

CITY OF PORTLAND, MAINE
Standing Committee on Sustainability and Transportation
Councilor Andrew Zarro, District 4, Chair
Councilor Roberto Rodriguez, At-Large
Councilor Victoria Pelletier, District 2

Agenda
June 8, 2022
5:00 PM

The Sustainability and Transportation Committee will conduct this meeting remotely via Zoom. Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live either in person or via Zoom, a recording will be available in the [Agenda Center](#) following the meeting.

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

<https://portlandmaine-gov.zoom.us/j/82916383798?pwd=WU9NcERIWWR6OXFuV2U5ckNqN2NUUT09>
Passcode: 387848
Or One tap mobile :
US: +19292056099,,82916383798#,,,,*387848# or +13017158592,,82916383798#,,,,*387848#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215
8782 or +1 346 248 7799
Webinar ID: 829 1638 3798
Passcode: 387848

1. Review and approve minutes from May 11
 - a. Minutes from May 11
2. Sustainability Program Updates
3. Presentation and Discussion
 - a. Adjusting Tow Fees
Presenter: Mike Murray, Acting Director of Public Works
Public comment will be taken
 - b. Thames Street Parking
Presenter: Jeremiah Bartlett, Transportation Systems Engineer
Public comment will be taken
 - c. Presentation regarding regulation of gasoline powered small equipment
Presenter: Troy Moon, Sustainability Director
No public comment will be taken
 - d. Status update on committee actions and requests / Discussion of work plan:

- Rapid transit resolution
- PMAC recommendations regarding fertilizer
- Bird friendly glass ordinance
- Other items of interest to the Committee

4. Other Business

CITY OF PORTLAND, MAINE
Committee on Sustainability and Transportation
Councilor Andrew Zarro (D4), Chair
Councilor Victoria Pelletier (D2)
Councilor Roberto Rodriguez (At-Large)

Draft Minutes May 11, 2022

Members Present: Councilor Zarro, Councilor Pelletier, Councilor Rodriguez

Staff Present: Troy Moon, Erin Ferrell, Christine Grimando, Kathy Alves

Guests: Nan Cumming, Maureen Hayes, Amy Powers

Meeting called to order.

April 27 Minutes

Councilor Rodriguez moves to approve the April 27th meeting minutes. Councilor Pelletier seconds the motion. April 27th minutes passed unanimously, 3-0.

Sustainability Update

Presented by Troy Moon

There was one response to the curbside collection partner RFP. Compost drop-site signs have been translated to Arabic, Portuguese, Spanish, and French. There were many educational presentations made over the past month to talk about One Climate Future and Electrify Everything! With a wide range of audiences.

Committee Comment on Sustainability Update

Councilor Pelletier asks to Expand languages for compost signs to include Somali. There are 7 main languages spoken in Portland and it would be great to include all of them.

Councilor Rodriguez asks if we can be a part of a new program working on at home agriculture in Portland and Councilor Rodriguez will get Troy in touch with them.

Portland Harbor Commons Update

Presented by Christine Grimando, Nan Cumming

Portland Harbor Commons has been a collaborative project with many departments giving input and working on this project. The Parks Conservancy partnered on this project to help engage stakeholders in the process and lead a private fundraising campaign with a major goal being to improve equity in the park planning process.

Phase 1 of the project includes focusing on the area at the base of India St which is currently used as a parking lot. The proposed plan includes keeping part of the parking lot and converting part of the parking lot into public open space. Part of the public discussion includes finding out what is important to the public in an open space in that area. Phase 1 includes a deliberately simple design that can be implemented and evolve over time. Feedback from public forums included a need for things like: trees, paved overlook, reserved space for Maine State Pier, native plant buffer, lawn area, public parking and more.

Next steps include releasing an RFP for design and construction, fundraising, implementation, and more public process.

Councilor Comment on Portland Harbor Commons Update

Councilor Zarro asks about collaboration with City staff in the Parks Conservancy. *The Parks Director has a permanent spot on the board. There will always be close collaboration.*

Councilor Rodriguez asks about the maintenance needs of the public open space and wants designs that include less maintenance needs (more native plants) to be considered.

Councilor Pelletier asks about how the Parks Conservancy asks about how they ensure all community members are included in the outreach since they value equity. *The Parks Conservancy noted past projects that included engaging Riverton Parks Housing, Community school, community policing, Boys and Girls Club. Translated materials into 7 languages and reached out to the new Mainer population to ensure everyone was aware of the park's existence.*

Councilor Zarro asks if the building of the park aligns with our climate action work. *A park is exactly what should be built in an area that is possibly at risk from sea level rise. No new structures have been proposed in the area. The park makes the area a more resilient site by absorbing water into the ground and increasing neighborhood resilience.*

Informational presentation by Cruise Lines International Association on environmental impacts and efforts

Presented by Kathy Alves, Maureen Hayes, Amy Powers, Sarah Flink

Current CLIA Sustainability Initiatives include: Emission Control Areas, Fuel Comparison, Exhaust Gas cleaning systems overview, scientific studies on exhaust gas cleaning systems, Ongoing IMO Initiatives, Environmental Commitments, CLIA Environmental Report and Annual Environmental Technologies and Practices Grid. CLIA claims that the cruise line industry is at the forefront of the development of innovative technologies and practices to reduce emissions and protect the environment.

CLIA supports the proposal for a \$5 billion IMO R&D fund to accelerate the development of zero carbon fuels and propulsion technologies. CLIA has a fleet-wide commitment to reduce the rate of carbon emissions by 40% by 2030 and members will pursue net carbon neutrality by 2050. By 2035, all ships calling at ports where shoreside electricity is available will be equipped to use it, allowing engines to be switched off and effectively eliminating carbon emissions while berthed at port. Where shoreside power is not available (as in Portland), the ships will use available low carbon technologies required by ports.

IMO Initiatives include a Marine Environment Protection Committee to look into global market-based measures, strengthening ghg reduction targets, and R&D for zero carbon fuels and propulsion. The Pollution, Prevention and Response Sub-Committee looks into EGCS wash water discharge guidance, biofueling guideline revisions, and sewage guideline revisions.

Councilor Comment on Informational presentation by Cruise Lines International Association on environmental impacts and efforts

Councilor Pelletier asks about what CLIA will do at ports without shoreside power capabilities? *Cruise Lines would provide alternatives and it would not be a responsibility of the port itself.*

How will ports be supported in being shore power ready? Councilor Zarro notes Portland's grid is unable to support more load as it is. *There needs to be a state wide feasibility study that includes all ports and CMP along with other stakeholders. CruiseMaine is hosting a symposium in Portland in June and recommends getting the stakeholder group together at that point.*

Councilor Fournier notes that these kinds of feasibility studies go through state legislation and asks if these conversations have started yet and who would be funding this? *These conversations have not been started yet and Cruise Maine has a budget that they can work with.*

Councilor Pelletier asks how cruise ships address waste management onboard the cruise ship? *With bigger ships holding more guests, the ships will be fitted to address the additional waste. Cruise ships have robust recycling programs. Their motto is "reduce, reuse, recycle".*

Councilor Zarro asks if all of the ships visiting Portland are CLIA members? *Not all ships coming to Portland are CLIA members but all the cruise lines are subject to international, national and state regulations.* What happens with the waste of the closed loop scrubber process? *No solid is offloaded in Maine since they are mostly all just call-ports.* How does CLIA work with local governments on local ordinances enacted on cruise ships? *Typically, when ports are looking to make more stringent regulations, they reach out to CLIA and ask what members are open to doing voluntarily. Maureen notes many ports attempt to enact ordinances that do not take safety of the vessel into account.*



Memorandum

TO: Chair Zarro; Sustainability & Transportation Committee
FROM: Michael Murray, Acting Director, Portland Public Works
CC: Danielle West, Interim City Manager
J. Frank Gorham, Interim Chief of Portland Police
John Peverada, Director, Portland Parking Division

SUBJECT: Proposed Towing Fee Increases

DATE: May 20, 2022

OBJECTIVE:

To review and make recommendations to the fee schedule for towing operators.

BACKGROUND:

The City of Portland regulates the fees paid to tow companies/operators for services provided to the City of Portland. Private towing companies are an integral component to safe streets in the city of Portland as they provide services to accidents, illegally parked vehicles, and assist in achieving snow ban compliance. Representatives of the towing companies have requested that the tow fees be increased as a result of increased costs since the fees were last adjusted.

Recently, the City Manager's Office received a request from the tow operators to review and increase tow fees, as the last increase took place in November, 2017. The Department of Public Works reached out to the tow operators for more details on the request, and representatives of the Portland Police Department, Portland Parking Division, and Public Works reviewed the requests and have established a list of recommendations. Additionally, Portland Parking Division provided staff with a survey results of parking fees paid by other Maine cities to tow company operators.

RECOMMENDATIONS:

After meeting with representatives of area tow companies, and reviewing the attached survey data, City staff is recommends that the tow fees be adjusted as follows:

1. Non-accident tow: increase from \$100.00 to \$135.00; this fee was last adjusted in November, 2017.
2. Accident tow: increase from \$125.00 to \$150.00; this fee was last adjusted in November, 2017.
3. Storage of Vehicles: increase from \$30.00 to \$40.00; this fee was last adjusted in November, 2017.
4. After hours release: increase from \$30.00 to \$40.00; this fee was last adjusted in November, 2017.
5. Vehicle re-tows: increase from \$100.00 to \$135.00; this fee was last adjusted in November, 2017.
6. Hook up/Drop fee: increase from \$30.00 to \$40.00; this fee was last adjusted in November, 2017.
7. Vehicles with dual rear wheel tows: increase from \$105.00 to \$150.00; this fee was last adjusted in July, 2013.
8. Hook up/Drop Fee when vehicle has been shoveled out by tow operator: increase from \$30.00 to \$40.00; this fee was last adjusted August, 2013.
9. Vehicle & trailer or two vehicles towed at same time: increase from \$130 to \$270; this fee was last adjusted on August, 2013.

For review are the following attachments:

1. Proposed changes to Chapter 28 in red-line form;
- 2.** Survey of Maine City Tow Fees;

ARTICLE IV. LICENSING OF TOW OPERATORS

***Editor's note**The schedule of tow fees is set by the City in Order 108-17/18, November 20, 2017 as follows:

ORDERED, that the schedule of maximum rates permitted to be charged vehicle owners by wreckers for specified services listed below adopted pursuant to Chapter 28, Sections 275 and 303 (**NOTE:** now Section 125) of the Portland City Code, and by Council Order 30-88/89, dated June 7, 1989 and amended on May 16, 1994, January 19, 2000, Order 155-04/05, February 2, 2005, Order 161-07/08, March 3, 2008, and by Order 14-13/14 on July 15, 2013 is hereby replaced and amended as follows:

1. Towing of Vehicles or All-Terrain Vehicles

~~\$100.00~~135.00 per non-accident tow.

~~\$125.00~~150.00 per accident tow.

~~\$105.00~~150.00 for any vehicle with dual tires on the rear axle.

When a vehicle is off-road, submerged, rolled over or otherwise requires special equipment for retrieval before it can be towed, a charge of \$80 may be assessed in addition to the towing fee. If the recovery takes longer than one hour, a rate of \$80 per hour after the first hour may be charged.

2. Once a wrecker has hooked a vehicle to the wrecker, a vehicle owner may take possession of his vehicle if the wrecker has not started to leave the scene with the vehicle and if the owner pays a ~~\$30.00~~40.00 fee in cash to the wrecker driver. Upon such payment, the wrecker shall release the vehicle. No towing fee shall be charged if the owner arrives to move his vehicle prior to the wrecker hooking up to the vehicle. In the case of a police-requested tow and to the extent possible, the wrecker shall not lose its place in rotation on the police towing list if the tow is either cancelled or if the owner retrieves his vehicle prior to tow under this subsection. "Hooked or hooked up" for purposes of this subsection means that the wrecker has attached the vehicle to the wrecker by chains or by hook, or some other similar physical connection that must be detached before the vehicle can move, regardless of whether it has been lifted or moved. "Starts to leave the scene" means that the vehicle is fully attached for towing and the wrecker has begun to move from the scene.

When a vehicle is shoveled out by a tow operator in order to hook it up during a snow ban or for a snow removal

conducted by or for the City, and a City employee engaged or participating in the snow removal process determines that the shoveling was reasonable and necessary to accomplish a hook up, the fee shall be \$25 regardless of whether the vehicle is hooked up when the vehicle owner arrives at the scene. In cases where the vehicle is shoveled out and hooked up the total fee to release the vehicle shall be ~~\$30.00~~40.00.

3. Storage of vehicles: ~~\$30.00~~40.00 per day or part thereof. Storage charges shall begin twenty-four hours after the vehicle is towed.
4. The charge by the City for vehicles impounded or stored on City property pursuant to Chapter 28 shall be \$25.00 for impoundment and storage for the first twenty-four hours from the date and time of impoundment, and shall be \$10.00 for each day, or part thereof, thereafter.
5. Wrecker owners may charge a ~~\$30.00~~40.00 release fee for vehicles released from storage after 7:00 p.m. and prior to 7:00 a.m. seven days a week and from 7:00 a.m. to 7:00 p.m. on Sundays or on official City holidays.
6. The Chief of police or his or her designee may authorize additional charges in unusual circumstances.
7. If a vehicle must be towed after the initial tow, wrecker owners may charge a \$100.00 fee for each additional tow of the same vehicle performed at the City's request.
8. When a vehicle and trailer or two vehicles are towed at the same time the tow fee shall be ~~\$130~~270.00.

BE IT FURTHER ORDERED, that the above provisions apply to any tow of a vehicle without the owner's consent, including but not limited to private lot tows requested by a lot owner or manager, and to police requested tows of private vehicles, including but not limited to abandoned vehicle tows, snow tows, scofflaw tows and accident scene tows.

2022 Area Tow Fees

	A	B	C	D
1	Community	Tow Fees(s)	Storage Fee	After Hours Release Fee
2	Bangor	Dependent on type of vehicle - \$85-\$130	\$40 per day after 1st 24 hours	Unknown
3	Westbrook	Non-Accident - \$100 Accident - \$125 Difficult Extration/Clean up (charged in 15 min increments) \$80/Hour Dual Rear \$105	\$40 per day after 1st 24 hours	\$40.00
4	Freeport	Day - \$100 Night - \$125 Snow Ban Day-\$125 Snow Ban Night - \$150	\$50 per day after midnight following tow	\$50.00
5	Falmouth	Day - \$100 Night - \$150	\$50 per day after 1st 24 hours	\$50.00
6	Biddeford	7am-5pm \$90 5pm-7am- \$105 Dolly - \$25 Difficult Tow - \$85 after first hour (Once tow on scene- full rate)	\$50 per day after 1st 24 hours	\$25.00
7	South Portland	Non accident - \$100 Accident - \$125	\$30 per day after 1st 24 hours	\$25.00
8	Lewiston	Snow Ban - \$150 All other tows dependent on wrecker company	Dependent on Wrecker Company	Dependent on Wrecker Company
9	Portland - Current	Day - \$100 Night - \$100 Snow Ban - \$100 Accident Tow - \$125 Vehicle w/ Dual Wheels - \$105	\$30	\$30.00
10	Portland - Proposed	Day - \$135 Night - \$135 Snow Ban - \$135 Accident Tow - \$150 Vehicle w/ Dual Wheels - \$150	\$40	\$40

Sustainability Office

Troy Moon

Sustainability Director

April 25, 2022



Subject: Thames Street Parking Proposal
From: Troy Moon, Sustainability Director

BACKGROUND

Presently, there is no parking allowed on Thames Street Extension, (which runs approximately from the entrance to the Amethyst Lot to Freedom Way, a private drive). The road has not yet been accepted as a City Street; as such, both sides have been signed for No Parking as it is technically a City-owned parcel at this time. At the request of Island Residents, the Manager's office has proposed to establish the south side of Thames St. Ext. as One Hour parking to be included in Residential Parking Zone 11-IR. This would add approximately eight (8) spaces for Islanders with a residential permit to use. It is likely that the north side will be established as two-hour metered parking, in order to serve incoming and future development.

Traffic Systems Engineer Jeremiah Barlett will be present to answer questions.