

CITY OF PORTLAND, MAINE
Standing Committee on Sustainability and Transportation
Councilor Spencer Thibodeau (D2), Chair
Councilor Belinda Ray (D1)
Councilor Jill Duson (D3)

Agenda
January 16, 2019
5:30 PM
Council Chambers

1. Review and approve minutes from September and October
 - a. Draft minutes September
 - b. Draft minutes October
2. Sustainability Program Updates
 - a. Sustainability Updates January, 2019
3. Reports
 - *Recycling Cart - 1 year review* • *Ocean Avenue Landfill Cap Phase 2* • *Snow removal Ordinance* • *Franklin Street at Marginal Way Intersection Improvements*
 - a. Franklin Street Report
4. Action Items - Public Comment May Be Taken
 - a. E-Card Program Expansion
 - b. Endorse Energy Priorities Resolution
 - c. Endorse Maine Conservation Voters Climate Action Letter
5. Discuss Work Plan and Committee Priorities
 - a. Sustainability policy priorities presented to the Legislative Committee
6. Other Business
 - Discuss meeting dates for February and April because of conflicts with the City Council schedule.*

CITY OF PORTLAND, MAINE

Standing Committee on Sustainability and Transportation

Councilor Spencer Thibodeau (D2), Chair

Councilor Belinda Ray (D1)

Councilor Brian Batson (D3)

Draft Minutes September 19, 2018

Members Present: Councilor Thibodeau, Councilor Ray, Councilor Batson

Other Councilors: Mayor Strimling

Staff Present: Troy Moon, Ayden Eickhoff, John Peverada, Bruce Hyman, Nell Donaldson

Meeting was called to order at 5:32 PM.

Councilor Thibodeau makes a motion to approve the July 18, 2019 minutes. Seconded by Councilor Batson. Minor edits requested by Councilor Ray. All in favor, 3-0.

Sustainability Program Updates

Pesticide Ordinance -

- Hosting a NOFA organic land care certification class October 9-12 with Coastal Maine Botanical Gardens and Northeast Organic Farmers Association, over 20 people signed up plus city staff
- Ordinance went into effect for City property July 1 and is going well
- Mayor Strimling requested a one-pager on ordinance to handout to community groups
- Outreach to applicators and retailers to begin in Fall 2018
- Partner with PCAT to spread the word

PMAC -

- One slot still needs to be filled before nominating committee will move forward

Sustainability Associate -

- Interviews in process

Solar Project at the Ocean Avenue Landfill -

- 80% of panels installed
- CMP needs to install power line
- On track for completion this fall
- Cap to be mowed by Public Works
- Will add more fill and cover remaining portion of landfill - work to happen in the spring
- No update on well testing, will provide committee with more info

Streetlight Project:

- Control network in place - need to finish connecting on Peaks Island, IT department to complete

Morrill's Corner Intelligent Traffic Signals

- Wait times have been reduced by over 20%
- Looking into installing at Woodford's Corner

Climate Action and Adaptation Plan

- RFP was sent, 8 proposals submitted
- Currently reviewing proposals and scoring in early October

Greater Portland Energy Expo

- Collaborating with South Portland, GPCOG, and USM to promote energy efficient technology
- Educational forums on heat pumps, electric vehicles, solar panels, and more

Recycling Carts

- Review ordinance during next committee meeting - look at enforcement details
- Look at violations during next committee meeting

Parking Study

- Nell Donaldson presented update
- Key takeaways:
 - Excess capacity during off season but there are management issues - on-street over capacity, off-street underutilized
 - Employee monthly parking issues even though there is capacity
 - Above capacity during peak season on weekdays
 - 5 Major Challenges:
 - i. Summer demand
 - ii. Limited low cost parking for island residents
 - iii. Lack of monthly supply
 - iv. Scarcity of low cost options for lower wage earners
 - v. High rates of on-street occupancy
 - Solutions to challenges:
 - i. Better manage existing supply
 - ii. Better manage demand
 - iii. Build additional off-street capacity if needed
 - Key recommendations City is pursuing:
 - i. Formation of non-profit transportation management association (Smart Access Pilot)
 - Membership based organization - slide scale fee based on company size
 - Offer supplemental transportation options, education/outreach, marketing, policy recommendation, parking space management to maximize use, help with event parking management
 - ii. Partner with TNC and taxis for island residents
 - Parking division has developed remote parking lots - Angelo's Acre and Jetport - and looking to identify additional options
 - Modify on-street parking regulations
 - Explore shared off-street parking solutions
 - Opportunity within Maine State Pier plan

- iii. Parking management and technology
 - Launched new app
 - iv. Parking regulation through rezone efforts
 - v. Transit and TDM recommendations from peninsula transit study with focus on Commercial Street
 - vi. Investing in bike infrastructure
 - vii. Multi-modal marketing campaign
- Recommendations feedback:
 - Councilor Ray suggests adding to the island resident parking zone with the Thames Street extension
 - Councilor Ray suggests making it a requirement that new parking structures be reusable
 - Councilor Ray asks about pursuing extending meter hours to 8pm
 - i. John Peverada responded that the challenge is that turnover parking is not needed after 6pm and longer meter hours may deter downtown restaurant use
 - Casey Gilbert, Executive Director of Portland Downtown, circulated memo in response to survey
 - i. Supports the formation of a TMA
 - ii. Suggests using revenue from extending meter hours to support TMA and offered to help collect data from downtown businesses
 - iii. Multi-modal marketing campaign could tie into TMA
 - Mayor Strimling noted positive response from having an early meter end time
 - Mayor Strimling asks about scooter/motorcycle parking
 - i. John Peverada responds that there is a map online and the number of spaces will soon be doubled to 80 without the loss of any regular parking spaces - roughly 75% occupancy
- Summary of anticipated net new parking spaces
 - 4,000 net new parking spaces includes Maine Med (some are still in concept)
 - Councilor Ray noted that this is still 900 spaces short of the anticipated number of parking spaces needed within study area
- Update on residential zones and unrestricted parking
 - Consider converting unrestricted zones and not pursuing at this time
- Parking division and DPW looking at simplifying parking signs
- Exploring Commercial Street transportation options - including pilot shuttle and changing Metro route
 - Troy Moon mentioned an upcoming informational community forum on autonomous vehicles at East End School
- Next Steps:
 - Discuss extending meter hours - Portland Downtown to gather more data
 - i. Get more information on how many downtown residents would be affected by a change

- Explore how to better utilize garages - Nell Donaldson to provide more information from study
- Explore expanding island residential zone
- Explore requiring new garages to be repurposable
- Allow residents to better advocate for parking changes in their neighborhoods
- Get more information on where cars are coming from
 - i. Reach out to surrounding communities to educate them on parking issues and get input on how to partner on solutions to move people in and out of city - organize transportation summit

Amendments to Benchmarking Ordinance

- Benchmarking data due December 2018 per current ordinance
- Through collecting municipality data, staff learned that current CMP interface is very difficult to use and inconsistent and would be problematic for building owners to use
- Additional barriers:
 - Whole building data is not currently accessible due to privacy restrictions
 - Current data is in 15-minute intervals which is very challenging to compile
- Recommend amending ordinance to make reporting and disclosure deadlines the same - with deadlines to be determined once data is available from CMP
- Mayor Strimling suggests Committee Chair invite CMP and the public advocate to testify on this issue based on conversation with Councilor Hinck
- Councilor Thibodeau asks to schedule an update on reporting in January
- Ken Mitsui - JB Brown, 2030 District
 - Supports language change in ordinance
 - Very difficult for private property owners to gather complete data
 - Property owners cannot get their tenants' data
- Next Steps for October Committee meeting:
 - Ask CMP to attend a workshop to review process
 - Invite another utility company or sustainability professional that has already developed a successful process - Troy recommends inviting Michael Stoddard from Efficiency Maine Trust
 - Invite public advocate to join meeting as well to weigh in
 - Councilor Thibodeau asked Troy Moon to provide more information on how we can make information gathering easier to help landlords work with their tenants to get data
- Councilor Thibodeau suggests postponing the decision to amend the ordinance until the next committee meeting. Councilors Batson and Ray agree with decision to postpone amendment.
- Dave Lowe, 2030 District - emphasized the need for political pressure on CMP to make data more accessible

Single Use Plastic

- Troy Moon presented information on communities that have enacted single use plastic policies and task forces
 - Mostly coastal communities with connections with water
 - Corporations such as Starbucks, McDonalds, cruise lines
- Need to determine a policy that would not disadvantage people with disabilities
- Greg Dugal, Maine Restaurant Association
 - Suggests completing more educational outreach to inform people about issues with straws and provide straws on demand
- Melissa Gates, Surfrider Foundation
 - Surfrider already completing educational outreach
 - Nationwide:
 - 12 municipalities have bans
 - 8 municipalities looking into bans
 - 4 municipalities with “ask first” policies
 - 4 municipalities considering “ask first” policies
 - Recommends “ask first” policy as initial step, followed by ban with on demand reusable straws for people who need them
- Elizabeth Michelle, Surfrider Foundation
 - Surfrider is eager to support straw education and policy
- Councilor Thibodeau suggests hosting a round table with various stakeholders to discuss best next steps
- Councilor Batson provided information on nationwide policies - California looking into statewide ban
 - Supports round table discussion
 - Would also like to look into banning plastic eating utensils
 - Need to continue to supply plastic straws for people with disabilities
 - Supports “ask first” policy
 - Explore enacting a ban on all single-use plastics

Sustainability and Transportation Committee Next Meeting Times

Wednesday, October 24

Motion was made by Councilor Ray to adjourn the meeting at 8:20 pm. Motion was seconded by Councilor Bastson. All in favor: 3-0.

CITY OF PORTLAND, MAINE

Standing Committee on Sustainability and Transportation

Councilor Spencer Thibodeau (D2), Chair

Councilor Belinda Ray (D1)

Councilor Brian Batson (D3)

Draft Minutes October 24, 2018

Members Present: Councilor Thibodeau, Councilor Ray, Councilor Batson

Staff Present: Troy Moon

Meeting was called to order at 5:33 PM. Minutes for the prior meeting were not available and will be presented at the next meeting.

Sustainability Program Updates

Solar Project at the Ocean Avenue Landfill - construction is nearly complete, last step is to connect to the power lines. Event to announce opening of solar project to be scheduled for the near future.

New Sustainability Associate, Ashley Krulik, to be starting 10/25.

LED control panel - island controls to be completed in the next few weeks. Contact Troy Moon with any dimming issues.

Recycling carts - Councilor Ray asked that Public Works employees return recycling carts to the curb after emptying.

Energy Expo - 10/20 - strong turnout and interest from the community.

NOFA - Organic Land Care Certification Course - 40 students attended course and 5 city employees took certification course

PMAC - one seat needs to be filled before interviewing members

Climate Action Planning - RFP has been issued, reviewing responses and interviewing, anticipate a January start

Energy Benchmarking Ordinance Workshop

The Sustainability Office has been working with Central Maine Power (CMP), local property owners, and Efficiency Maine to collect building data and enter into Portfolio Manager. Due to data collection challenges City staff has proposed an amendment postponing the deadline for property owners to report their energy data to the City.

During the previous committee meeting Councilor Thibodeau and Mayor Strimling asked staff to invite CMP to appear before them to discuss data access. CMP representatives Eric Robie, Manager of Key Accounts; Jamie Holland, Manager of Customer Service Quality; Linda Ball, Director of Smart Metering, and Mark Morissette, Manager of Smart Metering were in

attendance. Others in attendance included Michael Stoddard, Executive Director, Efficiency Maine Trust; Barry Hobbins, Public Advocate; and Dave Lowe, 2030 District.

Jamie Holland, CMP Manager of Customer Service Quality, gave presentation on products and services available for customers to access their own data. Next generation of Energy Manager service will include “Green Button Connect My Data” option for customers to allow third parties to see energy data -this new portal is still 2+ years away. This option may be a good way for the City of Portland to access data in the future. “15 minute interval data” service is accessible but is not useful for business community as it’s too granular.

Linda Ball, CMP Director of Smart Metering, addressed the committee on new Smart Care System. Each address has one unique identifier with ability to pull information at different layers (building, unit, etc.).

Councilor Thibodeau asked how do we make it easier to see all data associated with the City of Portland buildings. The City of Portland has multiple accounts and in CMP’s Energy Manager system the customer can only look up one account at a time which is cumbersome.

Linda Ball emphasized the need to understand the City’s exact data needs prior to building a solution. Councilor Ray shared the need to be able to download the information into an Excel spreadsheet and the ability to get access to data for non-City buildings.

Linda Ball asked how frequently data needs to be updated. Troy Moon responded that in order to be in compliance, the City needs annual data in total kWh usage, broken into 12 billing periods. Data will be prorated and available one month after usage.

Councilor Batson asked if the next generation of Green Button Connect My Data portal can be rolled out sooner for the City of Portland. Jamie Holland responded that it would not be doable, but that CMP can pull usage data yearly. City of Portland will need to provide CMP all 800 building meter numbers. Councilor Thibodeau suggested a registration process for all building owners for the City to monitor usage. Troy Moon responded that would likely be too cumbersome and that building owners also need to be able to understand their own energy usage.

Councilor Batson referenced the EverSource portal page for individuals to sign-in and see energy usage. Linda Ball asked for more information on the EverSource page for reference.

Councilor Ray emphasized the need for building owners to access energy data for whole buildings to be in compliance with the ordinance and asked if CMP can aggregate that information. Jamie Holland said that CMP cannot aggregate data for the whole building.

Councilor Ray asked if CMP could create an aggregation threshold. Linda Ball responded that they would need to talk to PUC to see if determining a threshold is possible from a privacy perspective. Jamie Holland responded that changing data formats would be complicated and time consuming.

Jamie Holland outlined that her understanding is that there are two goals - 1) gaining access to accurate data and 2) engaging customers. Councilor Ray clarified that the City of Portland does not want to manage the data for private building owners, but that building owners need to be able to access and manage their own data.

Linda Ball asked how data should be provided to customers. Councilor Ray responded that building owners should be able to pull the data themselves and that it doesn't need to be pushed to everyone.

Michael Stoddard, Executive Director of Efficiency Maine Trust, addressed the committee about his experience so far with this process. Recognized the need to create an aggregation threshold and the potential privacy issue for buildings with less than 2 tenants. Based on information to date, Michael Stoddard thinks that Efficiency Maine can step aside and the City can work directly with CMP.

CMP thinks that the City of Portland should reach out to the PUC.

Barry Hobbins, Public Advocate, addressed the committee. Need to push for a better process for communities and customers to understand energy usage and need to look at aggregation and privacy issues.

Former Councilor John Hinck addressed the committee. Suggested that CMP should interface with EPA Portfolio Manager for benchmarking.

Dave Lowe, 2030 District, addressed the committee. Reiterated that CMP should put data directly into EPA Energy Star Portfolio Manager. Can begin conversations with other utilities that are already using EPA Portfolio Manager.

Councilor Ray suggested next steps - 1) City of Portland to have Corporation Council look into if there are any legal barriers that need to be changed to allow for the aggregation threshold. 2) City of Portland to help CMP and 2030 District to meet with other utilities to learn what they are doing to aggregate data.

Julie Rosenbach, South Portland Sustainability Director, communicated her support of the aggregation of the energy data.

Councilor Thibodeau asked Troy Moon if it's possible to get necessary data by November 1st. Troy responded that it is not possible given the discussed constraints and asked for 6 months to work with CMP to aggregate data.

Councilor Thibodeau asked for timeline for Corporation Council to look into legal barriers. Troy Moon responded that it sounds like more than a 6 month process.

Councilor Thibodeau asked whether City of Portland should use the same process that South Portland used to get the data that is available and begin process. Troy Moon voiced concern that City of Portland's buildings are very different from South Portland and that there are significantly more buildings affected.

Councilor Thibodeau asked Dave Lowe, 2030 District, if the City should start reaching out to building owners in the meantime. Dave Lowe responded that it would be a difficult, time-consuming process. Without ordinance tenants may not be willing to share data.

Councilor Ray expressed that the City needs to get aggregate data and navigate privacy issues before beginning process.

Councilor Thibodeau asked Julie Rosenbach, South Portland Sustainability Director, what they did with incomplete information. South Portland has 30 buildings and it has taken a significant amount of time to collect data. Might be difficult to get building owners on board if City approaches them with incomplete process before developing streamlined process.

Lucy Brennan, South Portland Sustainability Coordinator, addressed committee. Emphasized that South Portland would like to partner with Portland and CMP to develop a solution that works for everyone.

Councilor Thibodeau asked for update on the legal barriers by the next meeting. Add updates to the website for the public to follow the process.

Councilor Ray OK with amendments. City will come into compliance as quickly as possible - within 6 months. OK with leaving in the language that people have no more than 1 year after the department has certified that the data is accessible to report their energy data and by May 1st every year after that.

City should be compliant by May 1, 2019 (about 50 buildings).

Building owners should be compliant one year after the data becomes available (about 800 buildings).

Linda Ball ask whether a tool is needed from CMP if EPA Portfolio Manager can be used. Troy Moon stated that a tool is needed for building owners to get data directly from CMP. Jamie Holland suggested pushing CMP data directly to EPA Portfolio Manager. Agreed that would be the best case scenario. Jamie Holland stated that that would be the easiest solution to implement. City of Portland to provide CMP with list of 850 buildings and begin educating building owners on process.

Troy Moon outlined next steps - 1) City of Portland staff will work with CMP to finalize solution and determine whether it's doable.

Councilor Thibodeau would like to circle back during next meeting on progress on integrating with Portfolio Manager, and legal barriers (working with Barry Hobbins).

Councilor Ray asked how process would work with EPA Portfolio Manager when new buildings need to be added. Troy Moon responded that City staff should speak with other utilities on best process to work with building owners.

Energy Benchmarking Ordinance Amendment

Councilor Thibodeau opened for public comment on delay of energy benchmarking to May 1 for the City and a year later for building owners.

Maggie Wolf, 28 St. Lawrence St. Portland, addressed the committee about frustration with delayed timeline.

Councilor Ray moved to pass amendments to ordinance with the caveat that the City will be in compliance by May 1, 2019. Councilor Thibodeau seconded. All in favor. 2-0.

Sustainability and Transportation Committee Next Meeting Times

Wednesday, November 7

Motion was made by Councilor Thibodeau to adjourn the meeting at 7:26 pm. Motion was seconded by Councilor Ray. All in favor. 2-0.



Executive Department
Jon P. Jennings, City Manager

To: Councilor Thibodeau and members of the Sustainability and Transportation Committee
From: Troy Moon, Sustainability Coordinator
Re: Sustainability Program Updates for January, 2019
Date: January 11, 2019

I've prepared this summary of progress on the City's sustainability initiatives in advance of our Sustainability and Transportation Committee meeting on January 16, 2019. Staff is prepared to answer questions or provide more detail at that time.

Sustainability Associate

We are very pleased to welcome Sustainability Associate, Ashley Krulik, who started work on October 25. She has a BA in Journalism from the University of Maine and an MS in Urban Placemaking with a concentration in Sustainability from the Pratt Institute. She came to the City from CIEE where she was serving as Senior Marketing Manager. Her expertise with marketing and outreach will be invaluable as we strive to educate or residents about the City's sustainability programs and engage them in climate action. While working on her masters degree Ashley volunteered in the Sustainability Office to support the Bayside Adapts project. In that role she facilitated the submissions for the Bayside Adapts Design Challenge, communicated with the design teams on proper formatting of their materials, arranged for the printing and mounting of the submissions, and generally ensured that the Design Challenge went off smoothly. (She actually wrote her Masters Thesis on climate resilience in Bayside!) Ashley is leading our social media marketing campaign and is taking the lead to promote the pesticide ordinance. Her marketing expertise will serve us well as we begin the public engagement phase of the climate action planning process. She is also be working on the Energy Benchmarking project.

Solar

The Ocean Avenue array is online and producing electricity. We held a press conference and ribbon cutting on December 18 that was well attended and received very good press coverage. Thanks to Mayor Strimling, Councilor Thibodeau, and Councilor Dusen for coming to this event.

Energy Benchmarking

Staff participated in a call with technical staff from Central Maine Power about energy benchmarking data access and an in person meeting with our key account manager. We discussed data needs and

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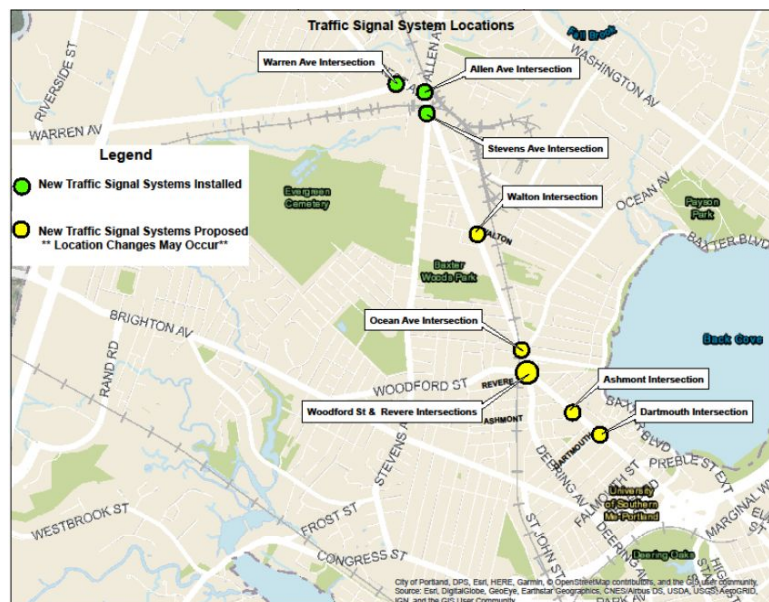
strategies for moving forward. Our UNH Sustainability Fellow, Ayden Eickhoff, met with Ashley to familiarize her with the work she completed during the summer. We have made contact with non-profit groups that advocate for energy policy such as the Institute for Market Transformation and Mission:data who are expert in benchmarking and data access. They have offered to assist us with our efforts. We will resume contact with CMP shortly and connect with staff from the PUC regarding privacy issues that CMP believes hinder them from providing whole building data.

Streetlight / Smart City project

LED Light Conversion: All of the cobrahead fixtures in the City have been converted to LED. The lighting control network is fully commissioned and operational on the mainland. We still need the IT Department to complete the connection between the lighting control equipment on Peaks Island and the City network before we can commission the control system on the islands. IT has been fully consumed with the move of Public Works from 55 Portland Street to Canco Road which has involved establishing phone service and internet connections for the employees, moving the City's traffic control server, and integrating the traffic control system fully into the City network.

Staff is working with representatives from Central Maine Power to address questions about service. This includes unacceptably long wait times for service calls and questions about responsibility for repairs of certain underground wires.

Intelligent Traffic Control: We have installed the Surtrac traffic control system at six additional intersections on Forest Avenue that are now undergoing testing and commissioning. This creates a smart corridor between Dartmouth Street and Warren Avenue. Because the signals are connected they will share data along the whole of the corridor. This will allow the system to make the signals operate in an extremely efficiently manner which will improve traffic flow and reduce emissions from idling vehicles. We're also coordinating with METRO to use the advance signal system to facilitate the movement of transit buses along the Forest Avenue corridor (#2 Route). METRO and Rapidflow are sharing technical information in advance of a pilot test later this year.



Payson Park Softball Field Lighting Upgrade: The lighting subcontractor has erected new light towers with LED lights at Payson Park softball field to replace the old, failing system. They will do the necessary electric work as conditions allow. The new lights will be operational for the softball season this spring.

Phase II: The City Council has approved financing for \$4 million for Phase II of the LED / Smart City project. The lighting portion of this phase will include conversion of the pedestrian scale and decorative lights to LED. The nearly 800 “Town and Country” fixtures, which are found on streets throughout the city, will be replaced with new fixtures. Many of these lights have been in place for decades and are in poor condition. The new fixtures will reduce long term maintenance costs and come with a 10 year warranty. We plan to retrofit the majority of the other decorative fixtures with new LED conversion kits. This includes the “Washington” and “Esplanade” fixtures found throughout the Peninsula. Most of these are relatively recent and are in good condition. All of the decorative lights will receive control nodes and will be integrated into the overall lighting control system. We will also be adding light to areas that are currently underlit. This includes parts of Commercial Street, Cumberland Avenue near Portland High School, parts of Bayside, Outer Congress Street, and Casco St. / Shepley St. The anticipated cost for this part of the project is about \$1.6 million.

We are still refining the scope of the smart city elements of phase II. The City Manager is placing a priority on improving traffic flow on key corridors with the Surtrac traffic signal technology. This includes extending the Forest Avenue network to from Dartmouth Street to Park Avenue and upgrading the signals on Franklin Street.

Climate Action Plan

After a very competitive process we have selected a consulting team led by Linnean Solutions to assist staff from Portland and South Portland in the development of a climate action and adaptation plan. The team includes several other outstanding firms including the Integral Group, who will handle energy issues, Woodard and Curran, who will address infrastructure, Kim Lundgren Associates, who will lead public engagement, and Carl Eppich, who will work on transportation. You can find the Linnean Solutions proposal on our website:
<http://www.portlandmaine.gov/2387/Climate-Action>

During the past week we have held two team meetings to begin work on this exciting project. Our staff is beginning to pull together data the consulting team will need to conduct a community wide greenhouse gas inventory. We are also working to identify key constituencies in the community for outreach. We want to engage as many people as possible in settings where they feel comfortable. Conducting outreach for public input and drafting the plan will take about 18 months.

Pesticide Ordinance Implementation

The City’s pesticide ordinance took effect for private property owners on January 1. Our office has taken a number of steps to educate the public and to prepare for the upcoming growing season.

Letter to Landcare Companies: At the end of December we mailed a letter to landscaping and landcare companies reminding them of the new ordinance and providing information about how to comply.

Webpage update: We have updated the website with a variety of information relevant to landcare professionals and residents. <http://www.portlandmaine.gov/2168/Pesticide-Use-Ordinance>

Informational postcard: Staff designed and printed a postcard with basic information about the ordinance for distribution around the community. It refers people to the website for detailed information.

Scheduling info sessions and workshops: Staff is collaborating with partners including the South Portland Sustainability Office, Friends of Casco Bay, Cumberland County Soil and Water Conservation District, and the Maine Landscape and Nursery Association (MELNA) to host meetings and workshops. We're holding a Landscaper Roundtable at City Hall on January 29, Troy Moon will be speaking at the MELNA Recertification Workshop on Feb. 26, and we will be conducting a workshop at the Maine Flower Show on March 29. We will be scheduling additional sessions as the winter progresses.

PMAC: Kathy Jones has indicated that the Legislative/Nominating Committee will be conducting interviews for candidates for the Pesticide Management Advisory Committee later in January.

Sustainability Outreach

Social Media: With the arrival of our new Sustainability Associate we have developed a social media strategy that will help inform the public about the City's sustainability and environmental programs. We have begun making about 10 posts per week across Facebook and Instagram to promote Sustainability Office initiatives as well as environmental and sustainability tips that are useful to the public. We're also serving as a vehicle to promote initiatives and programs from other City departments. We've already begun working with the Solid Waste team and Water Resources Division. Our handle for both Facebook and Instagram is @sustainableportlandme.

Website: We have also been upgrading and reorganizing the Sustainability Office website. We've refreshed the content and made information easier to find. We've added a lot of information about the pesticide ordinance and climate action.

Speaking: On November 28, 2018 Troy Moon was the featured speaker at the Portland Public Library's Sustainability Series. He spoke about climate change and the City's actions to date. You can find the presentation slides and link to the video on the Sustainability Office web page: <http://www.portlandmaine.gov/2387/Climate-Action>

On December 20, Troy made a presentation to the Androscoggin Valley Council of Governments / Androscoggin Transportation Resource Center Annual Meeting to share the City's LED Streetlight and Smart City project.



Christopher C. Branch, P.E.
Director of Public Works

To: Members of the Sustainability and Transportation Committee
Spencer Thibodeau, Chair

From: Chris Branch, Director and Jeremiah Bartlett, Transportation Systems Engineer
Department of Public Works

Date: January 11, 2019

Subject: Summary of Franklin Street Project

As part of your discussion regarding Franklin Street, it was requested to have additional information on the project, progress to date, and background on costs. This memo will summarize.

Original Franklin Street Recommendations: Portland Peninsula Traffic Study - 2005

The City of Portland, in cooperation with PACTS, sought proposals for a traffic-focused study of the City's downtown peninsula in late 2000. This work included land use forecasting, traffic assumptions, and recommendations for future transportation efforts and street designs.

One of the subject areas of focus was Franklin Street, then known as Franklin Arterial. As the project consultants were tasked with maintaining vehicular mobility, as well as assuming future land development would largely be automobile-accessed by nature, the resulting recommendations included grade separation at Cumberland and Congress, as well as a 9 to 11-lane cross-section for the roadway between Somerset and Marginal.

The draft recommendations were not well received by many members of the public, and by 2005, while many recommendations were viewed as being worthy of continued discussion, the overall study was received but never approved as a Transportation Master Plan.

Reclaiming Franklin Street (a.k.a. Franklin Street Phase I Study) - 2009

Following the public concern with the Peninsula Study recommendations, a study was completed for the Franklin Street Arterial Study Committee in 2009. This context-sensitive study took into account several variables, including the needs of City fabric and a more sustainable design. Ultimately, the report recommended future analysis of three possible futures for the roadway: A multi-way boulevard, an urban street, or an urban parkway. It should be noted that the urban street recommendation generally indicated a five-lane



Christopher C. Branch, P.E.
Director of Public Works

cross-section on Franklin north of Congress Street, and a three-lane cross-section south of Congress Street. The urban parkway recommended some roundabout treatments, including at Franklin and Commercial. While no final decisions were made, the suggestion was to move to a Phase II of the study and bring MaineDOT into the process for funding solutions and technical assistance. Lastly, the study recommended changing the street's name back to Franklin "Street" which was approved by the City Council in 2010.

Franklin Street Phase II Study - 2015

In 2010, a Public Advisory Committee was formed to aid in spearheading Phase II of the design. By early 2012, a three-party cooperative agreement was signed by the City, PACTS, and MaineDOT to complete a study determining a single recommended configuration for Franklin Street and also complete preliminary design.

In 2013 IBI Group of Boston was selected for this work and with staff and the Advisory Committee, undertook the significant analysis and outreach needed to make the outcome a success. In July of 2015, a final report was completed, with the City Council adopting the recommendations as a Transportation Master Plan in August of 2015.



Preliminary Design - 2019

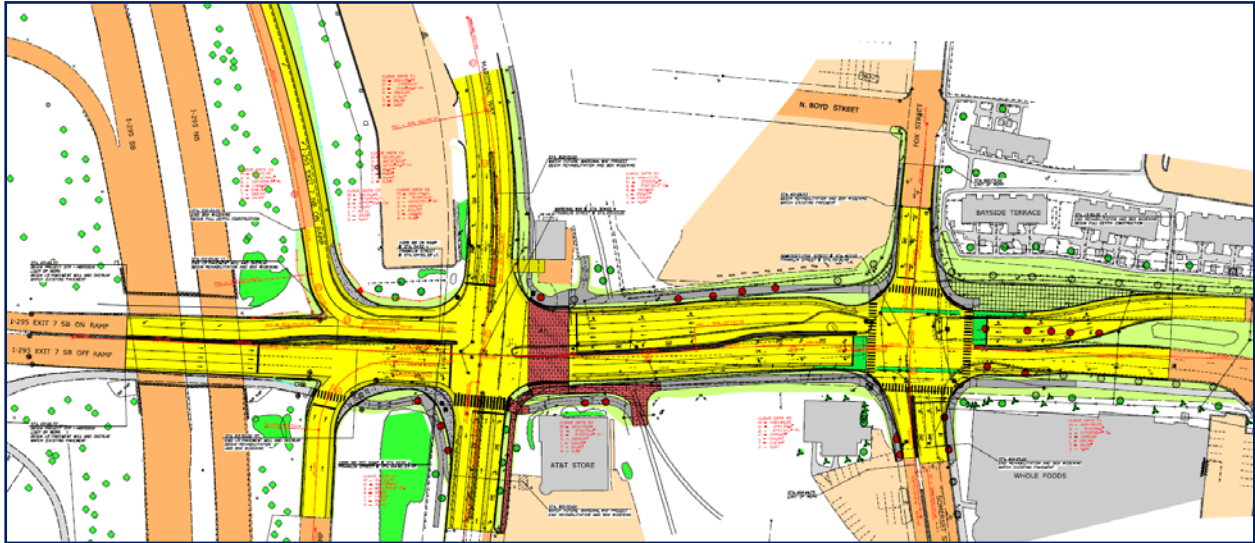
Following approvals by the Council, staff worked with the consultant Team to complete preliminary design, which is now complete and being presented to the public. With some minor alignment and other tweaks, the design is essentially what was outlined and approved by the Council in the Master Plan.

Final Design and Construction, Phase I of Master Plan - 2021

The City Council is now through its first read of the two-party cooperative agreement between MaineDOT and the City to proceed with final design and construction of Franklin Street from Somerset Street to Exit 7 and modifications to the Exit 7 interchange. The decision was made to begin at this area as this area experiences the most vehicular congestion, highest crash rates, and modal conflicts.

The only notable difference between this planned design and that in the Master Plan is the Marginal Way westbound approach from East Bayside, which is to be constructed as per the Bayside Transportation Master Plan and will consist of exclusive left, through and right turn lanes.

Christopher C. Branch, P.E.
Director of Public Works



Projections of Construction Cost for Franklin Street – Phase I of Master Plan

The effort involved with Franklin Street from Somerset to Exit 7 is significant. The work entails the following, based on an early estimate:

- Removal of approximately 6,000 cubic yards of material, largely the existing pavement and base material hastily placed in the 1960's with the original construction of the project.
- Placement of approximately 9,000 cubic yards of new fill, primarily intended to raise the profile of Franklin between 1 and 2 feet in response to a desire for a more resilient roadway in the era of sea level rise and larger storm events.
- Placement of almost 6,000 cubic yards of new asphalt, by far the largest cost component of the entire scope of work.
- Realignment of Franklin Street between the Whole Foods frontage and Somerset Street to facilitate a more standard urban street in the Phase I project area in accordance with the Council-approved Master Plan.
- Replacement of the traffic signal equipment, which is in very poor condition and on span wire at Franklin and Marginal, and updates to the equipment at Somerset.
- Construction of separated bicycle facilities, which currently do not exist.
- Construction of sidewalk on the east side of Franklin Street, which currently does not exist.

This being said, the current engineer's opinion of construction cost, at \$4.3 million, does include a significant contingency, but one that is included due to unknowns between now and final design, as well as recent escalations in pricing by contractors, who have been extremely busy on many large projects statewide in recent years. This cost has been reviewed by both City and MaineDOT staff and found to be reasonable.



Christopher C. Branch, P.E.
Director of Public Works

Projections of Construction Cost for Exit 7 Ramps

The improvements associated with the Exit 7 ramps will include the following:

- Realignment of the Exit 7 northbound off ramp lanes for more clarity regarding lane assignment.
- Replacement of the traffic signal for the off-ramps.
- Placement of mountable truck aprons to allow large vehicles to stay in their lanes without encroachment.
- Realignment of the southbound approaches to provide additional vehicle storage for the left turn lane destined for East Marginal Way/East Bayside
- Addition of a second lane on the Exit 7 northbound on-ramp

The cost, at \$1.4 million, will be 100% paid for by MaineDOT.



MEMORANDUM

To: Jon Jennings, City Manager

From: Troy Moon, Sustainability Coordinator

RE: E- Cards for Residential Condominiums Not Participating in City Solid Waste Services

Date: 1/2/2019

Based on an inquiry by a member of the City Council, you requested an analysis of the feasibility of expanding the Riverside Recycling E-Card Program to include residential condominiums that do not participate in the City's solid waste collection program. This memo provides background information about the E-Card program, describes the process in which additional units might be added, as well as the likely financial impact of adding the additional units. In summary:

- Staff can create E-Cards for the residential condominiums not currently in the City program.
- If the owners in these units follow existing usage patterns, adding them is unlikely to have significant impact on the program budget.
- Adding the new buildings would require an ordinance amendment as City Code restricts E-Cards to property owners who participate in City solid waste services.

Description of the E-Card Program:

The Riverside Recycling E-Card program is designed to assist residents with disposal of regular household items that are not easily handled as part of the normal curbside collection of trash and recycling. Eligible items include:

- Furniture such as mattresses, sofas, box springs, mattresses, tables, book cases, desks, and similar items.
- Appliances such as washing machines, dryers, and dishwashers. Refrigerators and air conditions are accepted as long as the Freon has been properly removed.
- Yard equipment such as lawnmowers, roto-tillers, snowblowers, gas grills. Fuel must be removed.
- Large children's toys and equipment such as strollers, playpens, changing tables, and similar items.
- Brush (2" diameter and smaller)
- Leaves, yard, and garden waste
- Household Hazardous Waste (up to 10 gallons annually)

Each E-Card provides for the free disposal of up to 10 eligible items each fiscal year. One cubic yard of brush or yard waste counts as an eligible item.



The E-Card program does not allow free disposal of material such as:

- Household waste
- Mixed debris and trash
- Construction, remodeling, and demolition material
- Large trees (over 2" in diameter) and land clearing debris

These ineligible materials may be disposed of at Riverside Recycling upon payment of the posted gate fee.

Under the current program, property owners who participate in the City solid waste program may receive one E-Card per property. This includes the owner of a single family home, a multi-unit building, or a condominium unit. The owners of condominiums or multi-unit buildings that subscribe to private waste collection are not eligible to participate in the E-Card program. Tenants in apartments are also ineligible for the E-Card program. Individuals without an E-Card may still use Riverside Recycling but must pay the posted gate fee for any material or items they deliver.

The following table describes the the distribution of E-Cards by property type. The vast majority of residential properties have an E-Card assigned to them. Residential condominiums make up about 95% of the ineligible residential properties. The other 5% are mostly very large apartment buildings or complexes that require dumpster service and/or multiple collections per week. The owners of another 594 buildings appear to be eligible for E-Cards but have not requested them.

Table of Existing Program

Building Type	Number of E-Cards Issued
Residential Condominium	1,384
Single Family	11,095
Two Unit	1,585
Three Unit	853
Four or more units	902
Total	15,819
Building Type	Currently Ineligible Buildings
Ineligible Residential Condominiums Units	2,180
Ineligible Multi-Family (11+ units)	102
Total	2,282



Expanding the E-Card Program to Additional Condominium Units

The E-Card program draws information from the Assessor's database. Any property with a distinct CBL may be assigned an E-Card. Per the program parameters outlined in City Code, staff has only assigned E-Cards to residential properties that receive City solid waste services. As condominium associations have opted to sign up for City services each of the units in these associations became eligible for and received an E-Card. To date, this includes 1,384 units.

There are currently 1,917 residential condominium units that do not have an E-Card assigned to them. The condominium associations governing these properties have chosen not to subscribe to City services or they have service requirements that the City program cannot meet. (This could be a need for multiple collections per week, a need for dumpster service, or a lack of adequate street frontage on which to place trash and recycling.) Since these units all have distinct CBLs it would be, from a technical perspective, very easy to assign them an E-Card.

Financial Impact of Expanding the E-Card Program to Additional Condominiums

During the past several years we have seen the amount of E-Card material delivered to Riverside Recycling decline from a high of 2,521 tons in FY11 to a total of 1,592 tons in FY18. Despite this drop, the percentage of yard waste and brush versus bulky items has remained close to 75% of the tons delivered.

Material	FY 11	FY12	FY13	FY14	FY15	FY16	FY17	FY18
Yard Waste	1,669	1,165	1,232	1,349	1,134	1,088	875	999
Brush	316	368	332	274	307	246	226	246
Bulky Items	536	493	440	431	425	442	417	347
Total Tons	2,521	2,026	2,004	2,054	1,866	1,776	1,518	1,592

Since most condominium owners are not individually responsible for mowing the grass or otherwise maintaining the grounds around their units we would not expect them to deliver yard waste or brush to Riverside Recycling if they were eligible for an E-Card. Instead, they would likely deliver unwanted furniture or bulky household items which, historically, account for the smallest fraction of the annual tonnage.

Throughout the history of the E-Card program only about half of the E-Card holders use their card during the course of a year. Of those who use their card, the majority of them use it only a handful of times. Only a small subset of E-Card holders maximize their use of the card. Assuming the owners follow existing disposal patterns, expanding the E-Card program to include residential condominiums that do not receive City solid waste services is unlikely to have significant financial impact the program.



Under the current arrangement with CPRC, the operators of Riverside Recycling, the City is eligible to dispose of up to 15,000 tons of material for no charge. E-Card material counts toward this total. ***During the past two full years of this arrangement the City delivered a total of 10,103 tons in FY 17 and a total of 12,263 tons in FY 18.*** Assuming similar use in future years, this leaves a cushion of "free" tons available.

Ordinance Revision Required

The requirement restricting E-Cards to participants in the City's solid waste program is based on language in the City Code.

... a property owner must participate in the city's solid waste disposal program in order to be eligible for other city waste disposal or recycling services or programs including but not limited to the city's programs for recycling, large item pickup, hazardous waste disposal and any programs available at the Riverside Recycling Facility. (Chapter 12-17(e))

Consequently, adding condominium units that are not part of the City program will require an ordinance amendment. Corporation Counsel is recommending the following language:

"Notwithstanding any other provision of this chapter or code, a property owner must participate in the city's solid waste disposal program in order to be eligible for other city waste disposal or recycling services or programs including but not limited to the city's programs for recycling, and large item pickup. Any residential property owner within the city may participate in the hazardous waste program, as well as any programs available at the riverside recycling facility."

Should you choose to move forward with this amendment, staff is prepared to draft an agenda request for an upcoming City Council meeting.

Sec. 12-17. Solid Waste and recyclable waste collection

(a) Solid waste and recyclable material will be collected by the city from all residential properties.

(b) Solid waste and recyclable material shall not be collected by the city from any commercial property except as provided in subparagraph (d) below.

(c) Solid waste and recyclable material shall not be collected by the city from the planned residential urban development (PRUD) project, or development which receives city site plan review and approval and such approval requires private solid waste collection, except as provided in subparagraph (d) below.

(d)

(1) *Residential units on privately owned roads.* Effective January 1, 2007, solid waste and recyclable material may be collected by the city from residential units on privately owned roads, in apartment buildings, condominium buildings, or buildings within planned residential urban development projects, or within developments which receive or have received city site plan or subdivision review and approval and such approval(s) require permanent private solid waste collection within a specific project, pursuant to a written agreement between all the unit owners or an owner's association representing the unit owners and the city. Such agreement shall require at a minimum that solid waste and recyclable material be placed in suitable containers and that the unit owners otherwise comply with all other applicable provisions of this article and any regulations promulgated by the public works authority.

(2) *Residential units not previously receiving collection services on public roads.* Effective January 1, 2007 solid waste and recyclable material shall be collected by the city from residential units not previously receiving collection services on public roads in apartment buildings or condominium buildings that contain at least ten (10) but not more than nineteen (19) units, upon written notification to the public works authority by the property owner, or, in the case of condominiums, the condominium owners' association,

that the property owner or association wants the service.

Unit owners and any owners' association shall comply with all other applicable provisions of this article and any regulations promulgated by the public works authority.

- (3) The city may provide the same services to residential units on privately owned roads or on public roads in apartment buildings, or condominium buildings with more than nineteen (19) units, or projects containing more than (19) units, in accordance with all other applicable provisions of this article and regulations promulgated by the public works authority.
- (4) Subparagraphs (1) and (2) above shall not apply to any residential units in any subdivision or other project in which roads have been or will be privately constructed or improved to serve the project with the intention that such roads shall become public roads until such time as the council formally accepts the road.

(e) Notwithstanding any other provision of this chapter or code, a property owner must participate in the city's solid waste disposal program in order to be eligible for other city waste disposal or recycling services or programs including but not limited to the city's programs for recycling and large item pickup. Any residential property owner within the city may participate in the ~~hazardous waste disposal~~ program as well as ~~and~~ any programs available at the riverside recycling facility.

~~"Notwithstanding any other provision of this chapter or code, a property owner must participate in the city's solid waste disposal program in order to be eligible for other city waste disposal or recycling services or programs including but not limited to the city's programs for recycling, and large item pickup. Any residential property owner within the city may participate in the hazardous waste program, as well as any programs available at the riverside recycling facility."~~

RESOLVE – Municipal Energy Priorities

WHEREAS Portland has adopted ambitious climate and energy goals to reduce community wide greenhouse gas emissions 80% by 2050 and to run municipal operations on 100% clean energy by 2040;

WHEREAS the City has already taken steps to use energy more efficiently and transition to renewable energy including making energy upgrades in municipal buildings, adoption of electric vehicles and charging infrastructure, installing a large scale solar array on the closed landfill, and adopting a Benchmarking Ordinance, and;

WHEREAS the City is collaborating with the City of South Portland to develop a climate action and adaptation plan that will identify energy projects and policies to help each city reach its ambitious climate goals, and;

WHEREAS energy efficiency and renewable energy technology has improved, markets have evolved to lower costs significantly, and communities have expressed strong support for adaptation and mitigation programs, and;

WHEREAS a significant barrier that remains is outdated energy policy at the state level that has not kept pace with this progress, and;

WHEREAS state-level policy changes that remove significant barriers would enable cities and towns to adopt more aggressive energy projects and policies, and;

WHEREAS residents and elected leadership of cities and towns across Maine have a strong interest in mitigating the worst impacts of climate change and transitioning to clean, efficient, renewable energy;

WHEREAS Portland would be joining a growing coalition of towns and cities across Maine advocating for changes to solar policy, high performance buildings, and energy data access;

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland hereby endorse the Municipal Energy Priorities and urges other the leaders of other Maine communities adopt them as well.

Municipal Energy Priorities

The residents and elected leadership of cities and towns across Maine have a strong interest in mitigating the worst impacts of climate change and transitioning to clean, efficient, renewable energy. We have set ambitious goals to move our communities forward, including using 100% renewable energy for municipal operations by 2040 and reducing emissions citywide 80% by 2050. These goals will help us reduce energy costs and be economically competitive. To meet them, municipalities have identified three priorities that require state-level policy changes to act upon in a meaningful way.

Renewable Solar Energy

Over the past decade, the cost of solar has declined significantly, making it a competitive way for municipalities to reach their renewable energy goals and reduce energy costs. Cities and towns have been steadily investing in solar arrays on municipal buildings, and in some cases on closed landfills. However, current net metering rules present barriers that constrain municipalities from moving forward. To fully utilize the capacity that municipal real estate offers and facilitate community solar opportunities, we urge legislators to:

- ✓ **Revise net metering rules to raise the size limit on solar arrays, increase the number of meters that may be served off-site, and replace kilowatt hour bill credits with dollars per kilowatt hour.**

High Performing Buildings

The building sector accounts for roughly 40% of all energy consumption and greenhouse gas emissions in the United States. Maine's old building stock and inefficient heating systems make thermal energy use one of the state's most significant sources of greenhouse gas emissions. Economically, residential heating costs remain unstable and unaffordable. In fact, heating costs and Maine's reliance on inefficient oil-based heating systems continue to be one of the state's most significant energy challenges. Maine's Uniform Building and Energy Code (MUBEC), based on IECC-2009 and ASHRAE 90.1-2007, is extremely outdated. These codes are amended every three years, and with each new version, more energy efficient materials, technologies, and techniques are adopted. To accelerate significant reductions in building energy use, we urge legislators to:

- ✓ **Bring the Uniform Building and Energy Code up to current standards and enable the development of a stretch code that allows communities to move toward net zero buildings.**

Energy Data

The invisible nature of energy use makes it difficult to identify opportunities for improvement. Effective data is therefore the cornerstone of promoting widespread energy efficiency in the building sector. Both Portland and South Portland have adopted Benchmarking Ordinances with the goal of helping building owners make decisions about energy investments, helping prospective tenants make informed decisions before leasing property, and helping municipalities target efficiency programs to property owners who need it the most. However, the electricity data needed to complete this analysis is not readily available. In order to support these efforts, we urge legislators/the PUC to grant CMP the authorization and mandate to:

- ✓ **Streamline access to whole building data by aggregating all of the accounts in a building and providing this data to building owners through the creation of an easy to use web portal.**
-

House Climate Sign on Letter

January X, 2019

Speaker Pelosi and the 116th Congress:

Congratulations on your win as Speaker of the House. As you prepare to establish your priorities for the new Congress and Democratic House majority, we would like to thank you for your leadership on the fight to address climate change and ask for your continued support in the first hundred days of the 116th Congress. Businesses, communities, and American families who have been leading the way are looking forward to having a partner in the federal government as we address the shared U.S. and global challenge of climate change.

Reports released this year, including the Trump administration's own 4th National Climate Assessment (NCA) and the United Nation's Intergovernmental Panel on Climate Change (IPCC) report, show that climate change is already having a drastic impact on our health and our economy. These reports only further underscore the need to take action now.

Since President Trump announced his intention to withdraw from the Paris Climate Agreement nearly two years ago, we, the undersigned Mayors, county executives, governors, tribal leaders, businesses, faith groups, investors and nonprofit organizations have joined forces to tell the world that we are still committed to meeting America's pledge on climate. In the absence of federal leadership, 3,600 leaders from states, cities, and businesses, representing more than half of the U.S. economy and population, are working locally to adopt and meet targets for reducing the pollution driving climate change - cutting 500 million metric tons of carbon dioxide equivalent per year by 2025 if targets are fully implemented.

As the NCA and other recent reports predict, the impacts of climate change will become even more catastrophic if we continue to ignore this imminent threat. That's why we are already taking action to meet our U.S. commitments to reduce carbon pollution, and we are finding innovative ways to adapt to the impacts we are already experiencing. Developing solutions to limit the effects of climate change makes good economic sense and is necessary to protect citizens, workers, and communities, particularly communities of color and vulnerable populations like the elderly, the young, pregnant women and those living close to pollution sources who are most directly affected by the devastating impacts of climate change.

The businesses and communities moving forward with clean energy solutions are already seeing the benefits. Since June 2017, the U.S. has added enough renewable energy to power more than 3 million homes for a year. States are implementing policies that could save customers \$16 billion per year by 2035, investing in energy efficiency, and saving consumers 7.3 percent on their electricity bills.

Governors in key states are asserting ambitious leadership on climate and clean energy. The U.S. Climate Alliance now includes 17 governors from both parties who are committed to meeting their states' Paris Accord climate goals. Hundreds of mayors in almost every state in the country are committing to a range of climate actions, including committing their cities to 100 percent clean energy. Governors and mayors across the country have also committed to reducing emissions from transportation, the top source of climate pollution, including supporting strong federal vehicle standards and investing billions to begin transitioning their vehicle fleets to electric vehicles, demonstrating to auto manufacturers that there is a committed market for zero-pollution vehicles.

This new Congress has a tremendous opportunity in its first 100 days to protect our health, economy, and position of leadership on the global stage. And you have the opportunity to address the inequality and injustice that exists in this country by investing in solutions that ensure communities bearing the worst brunt of pollution are invested in and benefit from the transition to clean energy.

Thank you for your attention to the urgent issue of climate change. We look forward to working with you on an ambitious climate agenda.

Sincerely,

[COSIGNERS]



Executive Department
Jon P. Jennings, City Manager

To: Jon Jennings, City Manager
From: Troy Moon, Sustainability Coordinator
RE: Legislative Ideas for the upcoming session
Date: October 31, 2018

As requested, here are some thoughts regarding sustainability related issues the City may wish to pursue in the upcoming legislative session.

Solar

LD 1649 from the 127th Legislature (2016) contained several elements that, if enacted, would greatly enhance the development of medium sized solar projects of the sort that a municipality or a community based group would build. In the following session LD 1444 (2017) introduced key elements of LD 1649 as a stand alone bill. Several aspects of these proposals would have benefited municipal and community solar projects:

- They created a category of large scale community solar, which would allow a municipality the ability to build facilities large enough to benefit from some economy of scale. LD 1649 did not specify a size limit while LD 1444 set the cap at 5 MW, which is adequate for our purposes. Current regulations that rely on net metering set the cap at 1 MW.
- They set up a process to compensate municipal and community solar project owners or subscribers in cash rather than per kWh credits. This is important for entities that pay demand charges -- like the City of Portland. Under net metering, solar or other distributed generation projects, receive a per kWh credit for electricity and for distribution. A significant portion of the electric bill for a large building comes from demand charges, which are not recovered through net metering. Receiving monetary credit rather than kWh credits would be beneficial because it could be applied toward demand charges.
- They allowed more offtakers to participate in community solar projects. Under current rules that rely on net metering only 9 individuals may join together to create a jointly owned community solar project, which leads to small projects that don't benefit from an economy of scale. LD 1649 did not specify a number of possible participants but set a floor of 1 kW per participant.

- They created targets for renewable energy procurement in statute to promote the development of new facilities and established a market based process to select projects and to compensate the successful developers in monetary credits rather than kWh credits.

It would be beneficial to revisit similar legislation in the upcoming session. I anticipate environmental groups and Maine based solar installers will be introducing bills around net metering that we will want to review and discuss further.

I've attached copies of LD 1649 and LD 1444 for reference.

Stretch Energy Code

I would recommend pursuing a bill that would allow municipalities to adopt a stretch energy code to improve the performance of new building construction. The energy code currently in use is way out of date. (For residential construction it uses 2009 standards, for commercial buildings it ASHRAE 2007) This leads to buildings that burden their future occupants with higher than necessary energy costs and increases carbon emissions that could be avoided through better construction and/or better mechanical systems. Vermont and Massachusetts are New England states that allow cities to have stretch codes.