

Sustainability & Transportation Committee Agenda

May 13, 2026 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/84037714117?pwd=7GYGzIYeNTV8m9vkCusJH2ftHjWtVz.1>

1. Review and approve minutes from April 8
 - a. Minutes from April 8, 2026
2. Sustainability Program Updates
 - a. Sustainability Updates
3. Presentation and Discussion
Public comment may be taken
 - a. Recommend a name for the waterfront park currently referred to as Portland Harbor Common
Presenter: Ethan Hipple and Masi Ngidi-Brown
Public comment will be taken
 - b. Consider a recommendation that Mayor Dion sign a Letter of Support for a Safe Streets for All grant in support of Libbytown traffic improvements
Presenter: Kevin Kraft
Public comment will be taken

- c. Consider recommending an interlocal agreement and resolution regarding the Casco Bay Trail to the City Council
Presenter: Greg Jordan
Public comment will be taken
- d. Review proposed pilot program for traffic management in Payson Park
Presenters: Meghan Houdlette and Alex Marshall
No public comment will be taken
- e. Review process for developing recommendations for amendments to Chapter 6 regarding energy standards for City funded projects.
Presenter: Troy Moon
No public comment will be taken

4. Other Business

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

Draft Minutes April 8, 2026

Members Present: Councilor Ali, Councilor Bullett, Councilor Phillips, Councilor Michniewicz
Staff Present: Troy Moon, Robert Kierstead, Ethan Hipple, Greg Jordan, Tony Wirkus, Katie Tims

The meeting was called to order.

March 11, 2026, Meeting Minutes

The March 11, 2026, meeting minutes were approved unanimously.

Sustainability Program Updates

Presented by Director of Sustainability, Troy Moon

Director Moon provided updates from the Sustainability Office including upcoming events like the Earth Day celebration that will take place April 18, 2026, at Deering Oaks Park, featuring environmental organizations, food trucks, and live music, followed by the Great Portland Pickup on April 25 in partnership with the Portland Parks Conservancy, with cleanup efforts across 18 sites citywide.

He also noted ongoing collaboration with the Island Institute and the Maine Department of Environmental Protection on coastal erosion across Little Diamond Island and Peaks Island, with a visit to Great Diamond Island planned, along with public engagement through a lecture series at the University of Southern Maine and meetings with the Munjoy Hill and Back Cove neighborhood associations.

Upcoming programming includes the Coffee & Climate webinar on solar energy, with May's session focusing on sustainable landcare and ecological "messiness."

Transportation Update

Presented by Assistant City Manager, Greg Jordan

Assistant City Manager Greg Jordan reported that a consultant has been selected and contracted for the City's comprehensive transportation plan, with the initial kickoff meeting held this week.

He provided an update on the Libbytown accessibility project, which previously received \$22 million through the federal Reconnecting Communities program but was paused after that funding was rescinded. The project includes converting Park and Congress Streets to two-way traffic, constructing a roundabout near the former Denny's site, and implementing highway

safety, bicycle, and pedestrian improvements along both corridors. The City plans to pursue the next round of Safe Streets for All funding, with support from the Maine Department of Transportation, which has committed to contributing toward the City's required share of project costs. Additional previously awarded funds may also be applied to the project.

Jordan also noted progress on the reimagining of Franklin Street, where the enhanced project scoping phase is concluding following extensive public engagement in summer and fall 2025. The City is continuing to work in partnership with the Maine Department of Transportation on conceptual design, with plans to seek public feedback on the concept in late spring or summer 2026.

Finally, the Union Branch Pathway project remains on track for completion by the end of this year.

Comments from Councilors

Councilor Phillips asked if they are in fact applying for another Safe Streets for All grant. Assistant City Manager Greg Jordan responded in the affirmative.

Councilor Phillips then asked if they knew whether it would be the same amount. Greg Jordan responded that the project cost is estimated at approximately \$25–28 million, with federal funding covering about 80% of the total. He added that the Maine Department of Transportation has already committed to contributing 10% of the project funding, and the City would also be responsible for 10% of the project cost.

Councilor Phillips then asked when the grant was due. Greg Jordan responded that it was due in May or June.

Raising the Maximum Fee for Licensed Tow Operators

Presented by Parks Director Tony Wirkus

Parks Director Tony Wirkus reported that he reviewed tow rates in other cities to assess whether local maximum rates remain competitive. Based on feedback from Councilor Councilor Bullett, he also added a proposal to increase the operational radius for tow operators from 5 miles to 7 miles, which would increase allowable drive time within the service area.

Under the proposal, the maximum standard tow fee would increase from \$135 to \$150. Tows related to accidents would increase from \$150 to \$175, reflecting additional responsibilities such as roadway debris cleanup. For rear-wheel tow situations, the fee would increase from \$150 to \$165. The daily vehicle storage fee would increase from \$40 to \$50 per day.

Comments from Councilors

Councilor Ali asked whether tow operators are required to be registered in Portland. Parks Director Tony Wirkus responded that operators must be on the City's approved list to ensure compliance with all applicable regulations.

Councilor Ali then asked about the registration fee. Tony Wirkus responded that the fee has not yet been determined and would be overseen by the Police Department. Councilor Ali also asked about the location of operator lots, and Tony Wirkus stated that they must be located within five miles of Portland City Hall.

Councilor Bullett asked whether public comment had already been taken. Councilor Phillips responded that public comment would be taken later in the discussion regarding the proposed increase to maximum fees for licensed tow operators.

Public Comment

No resident made a comment.

Motion to Bring Recommendation to Council

Motion moved by Councilor Bullett and seconded by Councilor Ali. Councilor Phillips voted no. The vote passed.

Adjusting Tariff 11 Regarding the Cruise Ships

Presented by Director of the Parks, Recreation and Facilities, Ethan Hipple

Director of Parks, Recreation and Facilities Ethan Hipple reported that his department oversees operations at the cruise terminal at Ocean Gateway. He explained that the updated tariff was recently published and shared with cruise lines operating in Portland. Tariffs are typically issued up to a year in advance - usually in January - so that cruise operators can incorporate them into customer pricing; this year's release occurred in March.

Hipple noted that Portland typically welcomes between 110 and 130 cruise ships annually, including approximately 75 ships carrying more than 1,000 passengers. In total, the City receives an estimated 150,000 to 200,000 passengers per year, generating approximately \$3-4 million in direct revenue and contributing significantly to the local economy.

He also acknowledged environmental concerns related to cruise ship emissions and stated that the updated tariff is intended in part to encourage cleaner fuel use while in port. The revised structure maintains overall revenue while offering incentives for reduced-emissions fuels. For ships carrying more than 1,000 passengers, current fees include an \$18 per-passenger charge and a \$3 contribution to the waterfront infrastructure fund. For the 2027 season, the City is proposing to increase these to \$21 and \$4 respectively, while offering a \$2 per-passenger discount for ships using ultra-low sulfur fuels such as marine gas oil. The adjustment is also intended to reduce scrubber-related discharge.

Hipple noted that the department has notified cruise lines and engaged industry stakeholders as well as local advocacy groups such as Cruise Control to gather feedback.

Troy Moon noted that during last year's workshops, the City considered financial incentives to reduce scrubber use in light of the upcoming federal Vessel Incidental Discharge Act, which is

expected to take effect in October 2026. He explained that the legislation includes preemption language that could override local policies that are more restrictive.

Comments from Councilors

Councilor Ali asked whether Director of Parks, Recreation and Facilities Ethan Hipple had received any feedback from cruise lines. Hipple responded that no individual cruise lines have provided feedback yet, though they have been notified of the updated rates to incorporate into their 2027 pricing. He added that discussions were held with the industry trade group, Cruise Lines International, which expressed general dissatisfaction with increased fees but indicated understanding of the City's position and no intention to challenge the changes at this time.

Councilor Councilor Phillips asked how the rates apply to cruise ships with fewer than 1,000 passengers. Hipple explained that this category primarily includes one cruise line that does not use scrubber technology and therefore already operates on lower-sulfur fuels. He noted that while their rates will increase, no additional discount is proposed because they already meet the cleaner fuel criteria. He also explained that passenger fees cover operating costs, while infrastructure fees are dedicated to the waterfront infrastructure fund, which the City intends to grow in order to support future sustainability investments such as shore power.

Councilor Phillips then asked how compliance is verified for cruise lines receiving the fuel-based discount. Hipple responded that billing is finalized after ships depart and would require documentation from cruise lines regarding fuel usage. He added that cruise operators are already required to maintain fuel logs under international standards, and the U.S. Coast Guard also has inspection authority. For now, the City expects to rely primarily on documentation due to limited staff capacity.

Councilor Ali asked about continued public engagement, particularly with groups such as Cruise Control. Hipple responded that the department has engaged with Cruise Control on multiple occasions and also with members of the Portland Climate Action Team. He noted that feedback has varied, with some stakeholders viewing the approach as insufficient and others considering it innovative.

Councilor Councilor Bullett commented that the proposed increases appear modest relative to inflation and labor contract costs, estimating approximately a 5% increase in the first year, with additional increases in subsequent years. She then asked about pricing for excursion vehicles, equipment, and security. Hipple responded that no major adjustments were made in those categories for this tariff cycle, and confirmed that overall revenues continue to exceed expenditures.

Councilor Ali asked how success would be measured and how this approach aligns with broader policy goals. Hipple responded that Council could pursue a formal policy approach, but the intent of the tariff adjustment was to achieve similar outcomes without a policy change, given uncertainty around potential preemption under the federal Vessel Incidental Discharge Act. He noted that results are not yet known but that bookings for the 2027 season are already

underway. When asked whether continued cruise ship activity would indicate success, Hipple responded affirmatively.

Councilor Ali further asked whether the City would pursue a binding agreement such as a memorandum of understanding with the cruise industry. Hipple responded that this was unlikely, as the industry did not express interest in such an agreement, and that the tariff structure was intended as an alternative mechanism.

Casco Bay Trails

Presented by Assistant City Manager, Greg Jordan and Emma Bond from Casco Bay Trail Alliance

Assistant City Manager Greg Jordan reported that the Casco Bay Trails project has been discussed in multiple S&T Committee meetings dating back to before Councilor Phillips served as chair. He noted that in fall 2024, the Legislative and Nominating Committee voted to support state legislation that was enacted in June 2025, which authorized the Maine Department of Transportation to reclassify the St. Lawrence Portland subdivision corridor from a rail-only corridor to a multi-use trail corridor. Following passage of the legislation, the State has moved forward with the project and allocated \$600,000 to support preliminary planning for this multi-jurisdictional trail infrastructure effort. He added that the purpose of the presentation was to reintroduce the project, with Emma Bond and Mark Adelson of the Casco Bay Trail Alliance present, along with Aubrey Miller of the Greater Portland Council of Governments.

Emma Bond then presented the project, describing a proposed 72-mile loop connecting Portland, Lewiston-Auburn, and Brunswick. She noted that the plan anticipates approximately 80% of funding coming from federal sources. She outlined key benefits of the project, including sustainability through reduced vehicle use and improved transit connections, safety through separation from vehicle traffic, public health benefits through increased access to outdoor recreation, accessibility due to a flat design suitable for wheelchairs and strollers, and economic benefits consistent with findings from the Eastern Trail study.

Comment from Aubrey Miller, Greater Portland Council of Governments (GPCOG)

Aubrey Miller noted that GPCOG has met with eight communities along the proposed trail corridor, as well as the Casco Bay Trail Alliance. She explained that there are currently no financial commitments for the Portland-to-Auburn portion of the trail, but participating communities have agreed to collaborate on planning, development, and oversight of the project. For the Portland-to-Yarmouth segment, however, there is a financial commitment in place to support project development.

Comment from Greg Jordan, Assistant City Manager

Greg Jordan explained that the proposed interlocal agreement among the eight participating communities would establish a new entity, the Casco Bay Board of Supervisors. This body would coordinate with the Maine Department of Transportation and the member municipalities, and would be responsible for overseeing planning, construction, operations, and long-term

maintenance of the trail. He noted that the board would include at least two appointed municipal officials.

He added that the next step would be to bring the interlocal agreement back to the committee next month for further review, including additional details on structure and financial implications, before forwarding it to the City Council for consideration.

Comments from Councilors

No comments were offered.

Climate Action Fund

Presented by Director of Sustainability, Troy Moon

Director of Sustainability Troy Moon reported that the Climate Action Fund has been worked on by the committee for about two years. He noted that it was passed in 2024 but took effect on July 1, 2025, making this the first year it has begun accumulating funds.

He explained that the City participates in approximately 21 or 22 renewable energy projects around the state. As part of agreements with solar developers, the City receives renewable energy credits for its proportional share of energy. These credits can either be retired to claim use of clean energy or sold, in which case the City would not be able to claim that energy as clean energy.

Moon stated that the Council created a mechanism so that if credits are sold and generate revenue, those funds would be applied to initiatives related to One Climate Future. He added that the City Council may also appropriate and deposit additional funds into the account.

Eligible uses include certain sustainability-related staff expenditures, with a cap of \$125,000 per year for the Sustainability Office. Other eligible uses include grant matching, grant writing, consultants, and similar support. The fund also allows for microgrants for community-based efforts, such as sustainable neighborhood mini grants.

Moon emphasized that expenditures must be appropriated by the City Council in order to be spent, most likely through the annual budget process.

Comments from Councilors

Councilor Councilor Phillips noted that under section 2-462(A), staff costs are capped at \$125,000, but sections (B) and (C), which relate to grant support and consultant services, do not include a specified dollar limit. She suggested it may be necessary to establish a defined amount for those categories as well.

Director of Sustainability Troy Moon responded that the cap on staff costs was intended to limit the portion used for salaries, with remaining funds available for project advancement. He explained that unspent funds could accumulate and be used for larger expenditures if appropriated by Council. For example, if a \$200,000 grant match were needed, the Council

could choose to appropriate funds for that purpose. He emphasized that Council would retain full authority over approving any expenditures.

Councilor Phillips reiterated her concern that, depending on the size of the fund, she was not fully comfortable allocating large amounts (such as \$200,000) toward grant matches without clearer direction on priorities. She stated a preference for funds to be directed toward community-based projects and expressed concern that a significant share of the fund could be used for operational expenses.

Councilor Ali asked whether revenue from cruise ship tariffs could be directed into the fund instead of being used for grant matches. Troy Moon responded that this could be possible if the ordinance were amended to include cruise ship tariff revenue as an eligible funding source.

Councilor Ali further suggested that if the Sustainability Office intends to use cruise ship revenue for specific purposes, it should develop a written plan and present it to the Committee for review.

Update on LandCare Annual Report

Presented by Director of Sustainability Troy Moon

Director of Sustainability Troy Moon reported on the annual landcare ordinance report, which is required to summarize activities from the previous year.

He noted that the City received reports from 32 licensed applicators describing a range of customer projects. Most of the reported work involved interior pest management, such as ants and bedbugs, which are exempt under the current ordinance. Overall, applicators appear to be compliant and responsive, though the total number of required reporting entities is not fully known. The City received several waiver requests during the year, of which only one was approved.

Moon outlined extensive outreach and education efforts conducted over the past year. In summer 2025, the City hosted three “Landcare Lunch Break” webinars (available on YouTube) covering topics such as reducing phosphorus use, the importance of the fertilizer ordinance, removing invasive plants without pesticides, and selecting native plant species for lawns.

The City also held two “Coffee & Climate” sessions focused on landcare topics and continued the “Mow Tall Until Fall” campaign, which received significant media attention.

He also highlighted collaboration with the Portland Parks Conservancy and the Munjoy Hill Neighborhood Association on a pilot project to remove invasive knotweed on the Eastern Promenade, along with efforts with the Parks Department to restore those areas with native plantings.

Additional work included sustainable neighborhood mini grants supporting projects such as organic landcare and native plantings. The Parks Department also continued implementing organic land management practices across parks and open spaces and planted 160 new trees

in 2025, with a focus on lower-canopy neighborhoods such as Bayside and areas affected by invasive insect damage.

Finally, Moon noted that the Council voted to dissolve LMAC, and that related updates and potential amendments to the landcare ordinance will be discussed further in June.

Comments from Councilors

Councilor Councilor Bullett asked how many of the seven waiver applications were granted. Director of Sustainability Troy Moon responded that only one waiver was approved.

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

May 13, 2026

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

Staffing update:

Katie Tims left the City on May 1 to explore a new career opportunity. She was with us for almost four years and was instrumental in our success while she was here. We will miss her but wish her great success in her new job. Recruitment for this position is in process.

We will be joined this summer and fall by intern, Emma Comparato, who is a Junior at the University of Southern Maine majoring in Marketing. She will be working on a multi-media project capturing stories from community members regarding topics related to climate change and resilience. She will also support our other initiatives while she is with us.

Project: Celebrating Earth Month

Portland's Fourth Annual Earth Day celebration took place on Saturday, April 18 at Deering Oaks Park. The event featured over 30 environmental organizations offering interactive activities and educational resources, engaging hundreds of community members. Food trucks and a live performance by the band Leaf contributed to a vibrant and well-attended event. We extend our appreciation to the Portland Farmers' Market for coordinating with us to align the celebration with the opening day of their outdoor market season.

On Saturday, April 25th, the Portland Parks Conservancy and the Sustainability Office hosted the annual citywide cleanup event, The Great Portland Pick Up. Over 500 community members gathered at 18 sites, in almost every neighborhood, to collect hundreds of bags of trash and debris that accumulated in our public spaces and parks over the long winter. Supplies, coffee, and snacks were provided and all participants were entered to win a raffle prize. Special thanks to the neighborhood associations and volunteers who made the event possible and the many local businesses that donated coffee and snacks to the cleanup locations.

Project: Landcare

On April 30, we soft launched a new initiative called Grow Wild Portland, which aims to transform Portland's streets and yards into vibrant habitats for pollinating insects, birds, and other wildlife by encouraging community members to plant native gardens. We are focusing on planting in esplanades, which are the spaces between the sidewalk and the curb. We've worked with Public Works and Parks to develop guidelines to ensure the plantings do not obscure views at intersections or prevent curb access. We are also coordinating with partners including Maine Audubon, the Wild Seed Project, and the Portland Parks Conservancy, to develop plant lists and garden design for all types of soil and light conditions. Community members will be encouraged to share their garden on a story map that will highlight participants. Later this summer we will launch a pilot project to install Grow Wild gardens on North Street between Cumberland Avenue and the East End Community School. This will be a joint effort with the Munjoy Hill Neighborhood Organization, Maine Audubon, and the Portland Parks Conservancy. It will demonstrate how to prepare the soil for planting, how to choose the right plants for the space, and how to maintain the plants. The Grow Wild project is based on organic landcare principles and will help residents learn how to maintain their properties without the use of pesticides and synthetic fertilizers.

Composting:

On April 16, we [launched a survey to gather community input](#) about our Community Composting program. It will remain open until June 2. We have promoted the survey through both in-person and online outreach efforts, including at Earth Day events, by posting the survey QR code at drop-off sites and speaking directly with participants there, and online through the City News Roundup, the Coffee and Climate newsletter, the City website, and social media. We are planning additional educational and promotional efforts later this year.

Additional Outreach:

On April 23 we participated in an energy fair on Peaks Island hosted by the Peaks Island Tax and Energy Assistance (PITEA) program. Dozens of island residents attended to learn about energy efficiency and to sign up for energy audits, for Window Dresser inserts, solar audits, home insulation, and to learn more about heat pumps. We will continue to support PITEA and their community led efforts to help island residents reduce energy costs and increase the comfort of their homes.

On April 30, Troy Moon attended the Collaborating Toward Climate Solutions conference at Bowdoin College. This brought together leaders from Maine universities and colleges, non profit organizations, local governments, and community based leaders to discuss how all parties can better collaborate to advance climate action in the state. A particular focus was on how to better leverage student internships and fellowships in this work.

On May 7, Karly helped facilitate a virtual workshop hosted by the Island Institute that reviewed the results of a series of site visits on Portland's islands. Sustainability Office staff attended site assessments conducted by the Island Institute's Shore Corp Fellow on Peaks Island, Great Diamond Island, and Little Diamond Island. The assessments identified causes of shoreline erosion and opportunities for stabilization projects utilizing nature based stabilization strategies instead of sea walls or rip rap.

We continue to prepare for an August workshop on Great Diamond Island that will discuss how property owners can implement nature based stabilization projects with a focus on upland management techniques.

The Coffee and Climate event on May 7 focused on Ecological Gardening and the Value of Messiness - which share ideas for taking care of your property in ways that provide habitat for and ecological value.

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 | Sustainability Office

Troy Moon, *Director*



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

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On May 7, Karly helped facilitate a virtual workshop hosted by the Island Institute that reviewed the results of a series of site visits on Portland's islands. Sustainability Office staff attended site assessments conducted by the Island Institute's Shore Corp Fellow on Peaks Island, Great Diamond Island, and Little Diamond Island. The assessments identified causes of shoreline erosion and opportunities for stabilization projects utilizing nature based stabilization strategies instead of sea walls or rip rap.

On May 11 we visited Waynflete School to talk about how energy efficient and Dark Sky compliant lighting makes streets and public spaces safer and welcoming.

The Coffee and Climate event on May 7 focused on Ecological Gardening and the Value of Messiness - which shared ideas for taking care of your property in ways that provide habitat for and ecological value.

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 | Executive Department
Danielle P. West, *City Manager*



To: Sustainability & Transportation Committee
Councilor Regina Phillips, Chair
From: Naming Committee
Date: May 7, 2026
Re: Naming recommendations for new community park

MEETING DATE

May 13, 2026

AGENDA ITEM

Item #3A - Naming Recommendations for New Community Park

PURPOSE

In accordance with the ordinance for the naming of City assets, and at the request of the City Manager, Mayor Dion convened a Naming Committee to initiate the naming process for a permanent name for the city's new waterfront community park (temporarily referred to as Portland Harbor Common).

BACKGROUND/ANALYSIS

In October 2025, the City Council approved [Order 67-25/26](#), which amended City Code Chapter 26 to outline a process for the naming of City assets. In accordance with this amendment, the members of the Naming Committee included Councilor Sarah Michniewicz, as the district councilor, Interim JDEI Director Masi Ngidi-Brown (City Manager designee), Director of Communications & Digital Services Jessica Grondin (City Manager designee), Parks, Recreation & Facilities Director Ethan Hipple, Chad Johnston, Fire Chief, and Beth Rabbitt, Chair of the Parks Commission.

A community engagement campaign invited residents to participate by suggesting potential names for the new park. A public survey was open throughout the month of February and more than 325 submissions were received. The Naming Committee met four times between March and May to review the submissions from the public and those from Committee members.

The Naming Committee is pleased to present the Sustainability & Transportation Committee with the following name recommendations for their consideration:

- 1. First Light Commons**
- 2. Portland Harbor Common**
- 3. Freedom Commons**

The attached document provides greater detail and context for each of these names.

FISCAL IMPACT

No additional impact; new signage for the park is included in the construction budget.

CONCLUSION(S)

The S&T Committee is expected to vote on a recommendation to forward to the full City Council for final approval.

PRIOR COMMITTEE REVIEW

The Naming Committee (Ad-hoc)

PREPARED BY

Councilor Sarah Michniewicz, District 1
Chair of the Naming Committee

Jessica Grondin
Communications & Digital Services Director

Masi Ngidi-Brown
Interim JDEI Director

Chad Johnston, Chief
Fire Department

Ethan Hipple, Director
Parks, Recreation & Facilities

Beth Rabbitt, Chair
Parks Commission

ATTACHMENTS

- Naming Committee’s Narrative for Community Park Name Recommendations (PDF)

The Naming Committee's Final Recommendations for a permanent name for Portland's new community park

In October 2025, the City Council approved [Order 67-25/26](#), which amended City Code Chapter 26 to outline a process for the naming of City assets. In accordance with this amendment, Mayor Dion convened a Naming Committee to help find a permanent name for Portland's new community park. The members of the Naming Committee included Councilor Sarah Michniewicz, as the district councilor; Interim JDEI Director Masi Ngidi-Brown (City Manager designee); Director of Communications & Digital Services Jessica Grondin (City Manager designee); Parks, Recreation & Facilities Director Ethan Hipple; Chad Johnston, Fire Chief; and Beth Rabbitt, Chair of the Parks Commission.

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Following this work, the Naming Committee recommends the following names, in order, for the new community park along the waterfront in Portland:

1. **First Light Commons**
2. **Portland Harbor Common**
3. **Freedom Commons**

From this list, the following focal topics were identified:

- Wabanaki culture and historical context in the area
- African American (underground railroad) historical context in the area

To arrive at these three name recommendations, the Naming Committee underwent the following steps to gather information and perspective on the names:

- Identified and met with community leaders in the Wabanaki and African American communities
 - Goals:
 - Seek support from these communities through their leaders, on the names being considered
 - Share what names are being considered
 - Start conversations, and invite communities to be a part of the City's naming process

In this exercise, the City does not seek approval of use of any names, but seeks to invite communities to conversation around naming, and continue this conversation into the future of the location to be named.

Community leaders that met with the members of the Naming Committee:

1. City of Portland Councilor Fournier - Navajo Activist and politician
2. Abanekai Council of Quebec: <https://caodanak.com/en/>
3. Daniel Minter - Indigo Arts Alliance founder, local artist, and community leader
4. Wabanaki Alliance, Executive Director, Maulian Bryant
5. Sandra Bassett, Community Educator and worked with Portland Public Schools (PPS) on Wabanaki Studies, Passamaquoddy
6. Fiona Hopper, Wabanaki Studies Coordinator for PPS.
7. Nick Francis, Executive Director, Wabanaki Community Foundation, Penobscot
8. Abyssinian Meeting House (in progress)

COMMON/S:

The Naming Committee's first consensus was around the use of the term "common/s". The aligned perspective is viewing the park as a shared public space where the residents of Portland - and elsewhere, despite all differences, feel welcomed to the space and a connectedness to it. The Committee sees the park as a place to gather, convene, and express a sense of collective ownership.

In addition, the Committee makes a distinction between "common" and "commons". Common is understood to refer to a specific location without the cultural and historical context. Commons on the other hand, sees the location as a shared resource, with a shared history. It seeks to capture the connection points across history and acknowledges that the location has the potential to hold different stories because of those multiple histories.

1. First Light Commons

First Light Commons is the Committee's top recommendation. The Committee felt that the phrase speaks to the Wabanaki historical and cultural context in the area. Interpreted as the "People of the Dawn", with "waban¹" meaning light, and the area at which the park will be located is where Wabanaki communities lived before Europeans arrived. Geographically, Maine being a geographic location that gets first light at sunrise on the American continent, the name First Light further echoes this Wabanaki meaning.

¹ https://wabanaki.com/the_wabanaki/#introduction

Secondly, the location where the new park will be is in the general port area of Portland. Portland, and this location, served as a last stop on the Underground Railroad during slavery as former slaves escaped to Portland to make their way to Canada. Some even stayed in Maine and New England. The Naming Committee felt that the name First Light presented a second meaning and highlighted additional significance - reaching Portland was a light at the end of the “Underground Railroad tunnel”.

First Light was shared and discussed and very warmly received by all leaders in both the Wabanaki and African American communities. This double significance with both Wabanaki and African American experiences was discussed in great detail with Wabanaki leaders. Each leader welcomed the possibility of this double acknowledgment with great enthusiasm.

2. Portland Harbor Common:

10 plus years ago a project to renovate a 3.5 acre City parking lot - formerly queuing lines for the now-defunct Nova Scotia ferry - was abandoned due to a lack of funds. A man named Dick Barringer and his team brought the project back to life and first proposed the Common in 2020 and have since worked tirelessly with the City of Portland, the Portland Parks Conservancy and many others to bring the project to life. After more than five years of planning and fundraising, the City of Portland and the Portland Parks Conservancy will hold a groundbreaking for Phase 1 of a new waterfront park currently referred to as Portland Harbor Common. Sadly, Dick passed away in October 2025, just months before the April 10th groundbreaking.

Portland Harbor Common has served as the working name for the vision of the late Richard “Dick” Barringer. He served as the first director of the Bureau of Public Lands, former commissioner of the Department of Conservation, former state planning director, and a co-founder of the Edmund S. Muskie School of Public Service. Dick dedicated much of his life to protecting Maine’s outdoors for the enjoyment of all. This name is to give tribute to Dick and all his work. It is also worth mentioning that a tribute to Dick is also evident in the use of the word “common” when referring to the new park and expressing the intention for it.

3. Freedom Commons:

Freedom Commons as well as other references to the Underground Railroad and the African American experience in Portland were noticeably expressed by residents’ name entries. Due to the new park’s proximity to the Freedom Trail, the Abyssinian Meeting House, and Portland Maine’s location significance in the Underground Railroad - as a

receiving port for former slaves escaping to Canada, Freedom Commons was a name that resonated with the Naming Committee.

Re: Final Recommendations for New Community Park Name

S. Nick Zaccaro <snzaccaro@gmail.com>

Mon, May 11, 2026 at 11:01 PM

To: Regina Phillips <rphillips@portlandmaine.gov>, sustainabilityoffice@portlandmaine.gov

Dear Councilor Phillips and Members of the Sustainability & Transportation Committee,

Regarding the Sustainability & Transportation Committee meeting on May 13, 2026, I am writing to formally request that the Committee reject the current recommendations for the permanent name of the new community park (Item #3A).

Under Section 25-211(c) of the Portland City Code, your Committee is responsible for reviewing these recommendations before they proceed to the City Council. I ask that you remand these names to the Naming Committee for further deliberation based on the following:

- **Failure to Meet Naming Guidelines:** Section 25-208(a) requires that names reflect persons or events of "**unique significance** to the City of Portland". The proposed names, First Light Commons, Portland Harbor Common, and Freedom Commons, lack geographic and historical specificity. They are abstract and could apply to nearly any coastal parkland in the state.
- **Absence of Local Historical Expertise:** The process would benefit from formal consultation with Portland historians to ensure the site's unique narrative is captured.
- **Physical Location as Fort Loyal:** The site of the new community park sits directly upon the historical footprint of Fort Loyal (1680–1690). This is the exact ground where the first settlement of Falmouth was centered and ultimately destroyed.
- **The Gravity of the Site:** This location is not merely a "shared resource". Historical records indicate that after the 1690 capture of the fort, the remains of the victims lay on this site for two years until they were eventually gathered and placed in a mass grave. Abstract names diminish the gravity of a site that served as a place of both significant tragedy and later, historic peace treaties.

I propose the following **site-specific** names that honor "communities that history has traditionally excluded":

- **Moxus Point:** Honors the prominent Penobscot sachem and diplomat who participated in the 1690 capture of the fort and later returned to this specific site to negotiate the 1703 and 1713 peace treaties. This name also shares a phonetic connection with the iconic Maine term "Moxie."
- **Hopehood Common:** Honors the Norridgewock chieftain who served as the commander-in-chief of the Indigenous forces during the 1690 siege.
- **Madockawando Point:** Refers to the powerful Penobscot leader during the fort's destruction who later became a primary negotiator for the regional peace treaties that followed.
- **Doneyes Point:** Recognizes Robin Doney (alternate spelling), a Wabanaki leader involved in the 1690 events who later became a signatory to regional peace agreements.
- **Robinhood Commons:** Honors the father of Hopehood and a key regional leader.

I urge the Committee to return these recommendations to the Naming Committee with instructions to incorporate site-specific historical research into a revised proposal, vetted through further consultation with Wabanaki leaders.

As historian John T. Hull urged in his 1885 address to the city, Portland has a long-standing responsibility to preserve the memory of Fort Loyal:

soon to perpetuate in enduring stone a lasting monument to their sacred memories. Can we not, without forgetting the greater responsibility that exists with us, do something to preserve in our memories and the history of our city, some remembrance of the deeds of our ancestors? Can we not erect in some place a simple, suitable memorial to those who two centuries ago laid down their lives and sacrificed themselves as victims. Their bones have mouldered to the dust among the unknown dead. Their memories let us not as citizens of Portland ever forget.

Reference:

[The siege and capture of Fort Loyall, destruction of Falmouth, May 20, 1690](https://archive.org/details/siegecaptureoffo00hull)

<https://archive.org/details/siegecaptureoffo00hull>

Sincerely,

Stephen N. Zaccaro, District 3
[64 Whitney Ave #3](#)
[Portland, ME 04102](#)



Staff Memo To:
Sustainability & Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

May 13, 2026

AGENDA ITEM

Agenda Item #3B – Libbytown Safety Project - Safe Streets for All Grant Application Letter of Support

PURPOSE

Provide the committee with an update on the Libbytown Safety Project and request its support in recommending that Mayor Dion sign a letter of support, on behalf of the Council, for inclusion in the Safe Streets for All implementation grant application.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

This project aligns with the Council’s Vision Zero Action Plan and Complete Streets Policy by improving safety for all roadway users and enhancing multimodal access for pedestrians and bicyclists. It also supports the Council’s 2026 goals of reducing pedestrian and bicyclist fatalities by advancing policies that prevent traffic deaths and injuries while improving accessibility for pedestrians, cyclists, and transit users. In addition, it advances the Council’s goal to advance the goals of One Climate Future by cutting carbon emissions, supporting sustainable transportation, and preparing Portland for a resilient, low-carbon future.

BACKGROUND/ANALYSIS

The Libbytown Safety Project is a multimodal infrastructure initiative designed to address documented safety concerns on the region’s High Injury and High Risk Networks in Portland’s Libbytown neighborhood. This corridor serves as a critical gateway to downtown, provides access to major healthcare facilities and Maine’s only Tier I trauma center and includes historically underserved populations, but is constrained by outdated street design.

The project will focus on Congress Street, St. John Street, and Park Avenue, and includes converting Congress Street and Park Avenue from one-way to two-way operations, constructing a modern roundabout at Congress and Park, improving pedestrian crossings and ADA-compliant sidewalks, and adding dedicated bicycle facilities and upgraded transit stops. Additional improvements include enhanced lighting, streetscaping, drainage upgrades, utility adjustments, and railroad crossing reconstruction.

Collectively, these investments will improve safety for all users, enhance connectivity and accessibility, and support more efficient emergency response, resulting in a safer, more resilient, and multimodal transportation network for Libbytown.

Conceptual Street Layout Plan



This project is the result of a long-term planning effort beginning in 2013 involving the City of Portland, MaineDOT, and the Portland Area Comprehensive Transportation System (PACTS), and informed by more than a decade of planning, design work, and community engagement.

NEXT STEPS

Staff will finalize the Safe Streets for All grant application, which is due on May 26, 2026. If awarded, the City is prepared to execute and complete the full scope of work for this implementation project within five years of execution of the grant agreement. Having already completed the Enhanced Project Scoping (EPS) and Preliminary Design Report (PDR), the project is well advanced and demonstrates a high level of readiness for construction.

FISCAL IMPACT

The City is seeking \$24.2 million in Safe Streets for All (SS4A) Grant funding. The federal share of an SS4A grant may not exceed 80 percent of total eligible project costs, and recipients are required to provide a local match of at least 20 percent. The City of Portland and MaineDOT will jointly provide the required 20 percent match.

CONCLUSION(S)

Staff recommends that the committee endorse the Mayor signing a Letter of Support for inclusion in the grant application.

PRIOR COMMITTEE REVIEW

- February 27, 2019 - S&T Committee
- September 10, 2021 - S&T Committee

PREPARED BY

Kevin Kraft, AICP
Director
Planning & Urban Development

ATTACHMENTS

Attachment A – Draft Letter of Support - Mayor Dion

The Honorable Sean P Duffy, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

[DATE]

Dear Secretary Duffy,

In my capacity as Mayor of the City of Portland, I strongly support the City's Safe Streets for All (SS4A) Implementation Grant application for the Libbytown Safety Project. This proposal advances critical investments to improve safety on public roadways, enhance and beautify transportation infrastructure along a major gateway into the city, and ensure equitable investment in the safety needs of our community.

This transformative, multimodal infrastructure initiative directly addresses documented safety concerns along the region's high-injury network, with a focus on key corridors including Park Avenue and Congress Street. Libbytown serves as a vital access point to major healthcare facilities, most notably Maine Medical Center, the state's largest hospital and only Level I trauma center, as well as nearby businesses, housing, transportation hubs, and recreational destinations. The project is designed to enhance transportation safety, connectivity, and accessibility by:

- Reconstructing streets to incorporate traffic calming measures and ADA-compliant sidewalks and crosswalks
- Converting Congress Street and Park Avenue from one-way to two-way operation
- Installing sidewalks and bikeways to create safer, more modern corridors for pedestrians and cyclists
- Improving transit stops to support accessible, reliable service
- Constructing a roundabout to enhance safety and improve traffic flow

Collectively, these evidence based improvements will significantly enhance multimodal access and safety for all users, including motorists, emergency responders, pedestrians, cyclists, and transit riders.

By simplifying and strengthening this critical transportation corridor, connecting downtown Portland to surrounding neighborhoods, communities, and major destinations, the project will have a meaningful impact on how people travel throughout the city and region in a safe and efficient manner.

Sincerely,

Mark Dion
Mayor City of Portland, Maine



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

May 13, 2026

AGENDA ITEM

Agenda Item #3C - Casco Bay Trail

PURPOSE

Review and recommend the City Council approve a resolution of support for the project and the Interlocal Agreement to form the Casco Bay Trail Board of Supervisors.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

The City Council’s 2026 Common Goals include a goal of reducing pedestrian and bicyclist fatalities. The Casco Bay Trail project supplements the local and regional multi-use trail network, diversifies the regional transportation system, and provides a new opportunity for commuting and recreation.

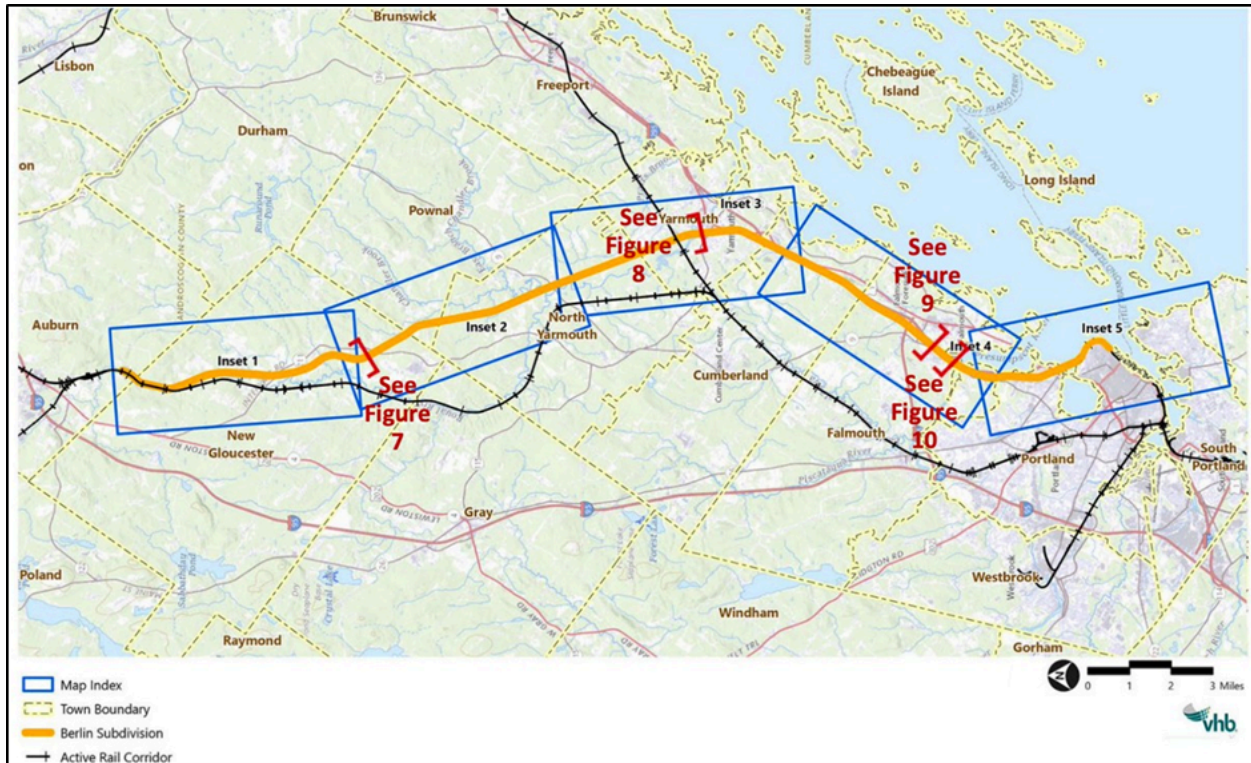
BACKGROUND/ANALYSIS

The Maine Legislature passed [S.P. 47 - L.D. 30](#) and the Governor signed into law in June 2025. It directs the Department of Transportation (MaineDOT) to implement the recommendations of the Portland to Auburn Rail Use Advisory Council (RUAC). Specifically, MaineDOT shall, “subject to available funding resources, permitting and municipal agreements, remove state-owned inactive existing railroad track along the section known as the Berlin Subdivision between the City of Portland and the City of Auburn, from a point north of the swing bridge at Back Cove in Portland at or near mile marker 1.7 to mile marker 26.5 in Auburn, and replace the track with an interim bicycle and pedestrian trail surfaced with pavement or gravel or stone dust on the existing rail bed.”

The RUAC was formed in April of 2022 by the MaineDOT Commissioner as a result of [L.D. 1133, An Act To Amend the Transportation Laws](#). In a 2024 split vote, the RUAC endorsed a “trail until rail” alternative for Berlin Subdivision rail corridor. This issue was considered by Portland’s Sustainability & Transportation Committee in late 2024, although no action was taken. Portland’s Legislative & Nominating Committee voted to endorse L.D. 30 and authorized the Mayor to submit a letter supporting the trail-until-rail alternative for the corridor.

Figure 1 provides an illustration of the trail corridor.

Figure 1: SLR Corridor



The Casco Bay Trail has been prioritized in the Portland Area Comprehensive Transportation System's (PACTS) [Regional Trail Plan](#) and identified in [Connect 20250](#), the region's long range transportation plan.

MaineDOT has allocated \$600,000 to support preliminary planning of the Casco Bay Trail, which includes a combination of federal and state funding and will require a 10 percent match from municipalities. Because the trail corridor passes through multiple municipalities, MaineDOT recommends establishing a single multi-jurisdictional entity to coordinate among municipalities and serve as a single partner with the State.

The Greater Portland Council of Governments (which manages PACTS) is facilitating a process to convene the municipalities along the trail corridor and assist with the establishment of an appropriate multi-jurisdictional entity. The model recommended is an interlocal agreement that establishes the Casco Bay Trail Board of Supervisors to oversee and coordinate the planning, construction and (potentially) operations and maintenance of the multi-use interim trail along the 24.8-mile stretch of state-owned railroad track between Portland and Auburn. There is precedent for this approach to infrastructure projects spanning multiple municipalities. For example, the municipalities along the Mountain Division Trail, the Merrymeeting Trail, and the Kennebec River Trail have created interlocal entities to facilitate different parts of trail development, construction, and maintenance.

City of Portland staff participated in GPCOG's process to develop a draft inter-local agreement. The draft agreement (Attachment A) was developed in collaboration with Corporation Counsel. The major terms are summarized below:

Governance & Membership

- Member Municipalities: Restricted initially to the "RUAC Municipalities": Portland, Falmouth, Cumberland, Yarmouth, North Yarmouth, Pownal, New Gloucester, and Auburn. Other Maine municipalities may join later via written amendment and a majority Board vote.
- Board of Supervisors: The governing body consists of one voting supervisor and one alternate from each Member Municipality. Each municipality holds one vote.
- Associate Members: Non-voting roles are available for representatives from the Greater Portland Council of Governments, the Androscoggin Valley Council of Governments, and the Casco Bay Trails Alliance.

Effective Date & Term

- Effective Date: The agreement takes effect once approved by at least three RUAC Municipalities and filed with the Maine Secretary of State, which must occur by September 1, 2026.
- Term: The agreement is set for a duration of 20 years from the effective date.

Administration & Powers

The Board is authorized to:

- Oversee trail design, construction, and maintenance.
- Negotiate contracts, employ personnel, and manage real or personal property.
- Apply for and accept state/federal funds, grants, and donations.
- Designate a Fiscal Agent (a Member Municipality or Associate Member) to maintain accounts and hold title to equipment on the Board's behalf.

Financing & Budgeting

- Fiscal Year: Operates from July 1 to June 30.
- Funding: Sources include grants or other government funds, assessments or fees from members, and private donations.
- Municipal Obligations: The Board cannot assess fees or contributions on a Member Municipality without prior authorization from that municipality's own governing body during its annual budget process.

Disputes, Withdrawal & Dissolution

- Dispute Resolution: Disputes must first be addressed through 30 days of good-faith negotiation, followed by non-binding mediation in Portland, Maine. If unresolved, parties may file civil action in Cumberland or Androscoggin County.
- Withdrawal: A municipality may withdraw at the end of a fiscal year by providing 90 days' notice and fulfilling any outstanding financial obligations.

- Dissolution: The Board may be dissolved by a two-thirds vote of the full Board, provided there is an equitable division of assets and liabilities among members.

FISCAL IMPACT

Portland's only initial financial obligation is up to \$15,000, in conjunction with contributions from partner municipalities, to match MaineDOT's \$600,000 allocation of federal and state funding. This amount will support preliminary planning activities and is included in the FY 2027 CIP approved by the City Council on April 27, 2026.

In the event the Casco Bay Board of Supervisors is formed through an approved interlocal agreement, the board will have the authority to take actions related to planning and constructing the trail. To fund those activities, the board will work with MaineDOT to secure federal and state funding, solicit private donations, and assess funding contributions from member municipalities.

As noted above, any board approved funding assessments required from member municipalities would be reviewed by the City Council as part of its regular operating budget process.

The estimated cost to plan and construct the entire trail is \$47-55 million. While it is anticipated that most of this cost would be covered by federal and state funding, staff anticipate that at least 10% would need to come from member municipalities and/or private donations.

The annual operating and maintenance expense is estimated to be approximately \$100-200k per year. At this time, it is not clear whether the Board of Supervisors would coordinate operating activities directly with municipal funding support, or if municipalities would handle operations directly.

CONCLUSION(S)

Recommend approval of the draft resolution and Casco Bay Trail Interlocal Agreement by the City Council.

PRIOR COUNCIL/COMMITTEE REVIEW

City Council (September 9, 2021) - Passed [Resolve 1-21/22](#)

Sustainability & Transportation Committee (January 11, 2023) - [Staff Presentation](#)

Sustainability & Transportation Committee (March 8, 2023) - [Staff Presentation](#)

Sustainability & Transportation Committee (October 9, 2024) - [Staff Presentation](#)

Sustainability & Transportation Committee (April 8, 2026) - [Staff Presentation](#)

PREPARED BY

Greg Jordan
Assistant City Manager
Executive Department

ATTACHMENTS

Attachment A - Draft Council Resolution

Attachment B - Draft Interlocal Agreement

CITY OF PORTLAND
IN THE CITY COUNCIL

**RESOLUTION EXPRESSING SUPPORT FOR THE CASCO BAY TRAIL PROJECT
AND AUTHORIZING THE CITY MANAGER TO SIGN THE INTERLOCAL
AGREEMENT**

WHEREAS, the Maine Legislature passed and the Governor signed into law Resolve 2025, Chapter 24 (L.D. 30) which directed the Department of Transportation (MaineDOT) to implement the recommendations of the Portland to Auburn Rail Use Advisory Council (RUAC); and

WHEREAS, the RUAC recommended construction of a multi-use trail on the decommissioned Berlin Subdivision rail corridor (“Casco Bay Trail”) between the City of Portland and the City of Auburn, until such future time that passenger rail is determined to be feasible and justified; and

WHEREAS, the Casco Bay Trail has been prioritized in the Portland Area Comprehensive Transportation System’s (PACTS) Regional Trail Plan and identified in Connect 2050, the region’s long range transportation plan; and

WHEREAS, the Casco Bay Trail project supplements the local and regional multi-use trail network, diversifies the regional transportation system, and provides a new safe opportunity for commuting and recreation; and

WHEREAS, expanding the City’s multi-use trail network is instrumental in achieving progress on the City Council’s 2026 Common Goals, which include a goal of reducing pedestrian and bicyclist fatalities; and

WHEREAS, the MaineDOT has committed \$600,000 to support preliminary planning and design of the Casco Bay Trail, provided that participating municipalities contribute collectively a 10 percent local match; and

WHEREAS, the City of Portland included its share of the local match (up to \$15,000) for the preliminary planning for the Casco Bay Trail in its FY 2027 Capital Improvement Program, which was approved by the City Council on April 27, 2026; and

WHEREAS, the Greater Portland Council of Governments convened the impacted municipalities along the trail corridor to establish the Casco Bay Trail Board of Supervisors, subject to municipal approvals of an interlocal agreement, to oversee and coordinate the

planning, and potential construction, operations, and maintenance of the trail in coordination with MaineDOT; and

WHEREAS, MaineDOT's Local Cost Share Policy, updated December 2, 2024, establishes that for federally funded projects included in the MaineDOT Work Plan, including active transportation facilities such as multi-use trails, MaineDOT and the local partners shall evenly divide the non-federal share, typically resulting in a ten percent (10%) local cost share.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Portland hereby expresses its support for the Casco Bay Trail project and desires to see the project expeditiously planned, designed, and constructed, subject to acquisition of sufficient funding and all required permitting and municipal agreements; and,

BE IT FURTHER RESOLVED, that the City Council of the City of Portland endorses the formation of the Casco Bay Board of Supervisors; and,

BE IT FURTHER RESOLVED, that approval of this Resolve does not commit the City of Portland to appropriate any future funding for this project beyond the amount already committed in the FY 2027 Capital Improvement Program and that any appropriation of future local funding for the costs of planning, design, construction, and maintenance of Portland's share of the Casco Bay Trail shall be at the sole discretion of the City Council of the City of Portland.

CASCO BAY TRAIL BOARD OF SUPERVISORS INTERLOCAL AGREEMENT

THIS CASCO BAY TRAIL BOARD OF SUPERVISORS INTERLOCAL AGREEMENT (the “Agreement”) is made by and between the signatories hereto, acting by and through their governing bodies, which signatories shall include at least three of the following Maine municipalities: Portland, Falmouth, Cumberland, Yarmouth, North Yarmouth, Pownal, New Gloucester, and Auburn (each signatory, individually, a “Party” and, collectively, the “Parties”).

WITNESSETH

WHEREAS, on June 20, 2025, the Governor signed into law LD 30, Resolve, to Direct the Department of Transportation to Implement the Recommendations of the Portland to Auburn Rail Use Advisory Council (“Resolve”), authorizing an interim bicycle and pedestrian trail on state-owned inactive existing railroad track between the City of Portland and the City of Auburn, from mile marker 1.7 in Portland to mile marker 26.5 in Auburn (the “Casco Bay Trail”); and

WHEREAS, the state-owned railroad corridor extends from Portland to Auburn, linking two of the largest metropolitan areas in the state; and

WHEREAS, the corridor connects places of beauty in the region, crossing the Royal River in Auburn and New Gloucester, abutting Chandler Brook in North Yarmouth, crossing back over the Royal River in Yarmouth, running parallel to the coast in Cumberland, passing over the Presumpscot River in Falmouth, and ending at the Portland terminus in Casco Bay; and

WHEREAS, developing a multi-use interim trail along this corridor would allow people to safely commute and recreate in a traffic-separated corridor, reduce traffic and carbon emissions, spur economic growth, and improve public health and community life; and

WHEREAS, the Parties desire to enter into this Agreement for cooperative action pursuant to the Maine Interlocal Cooperation Act, 30-A M.R.S. §§ 2201-2208, to create the Casco Bay Trail Board of Supervisors

NOW, THEREFORE, the Parties agree as follows:

ARTICLE 1 – PURPOSE

1.1 The purpose of this Agreement is to facilitate discussion among the Member Municipalities and Associate Members (defined below) regarding the Casco Bay Trail; to establish a collaborative governance framework to plan, design, construct, and maintain the Casco Bay Trail and related facilities and trails; and to collaborate with the Maine Department of Transportation, members of the community, and other stakeholders with respect to each of these goals.

1.2 This Agreement is made pursuant to the authority granted to the Parties by the Maine Interlocal Cooperation Act, 30-A M.R.S. §§ 2201-2208, (the “Act”). The Parties hereto are public agencies within the meaning of the Act.

ARTICLE 2 – ADMINISTRATION

A. Member Municipalities

2.1 **Minimum Municipal Participation Required.** The municipalities of Portland, Falmouth, Cumberland, Yarmouth, North Yarmouth, Pownal, New Gloucester, and Auburn, each of which appointed representatives to the Portland to Auburn Rail Use Advisory Council, which met from April 2022 to January 2023, are referred to herein as the “RUAC Municipalities.” This Agreement shall not take effect unless it is approved by the governing bodies of at least three RUAC Municipalities and an executed copy of this Agreement is filed with the Maine Secretary of State by September 1, 2026 (the “Effective Date”).

2.2 **Additional Municipal Participation Allowed.** After the Effective Date, additional municipalities may become parties to this Agreement as follows:

2.2.1 A RUAC Municipality that is not a Party as of the Effective Date shall become a party to this Agreement immediately upon approval of this Agreement by its legislative body, without further action by any other Party. The RUAC Municipality shall deliver an attested copy of the approval to the Fiscal Agent (defined below).

2.2.2 Any Maine municipality other than the RUAC Municipalities may become a party to this Agreement by written amendment to this Agreement upon (i) approval the municipality’s governing body, (ii) a majority vote of the Board of Supervisors (defined below), and (iii) filing of an executed copy of the amendment to this Agreement with the Maine Secretary of State.

2.3 **Member Municipalities.** Any municipality that is made a party to this Agreement by operation of Paragraphs 2.1, 2.2.1, or 2.2.2 is a “Member Municipality.”

B. Administrator—Board of Supervisors

2.4 **Formation.** A board is hereby created and is designated as the Casco Bay Trail Board of Supervisors (hereinafter “Board”), which shall be the joint board and administrative entity created pursuant to 30-A M.R.S. § 2203(3)(A) for the undertaking contemplated in this Agreement.

2.5 **Supervisors.** The municipal officers of each Member Municipality shall appoint one voting supervisor and one alternative supervisor, who shall, in all cases, be municipal officers, municipal officials, or employees of the municipality. Both voting supervisors and alternate supervisors may attend and participate in Board meetings. Each municipality shall have one vote. Alternate supervisors shall only vote and be counted for purposes of quorum if the voting supervisor from their municipality is absent or unable to vote. Voting supervisors and alternative supervisors shall serve at the pleasure of their respective appointing authority.

2.6 **Associate Members.**

2.6.1 Upon invitation of the Board, one representative from each of the Greater Portland Council of Governments, the Androscoggin Valley Council of Governments, and the Casco Bay Trails Alliance (the “Associate Members”) may serve as a non-voting Board representative on the Board. Additionally, any RUAC Municipality that is not a Party to this Agreement may appoint a representative to serve as an Associate Member without voting privileges. Each Associate Member shall appoint their respective representative.

2.6.2 Representatives of Associate Members shall be permitted to attend and participate in any meetings of the Board, but may not vote and are not counted for purposes of quorum. The representative of an Associate Member may be delegated, by a majority vote of the Board and subject to the Associate Member’s consent, any of the Board’s powers and duties, including serving as the Fiscal Agent or otherwise assisting with the administration of this cooperative undertaking. Associate Members may enter into contracts with the Board to provide any functions, programs, or services deemed necessary or prudent to achieve the objectives of this Agreement.

2.6.3 The Board may adopt procedures to allow other municipalities, state or federal agencies, or nonprofit corporations that are not parties to this Agreement to become Associate Members.

C. Governance; Meetings of the Board

2.7 The Board supervisors shall provide a means for electing a Chair and such other officers as deemed necessary and shall define the number of Board supervisors necessary to constitute a quorum. Alternate supervisors and Associate Member representatives may not serve as Board officers.

2.8 The Board supervisors may adopt by-laws and may establish rules of procedure and policies for the operation and administration of the Board.

2.9 All meetings and records of the Board shall be governed by the provisions of the Maine Freedom of Access Act (1 M.R.S. §§ 400-521, as may be amended).

ARTICLE 3 – DUTIES AND POWERS OF THE BOARD

3.1 The Board shall have all the duties and powers, privileges, and authorities granted to it by the Act, and may exercise such powers to accomplish the following:

- a. Facilitate, assist, and oversee the planning, design, construction, and maintenance of the Casco Bay Trail.
- b. Create and implement policies to achieve the purposes of this Agreement.
- c. Develop and adopt rules for the use of the Casco Bay Trail.
- d. Update and make recommendations to Member Municipalities.
- e. Develop a long-range work plan and an annual work plan based on the long-range plan.
- f. Develop and administer an annual budget subject to Article 4
- g. Accept and coordinate in-kind services.
- h. Pursue and accept conditional and unconditional gifts, grants, and donations, outright or in trust. Conditional gifts requiring ongoing commitment of funds must be authorized by a two-thirds vote of the full Board.
- i. Accept funds from state, federal, and other sources.
- j. Enter into agreements with Member Municipalities.
- k. Negotiate and execute contracts to purchase goods and services.
- l. Work with Maine Department of Transportation, other state agencies and departments (such as the Maine Department of Conservation), the National Park Service and other federal agencies and departments,

- regional planning entities, local governments, nonprofit organizations, and members of the public to fulfill the purposes of this Agreement.
- m. Employ personnel.
 - n. Hold and dispose of personal property and real estate, including by sale or lease, transferred to or from or administered by the Board.
 - o. Invest funds in accordance with 30-A M.R.S. §§ 5706-5719.
 - p. Establish, maintain, and expends funds from a reserve or contingency fund.
 - q. Administer the day-to-day operations of this cooperative undertaking.
 - r. Track and record data, submit reports, and otherwise ensure compliance with the terms and conditions of this Agreement, any grant agreements, and any other contracts entered into by or on behalf of the Board or its Member Municipalities in furtherance of this cooperative undertaking.
 - s. Carry out any other responsibilities that are necessary or appropriate to fulfill the purposes of this Agreement.

ARTICLE 4 – MANNER OF FINANCING

4.1 **Fiscal Year.** The Board shall operate on a July 1 to June 30 fiscal year.

4.2 **Funding Sources.** The activities of the Board may be financed from any of the following sources: (i) state or federal funds; (ii) assessments of local contributions on Member Municipalities, subject to this Article 4; (iii) membership or other fees collected from Member Municipalities, Associate Members, and third-party users of the Casco Bay Trail; (iv) donations, charitable or governmental grants, or similar funding sources, as the Board deems appropriate; and (v) any other funding source or miscellaneous revenue approved by the Board.

4.3 **Annual Operating Budget.** The Board shall prepare and approve an annual operating budget to fund the Board’s activities for the following fiscal year. The budget shall include all anticipated revenues and all costs associated with funding the Board’s activities. Prior to preparing the first annual operating budget, the Board shall adopt a policy describing the manner of financing this cooperative undertaking, which shall be binding upon the Parties and which shall contain, at minimum, (i) the cost-sharing arrangement as between the Parties, if any, and (ii) the process and timeline for preparing, approving, and implementing the annual operating budget.

4.4 **Prior Authorization Required for Municipal Funding.** If the Board proposes, as part of any annual operating budget, to assess a contribution or fee on

any Member Municipality, the Board shall prepare and provide the proposed annual budget to each such Member Municipality using the process required by the Member Municipality and in such timeframe to allow the proposal to be considered by the governing and legislative bodies of each such Member Municipality as part of the Member Municipality's budget process for the next fiscal year.

4.5 **Expenditure of Funds.** All funds of the Board may be expended by the Board in a manner consistent with this Agreement, any applicable contracts and grant agreements, and state and federal regulations. Fund balances may, at the discretion of the Board, be used to reduce the Board's operating costs, be accrued in reserve and contingency funds, or be equitably credited or rebated to each member Municipality. Anticipated carryover funds at the end of a fiscal year may be returned to the Board to support its continued growth and reduce Member Municipality costs in succeeding fiscal years.

4.6 **Invoices; Payments Due.** The Board shall determine the process, schedules, and deadlines related to invoicing and payments due consistent with this Agreement and applicable law.

4.7 **Fiscal Agent.** The Board may enter into an agreement with a Member Municipality or Associate Member to act as the fiscal agent of the Board ("Fiscal Agent"). The Fiscal Agent, under the direction of the Board, shall maintain the accounts of the Board, including without limitation its operating budget accounts; may contract for, purchase, and hold title to equipment and property on behalf of the Board; and shall perform any other functions concerning the fiscal management of this cooperative undertaking. The Fiscal Agent shall accept, account for, and disburse funds in accordance with the terms of this Agreement and the Board's policies.

4.8 **Personnel.** To the extent the Board determines that this cooperative undertaking requires or benefits from having personnel, the Board may enter into an agreement with a Member Municipality, an Associate Member, or the Fiscal Agent to serve as the employer for the Board. The employer shall have all authority under applicable law to hire, evaluate, discipline, non-renew, lay off, or terminate employees serving the Board. In making such employment decisions, the employer shall solicit and consider the recommendations of the Board.

ARTICLE 5 – PROPERTY

5.1 Unless otherwise provided by the Board, all real property and improvements acquired or developed pursuant to this Agreement shall be held by the municipality in which such property and improvements are located.

ARTICLE 6 – DISPUTE RESOLUTION

6.1 Any dispute, controversy, or claim (“Dispute”) arising out of or relating to this Agreement shall be resolved as follows:

6.1.1 The parties to the Dispute shall negotiate in good faith and attempt to resolve the Dispute within 30 days after the date that an aggrieved party has given written notice of such dispute to the Board.

6.1.2 If the Dispute has not been resolved within 30 days, any party may serve written notice on the other parties to the dispute and on the Board a request for non-binding mediation. The mediation shall be conducted in Portland, Maine, by a mediator mutually agreeable to the supervisor representing the aggrieved party and the supervisors representing the other parties to the dispute and shall not exceed one full day or two half days in length, and shall be completed within 60 days from the date of receipt of a request for mediation. The aggrieved party shall be responsible for the costs of the mediator. If the aggrieved party and the supervisor(s) representing the other party to the dispute are unable to resolve the dispute through mediation within 60 days, the parties and the Board reserve the right to file a civil action in a court of competent jurisdiction located in Cumberland County or Androscoggin County, Maine.

6.1.3 Unless otherwise directed by the Board, the Municipal Members shall continue performance under this Agreement while matters in dispute are being resolved.

ARTICLE 7 – TERM, AMENDMENT, TERMINATION

7.1 The term of this Agreement shall be 20 years (the “Term”), commencing on the Effective Date.

7.2 This Agreement may be amended by mutual written agreement of the Member Municipalities.

7.3 This Agreement may be terminated and the Board dissolved by a two-thirds vote of the full Board. Prior to termination and dissolution, the Board, by written agreement, shall make suitable provision for the equitable division among the

Member Municipalities of the assets and liabilities of the Board, if any, in accordance with any grant agreements, any bylaws or policies adopted by the Board, and any limitations on funds contributed by the Member Municipalities.

ARTICLE 8 – WITHDRAWAL OF MEMBER MUNICIPALITIES

8.1 A Member Municipality may withdraw from this Agreement at the end of a fiscal year subject to each of the following conditions:

- a. Withdrawal shall be authorized by the governing body of the withdrawing Member Municipality.
- b. The withdrawing Member Municipality shall give written notice of its intent to withdraw at least ninety (90) days prior to the commencement of the fiscal year.
- c. At or prior to the time of withdrawing, the withdrawing Member Municipality shall comply with any outstanding obligations incurred pursuant to this Agreement that have been previously authorized by the Member Municipality's budgeting process pursuant to Article 4.
- d. The withdrawal shall be effectuated by amendment to this Agreement.

ARTICLE 9 – MISCELLANEOUS

9.1 This Agreement shall be construed in accordance with and governed by the laws of the State of Maine.

9.2 If any provision in this Agreement or any application hereof shall be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions and applications shall not in any way be affected or impaired thereby, but the Parties shall negotiate in good faith to amend this Agreement so as to effect the original intent of the Parties as closely as possible.

9.3 This Agreement contains the entire agreement between the Parties in relation to its subject matter, and there are no other agreements or understandings, oral or written, between the Parties at the time of execution of this Agreement.

9.4 Nothing in this Agreement shall be construed to or operate in any practical effect to waive any defense, immunity, limitation of liability, limitation of actions, or other protections available to each Party hereto or any RUAC Municipality or other Maine municipality that becomes a party to this Agreement after the Effective Date

pursuant to applicable law, including the Maine Tort Claims Act, 14 M.R.S.A. § 8101, *et seq.*

9.5 This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which, taken together, shall constitute one and the same Agreement.

[SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF, the undersigned Parties have caused this Agreement to be duly executed by their duly authorized representatives who, by their signatures below, attest that they have the power and authority to bind their respective Party.

CITY OF AUBURN

By: _____
Its: _____

Date: _____

CITY OF PORTLAND

By: _____
Its: _____

Date: _____

TOWN OF CUMBERLAND

By: _____
Its: _____

Date: _____

TOWN OF FALMOUTH

By: _____
Its: _____

Date: _____

TOWN OF NEW GLOUCESTER

By: _____
Its: _____

Date: _____

TOWN OF NORTH YARMOUTH

By: _____
Its: _____

Date: _____

TOWN OF POWNAL

By: _____
Its: _____

Date: _____

TOWN OF NORTH YARMOUTH

By: _____
Its: _____

Date: _____

CASCO BAY TRAIL ALLIANCE

Overview

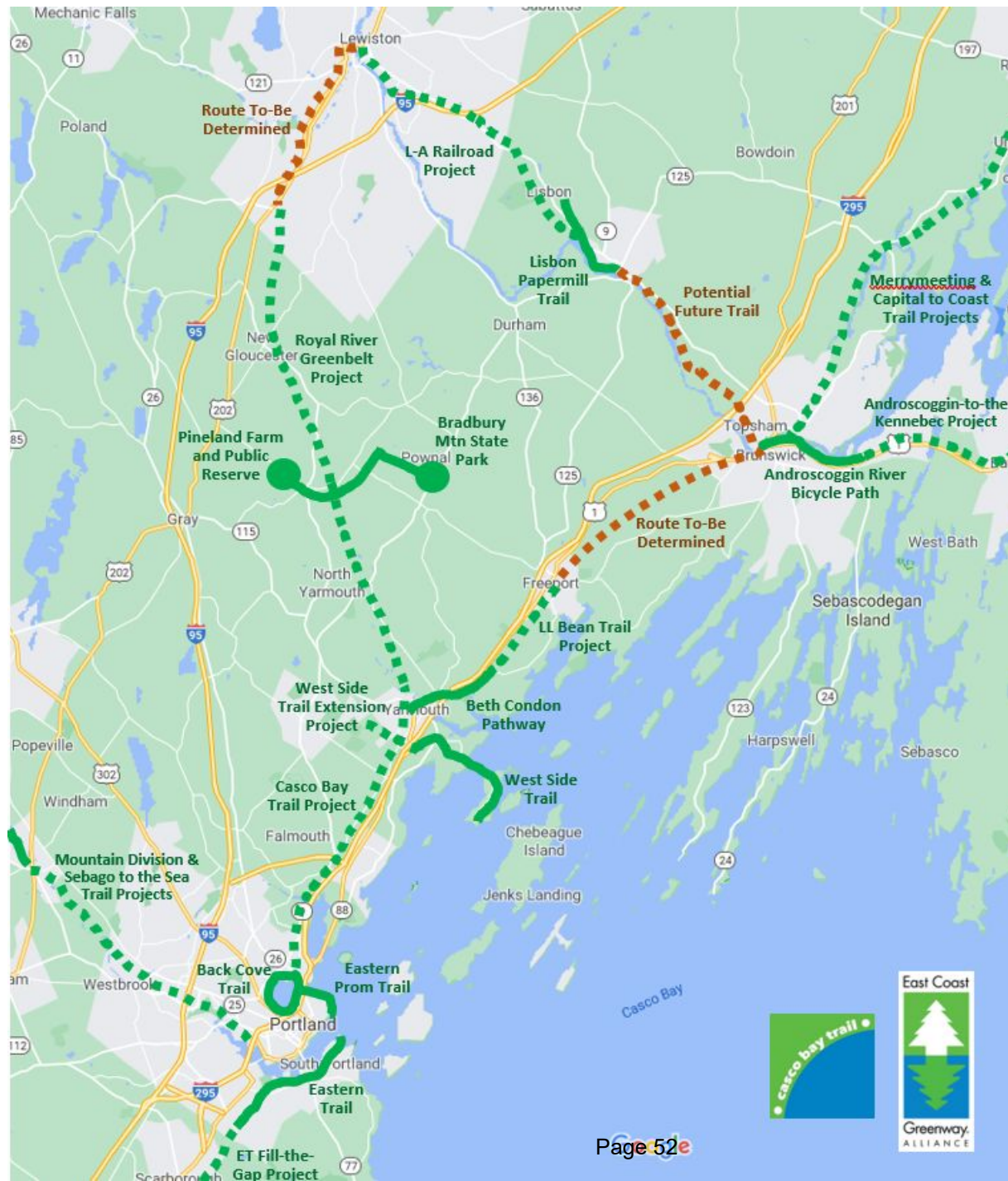
- ▶ Introduction to Casco Bay Trail Alliance Vision
- ▶ Brief explanation about benefits of trail
- ▶ Connections to Roux Institute
- ▶ Connections to Portland trails and other long-distance trails



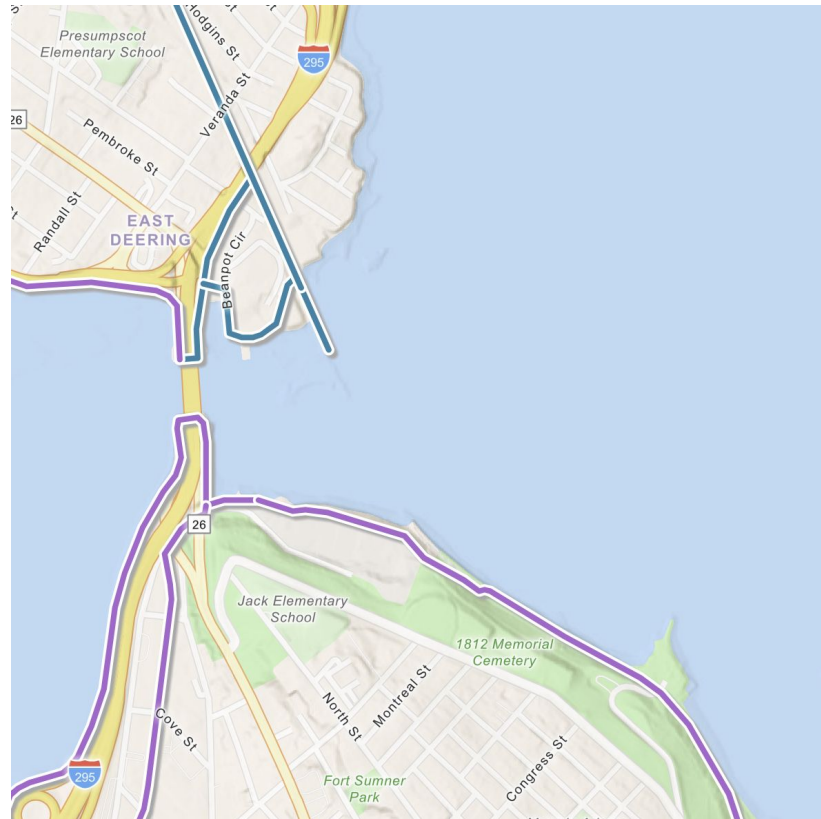
Introduction to Casco Bay Trail Alliance

- ▶ 72 mile loop connecting Portland, Lewiston / Auburn, and Brunswick
- ▶ Includes a 26-mile state-owned corridor from Portland to Auburn
- ▶ Portland terminus of the trail is in East Deering, right next to Roux Institute campus

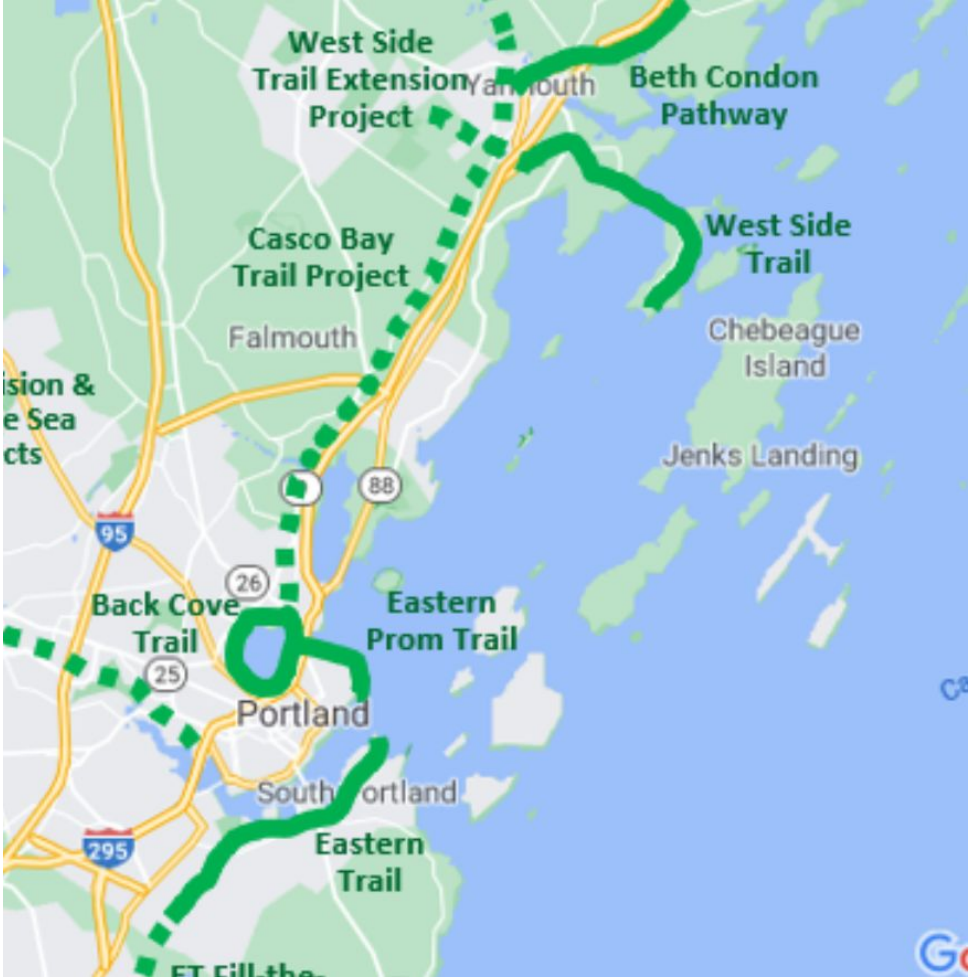




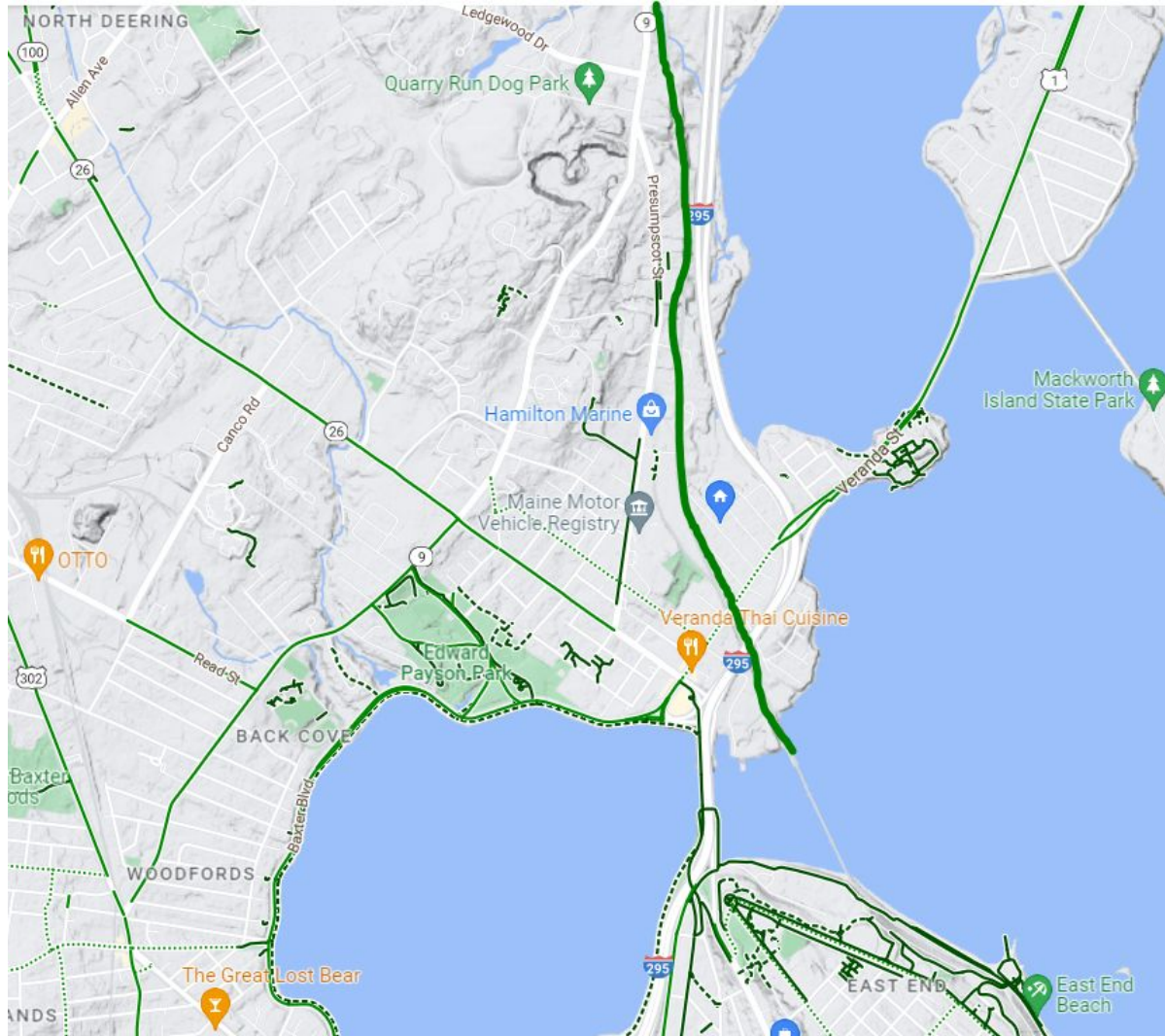
Extension of the Same Corridor as the Eastern Prom



Casco Bay Trail from Yarmouth to Portland



Casco Bay Trail- Portland (highlighted in dark green)





Benefits of the Casco Bay Trail

- ▶ Sustainability -
 - ▶ fewer car trips
 - ▶ connects to public transit - BREEZ, Metro Bus Lines 7 and 9A, 9B
- ▶ Safety - Walk, bike, access the outdoors without danger from vehicle traffic
- ▶ Public health - enjoying the outdoors for mental and physical health
- ▶ Accessible to all users - bikes, walking and running, wheelchairs, strollers, and more
 - ▶ Providing safe transit for aging Mainers, children, and people who do not have cars
- ▶ Economic benefits - e.g., study about Eastern Trail

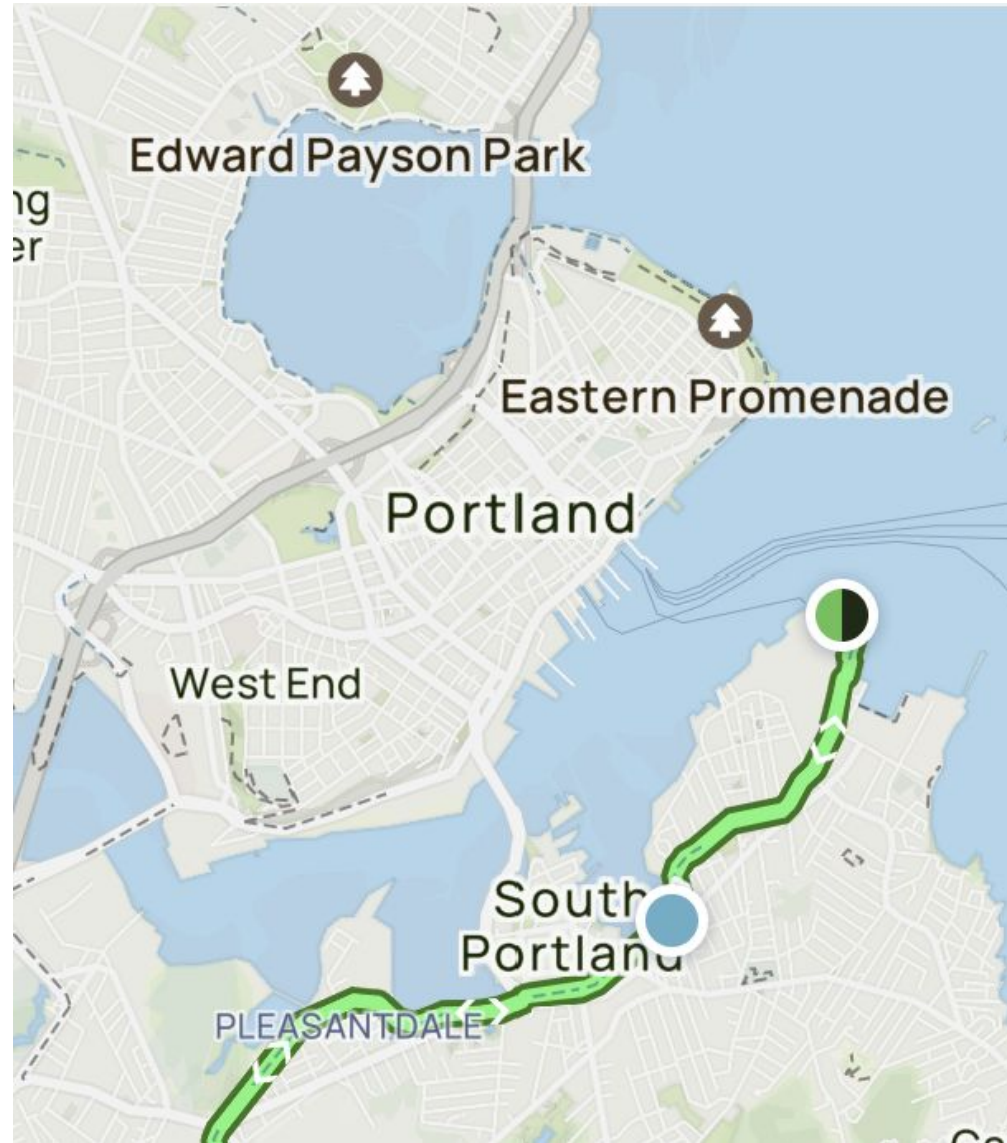
Vision for Portland as Hub for Active Transportation Network



- ▶ Recent grant: Connecting Roux Institute Campus in East Deering to Eastern Prom and Back Cove
- ▶ Updates in Mountain Division Trail and Eastern Trail

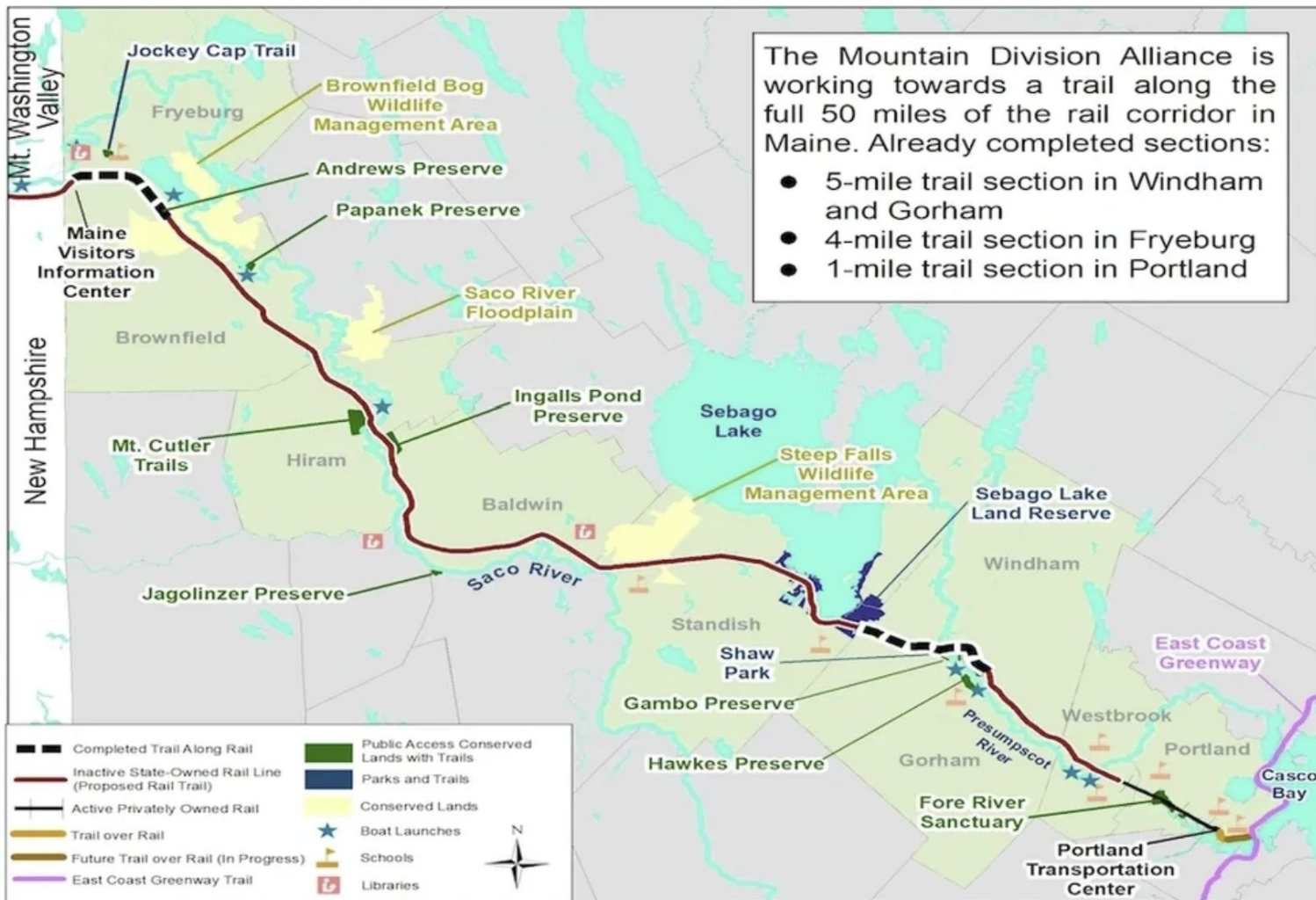


South Portland
Greenbelt
and
Eastern Trail -
connecting
communities from
Kittery north



Mountain Division Rail Trail

Proposed Rail Trail Connecting 9 Communities



Questions?



Payson Park Traffic Calming Project

Parks, Recreation and Facilities

May 13, 2026

Meet the Payson Park Traffic Calming Project Team

City of Portland
Parks, Recreation and Facilities



Alex Marshall
Portland Parks Division Director



Meghan Houdlette
Portland Parks Project Manager

Payson Park Community Concerns



Community Feedback

Met with Portland Trails, Parks Commission, Friends of Payson Park and other community members who voiced the following concerns:

- Observed vehicles speeding on Catafalque Drive and Arboretum Road in Payson Park.
- Pedestrians and bicyclists feeling uncomfortable using Catafalque Drive and Arboretum Road.
- Lack of dedicated multimodal facilities in Payson Park leading to unsafe travel.
- High volume of vehicles using recreation land as a bypass to a main arterial.

Payson Park Speed Study



Deployment

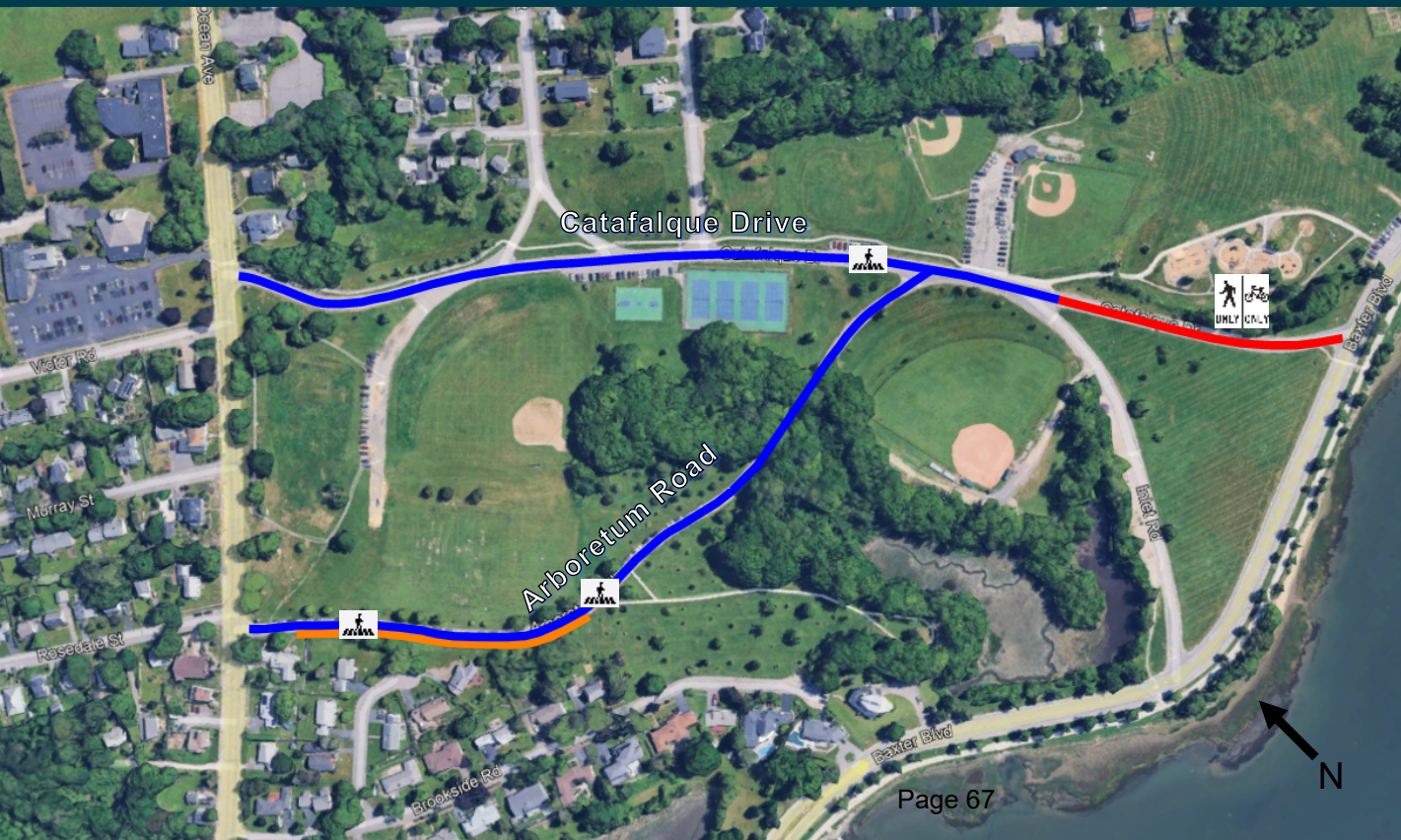
A speed study was deployed March 20, 2026 for one week to collect speed data along:


- Arboretum Road
- Catafalque Drive

Results


	Arboretum Road	Catafalque Drive
Posted Speed Limit	15 MPH	15 MPH
Average Speed	24 MPH	17 MPH
85th Percentile Speed	28 MPH	23 MPH
Percentage of Vehicles Speeding (>15 MPH)	97 %	58%


Payson Park Traffic Calming Improvements Overview



 Catafalque Drive Pilot Road Closure (no vehicle traffic, only pedestrians and bicycles permitted).

 Restripe to provide 5' Bike Lanes.

 Add 4' -5' wide strip of compacted crushed gravel/reclaim to provide 8' parking lane.

 Install 3 Raised Speed Tables with Pedestrian Crossing.

Payson Park Traffic Calming Improvements



Arboretum Road

- Restripe to provide the following cross section:
 - 9' travel lane
 - 2.5' buffer
 - 5' bike lane
 - 8' parking lane
- Install two raised speed tables with pedestrian crossings
- Install 4-5' wide strip of compacted crushed gravel/reclaim to extend parking lane
- Install parking signage and stakes to delineate parking
- Install flexible traffic posts to enhance pedestrian crossings

Payson Park Traffic Calming Improvements



Catalfalque Drive

- Install one raised speed table with pedestrian crossing just north of Arboretum Road.
- Restripe Catalfalque Drive to provide a 5' bike lane in each direction and reduced travel lanes.

Payson Park Traffic Calming Improvements



Catafalque Drive Pilot Road Closure

- Pilot road closure of Catafalque Drive between Inlet Road and Baxter Boulevard to vehicular traffic.
- Only provide access for pedestrians and bicyclists.
- Install planter barricades and closure signage at either end.

Payson Park Traffic Calming Summary

Crushed Gravel/Reclaim Parking Strip

Install 4-5' wide strip of compacted crushed gravel/reclaim on Arboretum Road for parking lane.

Catafalque Drive Closure

Close Catafalque Drive between Inlet Road and Baxter Boulevard with planter barricades and closure signage.

Raised Speed Tables

Install raised speed tables with signage and pedestrian crossing striping, two on Arboretum Road and one on Catafalque Drive.

Signage/Posts

Remove and install parking signage, flexible traffic posts, stakes and 4x4 posts.

Restriping

Restripe Catafalque Drive to provide 5' bicycle lanes. Restripe Arboretum Road to provide 5' bike lanes and 2.5' buffer.

Once the project proceeds, staff will work to implement these projects throughout the summer of 2026. The project will be funded using the \$100k donation from the Back Cove Music Festival.



Questions & Answers?



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

May 13, 2026

AGENDA ITEM

Agenda Item #3E

PURPOSE

To review a proposed plan to review ordinance language found in Chapter 6 that describes energy performance standards for City funded buildings.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

Reviewing Chapter 6 is on the Committee’s work plan for the current year.

BACKGROUND/ANALYSIS

In 2020, Portland voters adopted the Green New Deal referendum that requires projects receiving more than \$50,000 of funding from the City to meet a range of energy performance and environmental standards. The intent of these measures is to ensure that projects align with climate goals, fair labor standards, and result in healthy, environmentally friendly buildings.

Since 2020, there have been significant changes to Maine’s energy code that align with the goals of the GND ordinance. These include changes to state law that require the state energy code be no more than two cycles out of date and the adoption of a statewide voluntary “stretch” code that is more rigorous than the base code. For instance, in 2020 Maine enforced the IECC 2009 code. The current code is the IECC 2021 code and the MUBEC board is currently working on the next code cycle as required by State law. (The City enforces the “stretch” code, which is currently 15% more efficient than the base 2021 code.) These changes reflect advocacy by the City Council who supported the legislation that led to these changes and directed staff to work with the delegation and aligned partners to advocate for them.

Similarly, ReCode led to significant changes to the City of Portland's site plan and development standards. These improve stormwater management and require cool roofing and cool paving materials, reflecting the Better Roof standards in Chapter 6.

Staff proposes to undertake a technical review to determine:

- How current State and City requirements for building energy performance compare to the requirements outlined in Chapter 6
- Whether it is possible to streamline the compliance pathways to make the ordinance easier to interpret by developers and City officials.
- Whether there should be a compliance pathway for major renovations to existing buildings that is separate from new construction.
- Whether the ordinance can reference or benchmark the State energy code so architects, designers, and City officials working on projects subject to the City's standards are operating within a familiar regulatory framework.

Based on the findings of the review, staff may bring forward recommendations to the Committee later this Fall. These would not aim to weaken the performance standards but to clarify the requirements and to better explain the compliance pathway(s). The intent would be to reduce the need for waiver requests and reduce the administrative burden on project developers and City building officials which could speed projects and reduce costs.

FISCAL IMPACT

n/a

CONCLUSION(S)

PRIOR COMMITTEE REVIEW

The Committee added a review of the energy standards in Chapter 6 to its workplan.

PREPARED BY

Troy Moon, Sustainability Director

ATTACHMENTS