Exempt	Exempt	87MFMP3H1-1-1-1		CARLETON APTS	84 CARLETON ST												
Exempt	Exempt	87MFMP2P1-2-2-2		CARLETON COURT	145 SPRING ST												
Exempt	Exempt	87MFMPRV2-2-2-2		CASCO BAY REFINISHING	273 PRESUMPSCOT ST												
Exempt	Exempt	87MFMP4X1-2-2-2		CASCO VARIETY	94 COMMERCIAL ST												
Exempt	Exempt	87MFMP5W+GP-1-2-1-3		CELLARDOOR WINERY	131 MIDDLE ST												
Exempt	Exempt	87MFMP4Q2-3-3-4		CENTER CITY PLAZA	510 CONGRESS ST												
Exempt	Exempt	87MFMP3P+P7-2-3-1-2		CHURCH	156 HIGH ST												
Exempt	Exempt	87MFMP5R1-1-2-2		CLAPP MEMORIAL BLDG	443 CONGRESS ST												
Exempt	Exempt	87MFMP3P2-2-2-2		COFFEE BY DESIGN/ LAZZARI	616 CONGRESS ST												
Exempt	Exempt	87MFMP8V3-4-3-5		COFFEE BY DESIGN/ YOUNGS	11 DIAMOND ST												
Exempt	Exempt	87MFMP4W+FX-1-1-1-1		COMMUNIQUES	5 MOULTON ST												
Exempt	Exempt	87MFMP3P3-4-2-3		CONGRESS BLDG	142 HIGH ST												
Exempt	Exempt	87MFMP5W2-3-1-3		COURT SQUARE, ANTHOPOLOGIE	66 PEARL ST												
Exempt	Exempt	87MFMP3V3-2-3-2		COURTYARD BY MARRIOTT	311 COMMERCIAL ST												
Exempt	Exempt	87MFJPXR2-2-1-2		CUMBERLAND PARK PLACE	447 CUMBERLAND AVE												
Exempt	Exempt	87MFMP9V3-3-3-4		CYCLE MANIA/ANGELA ADAMS	170 ANDERSON ST												
Exempt	Exempt	87MFMP2R1-2-1-2		DANFORTH ON HIGH	81 DANFORTH ST												
Exempt	Exempt	87MFMP4W+48-1-1-1-2		DAVID WOOD CLOTHING	225 COMMERCIAL ST												
Exempt	Exempt	87MFMP4R0-1-1-1		DAVIDS / COFFEE BY DESIGN	22 MONUMENT SQ												
Exempt	Exempt	87MFMP3J2-3-1-3		DEERING PLACE	609 OCEAN AVE												
Exempt	Exempt	87MFMP6V2-3-2-2		DEERING PLACE BLDG A	61 DEERING ST												
Exempt	Exempt	87MFMP461-2-2-3		DERMATOLOGY ASSO.	50 SEWALL ST												
Exempt	Exempt	87MFMPQQ2-3-2-2		DRAKE EQUIPMENT	160 PRESUMPSCOT ST												
Exempt	Exempt	87MFMMPP3-6-3-2		DSI-GARAGE DOORS	380 WARREN AVE												
Exempt	Exempt	87MFMPP61-2-1-1		EEC	57 BELL ST												
Exempt	Exempt	87MFMP2Q2-1-1-2		ELM TERRACE	68 HIGH ST												
Exempt	Exempt	87MFMQ931-2-1-2		EMERSON	13 EMERSON ST												
Exempt	Exempt	87MFMP4Q2-1-1-2		EQUALITY MAINE	15 CASCO ST												

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Exempt	Exempt	87MFMP4X1-2-2-3		EVIE CIANCHETTE BLOCK	145 COMMERCIAL ST												
Exempt	Exempt	87MFPP29+98-6-4-1-4		FALLBROOK WOODS	60 MERRYMEETING DR												
Exempt	Not Exempt	87MFMM36+JW-2-4-2-4		FEDERAL EXPRESS	95 HUTCHINS DR												
Exempt	Exempt	87MFMP2C4-3-4-2		FIRST ATLANTIC BLDG	222 ST JOHN ST												
Exempt	Exempt	87MFMP5W2-2-1-1		FITZ & BENNETT HOME	5 MILK ST												
Exempt	Exempt	87MFMP3W1-2-1-2		FL PUTMAN	5 WIDGERY WHARF												
Exempt	Exempt	87MFMP272-2-1-2		FORE RIVER APARTMENTS	57 FREDERIC ST												
Exempt	Exempt	87MFMP4M1-2-1-2		FOREST AVE PLAZA	449 FOREST AVE												
Exempt	Exempt	87MFPM4Q+4G-2-3-2-3		FORM SYSTEMS	200 RIVERSIDE IND PKWY												
Exempt	Exempt	87MFMP3P1-1-1-0		FRANKLIN TOWERS	61 WILMOT ST												
Exempt	Exempt	87MFMM5V2-3-2-4		FRESENIUS MEDICAL CENTER	1600 CONGRESS ST												
Exempt	Exempt	87MFMQ623-4-3-3		GATEWAY GARAGE	167 FORE ST												
Exempt	Exempt	87MFMP5Q2-3-2-4		GOVERNMENT CENTER	81 PREBLE ST												
Exempt	Exempt	87MFMP5W1-1-1-2		GROSS CONFECTION BAR	57 EXCHANGE ST												
Exempt	Exempt	87MFMRP32-3-1-2		GYM	78 MCKINLEY CT												
Exempt	Exempt	87MFPM3W+WC-5-3-5-4		HALCYON ORGANICS	65 MILLIKEN ST												
Exempt	Exempt	87MFMPQ2+2F-2-4-2-3		HAPPY TAILS/ BRACKETT WEST	115 BISHOP ST												
Exempt	Exempt	87MFJPWM3-4-2-3		HARBOR TERRACE	284 DANFORTH ST												
Exempt	Exempt	87MFJPXQ2-2-1-2		HARBORSIDE APARTMENTS	41 STATE ST												
Exempt	Exempt	87MFMPQJ+7V-3-3-3-4		HOFFMAN CENTER	630 OCEAN AVE												
Exempt	Exempt	87MFMP3G2-2-2-2		HOLT HALL	794 CONGRESS ST												
Exempt	Exempt	87MFMP4W+CR-2-2-1-2		HOLY DONUTS	4 MOULTON ST												
Exempt	Exempt	87MFMP5X1-2-1-2		HUGOS/EVENTIDE/HONEY POT	80 MIDDLE ST												
Exempt	Exempt	87MFPP650-1-1-2		HUNTINGTON NORTH	326 AUBURN ST												
Exempt	Exempt	87MFPM4P+65-1-3-2-2		IMMUCELL	201 INDUSTRIAL WAY												
Exempt	Exempt	87MFMP4F2-3-1-2		IRIS PARK APARTMENTS	191 PARK AVE												
Exempt	Exempt	87MFMP9V2-3-1-3		JJ RITTER/INDIGO ART	50 COVE ST												
Exempt	Exempt	87MFMP3M3-2-3-2		JOES VARIETY	667 CONGRESS ST												
Exempt	Exempt	87MFMP4X+GF-1-2-1-1		JOHN D CARROLL BLOCK	136 COMMERCIAL ST												

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Exempt	Exempt	87MFMP3M1-3-2-2		LAFAYETTE SQUARE APT	638 CONGRESS ST												
Exempt	Exempt	87MFMPM65-3-6-4		LEAVITT & PARRIS/ OTTOS PIZZA	250 READ ST												
Exempt	Exempt	87MFMP9C+78-2-3-2-3		LEEWARD	516 CONGRESS ST												
Exempt	Exempt	87MFMP4X+G2-1-2-1-1		LEROUX KITCHEN	161 COMMERCIAL ST												
Exempt	Exempt	87MFMP7P4-5-2-6		LINDEN	132 MARGINAL WAY												
Exempt	Exempt	87MFMP4V2-1-1-2		LIO REST./ STYLE ME	6 CITY CTR												
Exempt	Exempt	87MFMP3W2-2-2-2		LIQUID RIOT	250 COMMERCIAL ST												
Exempt	Exempt	87MFMP3J1-1-2-2		LOCAL 188/NORTHEAST PATIENT	685 CONGRESS ST												
Exempt	Exempt	87MFMP3M4-2-2-2		LONGFELLOW COMMONS	681 CONGRESS ST												
Exempt	Exempt	87MFMMGG+Q3-4-4-3-4		LORING HOUSE	1125 BRIGHTON AVE												
Exempt	Exempt	87MFMM6V2-2-2-2		MAINE ORTHOPEDICS	1599 CONGRESS ST												
Exempt	Exempt	87MFMPQR3-5-4-4		MAINE YACHT CENTER	197 PRESUMPSCOT ST												
Exempt	Exempt	87MFMP5X+54-1-2-2-2		MARION BLDG / JOHNS MANVILLE	31 PEARL ST												
Exempt	Exempt	87MFMPQH3-4-2-4		MARTIN POINT	32 RAINBOW MALL RD												
Exempt	Exempt	87MFMP5R2-2-1-2		MASONIC BLDG	415 CONGRESS ST												
Exempt	Exempt	87MFMP4P5-8-7-7		ME MED PARKING GARAG	173 HIGH ST												
Exempt	Exempt	87MFMP4P2-3-2-3		MECA	380 CUMBERLAND AVE												
Exempt	Exempt	87MFMM3J+CJ-2-3-1-2		MEDICAL OFFICE BUILDING	1945 CONGRESS ST												
Exempt	Exempt	87MFMP5W1-1-1-1		MIDDLE ST TOWER	100 MIDDLE ST												
Exempt	Exempt	87MFMP5X2-3-2-2		MIDDLE STREET APARTMENTS	83 MIDDLE ST												
Exempt	Exempt	87MFMMP92-3-2-4		MILTON RENTALS	750 WARREN AVE												
Exempt	Exempt	87MFMPPM1-1-2-2		MOTHERHOUSE	605 STEVENS AVE												
Exempt	Exempt	87MFMP3W1-1-2-2		MSRC	30 UNION WHARF												
Exempt	Exempt	87MFMP8R4-5-4-6		MULTI TENANT	34 DIAMOND ST												
Exempt	Exempt	87MFMP5V1-2-1-1		MULTI TENANT	97 EXCHANGE ST												
Exempt	Exempt	87MFMPQ41-2-1-2		MULTI TENANT RETAIL	1190 FOREST AVE												
Exempt	Exempt	87MFMMRF3-3-2-2		MULTI TENANTED	460 RIVERSIDE ST												
Exempt	Exempt	87MFJPWP2-5-2-6		MULTI TENANTED	65 W COMMERCIAL ST												
Exempt	Exempt	87MFMP6P2-3-2-3		MULTI TENANTED	101 HANOVER ST												

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Exempt	Exempt	87MFPM3H2-4-2-3		MULTI TENANTED	1 INDUSTRIAL WAY												
Exempt	Exempt	87MFMPF41-1-1-2		MULTIPLE TENANTS	197 PLEASANT AVE												
Exempt	Exempt	87MFMP3V2-2-2-2		NETWORK SYSTEMS	14 YORK ST												
Exempt	Exempt	87MFMPPR5-7-5-3		NEW ENGLAND ORGANIC	125 PRESUMPSCOT ST												
Exempt	Exempt	87MFMP4P+FC-3-4-2-3		NEW ENGLAND TELEPHONE BUILDING	55 FOREST AVE												
Exempt	Exempt	87MFMP4Q3-5-3-5		NEW GREEN LIGHT STUDIO	45 DARTMOUTH ST												
Exempt	Exempt	87MFPM4W+P9-6-8-6-9		NEW WAREHOUSE	56 MILLIKEN ST												
Exempt	Exempt	87MFMP6X2-3-2-3		NORTH SCHOOL	248 CONGRESS ST												
Exempt	Exempt	87MFMP3M1-1-1-1		NORTHGATE	231 STATE ST												
Exempt	Exempt	87MFPP362-2-1-1		NORTHGATE OFFICE MLL	94 AUBURN ST												
Exempt	Exempt	87MFJPWQ3-3-2-4		NOVA SEAFOODS / DAVES AUTO	555 COMMERCIAL ST												
Exempt	Exempt	87MFMP4R+RQ-1-3-2-2		NURA	1 MONUMENT WAY												
Exempt	Exempt	87MFMP4Q1-3-2-2		OAK STREET LOFTS	72 OAK ST												
Exempt	Exempt	87MFMPC81-1-2-2		ODD FELLOWS BLDG	651 FOREST AVE												
Exempt	Exempt	87MFMP5W+85-1-2-1-2		OLD PORT SANDWICH SHOP	77 MARKET ST												
Exempt	Exempt	87MFMP4X+XP-2-2-1-3		OLD PORT SEAGRILL	7 CUSTOM HOUSE ST												
Exempt	Exempt	87MFMP4W+HW-1-1-1-2		OLD PORT TAVERN BILLIARDS	366 FORE ST												
Exempt	Exempt	87MFMP4V1-1-0-0		ONE CANAL PLAZA	1 CANAL PLAZA												
Exempt	Exempt	87MFMP5R+3M-1-2-2-2		ONE MONUMENT SQUARE	1 MONUMENT SQ												
Exempt	Exempt	87MFMPQJ+FX-1-3-2-3		OSHER INN	620 OCEAN AVE												
Exempt	Exempt	87MFMP2R0-1-1-0		PARKING GARAGE	27 HIGH ST												
Exempt	Exempt	87MFMP5X3-3-2-4		PARKING GARAGE/REGISTRY	25 PEARL ST												
Exempt	Exempt	87MFMP6R1-2-2-2		PEARL PLACE II APARTMENTS	184 PEARL ST												
Exempt	Exempt	87MFMP4V2-3-2-3		PEOPLES HERITAGE BANK	1 PORTLAND SQ												
Exempt	Exempt	87MFMP4P+6P-1-2-2-3		PERFORMING ARTS CNTR	25 FOREST AVE												
Exempt	Exempt	87MFMMR9+8G-2-3-1-3		PHARMERICA EAST	97 MCALISTER FARM RD												
Exempt	Exempt	87MFMP5W+HV-1-2-1-3		PHENIX TITLE / HARRIMAN	121 MIDDLE ST												
Exempt	Exempt	87MFMP3W4-4-3-3		PIERCE ATWOOD	252 COMMERCIAL ST												
Exempt	Exempt	87MFMP9R2-2-3-3		PLAY IT AGAIN/MAINE RUNNING	315 MARGINAL WAY												

Status	Exemption	UBID	Property is Part of a Campus	Property Name	Address Line 1	Total (Location-Based) GHG Emissions Intensity (kgCO2e/ft²)	Total (Location-Based) GHG Emissions (Metric Tons CO2e)	Site EUI (kBtu/ft²)	Weather Normalized Site EUI (kBtu/ft²)	Source EUI (kBtu/ft²)	Weather Normalized Source EUI (kBtu/ft²)	Water Use Intensity (All Water Sources) (gal/ft²)	ENERGY STAR Score	Primary Property Type - Portfolio Manager - Calculated	Property GFA - Calculated (Buildings) (ft²)	% Difference from National Median Site EUI	% Difference from National Median Source EUI
Exempt	Exempt	87MFMP5Q+4F-1-2-1-1		PORTLAND DATA CENTER	338 CUMBERLAND AVE												
Exempt	Exempt	87MFMP6X2-2-2-3		PORTLAND FOOD CO-OP	290 CONGRESS ST												
Exempt	Exempt	87MFMP4W+6F-1-1-1-2		PORTLAND GREEN GROCR	211 COMMERCIAL ST												
Exempt	Exempt	87MFMP2V1-1-1-2		PORTLAND YACHT SERVICES	400 COMMERCIAL ST												
Exempt	Exempt	87MFMP6M+6P-3-5-3-4		POST OFFICE MNTNANCE	171 KENNEBEC ST												
Exempt	Exempt	87MFMP5V2-5-3-6		POST OFFICE SQUARE	396 CONGRESS ST												
Exempt	Exempt	87MFMP5Q4-4-3-3		POWER PAY/PUBLIC MARKET	320 CUMBERLAND AVE												
Exempt	Exempt	87MFMP77+39-1-1-1-1		PRINCETON VILLAGE	7 ELIZABETH RD												
Exempt	Exempt	87MFMP4R2-2-1-1		PRIOR TD BANK SPACE	477 CONGRESS ST												
Exempt	Exempt	87MFMP4W1-0-0-1		PROCTOR BLDG	9 EXCHANGE ST												
Exempt	Exempt	87MFMPQ22-2-3-4		RAIA BUSINESS CMPLX	54 WARREN AVE												
Exempt	Exempt	87MFMPM6+HW-2-5-2-5		READ ST SELF STORAGE	217 READ ST												
Exempt	Exempt	87MFMPQ31-1-1-1		REICHHOLD PLASMINE	33 BISHOP ST												
Exempt	Exempt	87MFMP2P3-4-3-4		RESIDENCES AT MERCY HOSPITAL	120 STATE ST												
Exempt	Exempt	87MFMP4W3-4-3-4		REST/PARKING GARAGE	425 FORE ST												
Exempt	Exempt	87MFMP3M2-2-2-1		RICE TRELAWN BLDG	655 CONGRESS ST												
Exempt	Exempt	87MFMP8V+52-3-4-4-4		RISING TIDE/AUSTIN STREET	109 FOX ST												
Exempt	Exempt	87MFMP8V+Q4-4-5-4-3		ROCKINGHAM/THREE OF STRONG	35 DIAMOND ST												
Exempt	Exempt	87MFMPHQ+X2-4-6-5-7		SEASIDE PARTNERSHIP	850 BAXTER BLVD												
Exempt	Exempt	87MFMP4C+2C-2-2-2-3		SHALOM HOUSE	106 GILMAN ST												
Exempt	Exempt	87MFMP5W1-2-2-2		SILVER STREET DEVELOPMENT	4 MILK ST												
Exempt	Exempt	87MFMP4X2-1-0-2		SIMON PIERCE	111 COMMERCIAL ST												
Exempt	Exempt	87MFMP8X6-5-6-5		SMRT	59 WASHINGTON AVE												
Exempt	Exempt	87MFMP5V1-2-2-2		SONNY'S	85 EXCHANGE ST												
Exempt	Exempt	87MFMP5W1-2-1-1		STARBUCKS COFFEE / STONEWALL	178 MIDDLE ST												
Exempt	Exempt	87MFMP4W1-2-1-2		STORAGE BLDG.	450 COMMERCIAL ST												
Exempt	Exempt	87MFMP4Q+32-3-3-2-3		STRAND BLDG.	565 CONGRESS ST												
Exempt	Exempt	87MFMM5Q2-2-2-2		STROUDWATER CROSSING	1685 CONGRESS ST												
Exempt	Exempt	87MFMMFF7-7-7-6		SULLIVAN TIRE	1110 BRIGHTON AVE												

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Exempt	Exempt	87MFMPRR3-2-3-3		TALUS/GRIME STUDIO	299 PRESUMPSCOT ST												
Exempt	Exempt	87MFMP4Q2-2-1-2		THE AMBASSADOR	37 CASCO ST												
Exempt	Exempt	87MFMP5Q1-2-1-1		THE EARL	341 CUMBERLAND AVE												
Exempt	Exempt	87MFMP5R1-2-2-2		THE METROPOLITAN	439 CONGRESS ST												
Exempt	Exempt	87MFMP991-2-2-2		THE SANBORN BUILDING	550 FOREST AVE												
Exempt	Exempt	87MFMP4Q1-1-2-2		THE SHEPLEY	18 CASCO ST												
Exempt	Exempt	87MFMP4X+HJ-2-2-1-3		THOMAS BLOCK	100 COMMERCIAL ST												
Exempt	Exempt	87MFMP4W+24-1-1-1-1		THREE DOLLAR DEWEYS	241 COMMERCIAL ST												
Exempt	Exempt	87MFMP6P+P5-3-4-2-3		TRADER JOES	87 MARGINAL WAY												
Exempt	Exempt	87MFMP8C1-1-1-2		TREE HOUSE TOYS / MAPS	45 EXCHANGE ST												
Exempt	Exempt	87MFMPH44-3-3-4		U.S. POST OFFICE A	622 CONGRESS ST												
Exempt	Exempt	87MFMP298-3-9-3		UNION STATION PLAZA	966 CONGRESS ST												
Exempt	Exempt	87MFMP4R1-1-1-2		UNITED BANK & TRUST BLDG	465 CONGRESS ST												
Exempt	Exempt	87MFMP5Q1-2-2-3		UNITY VILLAGE	6 STONE ST												
Exempt	Exempt	87MFMPX72-2-2-2		UPHAM BLDG	56 NORTHPORT DR												
Exempt	Exempt	87MFMP4W2-2-2-2		URBAN OUTFITTERS	188 MIDDLE ST												
Exempt	Exempt	87MFMP3C1-2-1-2		VALLEY STREET APARTMENTS	88 GILMAN ST												
Exempt	Exempt	87MFMP3R2-3-2-3		VARIOUS SM BUSINESS	20 DANFORTH ST												
Exempt	Exempt	87MFMQ634-9-3-6		VETERANS AFFAIRS	144 FORE ST												
Exempt	Exempt	87MFMMHF+83-2-2-3-2		VIP	35 RIVERSIDE ST												
Exempt	Exempt	87MFMP5Q2-2-1-2		WADSWORTH BLDG, DUTCHS	28 PREBLE ST												
Exempt	Exempt	87MFMP3J1-2-2-3		WALKER TERRACE	730 CONGRESS ST												
Exempt	Exempt	87MFMPH75-4-4-3		WALTON STREET BUSINESS PARK	135 WALTON ST												
Exempt	Exempt	87MFMP5X+HV-1-2-2-2		WAREHOUSE	15 FRANKLIN ST												
Exempt	Exempt	87MFMP8V4-5-4-3		WAREHOUSE IN REAR	31 DIAMOND ST												
Exempt	Exempt	87MFMPQH4-5-3-4		WASHINGTON PARK	31 PHEASANT HILL DR												
Exempt	Exempt	87MFMPQH4-6-4-5		WASHINGTON PARK	65 PHEASANT HILL DR												
Exempt	Exempt	87MFMP2J2-4-2-3		WEST END PLACE	183 BRACKETT ST												
Exempt	Exempt	87MFMQ633-4-2-6		WEX	1 HANCOCK ST												

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Exempt	Exempt	87MFMP5P2-5-3-4		WHISKEY BARREL/PORT PROPERTIES	82 HANOVER ST												
Exempt	Exempt	87MFMMQC3-4-3-4		WISE PRINTING	33 MCALISTER FARM RD												
Exempt	Exempt	87MFMPHR2-1-2-2			970 BAXTER BLVD												
Exempt	Exempt	87MFMP2P+W5-2-4-2-4			134 PARK ST												
Exempt	Exempt	87MFMP5X+3J-2-2-2-2			300 FORE ST												
Exempt	Exempt	87MFMPRP0-2-1-1			733 OCEAN AVE												
Exempt	Exempt	87MFMP4G0-4-2-1			157 GRANT ST												
Exempt	Exempt	87MFMPRQ1-1-2-1			733 OCEAN AVE												
Exempt	Exempt	87MFMMXJ1-1-0-0			1838 FOREST AVE												
Exempt	Exempt	87MFMP4J2-2-0-2			286 STATE ST												
Exempt	Exempt	87MFPM5P5-6-5-6			26 WALCH DR												
Exempt	Exempt	87MFMP2H1-2-1-1			30 WEST ST												
Exempt	Exempt	87MFMPC36-6-4-6			37 FORE ST												
Exempt	Exempt	87MFMP4J1-0-0-1			65 GRANT ST												
Exempt	Exempt	87MFMP6R2-2-1-2			180 PEARL ST												
Exempt	Exempt	87MFMP4X2-2-2-2			86 COMMERCIAL ST												
Exempt	Exempt	87MFMP4P1-1-1-2			11 SHEPLEY ST												
Exempt	Exempt	87MFMQ62+JM-3-6-3-5		86 Newbury Street Condo 4	25 Hancock Street									Parking	120850.0		
Exempt	Exempt	87MFMP4R2-3-3-3		PARKING GARAGE	23 FREE ST									Parking	175134.0		
Exempt	Exempt	87MFMMQR+8H-2-1-2-2		CAPOZZA TILE CO	267 WARREN AVE												
Failed	Not Exempt	87MFMM363-5-4-5		102 Hutchins Drive	102 Hutchins Drive							5.06		Distribution Center	82522.0		
Failed	Not Exempt	87MFPM4M2-4-3-4		Micucci Wholesale Foods	961 Riverside Street							1.43		Food Sales	40000.0		
Failed	Not Exempt			Bramhall Campus	22 Bramhall Street									Hospital (General Medical & Surgical)	1158254.0		
Failed	Not Exempt	87MFMP2M+QM-2-1-1-2		PORTLAND CLUB	152 STATE ST												
Failed	Not Exempt	87MFMP3P+HX-1-7-4-2		PORTLAND MUSEUM OF ART	148 FREE ST												
Failed	Not Exempt	87MFMPVM4-5-5-4		PORTLAND RETIREMENT RESIDENCE	802 OCEAN AVE												
Failed	Not Exempt	87MFMPCV4-2-3-2		U-Haul Moving & Storage At Rte 295 (731066)	411 Marginal Way									Self-Storage Facility	55662.0		

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Failed	Not Exempt	87MFPM3J+7W-2-2-1-2		ALLAGASH BREWING	50 INDUSTRIAL WAY									Manufacturing/Industrial Plant	75000.0		
Failed	Not Exempt	87MFMP3F+V5-3-4-3-4		887 Congress Street	887 Congress Street							3.20		Medical Office	48058.0		
Failed	Not Exempt	87MFMPRQ3-4-2-3		00616-Portland	290 Presumpscot Street	0.00	0.0							Non-Refrigerated Warehouse	39900.0		
Failed	Not Exempt			110 Free Street	110 Free Street							4.93		Office	83052.0		
Failed	Not Exempt			301 NE 2nd Ave, Portland, OR - BLDG10028	301 NE 2nd Ave									Office	25150.0		
Failed	Not Exempt	87MFMPX8+P4-2-4-3-3		CHESHIRE BLDG	43 NORTHPORT DR									Office	26784.0		
Failed	Not Exempt	87MFMP9C1-3-2-2		USM OFFICES	501 FOREST AVE									Office	26400.0		
Failed	Not Exempt	87MFMPJ4+RQ-1-2-2-1		ST JOSEPH CHURCH	671 STEVENS AVE									Worship Facility	20000.0		
Failed	Not Exempt	87MFMPPH+28-1-2-1-2		ST PIUS X CHURCH	492 OCEAN AVE									Worship Facility	20000.0		
Failed	Not Exempt	87MFMP3V1-2-2-2		.	54 YORK ST												
Failed	Not Exempt	87MFMP9C2-3-3-3		509 FOREST AVE	509 FOREST AVE												
Failed	Not Exempt	87MFMP6M+QJ-1-2-2-1		AAA NORTHERN NEW ENGLAND	54 MARGINAL WAY												
Failed	Not Exempt	87MFPM6W+63-4-4-2-4		ABC SUPPLY CO.	1 RICE ST												
Failed	Not Exempt	87MFMM9F+VF-3-5-3-5		ALLEN & COLES	75 PINE TREE IND PKWY												
Failed	Not Exempt	87MFMP4W1-1-0-1		ANDIAMO SALON & SPA	52 EXCHANGE ST												
Failed	Not Exempt	87MFMP8F1-1-1-2		ANNEX BUILDING	45 BROWN ST												
Failed	Not Exempt	87MFMQ521-2-2-2		AUTO EUROPE	29 COMMERCIAL ST												
Failed	Not Exempt	87MFMP3R3-3-2-4		BAMICO PARKING	40 SPRING ST ARTERIAL												
Failed	Not Exempt	87MFMP2W+V3-2-3-2-4		BRISTOL	5 PORTLAND FISH PIER												
Failed	Not Exempt	87MFMPM8+J9-6-5-4-4		CENTRAL ME POWER	138 CANCO RD												
Failed	Not Exempt	87MFMPPH+2V-2-3-2-2		CHANCERY BUILDING	506 OCEAN AVE												
Failed	Not Exempt	87MFMP5Q3-4-3-4		CUMBERLAND AVE PRKG	315 CUMBERLAND AVE												
Failed	Not Exempt	87MFMP5W+H4-1-2-3-6		FEDERAL COURT BLD	168 FEDERAL ST												
Failed	Not Exempt	87MFMMPJ3-6-3-5		GEORGIA PACIFIC	508 WARREN AVE												
Failed	Not Exempt	87MFMM9G+32-2-3-2-3		HALE TRAILER INC	20 PINE TREE IND PKWY												
Failed	Not Exempt	87MFMMGC+8G-2-3-2-2		HAMPTON INN	1210 BRIGHTON AVE												
Failed	Not Exempt	87MFMRP4+43-4-4-1-3		INN AT DIAMOND COVE	18 MCKINLEY CT												
Failed	Not Exempt	87MFMMFF+V8-7-5-9-4		INN AT PORTLAND	1150 BRIGHTON AVE												

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Failed	Not Exempt	87MFMMCC4-4-4-3		LEEN CO / HOMAN'S ASSOC /	111 PINE TREE IND PKWY												
Failed	Not Exempt	87MFMP7G3-2-1-3		LIBERTY BAY RECOVERY CENTER	343 FOREST AVE												
Failed	Not Exempt	87MFMP4Q+VR-1-2-1-1		LONGFELLOW HOUSE	483 CONGRESS ST												
Failed	Not Exempt			Maine College of Art and Design	522 Congress Street		664.98										
Failed	Not Exempt	87MFMP3P2-1-3-2		MAINE GIRLS ACADEMY	631 STEVENS AVE												
Failed	Not Exempt	87MFMP4Q+PV-2-1-1-2		MAINE HISTORICAL SOC	489 CONGRESS ST												
Failed	Not Exempt	87MFJMX7+Q3-2-3-2-3		MAINE TURNPIKE	2352 CONGRESS ST												
Failed	Not Exempt	87MFMP2W+HF-2-3-2-3		MARINE TRADE CENTER	2 PORTLAND FISH PIER												
Failed	Not Exempt	87MFMQQ3+7J-3-6-3-5		MARTIN'S POINT	331 VERANDA ST												
Failed	Not Exempt	87MFMP5R+HR-1-2-2-3		MASONIC TEMPLE	8 CHESTNUT ST												
Failed	Not Exempt	87MFJPWC+PW-2-3-3-4		METRO	91 ST JOHN ST												
Failed	Not Exempt	87MFMPQR2-3-2-3		NAPA AUTO PARTS	235 PRESUMPSCOT ST												
Failed	Not Exempt	87MFPM4J+GQ-2-3-3-3		NORTH SPORE	921 RIVERSIDE ST												
Failed	Not Exempt	87MFMP883-3-4-2		NURSING CARE CENTER	68 DEVONSHIRE ST												
Failed	Not Exempt	87MFMPVR+J8-2-1-2-2		PACK EDGE	340 PRESUMPSCOT ST												
Failed	Not Exempt	87MFMP4Q+7M-2-4-3-3		Porteous Bldg.	522 CONGRESS ST												
Failed	Not Exempt	87MFMP9C2-2-2-2		PORTLAND BALLET	517 FOREST AVE												
Failed	Not Exempt	87MFMPRR3-3-2-3		PORTLAND MOTOR CLUB STORAGE	293 PRESUMPSCOT ST												
Failed	Not Exempt	87MFMP5R+W8-1-3-2-3		PORTLANDS BOYS CLUB	277 CUMBERLAND AVE												
Failed	Not Exempt	87MFMMJC+MV-4-3-3-5		RAMADA PLAZA / EGG & I	155 RIVERSIDE ST												
Failed	Not Exempt	87MFMP6W2-2-1-2		ROMAN CATHOLIC BISHP	313 CONGRESS ST												
Failed	Not Exempt	87MFMP2H0-1-1-1		RONALD MCDONALD HOUSE	59 CARLETON ST												
Failed	Not Exempt	87MFMP5R+P2-2-3-2-2		SALVATION ARMY	2 CEDAR ST												
Failed	Not Exempt	87MFMPWR+FP-2-3-1-3		SEA BREEZE	419 PRESUMPSCOT ST												
Failed	Not Exempt	87MFJMXC1-2-1-2		SOUTHERN MAINE ORAL SUGERY	131 JOHNSON RD												
Failed	Not Exempt	87MFMP5Q+JF-1-2-2-3		SPURWINK	61 PREBLE ST												
Failed	Not Exempt	87MFMP9C2-3-2-3		STARBIRD MUSIC	525 FOREST AVE												
Failed	Not Exempt	87MFMP4Q+4J-2-2-2-3		STORAGE MCA	540 CONGRESS ST												
Failed	Not Exempt	87MFMM39+H5-3-2-3-3		SURBRIDGE YANKEE	2 BLUEBERRY RD												

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Failed	Not Exempt	87MFPM5W+P5-2-3-2-4		SURFACE CREATIONS OF MAINE	25 RICE ST												
Failed	Not Exempt	87MFMMRC3-4-2-4		TECH PACK / MEDQUIST / VORTECH	410 RIVERSIDE ST												
Failed	Not Exempt	87MFMP4X+VG-2-3-1-2		U S CUSTOMS HOUSE	99 COMMERCIAL ST												
Failed	Not Exempt	87MFMM3F7-8-9-9		UNUM	2145 CONGRESS ST												
Failed	Not Exempt	87MFJPVM+X5-3-5-2-5		VA CLINIC	101 W COMMERCIAL ST												
Failed	Not Exempt	87MFPM6Q3-4-3-4		VACANT	1119 RIVERSIDE ST												
Failed	Not Exempt	87MFPMCX+F7-3-6-2-5		VERIZON	13 DAVIS FARM RD												
Failed	Not Exempt	87MFMMJF+G7-2-3-1-5		VERRILLO'S REST/LNG	155 RIVERSIDE ST												
Failed	Not Exempt	87MFMM9C+2X-4-2-6-2		WB MASON	106 PINE TREE IND PKWY												
Failed	Not Exempt	87MFMP3P1-2-2-2		WCSH TV 6 ALIVE	128 HIGH ST												
Failed	Not Exempt	87MFMP7V2-2-2-2		WGME BLDG	81 NORTHPORT DR												
Failed	Not Exempt	87MFMP5V+W7-3-3-3-4			385 CONGRESS ST												
Failed	Not Exempt	87MFMPRR2-3-2-3			275 PRESUMPSCOT ST												
Failed	Not Exempt	87MFMP6W+M7-2-3-2-4			307 CONGRESS ST												
Failed	Not Exempt	87MFMP6Q+G4-5-7-4-7			71 KENNEBEC ST												
Failed	Not Exempt	87MFMMPH6-5-5-6		PORTLAND SPORTS COMPLEX	550 WARREN AVE												
Exempt	Exempt	87MFMP4Q2-4-2-3		RENY'S	540 CONGRESS ST												
Failed	Not Exempt	87MFMMQ88-9-8-7		SELF STORAGE UNITS	76 WARREN AVE												
Failed	Not Exempt	87MFMP2Q+9G-3-2-1-3		SOUTH COMMONS	115 DANFORTH ST												
Exempt	Exempt	87MFMQ643-4-3-4		SUN LIFE	110 THAMES ST												
Failed	Not Exempt	87MFJMXF+7X-3-4-1-3		TIME WARNER CABLE	118 JOHNSON RD												
Exempt	Exempt	87MFMP6R3-4-4-5		U-1 OXFORD CONDO	134 LANCASTER ST												
Exempt	Exempt	87MFPM8W3-3-2-4		VERIZON	1 DAVIS FARM RD												
Exempt	Exempt	87MFJMXG+J6-1-4-1-3		WHSE/OFFICE FOR TW CABLE	90 JOHNSON RD												
Failed	Not Exempt	87MFPM3J3-4-3-3		YANKEE LANES	867 RIVERSIDE ST												

City of Portland | Sustainability Office
Troy Moon, *Director*

To: Sustainability and Transportation Committee
Regina Phillips, Chair

MEETING DATE
November 12, 2025

AGENDA ITEM
Agenda Item C

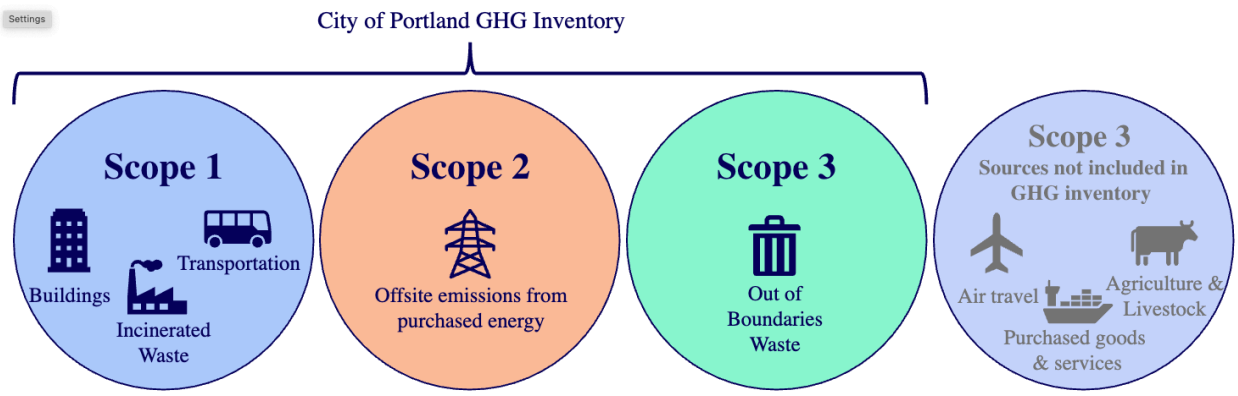
PURPOSE
To inform the committee about the updated greenhouse gas inventory.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT
Provides information related to progress on One Climate Future Goals

BACKGROUND/ANALYSIS

As part of the development of the One Climate Future climate action plan, Integral Group, now Introba, conducted a community wide greenhouse gas inventory using data from 2017. The purpose of the inventory was to develop baseline information regarding emissions generated within the city limits of Portland. The City chose to follow the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventory (GPC) which is compliant with the Global Covenant of Mayors' Common Reporting Framework. The inventory was compiled and submitted using the City Inventory and Information System (CIRIS) tool from C40 Cities, the tool adopted by most cities around the world. The City of Portland inventory used the GPC BASIC approach, which requires reporting for stationary energy, transportation, and waste.

This means we collected data for Scope 1 emissions, which largely correlate with the burning of fossil fuels in building and vehicles, Scope 2 emissions, which are largely emissions related to our use of electricity, and a small portion of Scope 3 emissions related waste.



Scope 3 emissions are not generally tracked as part of municipal GHG inventories. This includes things such as emissions related to employee commuting and emissions generated in the supply chain of goods and services purchased by the City.

Last year, the Sustainability Office again commissioned Introba to update our inventory using 2023 data, which was the most recent year for which we had complete data available. Our goal was to conduct an inventory that would be as close to an "apples to apples" comparison as possible.

The categories we inventoried and source of the data used are shown on this table:

Sector	Sub-Sector(s)	Emission Source(s)	Data Source(s)
Stationary	Buildings (residential, commercial, industrial)	Electricity	**CMP**
		Natural Gas	**Unitil**
		Fuel Oil (estimated from building floor area)	**City Assessor**
Transportation	On-road transportation	Gasoline, Diesel (estimated from VMT)	**GPCOG**
	Off-road transportation	Gasoline, Diesel (airport vehicle fuel use)	**Portland Jetport**
	Waterborne Navigation	Diesel, biodiesel (ferries, cruise ship visits)	**Casco Bay Lines, Cruise Maine**
Waste	Solid waste	Incineration, compost	**EcoMaine**
	Wastewater	Wastewater treatment	**Portland Water District**

Some of the data is from utilities that meter service, such as the electric utility and the gas utility and can be deemed to be very reliable. Usage of other fuels must be estimated

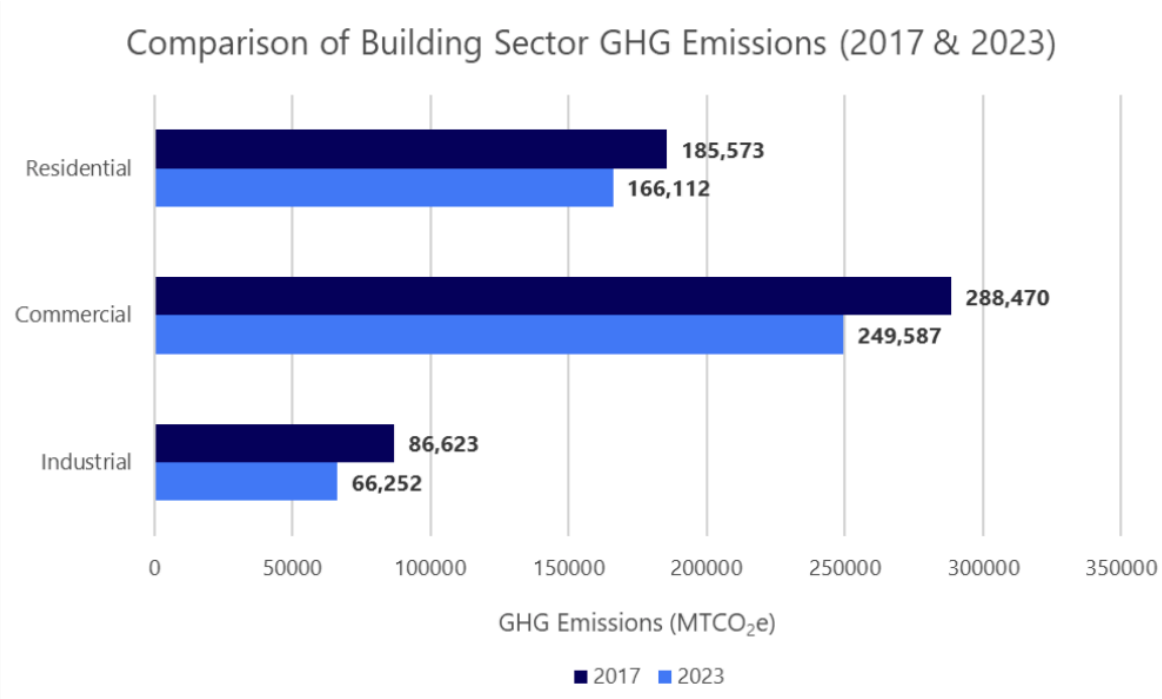
using information from a variety of sources and proxies. This includes examining assessor's data to determine how many buildings use fuel oil and approximating how much an average facility uses. It also includes estimates of diesel fuel and gasoline burned in Portland using regional transportation data collected by GPCOG. This provides a reasonable approximation but is not as fine grained as we would like. Overall, we feel our consultant was able to complete an inventory that was very similar to the one conducted during the development of OCF.

Buildings

Buildings continue to be the largest emitters of greenhouse gases in Portland, contributing 60% of the total. As you can see in the chart below, emissions from the building sector (shown in blue) fell noticeably between 2017 and 2023, with the largest reduction coming from commercial buildings. Combined, emissions from buildings fell by 14%. (481,951 MTCO2e down from 560,666 MTCO2e). We attribute this to:

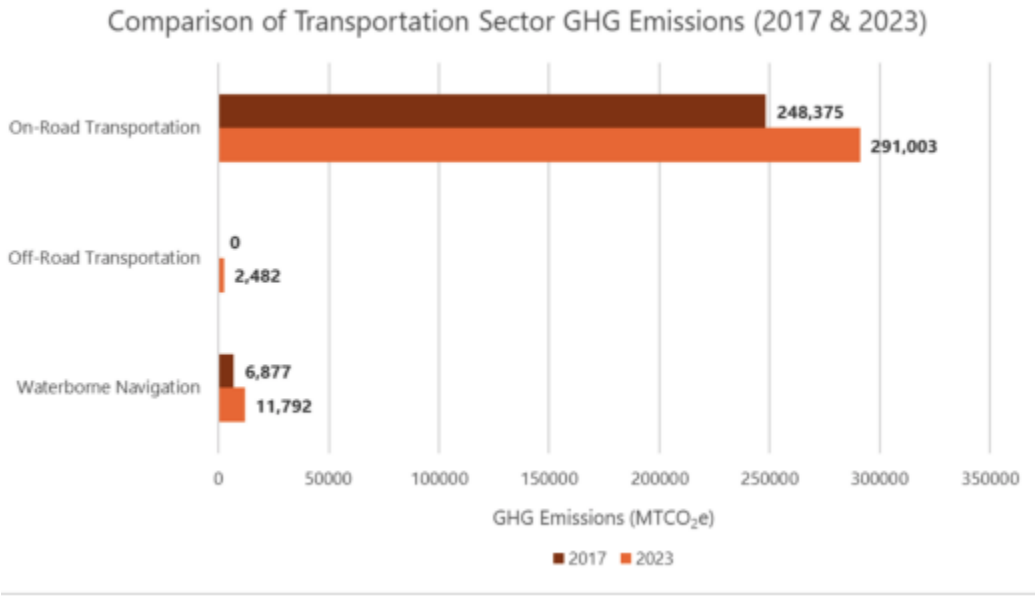
- A reduction in fuel oil use (down nearly 42%)
- Fewer emissions generated from electricity use due to greening of the grid
- Overall energy efficiency improvements in buildings

It is notable that this reduction occurred despite significant new construction of commercial buildings in Portland.



Transportation

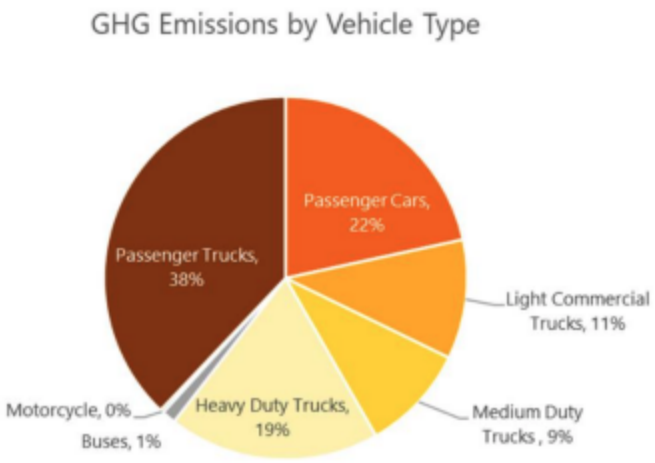
Emissions from transportation make up nearly 40% of the greenhouse gases emitted in Portland and result from the driving of commercial vehicles, passenger vehicles, offroad vehicles (mostly at the Portland Jetport), ferries operated by Casco Bay Lines, and cruise ships while they are in port. Unfortunately, we found that emissions from the transportation sector rose almost 20% between 2017 - 2023. (305,277 MTCO2e up from 255,252 MTCO2e)



This is due to several factors including:

- A greater number of vehicle miles traveled (VMT) due in part to population growth, commercial activity, and a greater number of visits to the region
- The inclusion of airport service vehicles as off-road transportation, which was not accounted for in the 2017 baseline inventory
- Increased waterborne navigation in the form of ferries and cruise ship visits

The increase in emissions from on road transportation is far and away the largest contributor to transportation emissions, rising more than 42,600 tons since 2017. The chart below shows the percentage of emissions by vehicle type and demonstrates that passenger trucks (SUVs and light duty pick up trucks for personal use) contribute 38% of the emissions on the transportation sector. Unfortunately, these large, heavy vehicles have poor fuel economy.



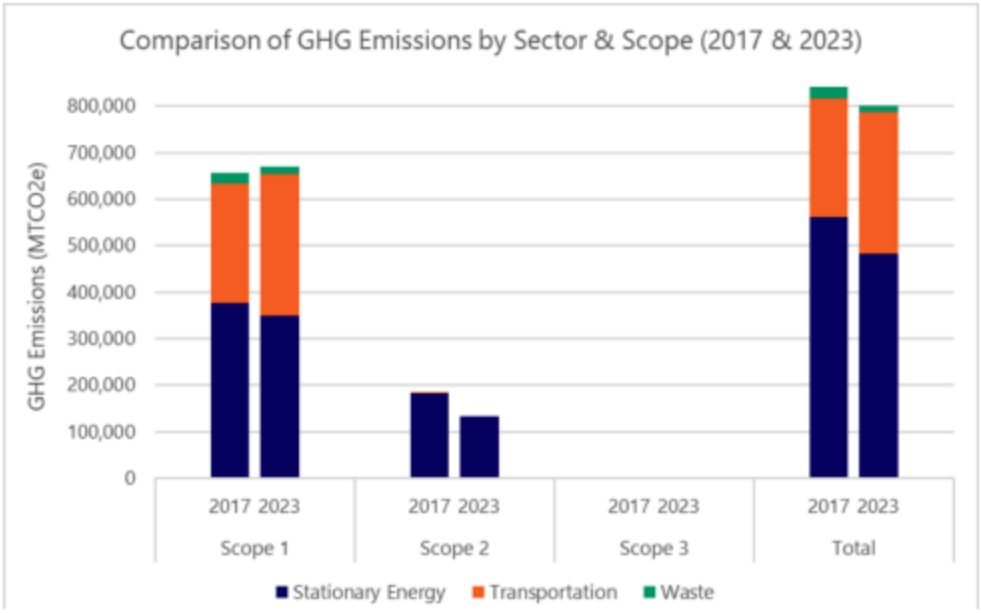
It should be noted that there are far fewer heavy and medium duty commercial trucks in Portland but they generate a large portion of the emissions from the transportation sector because of the dirty fuel they use (diesel).

Waste

Emissions from solid waste management and wastewater management are only about 2% of Portland's overall calculated emissions. They include emissions from incineration of waste at ecomaine, operations of the wastewater treatment plant, and emissions related to composting food scraps. It is important to recognize that our inventory only captures emissions from local management of waste streams. It does not factor in emissions related to manufacturing, packaging, transporting, and marketing consumer goods outside our city limits. Efforts to reduce waste and to recycle remain essential in order to reduce global GHG emissions.

Findings

When we combine the inventory results from the three sectors, we find that the significant emissions reduction in the building sector is largely offset by the increase in emissions from the transportation sector.



This is demonstrated by the columns on the right hand side of the graph above, where we see that total emissions from Portland fell from 840,419 MTCO2e in 2017 to 801,825 MTCO2e in 2023 - **a reduction of 4.6%.**

CONCLUSION(S)

The 14% reduction in emissions from the building sector, despite an increased economic activity and increase in the number buildings indicates that state and local policies intended to reduce emissions are working. These include:

The State of Maine's Renewable Portfolio Standard, the statutory requirement that electricity on Maine's electricity grid be 100% clean/renewable by 2040. This policy is bringing more green electricity onto the grid in support of beneficial electrification. Electrifying buildings and transportation remains an essential way to reduce GHG emissions.

The 42% drop in the use of heating oil in Portland demonstrates a significant shift away from this dirty fuel. This coincides with State and local efforts to promote heat pumps and energy efficiency.

Updated energy codes are having a positive impact on emissions. In 2017 the State was still enforcing the inefficient 2009 energy code. In 2020, the State passed new legislation that requires the energy code to be updated regularly and established a voluntary "stretch" code that is more efficient than the current base energy code. The

City of Portland has a local ordinance that requires us to enforce the stretch code. Chapter 6 of City Code requires the City to lead by example by mandating that City funded building projects be even more efficient that the stretch code.

New building policies are working to reduce emissions from new construction and major renovations but emissions from existing buildings will continue to be a challenge. Nearly all emissions from the building sector are privately owned. Upgrading energy systems and improving building envelopes will require significant private investment and generally happen during building maintenance cycles. The Energy Benchmarking and Disclosure ordinance is an important tool to connect with the owners of buildings over 20,000 square feet and to help them understand the financial benefits of improving the energy efficiency of their buildings. Once Central Maine Power is able to provide the owners of multi-tenant buildings with whole building data we will recommend adoption of building performance standards that require commercial buildings to show continuous improvement in energy performance. Such policies are in effect in several cities including Boston, Cambridge, New York, Washington DC, Ann Arbor, Denver, and Seattle. We will also need to consider policies that encourage residential properties to decarbonize, potentially examining a policy that requires disclosure of Home Energy Scores at the time of sale as is currently done in jurisdictions like Portland, OR. Disclosure of a HES allows new home buyers to better understand the cost of heating and cooling a home. This helps them make a better buying decision because they will understand the full cost of maintaining the home. It also encourages home sellers to improve the energy efficiency of their home to make it more attractive on the market.

The City's efforts to reduce GHG emissions in the buildings sector have been supported by important policies at the State level, particularly the RPS. It will be important to monitor the State's progress in implementing it to ensure that the grid is 100% clean by 2040 as required by Statute. This will ensure that our Electrify Everything (beneficial electrification) strategy will succeed in decarbonizing the building sector in conjunction with other zero carbon energy systems, such as geothermal. It is encouraging that the newly created Department of Energy Resources has the responsibility and authority to issue RFPs for large-scale renewable energy procurement in order to meet the 2040 target.

The increase in GHG emissions in the transportation sector is discouraging but must be seen in a regional context as our inventory measures all vehicle traffic in Portland, not just from Portland residents. This includes commuters, tourists, commercial vehicles, and heavy trucking. It includes traffic on local streets and roads as well as on the Maine Turnpike and I-295. As noted in The final report for the Greater Portland Rapid Transit Study, VMT in Greater Portland has increased by 10% during the past decade, that traffic

congestion is worsening, and this trend will be exacerbated by the nearly four million square feet of real-estate development planned or proposed in the study area. The study points out that transit development has not kept pace with the population and economic growth.

The City has been a strong advocate for the development of a rapid transit system and an active participant in the ongoing studies for a system to connect Portland and Gorham. Councilors and staff continue to work with GPCOG/PACTS to emphasize the need for greater regional support of transit. Earlier this year the Sustainability and Transportation Committee held a forum with regional transit agencies to discuss policy actions that might improve transit operations in Portland and regionally.

The Sustainability and Transportation Committee has also led efforts this year to gain City Council adoption of a Vision Zero policy and quick implementation plan that is now underway. The Committee also led the effort to update the City's complete streets policy as well as supported the funding of a comprehensive transportation plan. The Planning Department has just issued an RFP for this work. We anticipate that implementation of these policy actions will improve road safety for all road users and encourage more residents to walk, ride bicycles, and to use public transportation.

The adoption of ReCode in 2024 brought several important policy changes recommended in One Climate Future to encourage travel without the use of a car. This includes eliminating parking minimums and adopting parking maximums for new development. It also includes Transit Oriented Development zones along main travel corridors where people can access transit most easily.

Portland continues to be a statewide leader in the adoption and promotion of electric vehicles. According to GPCOG, the number of EVs registered in Portland rose from 184 in 2018 to 1602 in 2024. The City has played a key role in the expansion of EV charging capacity by hosting publicly available DC fast chargers and L2 chargers on City property, including a new bank of DC fast chargers slated for installation next to the Miss Portland Diner this fall. We have also adopted a policy that requires 20% of new parking spaces come with L2 charging installed.

Reducing GHG emissions from transportation will require continued leadership by the City on transportation issues as well as robust and ongoing collaboration with state and regional partners. The Maine Climate Council's Transportation Working Group has identified the trend of increasing VMT as a significant challenge to meeting Statewide goals and the City should continue to engage with them and State policy makers to address this.

PRIOR COMMITTEE REVIEW
n/a

PREPARED BY

Troy Moon, Sustainability Director

ATTACHMENTS

2023 GHG Emissions Memo from Introba

City of Portland

Community Inventory of 2023 Greenhouse Gas Emissions

Technical Memorandum

June 2025

Introba

Table of Contents

1 Introduction

The cities of Portland and South Portland published their joint climate action and adaptation plan One Climate Future in 2020. As part of that effort, Introba (then Integral Group) was tasked with developing a baseline greenhouse gas (GHG) emissions inventory for the City of Portland. The inventory was compiled and submitted using the City Inventory and Information System (CIRIS) tool from C40 Cities, which follows the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories (GPC)[1] and is compliant with the Global Covenant of Mayors' Common Reporting Framework. At the time, the City of Portland selected 2017 as the baseline year for tracking GHG emissions reductions moving forward.

The City of Portland contracted Introba again in 2024 to complete an update to their GHG emissions inventory. The update took place four years after the One Climate Future plan was released, and by using 2023 data, represents a six-year span since the baseline inventory year (2017 to 2023). The purpose of the update is to demonstrate progress made toward the City's GHG emissions reductions goals and inform future planning efforts. The 2023 update draws on the methodology and outcomes from the 2017 baseline inventory to maintain a consistent and replicable approach with future updates in mind.

The updated inventory follows the same Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories and was compiled and submitted using the City Inventory Reporting and Information System (CIRIS) tool from C40 Cities.[2] It is a community-scale inventory accounting for all emissions generated within city boundaries, as opposed to a corporate or municipal inventory which would only account for emissions generated by city-owned assets.

The City of Portland's inventory is divided into scopes 1, 2, and 3 as shown in Figure 1:

- **Scope 1:** all emissions generated within city boundaries
- **Scope 2:** emissions occurring as a result of grid-supplied electricity consumed within city boundaries
- **Scope 3:** other emissions occurring outside the boundaries of the city as a result of activities taking place within the city

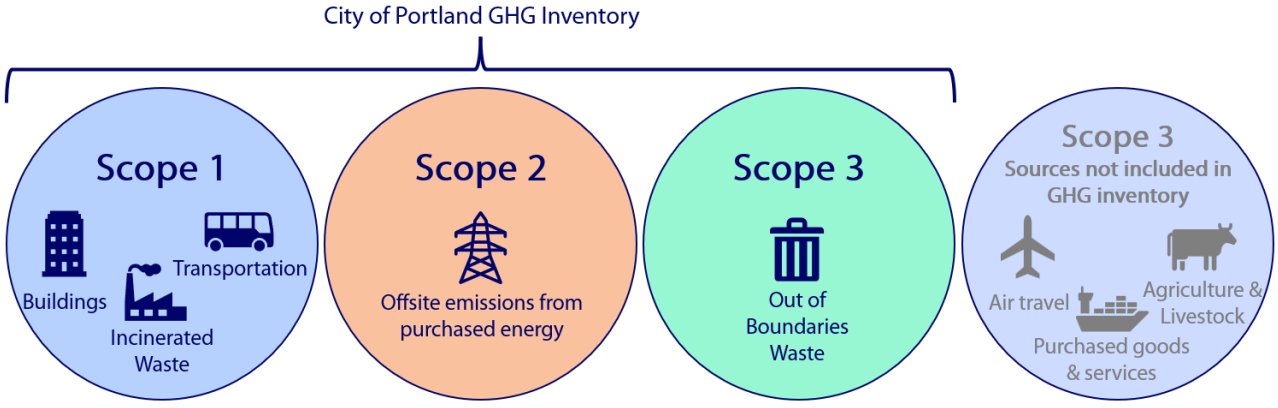


Figure 1. Emissions scopes included in the 2023 GHG inventory

[1] GHG Protocol, Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC) Washington, DC: World Resources Institute. https://ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities

[2] C40 Cities. Reporting GHG emissions inventories. https://www.c40knowledgehub.org/s/article/City-Inventory-Reporting-and-Information-System-CIRIS?language=en_US

The City of Portland's inventory uses the GPC's "BASIC" approach, which requires reporting for stationary energy, transportation and waste. The "BASIC" approach is consistent with most GPC-compliant inventories across the glove. Further details on the approach are found in the Methodology section of this memo.

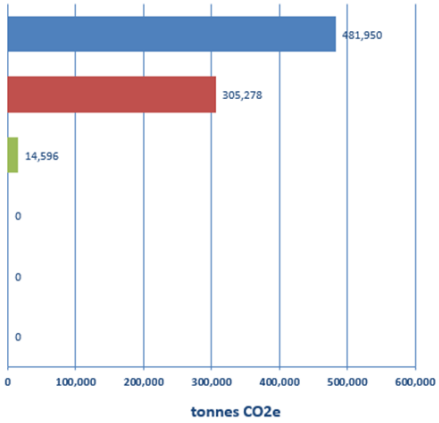
2 Community Inventory Results

2.1 Summary

SUMMARY

NAME OF CITY:	Portland, Maine, USA	POPULATION:	69,104
BOUNDARY:	BASIC	LAND AREA (km2):	55
INVENTORY YEAR:	2023	GDP (US$ million):	39,240

tCO2e	BASIC	Scope 1	Scope 2	Scope 3
	Stationary	349,593	132,358	
	Transportation	305,278		
	Waste	14,433		163
	IPPU			
	AFOLU			
	Other Scope 3			
	TOTAL	801,825		



Intensity indicators	Per capita	Per unit land area (km2)	Per unit GDP (US$m)
Emissions	11.6	14,528	20

Figure 2. Portland GHG Emissions Summary

The overall output of data from the CIRIS tool for the City of Portland is shown in Figure 2 above and Table 1 below. Note the totals shown in these and future tables in the memo may differ slightly from the sum of the rows due to rounding. **Overall, the region was responsible for 801,825 tons of GHG emissions**, measured in metric tons of carbon dioxide equivalents ($MTCO_2e$).

Table 1. GHG Emissions by Sector and Scope

Sector	GHG Emissions ($MTCO_2e$)			
	Scope 1	Scope 2	Scope 3	Total
Stationary Energy	349,593	132,358	-	481,950
Transportation	305,278	-	-	305,278
Waste	14,433	-	163	14,596
Total	669,304	132,358	163	801,825

It is important to note that this not a comprehensive picture of all emissions generated in the city. There are various

sectors and sources, particularly scope 3 emissions sources (e.g., air travel, purchased goods and services), that are not reflected in this inventory, but do in fact have a significant impact on emissions generated in the city. It is also important to note that data presented in this memo are a reflection of the inventory results with all digits provided by the CIRIS tool for consistency; these numbers may be estimated through various means and should not be taken as exact. These and other details are discussed in the Methodology section of this memo.

On a per capita basis, Portland generated 11.7 tons of GHG emissions per resident. This compares favorably to the US national average of 17.6 tons per resident, due in large part to the low emissions intensity of the regional electricity grid (ISO-NE). However, Portland is more energy intensive than some larger Northeast cities (e.g., Boston), based in part on the greater demand for heating fuels, particularly fuel oil, and a greater reliance on personal cars rather than public transit. Figure 3 shows a comparison of the per capita GHG emissions in the City of Portland among peers and within the national and global context. Note the inventory years below vary and may not reflect the most up-to-date and accurate emissions for these jurisdictions. Each of the inventories reflected below may also include slightly different sectors and emissions sources, so this figure should be used for rough comparison only.

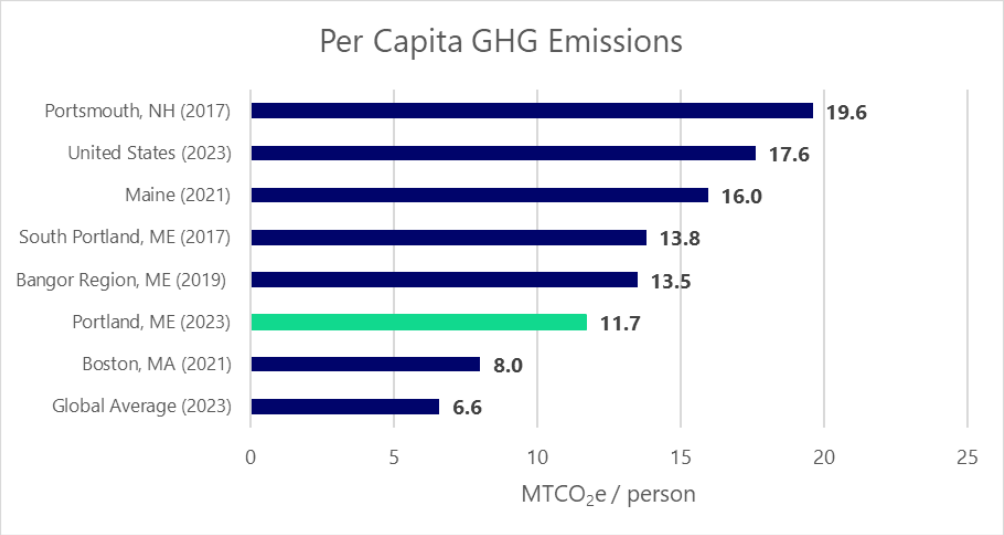


Figure 3. Comparison of Per Capita GHG Emissions (variable inventory years)

Portland's total GHG emissions for 2023 are down 4.6% since 2017 (down from 840,419 $MTCO_2e$). This difference is largely driven by a reduction in stationary (i.e., buildings) energy use and emissions, to be discussed in greater detail later in the memo. Figure 4 provides a comparison of GHG emissions between 2017 and 2023 by sector and scope.

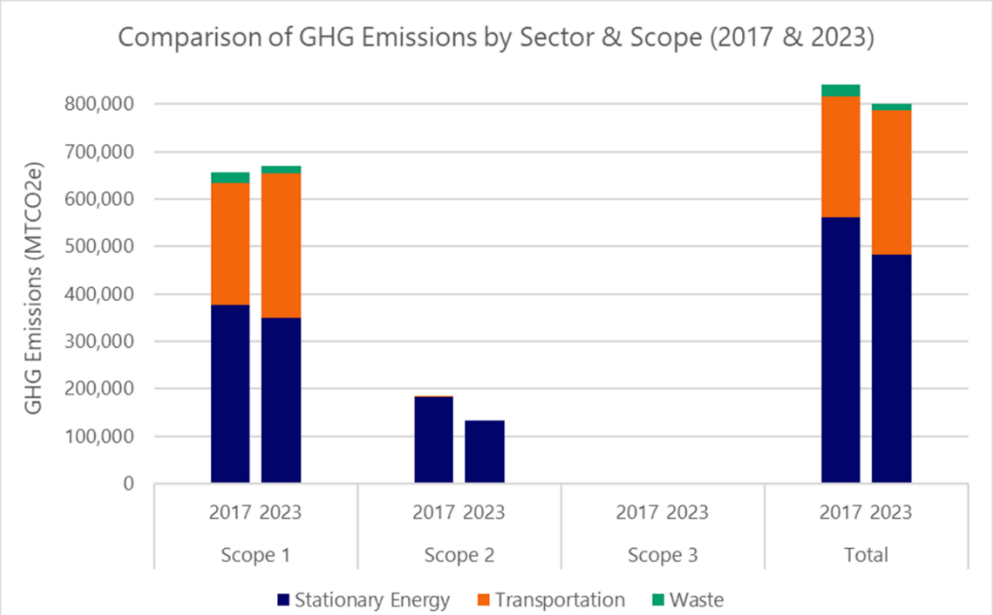


Figure 4. Comparison of GHG Emissions by Sector and Scope (2017 & 2023)

Again, it is important to note in the figure above that while scope 3 emissions (generated from waste disposal occurring outside of city boundaries) appear minimal, this is not a true reflection of the significant impact that other scope 3 sources that are not included in the inventory (e.g., air travel, purchased goods and services) have.

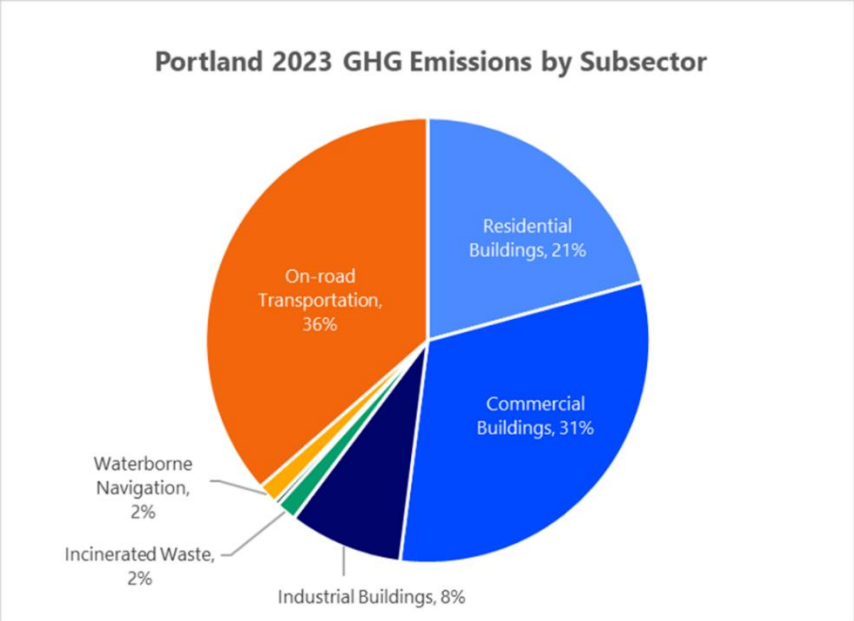


Figure 5. GHG Emissions by Subsector (2023)

Overall, the use of electricity, natural gas, and fuel oil in buildings is the main driver of Portland's GHG footprint, with residential, commercial, and industrial buildings being responsible for a combined 60% of GHG emissions. Mobile sources within city boundaries, including on-road transportation (e.g., cars) and waterborne transportation (e.g., ferries) are responsible for a combined 38%. Lastly the incineration of solid waste is responsible for the remaining 2%. Figure 5 (above) shows the breakdown of GHG emissions by these subsectors and Table 2 (below)

shows the energy use by subsector contributing to these total emissions

Table 2. Energy Use and GHG Emissions by Subsector (2023)

Sector	Energy Use (MMBTU)	% of Energy Use	GHG Emissions (MTCO2e)	% of GHG Emissions
Buildings	**7,821,170**	**65%**	**481,951**	**60%**
Residential Buildings	2,491,147	21%	166,112	21%
Commercial Buildings	4,234,300	35%	249,587	31%
Industrial Buildings	1,095,723	9%	66,252	8%
Transportation	**4,166,799**	**35%**	**305,278**	**38%**
On-road Transportation	4,081,175	34%	291,003	36%
Off-road Transportation	4,487	0%	2,482	0%
Waterborne Navigation	81,137	1%	11,792	1%
Waste	**-**	**0%**	**14,596**	**2%**
Biological Waste	-	0%	163	0%
Incinerated Waste	-	0%	11,689	1%
Wastewater	-	0%	2,744	0%
Portland Total	**11,987,969**	**100%**	**801,825**	**100%**

When comparing GHG emissions by subsector between 2017 and 2023, the most significant differences come from a) reductions in stationary emissions across all building types, and b) an increase in emissions from on-road transportation (Figure 6), to be discussed in more detail in the subsequent sections.

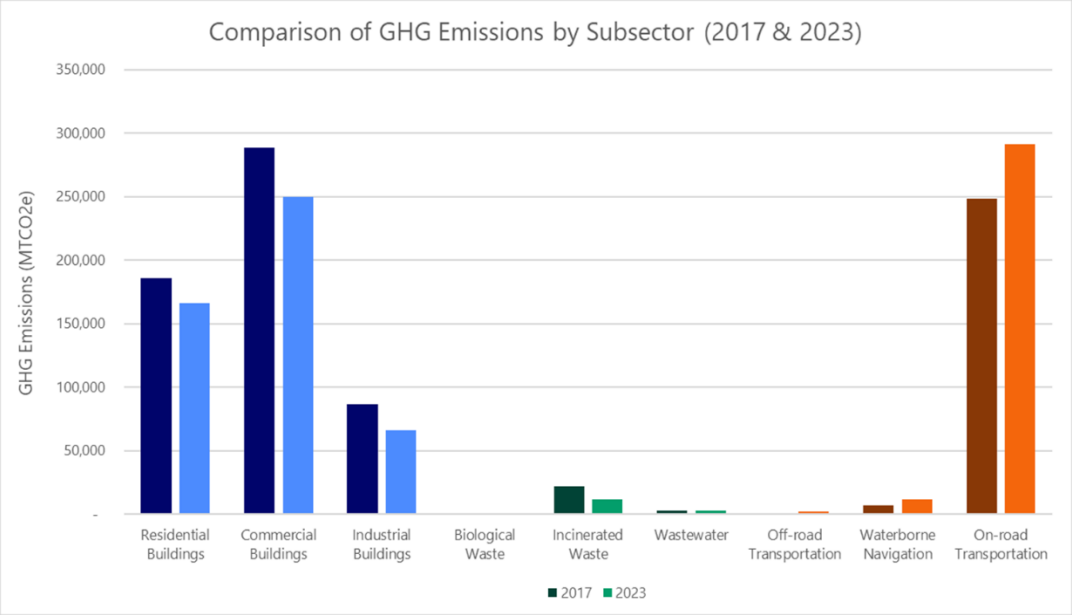


Figure 6. Comparison of GHG Emissions by Subsector (2017 & 2023)

When looking at GHG emissions by fuel source, the majority of emissions are generated from the use of electricity (20%), natural gas (31%), and fuel oil (18%) in buildings. Gasoline (33%) and diesel (12%) used in transportation makes up most of the remainder. Figure 7 (below) shows the breakdown of GHG emissions by fuel source. Table 3

shows the actual energy use by fuel source contributing to these total emissions.

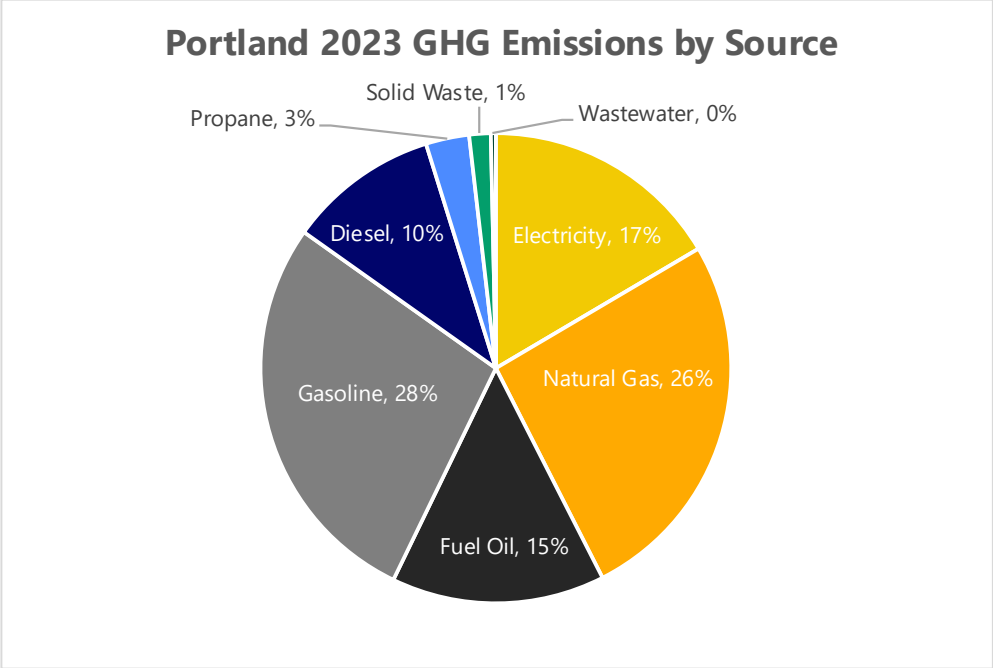


Figure 7. GHG Emissions by Fuel Source (2023)

Table 3. Energy Use and GHG Emissions by Fuel Source (2023)

Source	Activity Data (Variable Units)	Site Energy Consumption (MMBTU)	% of Energy Use	GHG Emissions (MTCO2e)	% of GHG Emissions
Electricity	540,049,791 kWh	1,842,726	15%	132,358	17%
Natural Gas	39257659 Therm	3,928,795	33%	208,515	26%
Fuel Oil	11,483,518 Gal	1,584,555	13%	117,578	15%
Gasoline	22,653,927 Gal	3,125,599	26%	221,741	28%
Diesel	7,493,966 Gal	1,033,919	9%	83,151	10%
Propane	556,200 cf (ft^3)	378,395	3%	23,886	3%
Solid Waste	43,000 st	-	0%	11,852	1%
Wastewater		-	0%	2,744	0%
Total		**11,893,990**	**100%**	**801,825**	**100%**

When comparing GHG emissions by fuel source between 2017 and 2023, the most significant differences come from a lower percentage of emissions generated from burning fuel oil in buildings and a larger percentage of emissions generated from burning natural gas in buildings, as well as gasoline and diesel in vehicles, cruise ships, and ferries (Figure 8).

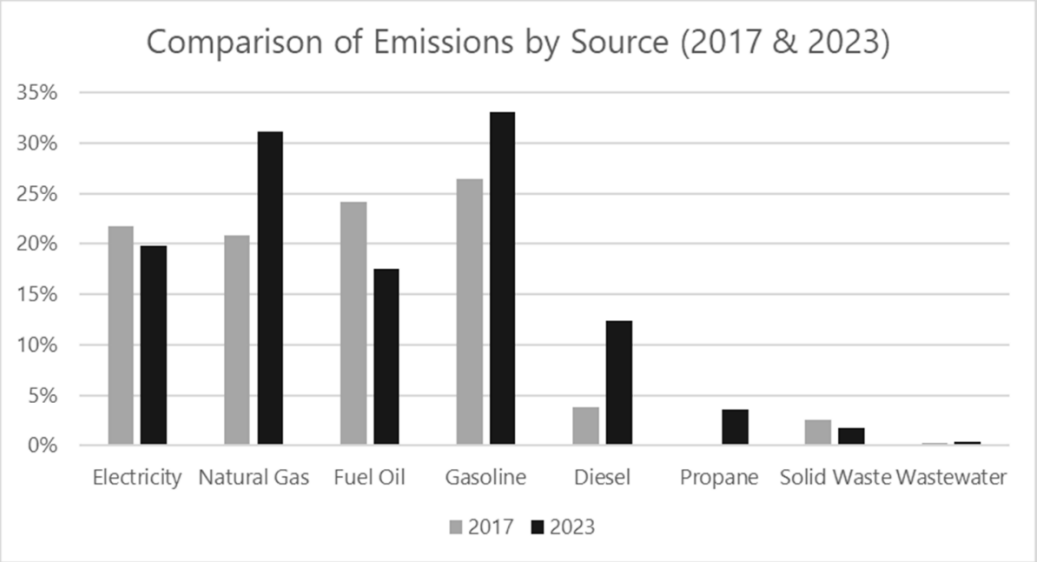


Figure 8. Comparison of GHG Emissions by Fuel Source (2017 & 2023)

2.2 Buildings

60% of Portland's GHG footprint is attributable to energy use in buildings, which produced a total of 481,951 $MTCO_2e$ of GHG emissions in 2023. Building GHG data was computed from a combination of community-wide electricity and natural gas consumption information, and estimated use of other fuels including fuel oil and propane. The process for calculating building emissions is described in the Stationary Sources section of the Methodology.

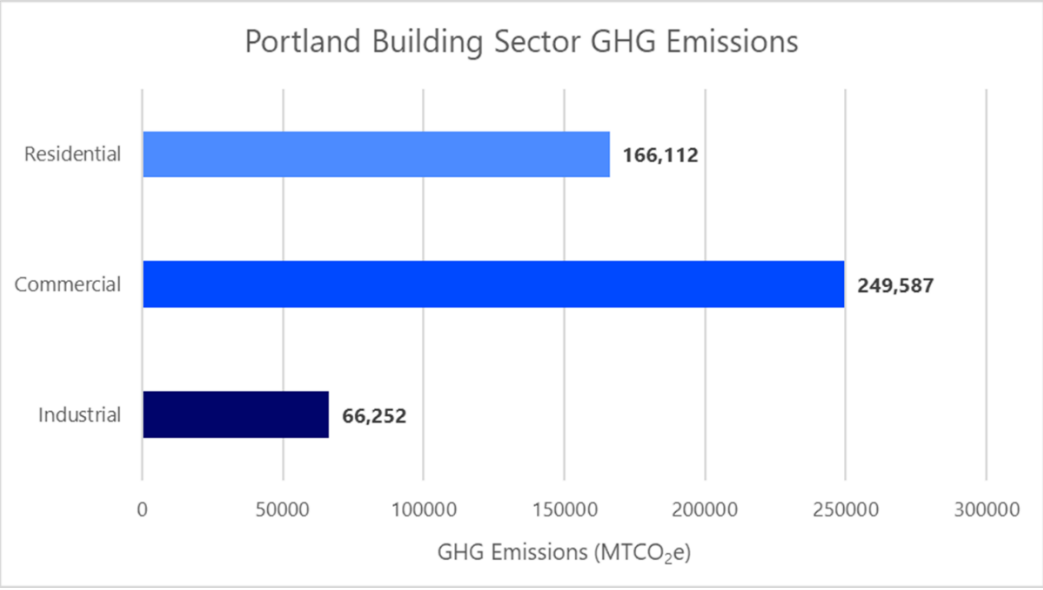


Figure 9. Building Sector GHG Emissions (2023)

Figure 9 (above) shows the breakdown of building emissions across the residential, commercial, and industrial building sectors. Table 4 (below) shows the breakdown of energy use by fuel source contributing to the total emissions across each building sector.

Table 4. Site and Source Energy Use by Building Sector

Source	Building Sector	Site Energy (MMBTU)	GHG Emissions (MTCO2e)
Electricity	Residential	467,977	33,613
	Commercial	1,170,207	84,053
	Industrial	204,542	14,692
Natural Gas	Residential	750,427	39,828
	Commercial	2,716,690	144,184
	Industrial	454,398	24,117
Fuel Oil and Propane	Residential	1,248,876	92,670
	Commercial	287,723	21,350
	Industrial	426,352	27,444
Total		**7,727,191**	**481,951**

When comparing GHG emissions across building sectors between 2017 and 2023, there is an overall decrease in emissions across all building sectors despite increased development in Portland during recent years (Figure 10). **Overall building sector emissions are down about 14% since 2017** (481,951 $MTCO_2e$ down from 560,666 $MTCO_2e$). This is most likely due to several factors, including:

- A reduction in fuel oil use (down nearly 42%), often due to the conversion of fuel oil heating systems to electric heat pumps or natural gas-based systems (lower GHG intensity)
- Less emissions generated from electricity use due to greening of the grid (i.e., greater mix of renewables making up grid-supplied electricity)
- Overall energy efficiency improvements in buildings, due in part to programs and services offered through Efficiency Maine and other state incentive programs

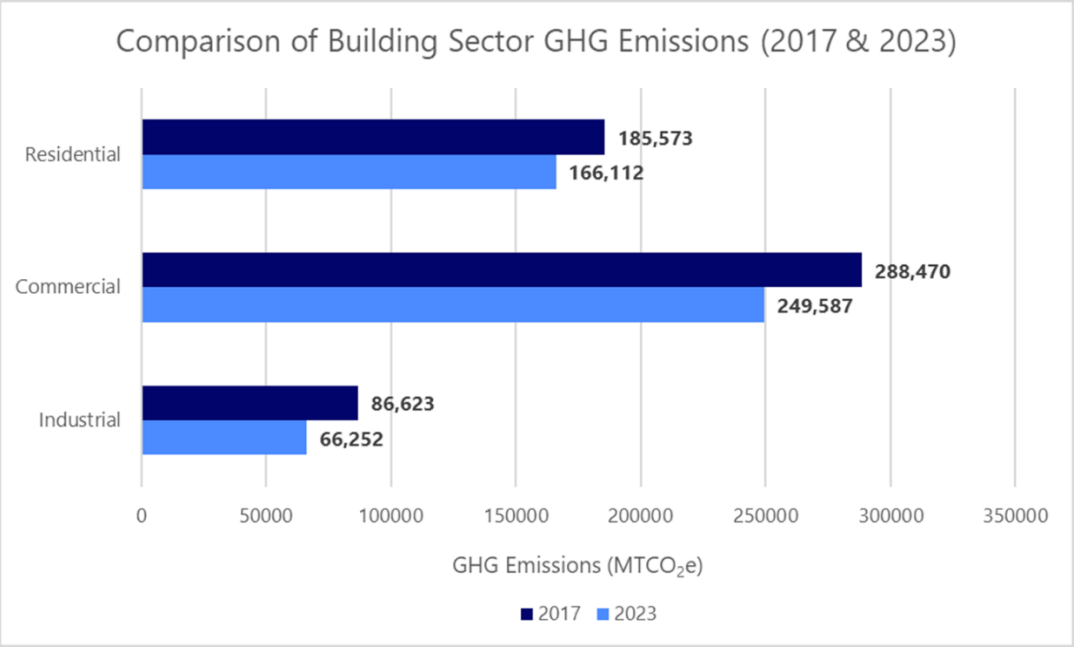


Figure 10. Comparison of Building Sector GHG Emissions (2017 & 2023)

2.3 Transportation

Transportation is responsible for about 38% of Portland's GHG footprint, or 305,277 $MTCO_2e$ of GHG emissions. Transportation emissions were estimated for all on-road and off-road transportation occurring within city boundaries. The process for calculating these emissions is described in the Mobile Sources section of the Methodology. Figure 11 shows the breakdown of transportation emissions across on-road (e.g., passenger cars), off-road (e.g., airport vehicles), and waterborne (e.g., ferries) transportation types.

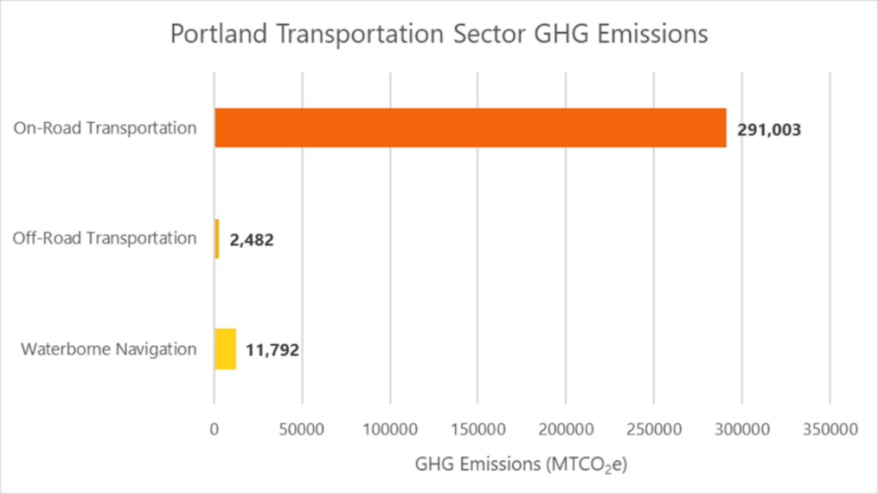


Figure 11. Transportation Sector GHG Emissions (2023)

The following figures provide more context to the on-road transportation emissions, which make up over 95% of the emissions in the transportation sector. Figure 12 shows the makeup of vehicle types registered in Portland, with passenger cars and trucks (inclusive of SUVs) making up 81% of vehicles in the city.

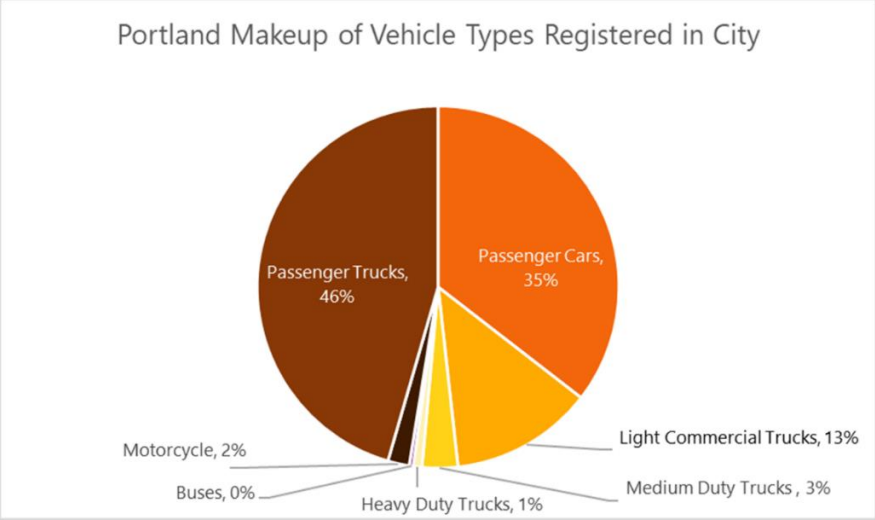


Figure 12. Makeup of Vehicle Types Registered in City (2023)

Figure 13 shows the breakdown of GHG emissions by vehicle type, demonstrating that medium and heavy-duty trucks have a greater impact on emissions than the proportion of these vehicles among the total vehicle stock would imply. This is due to the disproportionately larger quantity of fuel – particularly emissions-intensive diesel – that these vehicles consume.

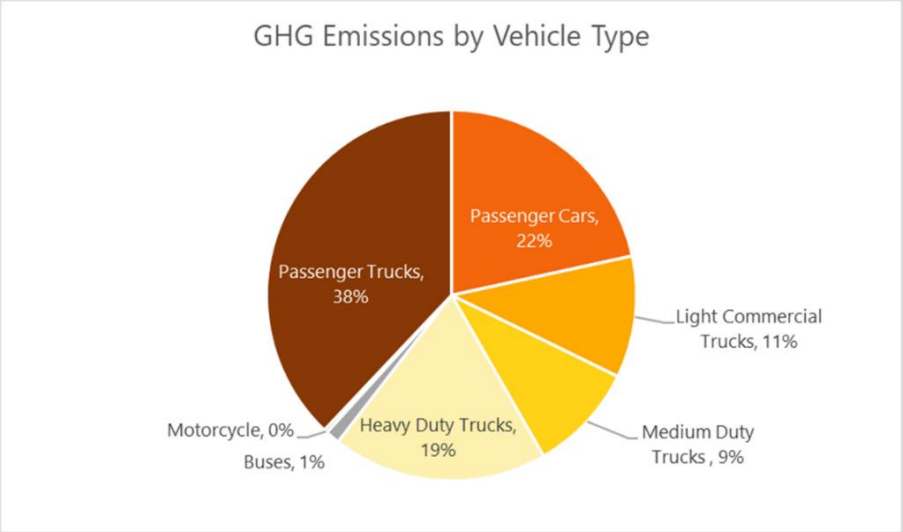


Figure 13. GHG Emissions by Vehicle Type (2023)

When comparing GHG emissions across transportation sectors between 2017 and 2023, there is an overall increase in emissions across all transportation sectors (Figure 14). **Overall transportation sector emissions are up 19.6% since 2017** (305,277 $MTCO_2e$ up from 255,252 $MTCO_2e$). This is most likely due to several factors, including:

- A greater number of vehicle miles traveled (VMT) in some on-road vehicle types (e.g., diesel vehicles) registered in the city, due in part to population growth, commercial activity, and a greater number of visits to the region
- The inclusion of airport service vehicles as off-road transportation, which was not accounted for in the 2017 baseline inventory
- Increased waterborne navigation in the form of ferries and cruise ship visits

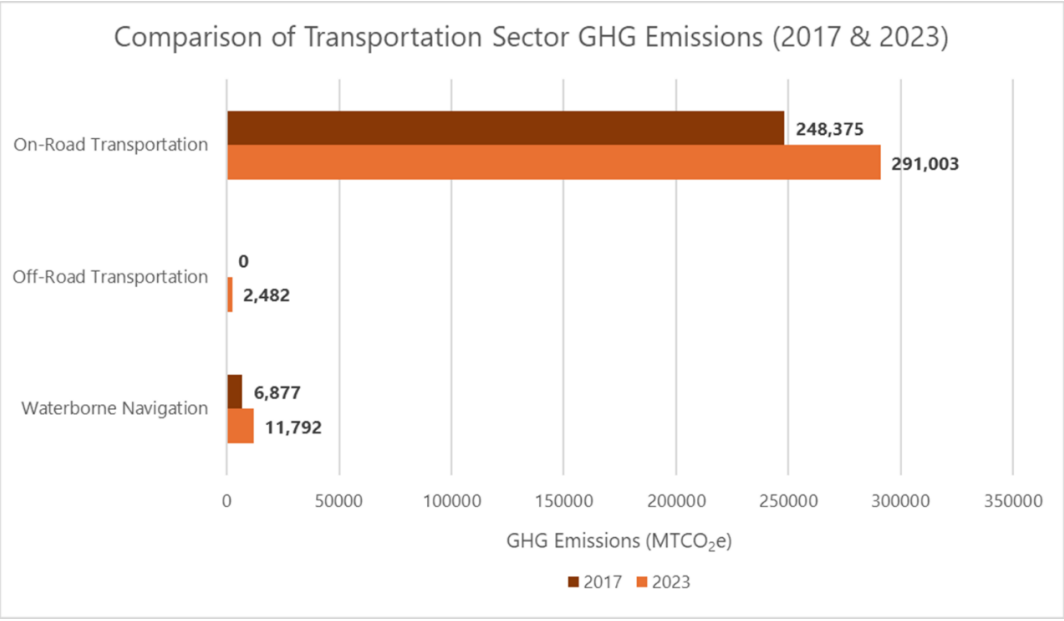


Figure 14. Comparison of Transportation Sector GHG Emissions (2017 & 2023)

2.4 Waste

The waste sector is responsible about 2% of Portland's GHG footprint, or 14,596 $MTCO_2e$ of GHG emissions. Waste emissions were estimated for all waste produced and treated within city boundaries. The process for calculating these emissions is described in the Waste and Wastewater section of the Methodology. Figure 15 shows the breakdown of waste emissions across biological waste (i.e., compost), incinerated waste (i.e., municipal solid waste incinerated at the Ecomaine plant), and wastewater (i.e., process emissions from the chemical breakdown of sewage) types.

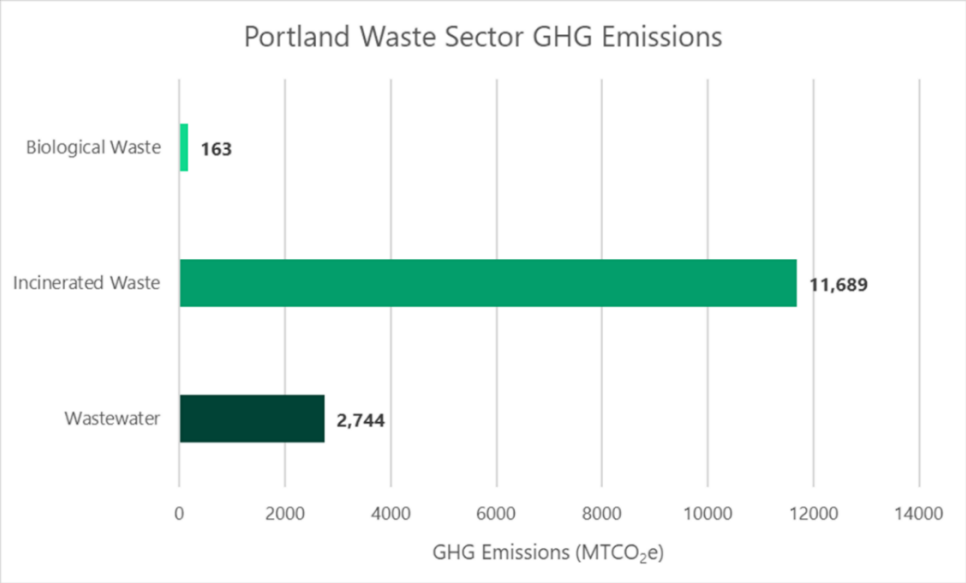


Figure 15. Waste Sector GHG Emissions (2023)

When comparing GHG emissions across waste sectors between 2017 and 2023, there is an overall decrease in emissions, largely due to the decrease in emissions generated by solid waste incineration (Figure 16). **Overall waste emissions are down 40.4%** (14,596 $MTCO_2e$ down from 24,502 $MTCO_2e$). Despite conversations with the City and Ecomaine staff, it is unclear what has driven this reduction in GHG emissions from incinerated waste. It is possible that there was a discrepancy in how the emissions were calculated and/or reported for the 2017 baseline inventory. However, it is worth noting that a) the waste sector emissions represent a very small portion of the Portland's total emissions (2%), so the change does not impact the overall emissions landscape significantly, and b) that the City and data provider (Ecomaine) are confident in the 2023 data moving forward.

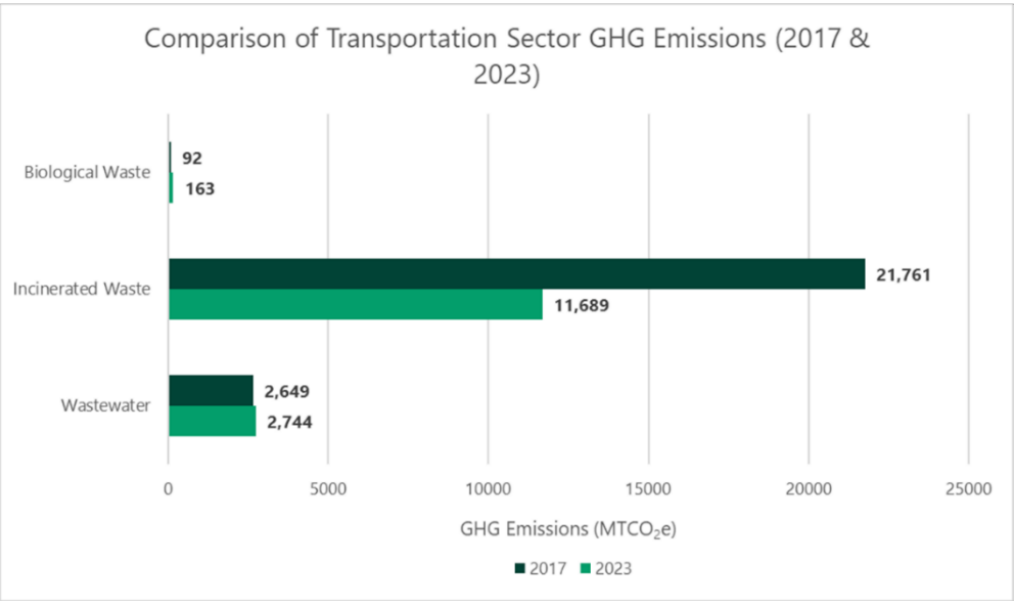


Figure 16. Comparison of Waste Sector GHG Emissions (2017 & 2023)

3 Methodology

3.1 Uncertainty

The 2023 inventory was compiled using measured data, projections, models, and, where data was unavailable, best estimates. The inventory can be regularly revised as new and better data become available, as models are improved, and as international standards and guidance evolve. For these reasons, longer-term trends are likely to prove more reliable than absolute numbers or year-to-year changes. The greatest area of uncertainty in the inventory is the estimate for fuel oil consumption.

3.2 Citywide Protocol

Portland's community GHG inventory follows the Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC)[3] developed by the World Resources Institute. The inventory was compiled and submitted using the City Inventory Reporting and Information System (CIRIS) tool from C40 Cities[4], version 2.5, which is compliant with the Global Covenant of Mayors Common Reporting Framework (CRF)[5], a framework followed by many cities globally.

GPC-compliant inventories usually follow the "BASIC" or "BASIC+" approach, which largely differ in the extent of Scope 3 emissions included. Table 5 shows the major emissions sources included in GPC inventories. BASIC inventories typically include all sources highlighted in green. It was decided by the City of Portland and Introba to use the BASIC approach based on data availability and to keep the methodology consistent with the 2017 baseline inventory. The BASIC approach includes all scope 1 and 2 emissions generated within city boundaries, as well as the scope 3 in-boundary waste and wastewater emissions.

[3] GHG Protocol, Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC) Washington, DC: World Resources Institute. https://ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities

[4] C40 Cities. Reporting GHG emissions inventories. https://www.c40knowledgehub.org/s/article/City-Inventory-Reporting-and-Information-System-CIRIS?language=en_US

[5] Global Covenant of Mayors for Climate and Energy. Global Common Reporting Framework. https://www.globalcovenantofmayors.org/our-initiatives/data4cities/common-global-reporting-framework/

Table 5. GPC GHG Emissions Sources (BASIC sources are highlighted in green)

Sectors and sub-sectors	Scope 1	Scope 2	Scope 3
Stationary energy			
Residential buildings	✔	✔	✔
Commercial buildings	✔	✔	✔
Institutional buildings	✔	✔	✔
Manufacturing industries and construction	✔	✔	✔
Energy industries	✔	✔	✔
Energy generation supplied to the grid	✔		
Agriculture, forestry, and fishing activities	✔	✔	✔
Non-specified sources	✔	✔	✔
Fugitive emissions from coal	✔		
Fugitive emissions from oil and natural gas systems	✔		
Transportaton			
On-road	✔	✔	✔
Railways	✔	✔	✔
Waterborne navigation	✔	✔	✔
Aviation	✔	✔	✔
Off-road	✔	✔	
Waste			
Solid waste generated in the city	✔		✔
Solid waste generated outside the city	✔		
Biological waste generated in the city	✔		✔
Biological waste generated outside the city	✔		
Incinerated and burned waste generated in the city	✔		✔
Incinerated and burned waste generated outside city	✔		
Wastewater generated in the city	✔		✔
Wastewater generated outside the city	✔		
Industrial processes and product use (IPPU)			
Industrial processes	✔		
Product use	✔		
Agriculture, forestry, and fishing activities (AFOLU)			
Livestock	✔		
Land	✔		
Other agriculture	✔		
Other scope 3			

3.3 Differences from 2017 Inventory

Emissions Sources:

Nearly all emissions sources across stationary, transportation, and waste sectors are identical to the 2017 inventory. The lone exception is the 2023 addition of off-road vehicles, which included service vehicles at the Portland International Jetport, representing less than 1% of Portland's total emissions. Off-road vehicle data was not collected for the 2017 inventory.

Electricity Emissions Factor:

The 2023 inventory uses the 2022 GHG intensity for the Northeast Power Coordinating Council (NPCC) New England sub-region factor from EPA's eGRID[6] database of regional GHG intensities. This region is aligned with ISO New England. This is an update from the 2017 inventory, which used the 2016 GHG intensity. Due to increasing renewable energy generation, the 2022 emissions factor (2.45E-04 $MTCO_2e/kWh$) is lower than the 2016 emissions factor (2.66E-04 $MTCO_2e/kWh$) by about 8%, largely contributing to a reduction in GHG emissions resulting from electricity consumption.

3.4 Greenhouse Gases Included

The inventory quantified three of the six internationally recognized GHGs, including carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Data for fugitive N_2O emissions from healthcare facilities were not readily available at the time of the inventory, so these emissions, which are assumed to be minimal, were excluded. Data on emissions of the other three internationally recognized groups of GHGs – hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) – was not available. HFC emissions were also considered negligible under the assumption that all refrigerators, heat pumps, and air conditioners were installed and disposed of properly under State regulations. Industrial emissions of SF_6 were not researched. Emissions of the three measured GHGs (CO_2, CH_4, N_2O) were converted to Metric Tons Carbon Dioxide equivalent ($MTCO_2e$) emissions using the 100-year Global Warming Potential (GWP) coefficients of each gas developed by the Intergovernmental Panel on Climate Change (IPCC), 5th Assessment Report (AR5), as shown in Table 6 below. Table 7 shows the main GHG emissions factors used for the calculations in the inventory.

Table 6. Global Warming Potential of Greenhouse Gases

Greenhouse Gas	Chemical Formula	100-year Global Warming Potential (GWP), AR5
Carbon Dioxide	CO_2	1
Methane	CH_4	28
Nitrous Oxide	N_2O	265

[6] Emissions & Generation Resource Integrated Database (eGRID). United States Environmental Protection Agency. https://www.epa.gov/egrid

Table 7. Emissions Factors Used

Source	Unit	CO_2/unit ($MTCO_2e$)	CH_4/unit ($MTCO_2e$)	N_2O/unit ($MTCO_2e$)	Total $MTCO_2e$/unit
Electricity	kWh	2.43E-04	8.00E-07	9.62E-07	2.45E-04
Natural Gas	Therm	5.31E-03	2.80E-06	2.65E-06	5.31E-03
Fuel Oil No. 2	MMBtu	7.40E-02	8.40E-05	1.59E-04	7.42E-02
Diesel Oil	Gal	1.02E-02	1.15E-05	2.12E-05	1.02E-02
Propane	Gal	5.72E-03	7.56E-06	1.33E-05	5.74E-03
Gasoline	MMBtu	7.02E-02	8.40E-05	1.59E-04	7.05E-02
Cruise	kWh	6.86E-04	2.24E-07	7.69E-06	6.94E-04
Cruise Boiler	kWh	9.22E-04	2.10E-06	5.30E-07	9.25E-04
Diesel Ship	Gal	1.02E-02	1.68E-06	1.19E-04	1.03E-02

3.5 Summary of Data Sources

Table 8. Summary of Data Sources

Sector	Data	Name of Source	Provider	Year
Emissions Factors (applied to all sectors)	Electricity Emission Factor	eGRID v2022	U.S. EPA	2022
	Fossil Fuel Combussion Emission Factors	EPA Emission Factor List	U.S. EPA	2023
Stationary Energy	Electricity Use	Central Maine Power (CMP) Electricity Use	CMP	2023
	Natural Gas Use	Unitil Natural Gas Use	Unitil	2023
	Fuel Oil Use Residential	Residential Energy Consumption Survey (RECS)	U.S. EIA	2020
	Fuel Oil Use Commercial/Industrial	Commercial Building Energy Consumption Survey (CBECS)	U.S. EIA	2018
	Wastewater Treatment Energy Use	Portland Water District (East End Plant)	Portland Water District (PWD)	2023
	Building Floor Area	Tax Assessor Parcel Database	City of Portland	2023
Transportation	Fuel Consumption from Vehicle Miles Traveled	Vehicle Miles Traveled (VMT)	Greater Portland Council of Governments	2023
	Jetport Fleet Fuel	Jetport Fleet Fuel Consumption	Portland International Jetport	2023
	Ferry Fuel Consumption	Casco Bay Lines Fuel Consumption	Casco Bay Lines	2023
	Cruise Ship Port Schedule	Portland Docking Schedule	City of Portland	2023
	Cruise Ship Study	Cruise Ship Energy Use While Docked	Port of Los Angeles	2022
Waste	Solid Waste Collected	Municipal Solid Waste Tonnage	Ecomaine	2023
	Food Waste Composted	Garbage to Garden Compost Tonnage	Garbage to Garden	2023

Data for the inventory was collected from a variety of sources spanning government, local utility providers, and

national datasets, among others. Wherever possible, data was collected for the 2023 calendar year. In several cases where 2023 data was unavailable due to irregular or less frequent updates, data from the closest year possible (e.g., 2022) was used. Table 8 (above) provides a summary of data sources used, many of which are described in the following sections.

3.6 Stationary Sources

Stationary emissions (i.e., generated by buildings) were calculated from the consumption of several fuel sources: electricity, natural gas, fuel oil (i.e., heating oil), and to a lesser extent propane. Electricy consumption data for the area in 2023 was provided by Central Maine Power (CMP), broken out between residential, commercial, and industrial sectors, including total consumption and number of accounts. Natural gas consumption data for 2023 was provided by Until, broken out between total residential consumption and combined commercial and industrial consumption (combined for the privacy of large accounts). Propane consumption data was provided by Portland Water District for wastewater treatment facilities only. Fuel oil consumption was estimated using the methodology outlined below. Wood heat was excluded from the inventory due to a lack of available data and because the GPC considers wood a "biogenic" source and is treated as carbon neutral. Other potential stationary fuel sources (e.g., kerosene) were left out due to a lack available data and their emissions were assumed to be negligible.

Energy Use Estimation and Assumptions for Fuel Oil

Although it is a common source of fuel for heating in Maine, no direct data was available for the consumption of fuel oil. Fuel oil is delivered by many companies that are exceptionally challenging to track and largely unwilling to share data on their sales, which is common across the country. To calculate fuel oil consumption for Portland, total floor areas and heating fuel sources for different building types were estimated and various Energy Use Intensities (EUIs) were applied as described below. This approach followed the same methodology used in the 2017 baseline inventory with updated data sources where available. Emissions from fuel oil consumption represent about 15% of Portland's total emissions, so there is an inherent layer of uncertainty to the total emissions reported for the city.

Building floor areas were compiled from the City of Portland's Tax Assessor's database for residential, commercial, and industrial building types (Table 9). The incidence of fuel oil use across these building types was then estimated as a percentage of gross floor area (GFA) heated with fuel oil. For residential buildings, this was estimated using Residential Prototype Building Models from the U.S. Department of Energy and Pacific Northwest National Laboratory (PNNL) for the state of Maine[7]. The incidence of fuel oil use in commercial and industrial buildings was estimated using the 2018 Commercial Building Energy Consumption Survey (CBECS) for New England[8] (most recent available).

[7] Prototype Building Models. Office of Energy Efficiency and Renewable Energy. https://www.energycodes.gov/prototype-building-models

[8] Commercial Buildings Energy Consumption Survey. U.S. Energy Information Administration. https://www.eia.gov/consumption/commercial/data/2018/index.php?view=characteristics

Table 9. Floor Area and Gross Floor Area Heated by Fuel Oil by Building Sector

Building Type	Floor Area (ft^2)	GFA Heated by Fuel Oil (%)	GFA Heated by Fuel Oil (ft^2)
Residential	43,104,632	35.03%	15,101,282
Commercial	43,229,218	34.83%	15,056,149
Industrial	7,165,908	34.77%	2,491,784

Preliminary EUIs measured in $kBtu/ft^2$ for each building and fuel type (Table 10) were then developed based on the U.S Energy Information Administration (EIA) nationwide building energy surveys: the CBECS for 2018 and the Residential Energy Consumption Survey (RECS) for 2020[9] (most recent available). These values were compared against actual total consumption data (for electricity and natural gas) across the estimated floor area (ft^2) of each building type to ensure the EUIs for these fuel types made practical sense. However, only the fuel oil EUI was used to estimate fuel oil consumption (there was no need to estimate consumption for electricity and natural gas).

Table 10. EUI by Building and Fuel Type

Building Type	Electricity EUI ($kBtu/ft^2$)	Natural Gas EUI ($kBtu/ft^2$)	Fuel Oil EUI ($kBtu/ft^2$)
Residential	10.86	17.41	82.7
Commercial	26.94	62.83	19.11
Industrial	28.54	62.83	19.11

Note that the EUIs for natural gas and fuel oil in commercial and industrial buildings were assumed to be the same. This decision was made for several reasons. First, no distinction was made between commercial and industrial natural gas accounts in the data provided by Unitil so there was no way to know roughly how much natural gas use could be allocated to each of these building types. Second, commercial and industrial buildings come in many forms and have vastly different energy needs based on typology and, in the case of industrial buildings, process loads. Assuming an average EUI across both building categories provides an accurate estimate of city-wide energy use without needing to collect building- or even typology-specific energy use data (which would not have been available). Lastly, this assumption is consistent with the methodology applied in the 2017 baseline inventory and other GHG inventories across Maine (e.g., Penobscot Climate Action).

Finally, the fuel oil EUI for each building type ($kBtu/ft^2$) was applied to the gross floor area estimated to be heated by fuel oil for each building type (ft^2) to calculate the total fuel oil consumed across each building type, converted to MMBtu (Table 11).

Table 11. Estimated Fuel Oil Consumption by Building Type

Building Type	Fuel Oil EUI ($kBtu/ft^2$)	GFA Heated by Fuel Oil (ft^2)	Fuel Oil Consumption (MMBtu)
Residential	82.7	15,101,282	1,248,876
Commercial	19.11	15,056,149	287,723
Industrial	19.11	2,491,784	47,618

[9] Residential Energy Consumption Survey. U.S. Energy Information Administration. https://www.eia.gov/consumption/residential/data/2020/

3.7 Mobile Sources

On-Road Transportation

The GHG emissions for vehicles were based on the Vehicle Miles Traveled (VMT) and the GHG intensities of fuel sources, including gasoline and diesel. As is standard for calculating VMT and tracking transportation sector emissions, VMT numbers were based on the miles traveled within the boundaries of the City of Portland, regardless of whether the vehicle owners reside in the city or not, or if the vehicles are purchased at dealers within the city or not. Because pickup trucks are a common mode of transit in Maine, passenger vehicle VMT was broken out between passenger vehicles and passenger trucks. SUVs are considered to be passenger trucks.

Data provided by the Greater Portland Council of Governments (GPCOG) was used to estimate the total VMT on roads within the City of Portland, and from this, it was assumed that the total vehicle miles traveled in the city during the calendar year of 2023 was 508,933,187 miles.

To estimate energy use and emissions, vehicle registration data was used to understand the registered vehicle stock with the City of Portland. U.S. Department of Transportation and U.S. Energy Information Administration data for the fuel economy of vehicles sold in each class and model year was matched to the registered vehicle stock, and from this, weighted average fuel economy calculations were created for each vehicle class. Any emissions resulting from the charging of electric vehicles was included under stationary sources and accounted for in the electricity consumption data. The resulting table is shown below (Table 12).

Table 12. On-Road VMT and Fuels

Class	Vehicle Type	Fuel Type	Vehicles	VMT	Mpg (weighted)	Fuel Use (Gal)	Fuel Use (MMBTU)	GHG ($MTCO_2e$)
Light Duty Vehicles	Passenger Cars	Diesel	135	1,322,592	23.4	56,521	7,800	556
		Electric	338	3,311,379	N/A	N/A	N/A	N/A
		Gasoline	16892	165,490,563	23.4	7,072,246	884,031	63,017
	Passenger Trucks	Diesel	108	1,058,074	17.3	61,160	8,440	602
		Electric	155	1,518,532	N/A	N/A	N/A	N/A
		Gasoline	22013	215,660,891	17.3	12,465,947	1,558,243	111,078
	Light Commercial Trucks	Diesel	146	1,430,359	17.1	83,647	11,543	823
		Gasoline	6098	59,741,976	17.5	3,413,827	426,728	30,419
Buses	Buses	Diesel	79	1,306,928	7.3	179,031	24,706	1,761
		Gasoline	70	1,158,037	7.3	158,635	19,829	1,414
		CNG	27	446,672	7.3	61,188	7,281	519
Single Unit Trucks	Medium Duty Trucks	Diesel	637	8,864,413	7.3	1,214,303	167,574	11,945
		Gasoline	918	12,774,774	7.4	1,726,321	215,790	15,382
Combination Trucks	Heavy Duty Trucks	Diesel	375	30,735,388	5.8	5,299,205	731,290	52,129
		Gasoline	4	327,844	5.8	56,525	7,066	504
Motorcycle	Motorcycle	Gasoline	931	3,768,574	43.4	86,834	11,983	854
		Electric	4	16,192	N/A	N/A	N/A	N/A
Total	**Total**	Diesel	1,480	44,717,754	6.5	6,893,867	951,354	67,816
		Gasoline	46,926	458,922,660	17.7	24,980,335	3,123,671	222,668
		CNG	27	446,672	7.3	61,188	7,281	519
		Electric	497	4,846,102	N/A	N/A	N/A	N/A

Off-Road Transportation

Offroad transportation emissions were calculated for Portland International Jetport fleet vehicles, Casco Bay Lines ferries, and visiting cruise ships (Table 13). Jetport fleet fuel consumption data for gasoline and diesel was

provided directly by Jetport staff. Similarly, Casco Bay Lines ferry fuel consumption for diesel and biodiesel was provided directly by Casco Bay Lines staff. It is interesting to note that Casco Bay Lines will begin operating a new hybrid electric-diesel ship in the near future.

Table 13. Off-Road Vehicles and Waterborne Transportation Fuel Use and GHG Emissions

Vehicle/Ship Location & Fuel Type	Fuel Use (Variable Units)	Fuel Use (MMBTU)	GHG ($MTCO_2e$)
Cruise Ships - Electric (provided by diesel engines)	11,917,005 kWh	40,663	8,749
Casco Bay Lines - Diesel	261,307 Gal	36,199	2,700
Casco Bay Lines - BioDiesel	33,274 Gal	4,275	344
Jetport Fleet Vehicle - Gasoline	24,367 Gal	3,058	1,717
Jetport Fleet Vehicle - Diesel	10,315 Gal	1,429	765

While airport fleet and ferry consumption data were readily available, the energy consumption from visiting cruise ships had to be estimated. Cruise ships maintain power while docked and, since they are within the city at the time, are considered scope 1 emissions sources. Data on the number of cruise ship visits and total time docked was provided by the City of Portland (Table 14).

Table 14. Cruise Ship Visits

Passenger Size Class	Number of Vessels	Total Time Docked (hours)
<1500	64	1,356
1500<2000	3	31
2000<2500	15	140
2500<3000	10	92
3000<3500	1	10
3500<4000	8	76
4000<4500	8	72
>4500	4	44
Total	**113**	**1,820**

To estimate emissions from docked cruise ships, a 2022 study of docked cruise ships was referenced from the Port of Los Angeles Inventory of Air Emissions[10]. Energy consumed during harbor transit, maneuvering, and hoteling at dock was considered. Cruise ships typically run two engines: an auxiliary diesel engine and an auxiliary boiler. For each ship, the energy consumption (kW) of these auxiliary engines is estimated based on the passenger size class and applied to the estimated time of visit. The total energy (kW) consumed by visiting cruise ships is summarized in Table 15.

[10] Inventory of Air Emissions for Calendar Year 2022. Port of Los Angeles. https://kentico.portoflosangeles.org/getmedia/409590b5-0e6a-4c15-8d9b-fcdb02624933/2022_Air_Emissions_Inventory

Table 15. Ship Hotelling Energy Use Assumptions

Engine	Passenger Size Class	Transit (kW)	Maneuvering (kW)	Hotelling (kW)	Total (kW)
Cruise Ship Auxilary Engine	<1,500	255,616	337,152	4,160,797	4,753,565
	1,500 < 2,000	21,000	27,000	174,003	222,003
	2,000 < 2,500	165,000	170,250	962,550	1,297,800
	2,500 < 3,000	97,810	83,090	560,188	741,088
	3,000 < 3,500	8,292	10,369	82,920	101,581
	3,500 < 4,000	79,560	91,288	793,820	964,668
	4,000 < 4,500	100,000	112,000	864,000	1,076,000
	4,500 < 5,000	52,000	58,000	572,000	682,000
					9,838,705
Cruise Ship Auxilary Boiler	<1,500	63,488	50,176	1,175,435	1,289,099
	1,500 < 2,000	3,210	3,435	60,481	67,126
	2,000 < 2,500	20,730	26,595	419,198	466,523
	2,500 < 3,000	5,960	6,020	82,340	94,320
	3,000 < 3,500	697	1,199	19,840	21,736
	3,500 < 4,000	3,208	2,776	75,164	81,148
	4,000 < 4,500	-	-	36,216	36,216
	4,500 < 5,000	-	-	22,132	22,132
					2,078,300

Note that this is certainly not a complete picture of all off-road emissions in Portland. Additional off-road gasoline and diesel use that is not included in the inventory due to a lack of available data may include, for example, vehicles used in agriculture and maintenance vehicles for public spaces or private use. Emissions from passenger and freight rail and from intracity aircraft, such as helicopters that depart and land within city limits, were also not included due to limited data availability. These emissions are assumed to be negligible, and their omission is consistent with the 2017 baseline inventory.

3.8 Waste and Wastewater

Waste emissions sources included municipal solid waste (MSW), biological waste (i.e., compost), and wastewater process emissions. All MSW that is not recycled in Portland is collected and processed at the Ecomaine Waste-to-Energy incineration plant in Portland. Only waste produced and disposed of within Portland is considered a source of scope 1 emissions. Emissions from waste generated outside of Portland but incinerated at the Ecomaine plant were not considered part of Portland's inventory following the BASIC approach. The total volume of MSW collected in Portland for the 2023 calendar year was provided directly by Ecomaine. Emissions were calculated using the Incineration and Open Burning Emissions Calculator built into the CIRIS inventory tool, which assumes the North American characterization and average distribution of waste types (e.g., paper, plastics) across the total volume of MSW and applies emissions factors to each. The total volume of MSW collected and incinerated was 41,976 tons and the total emissions were 11,689 $MTCO_2e$ (Table 16).

Table 16. Waste Disposal Volume and GHG Emissions

Waste Type	Volume Collected (tons)	Emissions ($MTCO_2e$)
Municipal Solid Waste (incineration)	41,976	11,689
Municipal Food Waste (compost)	1,024	163
Total	**43,000**	**11,852**

Food waste (i.e., compost) is collected from participating residents and businesses in Portland by Garbage to Garden, which operates an anaerobic digester in a nearby town. Since this waste is generated in Portland, but treated outside of Portland, it is considered a source of scope 3 emissions. Composted tonnage was provided directly by Garbage to Garden, and total emissions were calculated using the EPA's Greenhouse Gas Equivalencies Calculator.[11] The total volume of food waste composted was 1,024 tons and the total emissions were 163 $MTCO_2e$ (Table 16).

Wastewater emissions are calculated for treatment process emissions only (i.e., GHG emissions produced from the chemical breakdown of sewage). Wastewater energy use is included in the industrial energy use sector of the inventory. Wastewater process emissions were modeled using the Wastewater Emissions Calculator in the CIRIS tool based on the total population of the City of Portland and estimated to be 2,744 $MTCO_2e$.

[11] Greenhouse Gas Equivalencies Calculator. U.S. Environmental Protection Agency. https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator