

CITY OF PORTLAND, MAINE
Standing Committee on Sustainability and Transportation
Councilor Belinda Ray (D1), Chair
Councilor Spencer Thibodeau (D2)
Councilor Andrew Zarro (D4)

Agenda
February 17, 2021
5:30 PM
Remote Meeting

1. Meeting Information

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/89101201406?pwd=WDRsdkUrUVArHbJLzhJSDNpNy81Zz09>

Passcode: 215413

2. Review and approve minutes from January 14, 2021

a. Minutes from January 14

3. Sustainability Program Updates

a. Sustainability Updates

b. Comments submitted to ENR Committee

4. Presentation and Discussion

Public comment may be taken

a. Projects submitted to GPCOG for potential stimulus funding

b. Peninsula Loop Redesign Update
presented by Greg Jordan, General Manager of Greater Portland METRO

c. Proposed resolution supporting a Federal carbon fee and dividend program. This resolution would update the Portland City Council's endorsement of a revenue neutral carbon fee and dividend program passed in 2017.

Presented by Peter Monro, Citizens Climate Lobby

d. Discussion of alignment and conflicts between One Climate Future and Citizen Referendum, Green New Deal

5. Other Business

CITY OF PORTLAND, MAINE
Standing Committee on Sustainability and Transportation
Councilor Belinda Ray (D1), Chair
Chair Councilor Spencer Thibodeau (D2)
Councilor Andrew Zarro (D4)

Draft Minutes January 14, 2021

Members Present: Councilor Ray, Councilor Thibodeau, Councilor Zarro
Staff Present: Troy Moon, Casey Zorn

Meeting called to order at 5:34 PM.

November Minutes

November meeting minutes approved by Councilor Zarro and seconded by Councilor Thibodeau. Passed unanimously, 3-0.

Sustainability Update

PMAC has been reviewing South Portland's Fertilizer Ordinance. Will be sending out a letter to remind applicators to submit their reports by February 1. . NLC grant in progress in collaboration with OEO on emergency preparedness with relation to climate change. Hosted first two of monthly office hours, Coffee with COG, and will continue. Signed onto more solar projects, commitments have reached 70% of the City's electrical load. Will intervene on PUC electric grid docket, on how to build out grid in the Portland area. Straw ordinance took full effect on January 1, 2021. Will send out toolkit to business owners as reminder. Bills coming up in legislature: Green Bank bill to help finance solar and other green projects, bill to make utility data more accessible for customers. Benchmarking moving forward for municipal buildings and building owners. Compliance and engagement will be stronger this year. EV charger usage is increasing. Spoke at CT NOFA on municipal pesticide ordinances. Spoke with Yarmouth about Portland pesticide ordinance. New One Climate Future website is up.

Questions:

LED lights: May Street light is out.

Update on Western Prom lines? Yes, still in talks with CMP on wires. Ongoing case with PUC.

Next meeting regarding that docket is on February 1.

Benchmarking improvements: Persistent with reminders. Will hold another training workshop like last year. Last year's issue was more related to COVID.

Energy: With new solar 23,000 MWh. The bulk is from Consortium projects (20,000) and ecomaine (3,000).

Straws: Maybe make a See-Click-Fix for straw compliance issues. Will continue outreach and following up with folks. Rely on public for compliance. Can issue a citation with fine but will mostly lead with clear communication.

GPCOG Project Development Fund

GPCOG advocating for State of Maine project development fund (CARES) to get projects shovel ready. Any municipality could write a letter of support; this committee should discuss if this is something they should support once State's stance is made clear. Will provide a 1-pager to be revisited at the February meeting.

One Climate Future Short Term Action Items

- Buildings and Energy (BE)
 - Continue looking toward rooftop and parking lot solar
 - Building Code and Stretch Code, state will release soon, likely IECC 2021 as stretch code and adopt zero-energy amendment or allow municipality to adopt this separately
 - Energy retrofits in city buildings, will think about internally. E.g., switching to LEDs, moving away from natural gas.
 - Will consider setting internal carbon price for decision making processes. Will begin modeling this.
 - Solar- and EV-Readiness, recommend in ReCode that this be included in some capacity.
 - Code Enforcement will need to be more rigorous.
 - Leadership and Education, have been working with PSA and other private partners.
 - Benchmarking, 200 buildings under current ordinance. Currently 600 buildings that can't be benchmarked. Work with CMP to overcome data challenge (state law?). Work on implementation of current ordinance.
 - Building Performance Standards will follow benchmarking.
 - Continue electrifying heating and cooling. Could adopt code requirement for when to upgrade oil tank and move toward heat pump/other alt.
 - Working with South Portland on bulk buy program to help residents/building owners afford solar arrays, etc.
 - City could require landlords disclose heating/cooling costs to prospective tenants (which is not mandated by state). Could be done by committee.
 - Could advocate in future for Maine Generation Authority to regulate renewable energy.
 - Advocate for CMP data reform.
 - Advocate to include battery storage in renewable utility build-out.
 - Need to expand electricity distribution and will work with utilities and State. Will need to install more infrastructure in the future. Will work on this with planning team.
 - Natural gas phase-out is not an immediate goal. A future step for the committee.
 - Carbon pricing, also a future step.

- Waste Reduction (WR)
 - Working with ecomaine to promote waste reduction. Could require commercial buildings to recycle in future.
 - Advocate for state mandate for organics diversion.
 - Legislative committee may want to weigh in on State plastic bags ban bills to repeal the ban.
 - Advocate for proper solar panel recycling.
 - Support more of the sharing economy. Educate and outreach with tool hubs, gear hubs, maker spaces.
 - Adopt sustainability purchasing policy on carbon and environmental impact.
- Transportation and Land Use (TLU)
 - ReCode Phase I, eliminated parking restrictions. ReCode Phase II, will align One Climate Future, Plan 2030.
 - Make biking more inclusive.
 - Implement Vision policy for street safety.
 - TDM, reduce vehicle miles traveled by getting larger employers to participate in such programs.
 - Could implement differential parking.
 - Think and implement more small-carbon footprint projects.
 - EV charging will be included in ReCode. Work with state to build out regional EV charging infrastructure.
 - Will have 2 electric buses coming to METRO and will have future opportunities to acquire. Ordered electric garbage truck.
 - Could implement all TNCs electric-by 2030 or other date.
 - Anti-idling reductions, promote and enforce idling ordinance.
 - Casco Bay Lines is getting hybrid ferry. Look into ferry service between Portland and South Portland. Currently a study occurring on South Portland development side.
 - Will need to build out shore power. Currently not enough energy and will need to be addressed through grid improvements.
 - Have Jetport staff education city government on how to make improvements.
- Climate Resilience (CR)
 - Climate resilience overlay zones, work on getting these ideas through to planning board.
 - Could expand land bank goals. Opportunities to reduce urban heat islands, future electrical infrastructure, etc.
 - Work on expanding tree cover. Many residents eager on this. Consider expanding Heritage Tree Ordinance.
 - Resilient Food Systems, look for more opportunities to expand this.
 - GPCOG created Community Transportation Leaders Program. This should continue and talk with those involved to get feedback.
 - Implement neighborhood resilience program so each neighborhood could take action and promote within the neighborhood. Build resilient relationships. Could maybe have a Resilience Corps member in charge of this.

- Need more staff in trades to build the resilient economy. Think on how to create this.
- Currently mapping data to improve stormwater system.
- Beginning to explore green infrastructure. More opportunity for this.
- Work on soil health. Consider adopting a complimentary fertilizer ordinance.

Committee Questions:

Should bring these items to the Budget Committee. Make concerted effort, formalized in the future. Could reinvest savings and potential revenues from RECs and Solar Consortium in sustainability projects or a Sustainability Fund.

Agreement between committee members and staff that One Climate Future steps can be taken out of order, if appropriate.

Need prioritized list based on impact and time-appropriateness for the committee to digest and begin work on. Need list of studies that would need budgets. Troy will complete this for upcoming meeting.

2021 Committee Work Plan

Additions or deletions to roll-over plan:

Councilor Thibodeau: Add Sustainability Fund. Fertilizer Ordinance moved as later priority for year. Could free up space for METRO loop discussion. Make resolution on city memorial to Dr. King.

Councilor Zarro: Add priorities from One Climate Future next steps once prioritized. Agrees with prioritization of Sustainability Fund.

Councilor Ray: Get presentation on METRO loop; this could be an immediate step. Transit Tomorrow coming out soon. Changes to Green New Deal based on One Climate Future overlaps and conflicts. Troy will write a report by February meeting. PACTS has asked for submissions from municipalities on ready infrastructure projects (bridges, sewer, water, broadband, homeless shelters, etc) for upcoming funding; could submit projects presented by staff/based on staff prioritization and recommendation. Staff bring a list and public comment in February. Troy will inform City staff. Remain updated on movement of Portland Transportation Center (PTC).

February Meeting Summary:

Troy will bring One Climate Future priority list, Green New Deal report, and city staff project list or staffers to contribute to list. Transit-oriented issues will be discussed based on timeline.

Public Comment

Katherine Harrelson of Pitt St, Volunteer with 350 Maine: Supports dedicated funding for One Climate Future. Supports allocating savings from RECs and solar into climate funding. Would like to see updates from Mayor on One Climate Future actions and progress. Would like formalized annual report. Support advocacy for Green Bank in Maine. Curious of timeline on neighborhood resilience and outreach with neighborhood programs. Advocate for involvement with One Climate Future process and advocates for discussion on formation of Citizens' Committee.

Joey Brunelle of Kellogg St: Emphasizes enforcement for ordinances. Wants city to enforce with fines to ensure climate action. What is being done to advocate for the bills needed by One Climate Future? Proposes climate impact fees on cruise ships. Advocates for a municipal composting program.

Markos Miller of Atlantic St: Worked on Franklin St Arterial build out. Voices opportunity to reknit neighborhoods, heal blight, an opportunity for increased revenue. This could be funded in the upcoming administration. Could also work on smaller chunks of opportunity in this Franklin St opportunity. Sent link to the study.

Brian Eng of Storer St: Working on Lambert Woods and Douglas Commons collaborative housing. Believes there is an opportunity to rethink development of city and how it interacts with neighborhoods and transit, etc. Believes these two projects are a great opportunity in the next few years of planning and development to collaborate and align with One Climate Future policies and principles.

Allen Armstrong of Spruce St: Volunteers with PCAT of Sierra Club, Maine. Worries about selling RECs, and believes that this will be important to reducing emissions and contributing now to reducing greenhouse gases. Believes Portland should not be selling RECs for immediate savings.

Sarah Handson of Greater Portland Landmarks: Also supports and advocates for Franklin St Arterial project and final restorations phases on Lincoln Park.

Responses:

Troy Moon answers question on neighborhood resilience: This will be ongoing as department considers expanding staff to support this. Will create a proposal to gain GPCOG Resilience Corps support in the next cycle.

Meeting Conclusion

Councilor Zarro motions to adjourn. Councilor Thibodeau seconds the motion. Passed unanimously. Meeting adjourned at 7:32 PM



CITY OF PORTLAND
Sustainability Office
Troy Moon
Sustainability Director

Sustainability Updates February 2021

Staffing:

The City Manager directed us to post the Sustainability Associate position. Applications close February 17. Our Resilience Corp fellow, Casey Zorn, continues to support our work.

Pesticide Ordinance:

Our pesticide ordinance requires applicators to submit reports about applications in Portland by February 1. We have had excellent compliance and are reviewing the information we received. It will be included with the PMAC report that is due in March.

Energy:

We have gone live with our energy management platform. It will facilitate payment of electric and gas bills and make it much easier for us to track energy consumption and carbon emissions.

We are closely following recent developments in Maine's solar industry regarding CMP's new requirements for developers seeking to connect projects. We're pleased that the Governor's Office has acted quickly to order an investigation by the Maine PUC and that CMP appears to be backing off its initial position. It's still unclear how this affects the projects that we have offtake agreements with and we will monitor this closely.

Air Quality

We provided comment to the Maine Legislature's Environment and Natural Resources Committee about Maine DEP's recent report about emissions from petroleum storage facilities. We encouraged further action to regulate the storage facilities in South Portland and offered continued cooperation with DEP's efforts to monitor emissions.

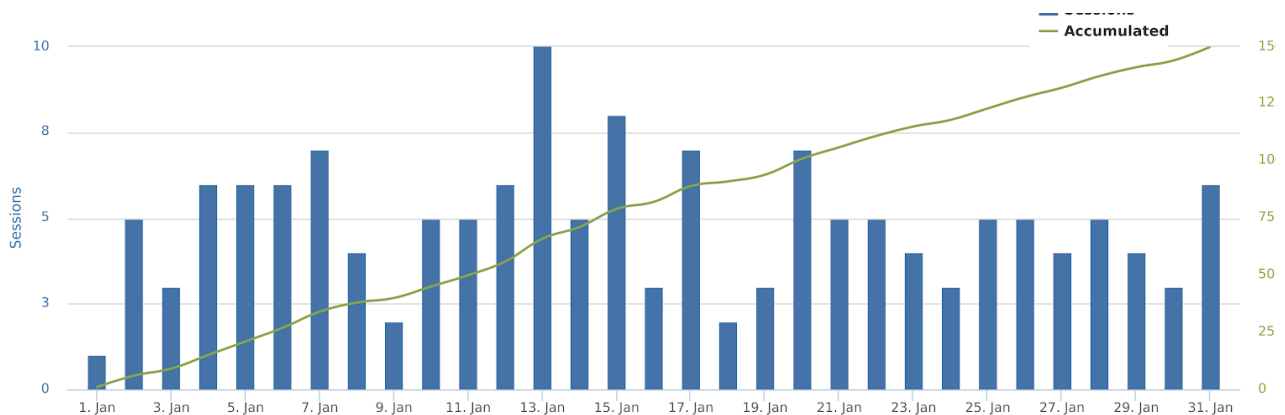
Straw Ordinance:

We sent an email about the ordinance to about 600 food and beverage related businesses. We'll be following up with a postcard to all businesses with food licenses to ensure widespread knowledge of the ordinance.

Electric Vehicles

The City is taking advantage of Efficiency Maine and manufacturer incentives to acquire several electric cars this year. These will replace existing gasoline powered vehicles.

Interest in the City's publicly available EV chargers continues to grow. During the month of January there were 150 charging sessions. The City Hall charger remains the most popular unit.



Education and Outreach:

We held our third monthly One Climate Future coffee hour on Feb. 12 and focused on transportation. Turn out was excellent with almost 30 attendees. Everyone is welcome to attend these informal community conversations.

We continue to update the www.oneclimatefuture.org website. We created an HTML version of the full OCF plan so people can easily read it in a web browser.

We continue to promote OCF on social media and invite everyone to follow us on Facebook, Instagram, and Twitter.



CITY OF PORTLAND

Sustainability Office

Troy Moon

Sustainability Director

To: Senator Brenner, Representative Tucker, and Members of the Joint Standing Committee on Environment and Natural Resources

From: Troy Moon, Sustainability Director, City of Portland

Re: Comments regarding the Maine DEP's Report, [Measurement and Control of Emissions from Above Ground Petroleum Storage Tanks](#)

Thank you for the opportunity to offer comments about Maine DEP's report on emissions from aboveground storage facilities. Nearly 6,000 Portland households live in close proximity to the storage facilities in South Portland, and are concerned about the odors and any possible health impacts that may arise from emissions from these facilities. City officials share these concerns.

I also want to express thanks to Maine DEP and Maine CDC for working collaboratively with us over the past year. Together, we have installed air quality monitoring equipment on the Portland waterfront and shared geolocated reports from residents about petroleum odors. This collaboration has produced valuable data on local air quality and identified the parts of the City most affected by the emission of VOCs.

DEP's report provides extensive information about the construction, capacity, and operation of petroleum storage facilities across the State, as well as the procedures available to test emissions and to control odors from the facilities. It is apparent that DEP and the Board of Environmental Protection have extensive authority to regulate emissions from petroleum storage facilities, and we encourage the State of Maine to exercise that authority to best protect the health and safety of affected residents.

We are in full support of DEP recommendations in the report, including that new storage facilities for distillate fuels be equipped with a floating roof, fuel switching be prohibited at facilities that lack the ability to capture and control VOCs, and that Department staff monitor the effectiveness of mist elimination and carbon adsorption equipment being installed at two distillate storage facilities in Maine. If these measures are not effective, the State should not hesitate to require different control technology even if it leads to higher costs for facility operators.

While the petroleum odors do not necessarily indicate the presence of a hazard, strong odors are a nuisance that undermines residents' quality of life. The City of Portland maintains a web-based platform called Fix It! Portland that allows residents to report issues or concerns in their neighborhoods. Hundreds of complaints about petroleum odors were submitted in 2020 alone, particularly in the West End and Old Port neighborhoods. There is clearly a problem. In their report, DEP indicates they will study the effectiveness of odor control equipment that will soon be installed at two storage facilities in Maine. While we understand it will take time to determine how well this equipment works, we want to underscore a sense of urgency around this issue. Residents should not have to put up with the unpleasant smell of petroleum on a regular basis and we encourage DEP to expedite investigation of control measures and require their use as soon as possible.

We support DEP's plan to continue its ongoing air quality monitoring program in Portland and we pledge our continued support and collaboration. If it makes sense to add additional monitoring sites we will work with them to find suitable locations. We appreciate the collaborative approach DEP and Maine CDC have taken with our communities and look forward to continuing cooperation.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Troy Moon', is written over a light blue rectangular background.

Troy Moon
Sustainability Director



CITY OF PORTLAND
Department of Public Works
Christopher C. Branch, P.E., Director

To: Jon P. Jennings, City Manager
From: Chris Branch, P.E., Director of Public Works CCB
Date: February 4, 2021
Re: PACTS Call for Shovel Ready Projects

In late December of 2020, PACTS staff, based on direction from the PACTS Executive Committee, sent out a request to municipalities to submit "Shovel Ready" projects i.e., projects that can be put out to bid quickly or projects in the Project Design Report phase or PDR for the development of final construction plans and bid documents or PSE. Each City was originally limited to five (5) projects. I contacted PACTS and asked if Portland could put in more than five (5) projects, since we are much larger than the other PACTS municipalities and they responded that we could. Based on that, Public Works working with Planning assembled the following list of projects that cover street, sidewalk, pedestrian and bike facility improvements:

- 1.) Traffic signal, communications, and RRFB improvements
- 2.) Arterial and collector paving
- 3.) Brighton Avenue Multimodal
- 4.) Morrill's Corner (Final Design)
- 5.) West Commercial Pathway Phase III/ECG Connector Baxter/Veranda
- 6.) Franklin Street Phase I, Marginal to Somerset
- 7.) Commercial Street Master Plan and Related Transportation Improvements

We used a number of factors to determine which projects to submit as follows:

- Projects that are already in the pipeline but need funding, such as Brighton Ave.
- Projects that are in PDR, but not currently funded for PSE, such as Morrill's Corner
- Projects which have been identified in studies that needs to be done, such as the RTMS work done through PACTS to identify traffic signal upgrades, the Commercial St. Study, Franklin St Study and the Smart Corridor Study.
- Projects where bid documents can be put together quickly and be out to bid in the 3-to-6-month timeframe, such as traffic signals and mill and fills/paving.
- A review of our street and sidewalk asset management system to identify streets or sidewalks that are classified as needing work and are part of the State and Federal Highway system.

We did not include Transit projects, since those requests fell to the transit agencies, such as METRO or Casco Bay Lines.

Due to the tight timeframe and the amount of work we needed to do in order to get the applications submitted, we had no time to gather input from sources outside of City staff. However, as I mentioned the resources, we used to develop the projects included studies that have been through a public process and presented to the City Council or accepted by the PACTS Policy Committee.

In addition, we used the analysis we did last year with our streets and sidewalks asset management system that was presented to the Sustainability & Transportation Committee about 12 months ago to help as well.

If you have questions or need additional information, please let me know.

Portland Peninsula Loop Reboot

Presentation to Portland's
Council Committee on
Sustainability and
Transportation

GREATER PORTLAND
metro

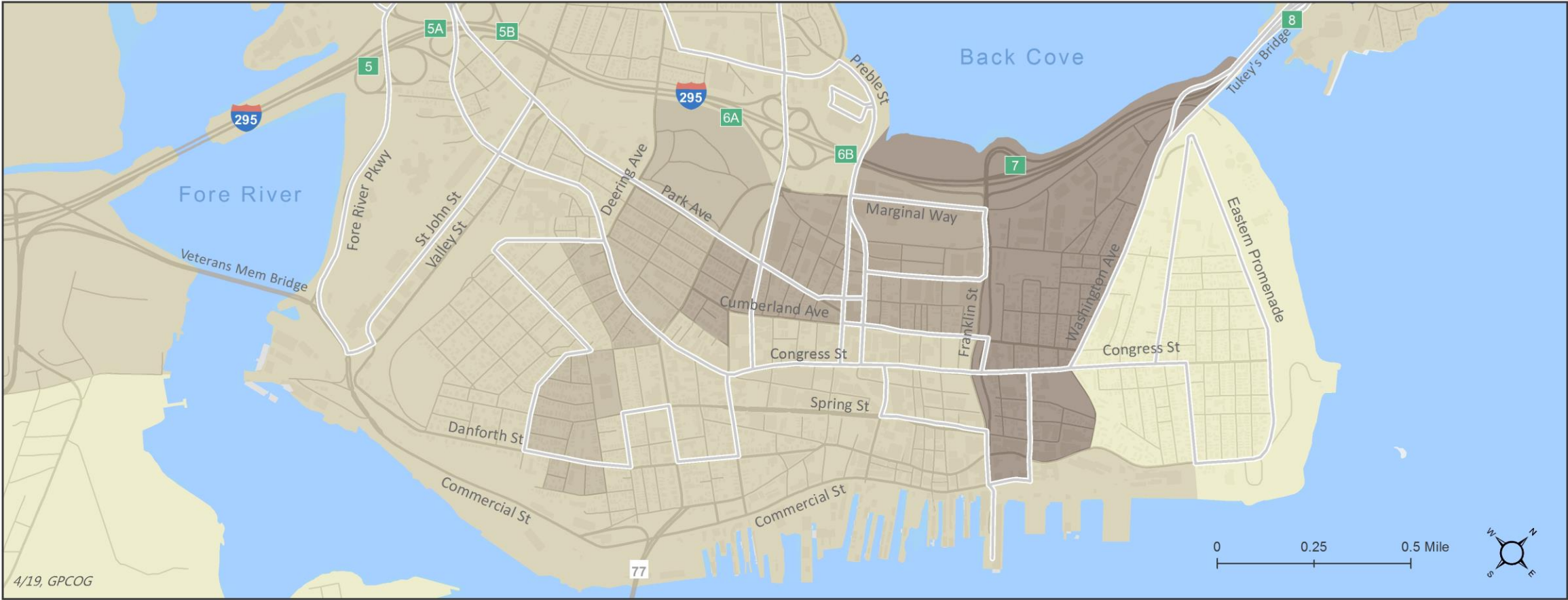
GPCOG
GREATER PORTLAND
COUNCIL OF GOVERNMENTS



PENINSULA REBOOT – CURRENT ROUTES 1 & 8



Portland Peninsula | Underrepresented Communities



Percent Minority	Percent in Poverty	Percent Over 65 Years Old	Percent with a Disability	Percent of Households with Public Assistance	Percent of Households with Limited English Proficiency	Percent of Households with No Vehicle Available
< 5%	< 5%	< 5%	< 5%	< 5%	< 5%	< 5%
6% - 10%	6% - 10%	6% - 10%	6% - 10%	6% - 10%	6% - 10%	6% - 10%
11% - 15%	11% - 15%	11% - 15%	11% - 15%	11% - 15%	11% - 15%	11% - 15%
16% - 20%	16% - 20%	16% - 20%	16% - 20%	16% - 20%	16% - 20%	16% - 20%
> 20%	> 20%	> 20%	> 20%	> 20%	> 20%	> 20%

PENINSULA REBOOT – PUBLIC/STAKEHOLDER INPUT PHASE I

- Project Advisory Committee Formed in 2019
- Public meetings held in 2019 to gather input on existing service/desired improvements.
- Extensive effort to survey existing riders, general public and stakeholder groups.
- **Key Findings:**
 - Improve frequency and hours of operation.
 - Make Route 8 bi-directional.
 - Many current riders believe current routes should not be changed.
 - Desire for faster, simpler and more direct routing that serves more destinations.
 - Multi-modal connectivity.
 - Improve bus stop seating, shelter, lighting and accessibility.



PENINSULA REBOOT - PROJECT GOALS

Increase the frequency, availability and convenience of using public transit to travel onto the peninsula and improve transit options to easily move around the peninsula.

- **Strategy 1 – Redesign several regional routes to achieve following objectives:**
 - Create “High Frequency Corridor” along Congress Street.
 - Expand transit access to growing areas of the city.
 - Improve multi-modal connections.
- **Strategy 2 – Redesign peninsula routes to achieve the following objectives:**
 - Meet the mobility needs of current riders while designing service that attracts new riders.
 - Increase transit frequency and span of service.
 - Expand geographical coverage on peninsula.
 - Improve route convenience, simplicity, visibility, and user-friendliness.

PENINSULA REBOOT - PROJECT GOALS

Increase the frequency, availability and convenience of using public transit to travel onto the peninsula and improve transit options to easily move around the peninsula.

- **Strategy 3 – Incorporate infrastructure improvements:**
 - Make improvements in bus stop amenities, accessibility, and weather protection.
 - Deploy Transit Signal Priority (TSP) to make transit faster.
 - Assist city with streetscape/intersection treatments that make transit faster and safer.
- **Strategy 4 – Incorporate Service Delivery/Customer Service Innovations:**
 - Expand employer use of new DirigoTouch Pass Fare Payment System.
 - Optimize coordination of services between transit systems.
 - Develop and launch a scalable microtransit project – initial project designed for people with mobility challenges.
 - Continue work with city on Autonomous Transit Pilot Project.

PENINSULA REBOOT – PUBLIC/STAKEHOLDER INPUT PHASE 2

Presentation of Route Re-Design Concepts

- Timeframe: November 2020-March 2021.
- Ongoing Project Advisory Committee Meetings.
- Two (2) Public (virtual) meetings: December 2020.
- Broad communications effort.
- Direct and ongoing stakeholder engagement.

FACEBOOK LIVE - Tuesday, December 8

This proposed bi-directional circulator route would replace current METRO Route 1 & 8 service on the Portland peninsula.

Transit supportive infrastructure needed along Commercial St

Tuesday December 8, 2020
10 - 11 a.m. OR 5:30 - 6:30 p.m.
METRO Executive Director Greg Jordan will present information on the proposed new circulator route and review additional recommended route changes.

Join Us. We Want your Feedback.
This presentation available through Facebook Live, Zoom, and call-in options. Additional opportunities to provide input available. For more info visit, gpmetro.org

PENINSULA REBOOT – PUBLIC/STAKEHOLDER INPUT PHASE 2

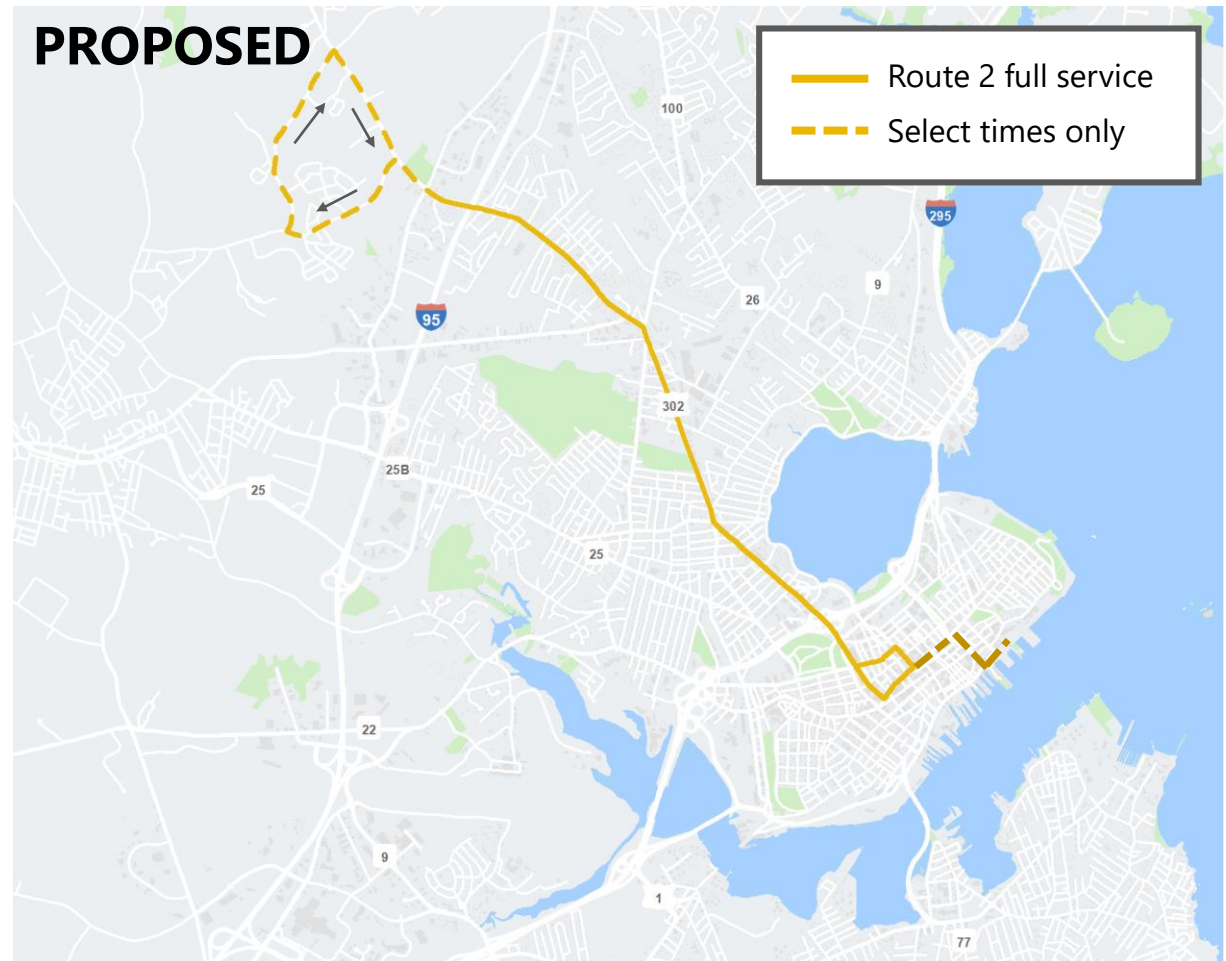
Communications

- Press Release
- E-mail Distributions
- Signage on buses, METRO Pulse, at peninsula grocery stores
- Fact Sheets/Surveys in five languages
- METRO Website
- Social Media: Facebook, Instagram, Twitter
- Videos (translated into five languages) on GPCOG, YouTube, and CTN5
- Feedback received via:
 - info@gpmetro.org
 - Phone
 - Social media
 - Surveys

Completed/Planned Engagements thru Mar.

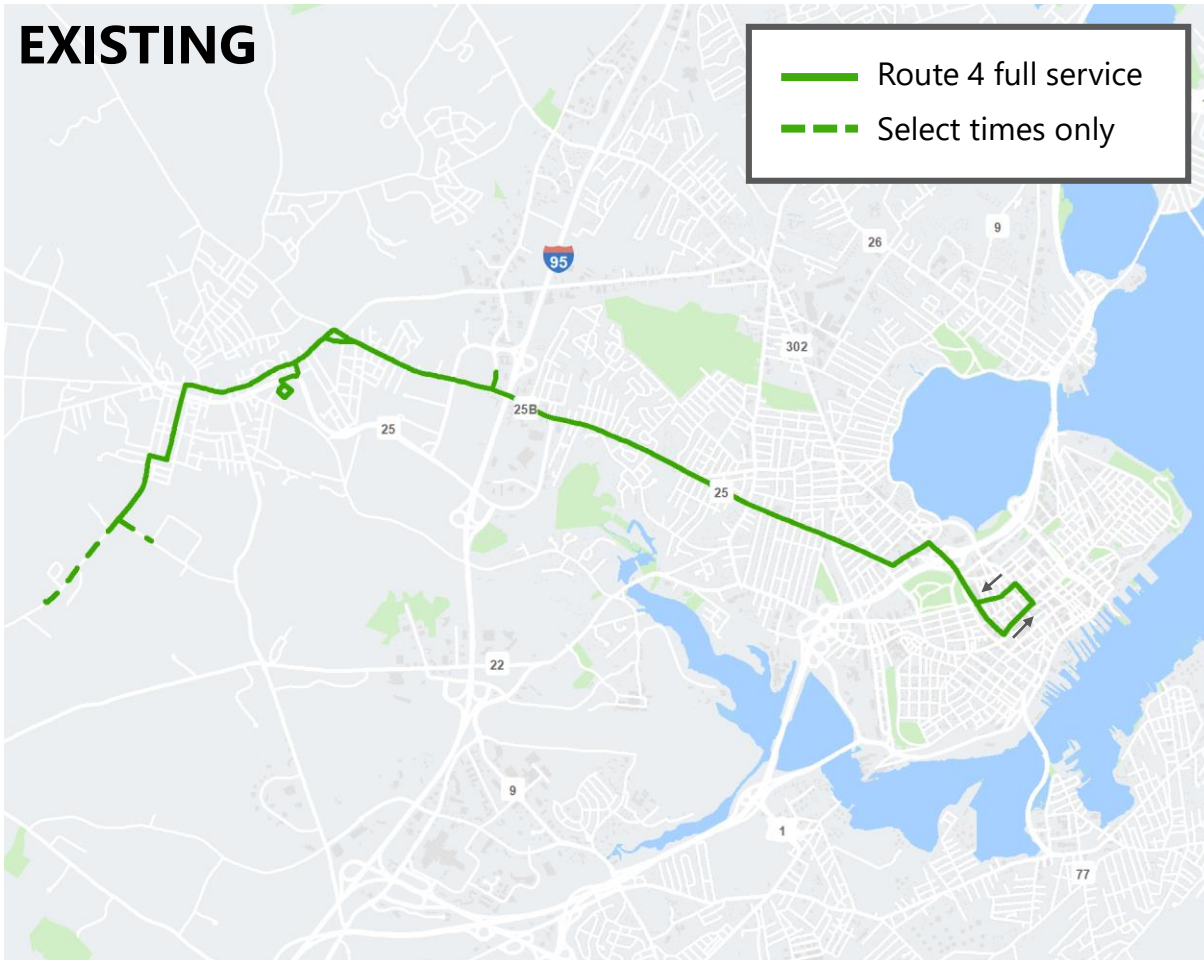
- Munjoy Hill Neighborhood Organization
- Catholic Charities (Refugee/Immigration staff)
- Casco Bay Islanders
- Iris Network
- Butler School/100 State Street
- Immigrant Welcome Center
- Maine Access Immigrant Network
- GPCOG Community Transportation Leaders
- Avesta/Portland Housing
- Portland Downtown Merchants
- Portland Regional Chamber of Commerce
- City of Portland: Planning, Public Works, Econ. Dev.
- ***Additional engagements/meetings possible***

Proposed Route 2

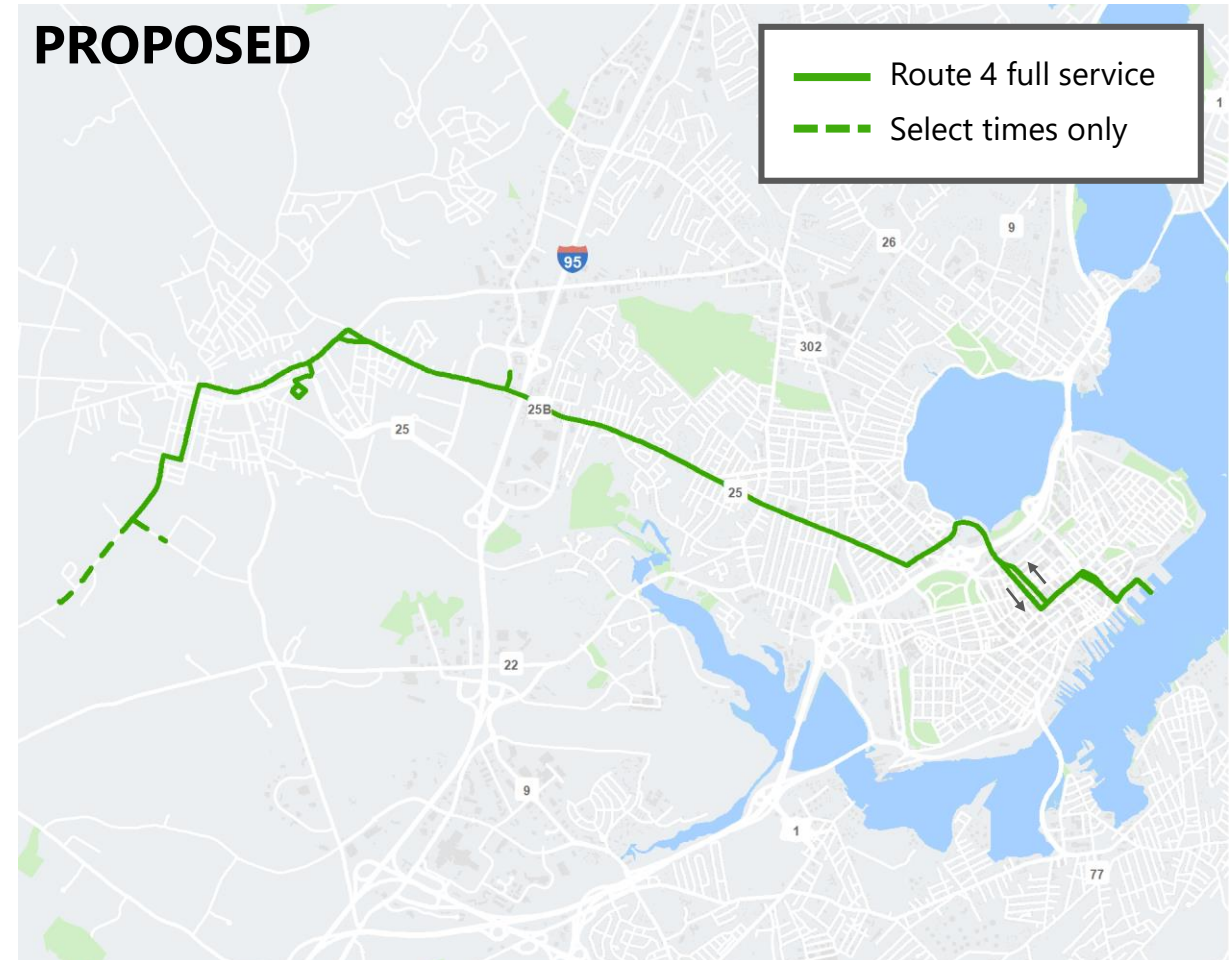


Proposed Route 4

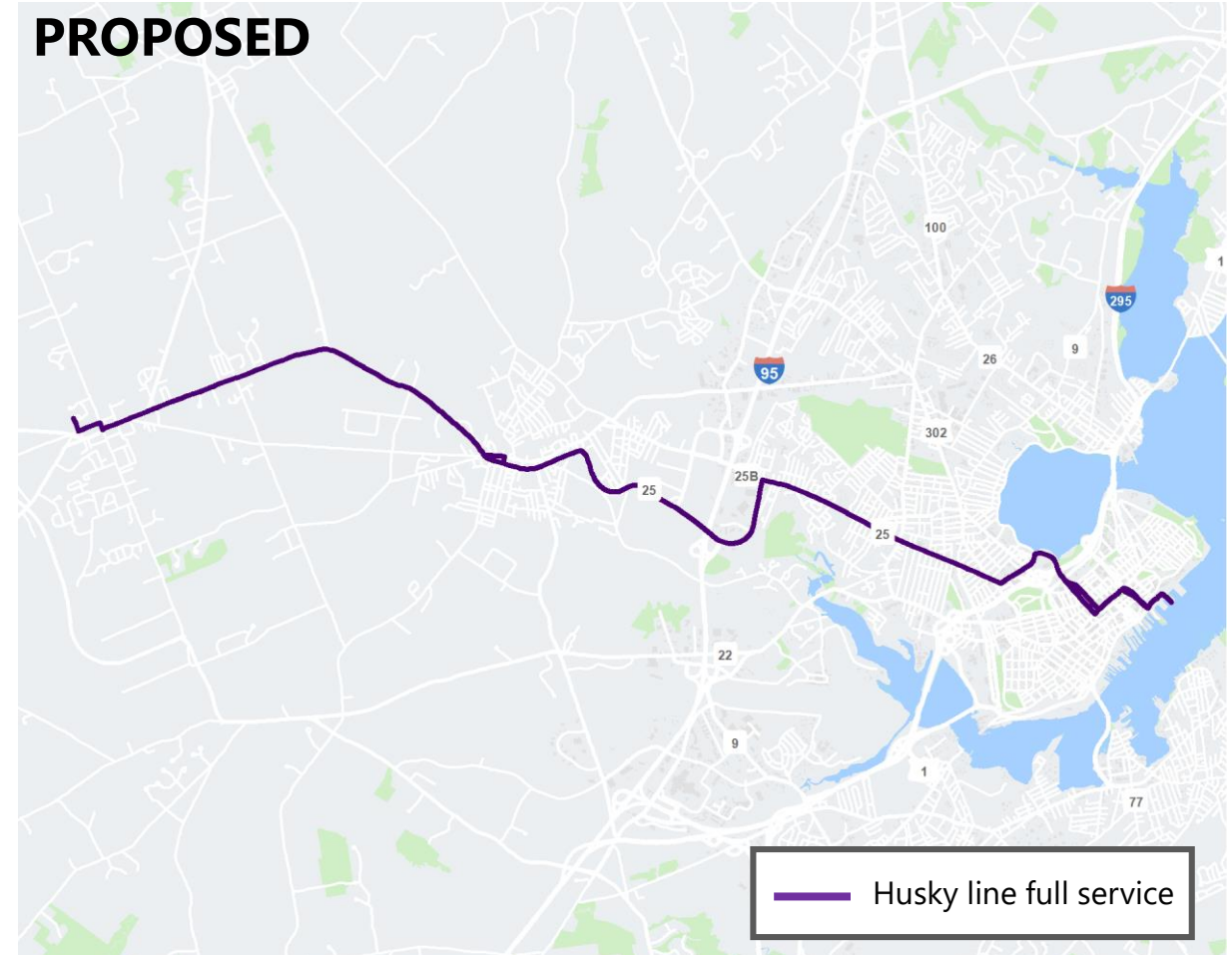
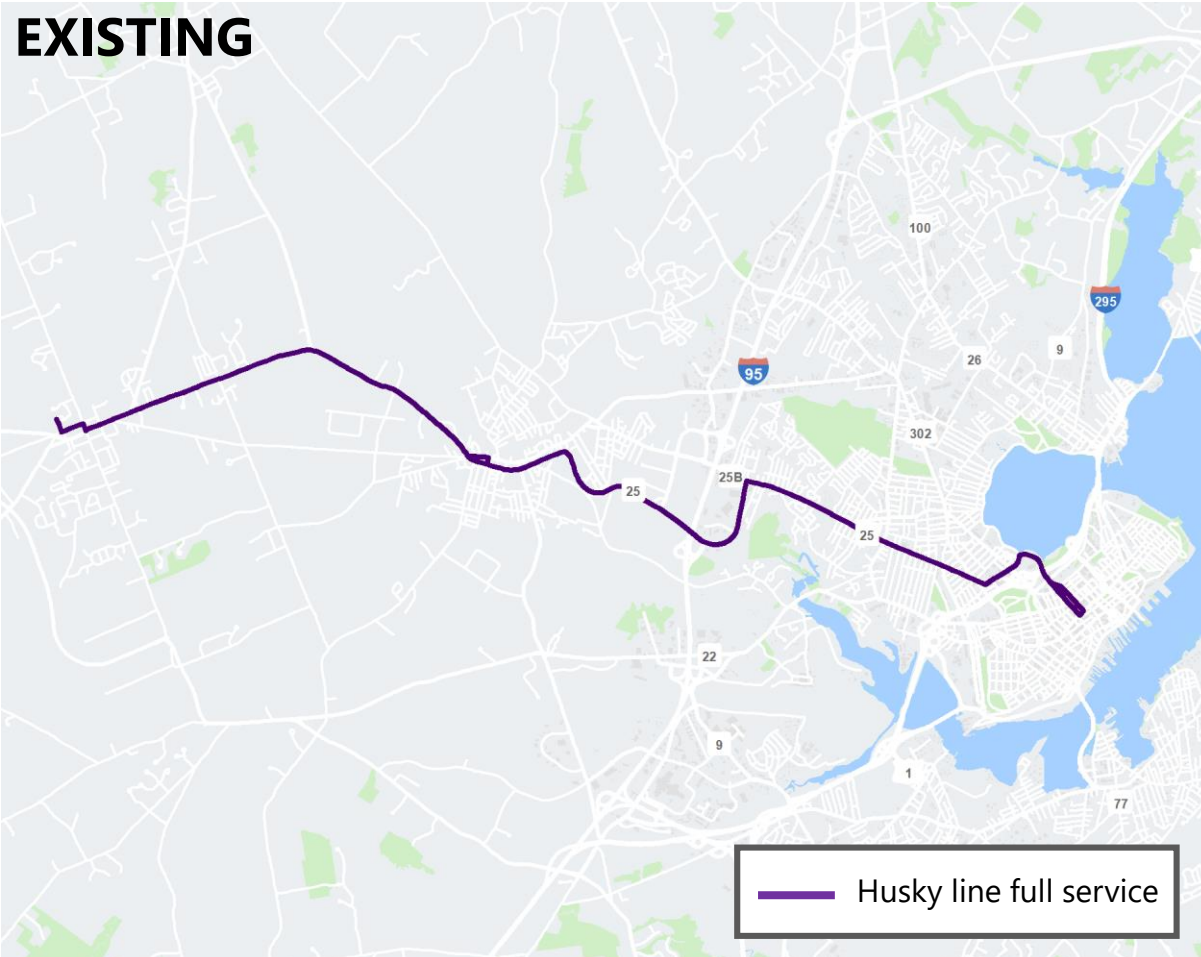
EXISTING



PROPOSED



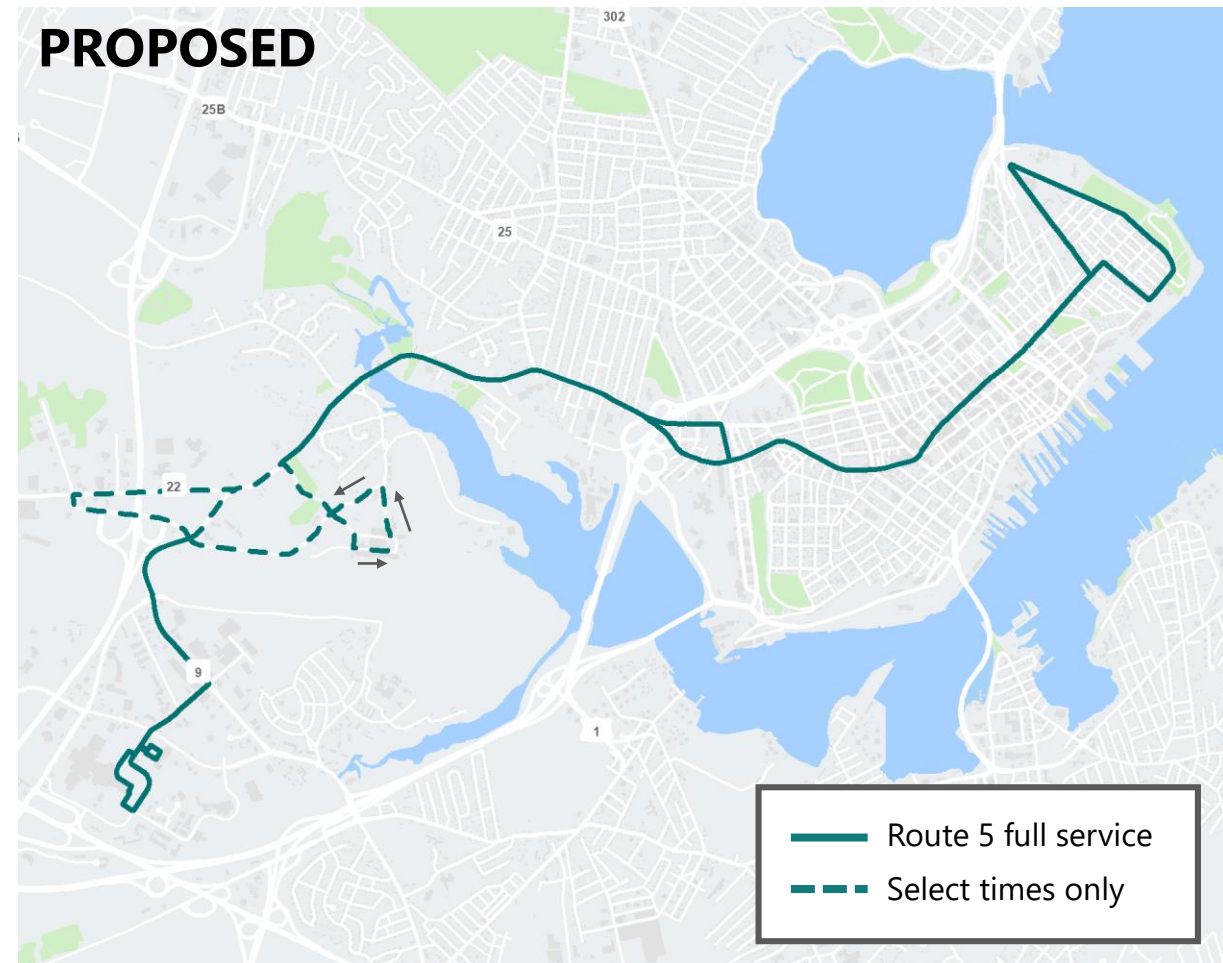
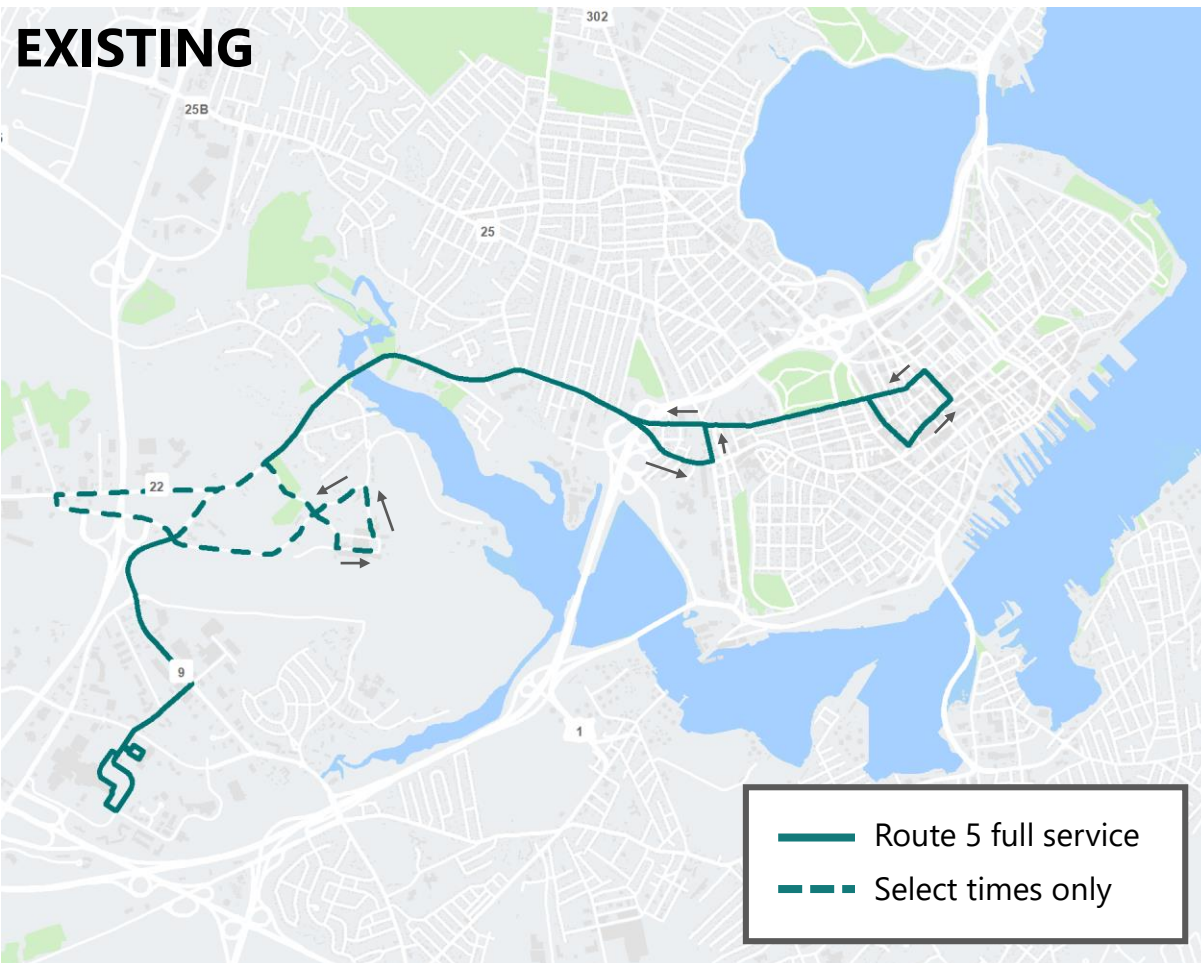
Proposed Husky Line



Proposed Route 7



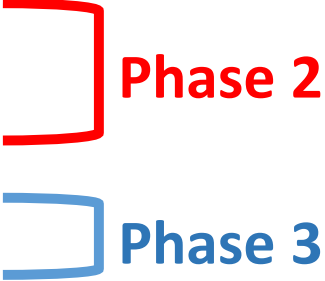
Proposed Route 5



Proposed Peninsula Route



PENINSULA REBOOT – NEXT STEPS

- **Present draft proposals to public/stakeholders and gather input – Nov-Mar 2021.**
 - **Complete operating/capital costs and ridership estimates – 1st Quarter, 2021.**
 - **Present final recommended route changes – April 2021.**
 - Identify operating and capital funding options – 2nd and 3rd Quarters, 2021.
 - Identify bus stop improvement requirements – 1st Quarter, 2021.
 - Acquire design-engineering services.
 - Prepare for construction contract in summer 2022.
 - Incorporate approved local funding needs in FY 2022 operating budget – 4th Quarter, 2021.
 - Construction of bus stop improvements – 2nd Quarter, 2022.
 - Delivery of expansion buses – 3rd Quarter, 2022.
 - Marketing-Communications Campaign – 3rd Quarter, 2022.
 - **Launch service changes, 3rd-4th Quarter, 2022.**
- 
- The diagram consists of two brackets on the right side of the list. A red bracket groups the first three items (presenting proposals, completing estimates, and presenting route changes). A blue bracket groups the last three items (incorporating funding, construction, and delivery of buses).
- Phase 2
- Phase 3

Resolve 11-16/17

Passage: 9-0 on 6/19/2017

ETHAN K. STRIMLING (MAYOR)
BELINDA S. RAY (1)
SPENCER R. THIBODEAU (2)
BRIAN E. BATSON (3)
JUSTIN COSTA (4)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

Effective 6/29/2017

DAVID H. BRENERMAN (5)
JILL C. DUSON (A/L)
PIOUS ALI (A/L)
NICHOLAS M. MAVODONES, JR (A/L)

RESOLUTION SUPPORTING A NATIONAL CARBON FEE AND DIVIDEND POLICY

WHEREAS, the City Council of Portland, Maine, is committed to fighting climate change and to protecting city residents from the effects of climate change and air pollution; and

WHEREAS, climate change poses serious threats to Portland's economy, public health, and environment; and

WHEREAS, there is scientific consensus regarding the reality of climate change and the connection between human activity, especially the combustion of fossil fuels that create greenhouse gases, and warming of the planet; and

WHEREAS, as a result of climate change, the Northeast is experiencing warming temperatures, heavier downpours, and increased rainfall; and

WHEREAS, carbon pollution in our atmosphere increases the rate of asthma and the number of premature deaths in our region; and

WHEREAS, sea level rise, increasingly heavy downpours and storm surges threaten the city's coastal assets, and annual high tides are already flooding Portland's low-lying streets and wharves; and

WHEREAS, rising water temperatures in Casco Bay are driving food fish and lobsters northward and into deeper waters; and

WHEREAS, increasing and unpredictable temperatures are threatening our region's agriculture, damaging livelihoods, and threatening our food supply; and

WHEREAS, the United States Congress has the responsibility to act swiftly and effectively on the issue of climate change; and

WHEREAS, legislation addressing climate change should not economically burden Portland or its residents; and

WHEREAS, a Carbon Fee and Dividend as put forth by the Citizens Climate Lobby would greatly help fight climate change, help protect Portland and its residents from the

worst effects of climate change, and be a net economic boost to Portland and our region;

NOW, THEREFORE, BE IT RESOLVED, that the Portland City Council and Mayor call on the United States Congress to address climate change by adopting as one important measure among others a Carbon Fee and Dividend as a sound, effective policy.

Endorsing a national, revenue-neutral Carbon Fee and Dividend policy

The proposed resolution advocates for a national, revenue-neutral carbon fee-and-dividend system (CF&D) to be forwarded to our members of Congress, Rep. Chellie Pingree, Sen. Angus King, and Sen. Susan Collins.

This measure would place a predictable, steadily rising price on carbon, with all fees collected minus administrative costs returned to American households as monthly Climate Security checks, the dividend. It is a modified and updated version of the resolution the City Council passed on June 19, 2017.

The adoption of this resolution at this time is critical because:

- Addressing the climate crisis is a top priority of the Biden administration, to be addressed in all likelihood this Spring.
- Maine's two Senators will be pivotal in this effort because they both serve on the bipartisan 12-member Senate Climate Solutions Caucus. Only Maine has both of its senators on this caucus.
- Our members of Congress need to see endorsements particularly by municipalities as indicative of broad-based constituent support for their leadership on this critical issue.

For the US, carbon pricing would represent an important first step toward climate mitigation that is compatible with existing cap-and-trade systems like New England's Regional Greenhouse Gas Initiative (RGGI) and other clean-energy incentives, and similar to measures being adopted by other nations and subnational regions around the world.

Only carbon pricing with net proceeds returned to all Americans can be considered effective in reducing the drivers of climate change and progressive. With all of the revenue returned to households on an equal basis, two thirds of households will break even or receive more in dividends than they would pay in higher living expenses. Maine households will benefit more than the national average because with equal rebates for all, working class families fare better than the wealthy.

In just 20 years, studies show, such a carbon-fee-and-dividend system could reduce carbon emissions to 50% of 1990 levels while adding 2.8 million jobs to the American economy. It would exceed the Paris accord agreement made by the United States.

Additionally and predictably, with a revenue neutral carbon fee and dividend:

- The increasing price on carbon will send a clear market signal that will unleash entrepreneurs and investors in a new clean-energy economy.
- A border adjustment will encourage other nations to adopt an equivalent price on carbon.

Click here for answers to frequently asked questions.

Portland City Council Resolution

WHEREAS, The City Council of Portland, Maine, is committed to fighting climate change and to protecting city residents from the effects of climate change and air pollution; and

WHEREAS, Climate change poses serious threats to Portland's economy, public health, and environment; and

WHEREAS, There is scientific consensus regarding the reality of climate change and the connection between human activity, especially the combustion of "fossil fuels," including coal, oil and natural gas, that create greenhouse gases, and warming of the planet;

WHEREAS, As a result of climate change, the Northeast is experiencing warming temperatures, heavier downpours, and increased rainfall; and

WHEREAS, Carbon pollution in our atmosphere increases asthma and premature deaths in our region; and

WHEREAS, Sea level rise, increasingly heavy downpours and storm surges threaten the city's coastal assets and annual high tides are already flooding Portland's low-lying streets and wharves; and

WHEREAS, Water temperatures in Casco Bay are rising faster than in almost any other part of any ocean on the planet driving food fish and lobsters northward and into deeper waters; and

WHEREAS, Increasing unpredictability of temperatures and frost is damaging our region's agriculture, damaging livelihoods and the regional economy, and threatening our food supply; and

WHEREAS, The Intergovernmental Panel on Climate Change, the World Bank and over [3500 US economists](#) all agree that a steadily rising price on carbon fuels is the most effective first policy to switch entire economies towards alternative forms of energy generation; and

WHEREAS, Economists and policy analysts agree that such a carbon price should be imposed at the source (coal mine, oil or gas well, or port of entry), with all net revenues returned to households equitably, and with a border-adjustment to encourage worldwide adoption of such a policy;

WHEREAS, the City of Portland has adopted the One Climate Future Plan with the City of South Portland, which contains as a critical goal (on page 116: Goal BE 5.7 Statewide

Carbon Pricing ACTION:) to “Continue to advocate for carbon pricing at national, regional, and statewide scales”

WHEREAS, Congress has the responsibility and is preparing to act swiftly and effectively on the issue of climate change; and

WHEREAS, Legislation addressing climate change should not economically burden Portland or its residents; and

WHEREAS, Carbon Fee and Dividend, as incorporated in bills similar to the Energy Innovation and Carbon Dividend Act (EICDA, HR 763 in the 116th Congress just ended) would greatly help fight climate change, would help protect Portland and its residents from the effects of climate change, and would be a net economic boost to Portland and our region;

NOW, THEREFORE, BE IT RESOLVED, THAT THE Portland City Council and Mayor call on the United States Congress to address climate change by adopting as one important measure among others a revenue-neutral Carbon Fee and Dividend as a sound, effective policy.

Signed

Date

To: Councilor Ray and members of the Sustainability and Transportation Committee
From: Troy Moon, Sustainability Director
RE: Comparison of One Climate Future and the Green New Deal Referendum Question
Date: February 13, 2021

At the January 14 meeting of the Sustainability and Transportation Committee, the members requested an analysis of the ways in which the provisions of the Green New Deal referendum question compared with provisions of the One Climate Future plan adopted by the City Council in November, 2020.

Introduction

The One Climate Future (OCF) climate action and adaptation plan describes how the City of Portland will work to achieve the climate and greenhouse gas reduction goals established by the City Council by the passage of several resolutions:

- Resolve 7-16/17 -- RESOLUTION SUPPORTING THE GOAL OF 100 PERCENT CLEAN ENERGY FOR THE CITY OF PORTLAND IN 2040
- Resolve 10-16/17 -- RESOLUTION SUPPORTING THE MAYORS NATIONAL CLIMATE ACTION AGENDA
- Resolve 9-17/18 -- RESOLUTION ADOPTING A GOAL TO REDUCE GREENHOUSE GAS EMISSIONS CITYWIDE 80 PERCENT BY 2050
- Resolve 8-19/20 -- RESOLUTION SUPPORTING THE YOUTH STRIKES FOR EMERGENCY CLIMATE CRISIS ACTION IN MAINE

The plan, adopted jointly with the City of South Portland, resulted from nearly two years of scientific analysis and public engagement. City staff and community volunteers held almost 100 events to educate the public about the planning process and to receive input. Nearly 2,000 people provided completed questionnaires that were available both online and as hard copies. The City Council appointed a group of stakeholders from many sectors of the community including housing, transportation, finance, climate science, energy efficiency, and building construction to participate in the development of the strategies. Staff from both cities and from partner agencies including GPCOG, GPMetro, Portland Housing Authority, the New England Environmental Finance Center, and the State of Maine reviewed and helped revise the plan before adoption. The OCF team also worked to align the strategies with the goals and objectives outlined in Portland's Plan 2030 and Portland's Housing Plan.

Now adopted by the City Council, the OCF plan describes 68 strategies across four sectors: Buildings and Energy, Transportation and Land Use, Waste Reduction, and Community Resilience. It recommends specific actions in a variety of areas -- renewable energy, building codes, energy efficiency, housing equity, transportation system improvements, and land use

reforms to promote the development of complete neighborhoods. It describes a series of actions the City and the community can take over the next 30 years to decarbonize our economy and prepare for the anticipated impacts of climate change.

The Green New Deal referendum question was placed on the ballot as the result of a citizen's campaign that gathered enough signatures from registered voters to meet the threshold for inclusion. Portland voters approved it during the election held on November 3, 2020. Its provisions focus on several specific actions:

- Labor requirements in contracts for City infrastructure and buildings
- Adopting the new voluntary “stretch” building code
- Instituting specific standards for City buildings or buildings receiving City funding
- Workforce housing requirements

With the passage of the referendum, these measures have become part of the City Code.

OCF outlines a series of actions in the short (present - 2025), medium (2026 - 2030), and long term (2031 - 2050) horizons. Short term actions lay the foundation for future actions by developing the policy tools and data necessary to successfully implement the next phase of action. For example, the owners of commercial buildings need access to capital to conduct energy efficiency projects. Advocacy for policies such as the creation of a State Green Bank and/or Commercial Property Assessed Clean Energy finance can create affordable loan programs. For City-owned properties, developing strategic energy management plans will provide building specific strategies for deep energy retrofits that identify energy savings that can help fund the projects.

The following sections describe how the actions required by the New Green Deal referendum fit into or align with the strategies described in One Climate Future.

Labor requirements for City infrastructure contracts

One Climate Future proposes actions designed to help Portland develop a workforce with the skills necessary to thrive in a decarbonizing economy while creating jobs where workers earn fair wages.

Portland and South Portland must attract and retain young workers; connect our cities' youth, New Mainers, and underemployed persons to meaningful employment; and strengthen skill development opportunities for higher earning potential—to not only create a more diverse, inclusive, and regenerative economy, but to build the skills and industries that will help lead our transformation to low-carbon and more resilient cities. (CR 3.2 Workforce for a Resilient Economy)

Accomplishing this will require extensive collaboration between employers, the education sector, labor, and all levels of government. The first step in this collaboration entails asking employers, economic researchers, and industry specialists to identify emerging sectors of the economy that need skilled labor and can help climate mitigation and adaptation in the city. The OCF plan notes the need for trades people such as electricians and anticipates future needs for workers skilled in weatherization and other building trades. The next step in the collaboration entails promoting partnerships between employers, training programs, the education sector, and labor to create opportunities for people in the community to learn the skills needed to fill these jobs. These could include a variety of programs such as high school immersion programs, apprenticeships, paid internships, employer-tailored training programs, certification or credentialing programs, or career mentorship.

The language in the Green New Deal referendum question focuses narrowly on City contracting. It requires City funded projects involving buildings and infrastructure valued at \$50,000 or more adhere to certain labor criteria:

- All employees receive specified levels of compensation
- All employees receive specific safety training
- Projects employ a specified number of apprentices

The intent of these measures align with One Climate Future's goal to promote job opportunities in key sectors of the economy. They don't address the larger need for opportunity in the resilience and clean energy sector. Hopefully adoption of this ordinance will demonstrate leadership by the City and inspire other employers to take similar actions. Adopting the ordinance does not diminish the need for collaboration with outside partners to develop broader opportunities for workforce development.

Energy Codes

During its last session, the Maine Legislature passed a bill requiring the State to adopt the 2015 IECC (energy code) and to create a "stretch" energy code that has energy performance standards that exceed those found in the base energy code. Municipalities may adopt the "stretch" code if they wish to. The Portland City Council supported adoption of this legislation, staff testified in favor of it during the public hearing, and has participated in the development of the new code.

State law now requires that the energy code keep pace with updates to international codes. It also requires that the voluntary "stretch" code exceed the base code. This will rapidly improve the energy performance of buildings subject to the code. The MUBEC Board has recommended the 2021 IECC code including the zero energy appendix as the State's first voluntary code and the State will take actions to formally adopt in the near future. During the next code cycle the MUBEC Board will need to incorporate additional measures such as complete electrification and prohibition of on-site combustion into the "stretch" code in order to meet the continuous

improvement standard established by State law. With these actions, the Maine legislature has made Maine a national leader in building codes.

Section BE 2.1 of One Climate Future calls for the City to adopt the new “stretch” code when it receives final approval from the State. The Green New Deal also requires the City to adopt the “stretch” energy code when it is fully adopted, so this measure coincides with the actions described in OCF.

Standards for new City buildings and projects receiving City funds

One Climate Future has several chapters that describe measures for City buildings to achieve aggressive carbon reduction targets.

BE1.1 -- Municipal Buildings and Energy Supply calls for the City to use 100% renewable electricity by 2032.

BE 1.2 -- Net-Zero Energy New City Buildings calls for all new City buildings to be net-zero energy beginning in 2026.

BE 1.3 -- Energy Efficiency Retrofits for City Buildings calls for the commissioning of Strategic Energy Management Plans for all City buildings to guide cost effective interventions on a pathway to deep decarbonization.

By themselves, these measures put City owned buildings on a pathway to deep decarbonization and for all City buildings to achieve net zero energy status by 2050.

Measures taken by the City to improve its building stock, while necessary, make a small overall dent in emissions from the entire building sector. Consequently, One Climate Future places significant emphasis on emissions from the built environment.

As noted above, the “stretch” energy code will drive new buildings to extremely high energy performance standards and will soon force them to include solar or other on-site energy generation to be compliant. This applies to all new buildings whether they be City owned or privately owned and will help the City achieve the goal that all new construction be net zero by 2030.

For existing buildings, OCF calls for the establishment of building performance standards that will require buildings subject to the City’s benchmarking ordinance to demonstrate continuous improvements in energy efficiency over time. Property owners would be required to implement energy efficiency measures and document the improvement in the annual benchmarking reports. City owned buildings would be subject to this requirement along with privately owned buildings. Cities across the country have adopted such ordinances including northeastern cities like Boston and New York and have found it to be successful.

OCF also calls for the City to commission Strategic Energy Management Plans (SEMPs) for all City facilities. These plans would lay out a unique pathway for each City facility to deeply decarbonize and electrify depending on the characteristics and use of each building. Retrofits of this scale will be expensive, so the SEMP will identify key times in the building's lifecycle to intervene in a cost-effective manner, such as during maintenance or replacement of the HVAC system. Using this approach, City buildings will be net zero energy by 2050.

The Green New Deal referendum establishes that buildings or renovations of 2,000 square feet or more that are owned by the City of Portland or funded in whole or in part by the City must meet LEED Silver standards and adhere to a "Better Roof Requirements" that reserve space on building roofs for installation of solar panels. As noted above, adoption of the MUBEC voluntary stretch code will require new construction and large-scale renovations to be net zero and include onsite renewable energy production. As the "stretch" code takes effect, third party certification may be useful as a means to certify compliance with energy efficiency standards. However, this certification will not result in buildings that are more efficient than the code because the code will already be very efficient.

Workforce Housing Requirements

One Climate Future recognizes that safe and affordable housing plays a critical role in community resilience. Section CR 2.1 describes a variety of housing strategies intended to achieve the long term goal that everyone who works in Portland should be able to live here. This effort involves collaboration between State and City governments, housing advocates, housing developers, and agencies such as Maine State Housing Authority. Short term actions include:

- Advocating for changes in the State's funding formula so energy efficiency measures do not count against housing cost caps because these investments make housing more affordable for tenants and property managers in the long run.
- Supporting the creation of financial incentives to incorporate renewable energy into affordable and market-rate housing to reduce long term energy costs and reduce carbon emissions.
- Rethinking land use policies to promote the development of walkable, diverse neighborhoods across the City, especially in places close to transit. (ReCode Phase 1 has already eliminated parking minimums near transit and allowed ADUs throughout the City.)
- Working with community partners to examine anti-displacement strategies that support the affordability of housing in the City. Getting input from a variety of stakeholders will help ensure that policies the City may implement have the best chance to be successful.

During the drafting process of the One Climate Future plan the project team consulted with housing experts and advocates in both Portland and South Portland. Staff from Portland Housing Authority and the City's Housing Office participated in the drafting of the plan. OCF recognizes that the City Council has placed great emphasis on creating opportunities for housing through sale of City properties and by establishing partnerships with local for profit and non-profit developers. The OCF plan highlights how partnerships and collaboration can lead to the construction of innovative projects like Bayside Anchor -- a 45 unit low-income housing development that meets Passive House standards.

The Green New Deal referendum established a specific strategy -- requiring that 25% of the units in new housing development be reserved for people earning 80% or less of the AMI. While the intent of this provision aligns with the goals of One Climate Future it is unclear whether it will achieve the intended results. As noted above, One Climate Future recommended a collaborative examination of potential policies to involve community members, housing agencies, and developers to craft policy that would promote construction of the greatest amount of affordable housing, and that work is yet to be done.

We look forward to answering any questions you may have about this analysis.