

PACTS

Portland Area Comprehensive Transportation Committee



Joint Planning and Technical Committee Meeting Notice

July 13, 2010 8:00 a.m.

Followed by Executive Committee at 10:00
PACTS, 68 Marginal Way, Portland

Agenda

- 1. Call to order**
- 2. Public Comment**
- 3. Joint Planning and Technical Meeting Minutes March, 2010**
- 4. Bicycle/Pedestrian and Rebuild Road EPS Status**
- 5. Review Collector Roads Ranking Report**
- 6. Status Report on Highway Simplification Study**
- 7. Other Business**
- 8. Updates and Information**
- 9. Adjourn**

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Agenda Item 3. Joint Planning/Technical Committee Meeting March 9th 2010

March 9, 2010

8:30 A.M.

Members present: Jenni Franceschi (Biddeford), Peggy Killmer (Yarmouth), Sara Devlin (MTA), Doug Fortier (Windham), Gretel Varney (Portland), Molly Just (Westbrook), Tex Haeuser (South Portland), Sandra Mowry (Gorham), Ben Smith (Windham), Jeff McKeown (FHWA), Angela Blanchette (Saco), Eric Dudley (Westbrook), Alex Jaegerman (Portland), Albert Presgraves (Freeport), Bob Malley (Cape Elizabeth), Dave Redlefsen (Metro), Dan Bacon, Mike Laberge (MaineDOT), Maureen O'Meara (Cape Elizabeth), Dan Jellis (Yarmouth), Carla Nixon (Cumberland), Tom Errico (consultant, T.Y. Lin International), Bill Robertson (Old Orchard Beach)

Staff/Guests: Bruce Hyman (Bruce Hyman Planning), Steve Landry (MaineDOT), Rebecca Shaffner-Tousignant (GPCOG), Dan Goodman (GPCOG), Tom Poirier, Eben Marsh (GPCOG), Carl Eppich (PACTS), John Duncan (PACTS), Paul Niehoff (PACTS), Lynne Powers (GPCOG), LaRay Hamilton (MaineDOT), Bob Hough (MaineDOT)

1. Call to Order

Jenni Franceschi called the meeting to order at 9:30 A.M.

2. Public Comment

There was no public comment.

3. Minutes from the January 12, 2010 Meeting

Bob Malley made a motion to accept the minutes and Sara Devlin seconded. The motion was passed by unanimous vote.

4. Preliminary Bicycle/Pedestrian and Rebuild Road Category Rankings

Preliminary bike/ped category rankings

Carl Eppich gave a brief update on the bike/pedestrian rankings. The ranking sheet was created directly from the application form, incorporating Destination Tomorrow. Two categories were added: public-private partnerships and multi-municipal applications. For every 5% of private funds offered above the required match, one extra point is awarded. The South Portland Eastern Trail and Cape Elizabeth Shore Road Path projects both score high enough to likely rate EPS. A best value ranking system was suggested; it was pointed out that that would be difficult to quantify, as no one can say for sure how many users are on the paths to begin with, much less how many new users will flock if the project is built. The committee had questions on staff methods and the evaluation criteria. Aside from cost effectiveness, the evaluation criteria are already set and are not open to a great amount of change. The town match for EPS is 20%, which will work out to a few thousand dollars per project, at most. *Alex Jaegerman moved to recommend EPS of the top five projects with a set-aside of \$600,000. Dan Bacon seconded the motion, and it passed by unanimous vote.*

Preliminary rebuild road category rankings update

There is a list of projects for the \$1.5 million rebuild road set-aside, but they have not been ranked yet. The two submitted projects from Cumberland would cost over the available amount, so staff discussed whether to rank those, how to rank them numerically, and what parameters to use. Dan Jellis and Al Presgraves wanted to see higher cost projects still ranked and included. That way, if one turned out to have the highest ranking, the community could be approached to see if it could fund the difference. Carl pointed out that municipalities should really be submitting project that the set-aside could potentially fund with the available money.

There were questions on the evaluation criteria. Staff use the road ranking formula, which is a lengthy spreadsheet with a complicated formula. There are eight criteria; among them:

pavement condition, traffic, geometrics, forecasted traffic, community center connections, and other users. The rebuild roads set-aside is \$1.5 million.

5. Regional Aerial Imagery Update

Staff are trying to organize all PACTS and COG communities buying into a regional orthoimagery project, with a likely flight date of April 2011 and resolution of six inches. The cost is based on density, not a hard formula, and the numbers being discussed were \$2000 initial cost and then a maximum charge of \$15,000, which would be Portland's cost (based on density). Staff is trying to bring the cost to a point where as many communities as possible want it and can fund it, and is also trying to make it as fair as possible. Paul Niehoff asked if this was reasonable for a starting point, pointing out that the more people that buy in, the lower the cost will be to individual municipalities. PACTS has \$20,000 to kick in, and entities such as the Maine Turnpike Authority and the Portland Water District are potentially interested.

Several committee members expressed concern that geographically smaller cities with larger populations would wind up essentially paying for geographically larger towns with smaller populations. The example given was that under the cost system based on population density being proposed, one town with eight square miles of land would pay double the cost of another with 81 square miles. Tex Haueser spoke up to express support for the plan due to the value of the information that would be collected. He pointed out that the orthoimagery would map buildings and features in addition to area, and that the cost per town ranged from \$2000 to \$15,000. The area would all be flown at the same time and the information would be on the same scale, which means that it would be possible to access and compare data for different towns.

Tex was strongly in favor of pulling together to make the flyover happen; he stated that he would find it sad if the regional planning organizations representing towns can't demonstrate to their members the need for the most basic of regional planning activities. The point was made that the orthoimagery would be providing data on features as well as on square mileage. Paul pointed out that doing orthoimagery on a regional basis now would start a schedule and, essentially, a precedent for all having it done together. Several officials wanted to see more information on the cost for each town per square mile.

Tex motioned to accept and provisionally approve the pricing chart that staff had presented to the group. Alex seconded the motion. There was further discussion, with several members saying that they supported the motion with the expectation that PACTS and GPCOG will take the list out to all associated communities and seek opinions. **The motion passed, with Bob Malley and Maureen O'Meara voting in opposition.**

6. Proposed Traffic Moving Permit Review, Status and Next Steps

Steve Landry articulated some of the concerns that had been raised about the current system for charging fees on development, such as people saying that it's unfair to developers who come in after large projects because they are paying for the sins of anyone who came before. DOT is looking at ways to create equity in the process and came up with the idea of an impact fee. DOT looked at several different ways to categorize an impact fee and ultimately decided on the labor market area, which is of a good size with critical mass, and all of the communities inside have in common the fact that their economic engines run off of the area.

The general idea behind the plan is to target development where the DOT and municipalities want it targeted. Developments with over 100 trips made in peak hour would be charged an

impact fee, and would also be required to fix the “front door” (where traffic turns in and out of developments) with traffic signals or turning lanes. MaineDOT would look at the most needy areas and make those improvements first, turning to transportation demand management to work out what makes the most sense for those individual communities. DOT will not be moving forward with the plan unless outside entities are willing to advocate it; Steve presented at the meeting in order to gauge interest.

The committee asked Steve questions and held a discussion. Steve clarified that anyone developing within the labor market area will be paying a fee as long as the development is a five lot subdivision and higher. He stated that MaineDOT would be looking to MPOs and regional planning councils for guidance in where to spend the money that would come in from these fees. Comments were generally interested and favorable of the thought and effort that had gone into the project.

Maureen motioned that the group endorse the concept and recommend it to the Policy Committee. Alex seconded, and the motion was passed by unanimous vote.

7. Status Report on Highway Simplification Study

John D. briefly touched on the highway simplification study, saying that it is going well so far and the aim is to finish it in July. Erik Street and Dale Mitchell are on the committees, and John and Paul have been attending the meetings. Paul stated that a survey had been sent out and asked that any attendees who had received it please send it back to Kate Dufour at Maine Municipal Association so that they have some urban maintenance cost data to go along with the rural data.

8. PACTS Video

After a Policy Committee discussion about regional education responsibility and the fact that PACTS has done virtually nothing with TV over the years, staff worked with the Falmouth community TV manager/producer to develop a video. It will be available on YouTube and staff are hoping to see it shown on local public access stations, and that committee members will post links to it on their websites. The message is that transportation is a vital aspect of a regional community, and the video focuses on its importance, on the work that PACTS is doing to maintain the system, and on the need for further funding. The committee was shown the video (it can be viewed online at: <http://www.youtube.com/watch?v=LiAr4dVVFC4>).

9. Information and Other Business

Jeff McKeown mentioned that the transport bill reauthorization in Congress is moving very slowly and has been operating on 30-day temporaries since it expired in September.

Adjourn. The meeting adjourned at 10:40 A.M.

Agenda Item 4. Bicycle/Pedestrian and Rebuild Road EPS Status

At the Joint Technical and Planning Committee meeting in March the group voted to perform Enhanced Project Scoping (EPS) on the top five ranked Bicycle/Pedestrian projects for final ranking in the Bike/Ped Set Aside for the 2012-2013 TIP. Sebago Technics recently submitted reports to PACTS for all but the top-ranked I-295/Exit 7 Back Cove Trail Connection project (Portland). The imminent Exit 7 off ramps project will complete a portion of this project, but we do not yet have from DOT what they scope includes as far as the connection. The following table includes the updated EPS estimated cost for the Bicycle and Pedestrian projects:

Rank	Municipality	Project Name	Scope and Location	Proposed Cost Est.	EPS Cost Estimate	125% Budget
1	Portland	I-295/Exit 7 Pedestrian Connection	Marginal Way/Franklin to Back Cove	\$230,000	n/a	\$287,500
2	South Portland	Project	Old Bog Road	\$109,494	\$151,420	\$189,275
3	Portland	Park Ave Bicycle/Pedestrian Enhancements	Between St John Street and Deering Ave.	\$187,000	\$208,000	\$260,000
4	Cape Elizabeth	Shore Road Path	Town Center to Ft Williams	\$980,000	\$980,000	
5	Westbrook	Downtown Streetscape Implementation	Downtown Wbrook	\$154,440	<\$154,440	
6	Yarmouth	Bike/Pedestrian Path Along Rt 1	Hannaford Plaza to East Maine Street	\$400,000		
7	Portland	Tukeys Bridge Connections	Both bridge ends	\$91,000		
8	Gorham	Sidewalk Improvements at Gorham Village Center	Intersection of Routes 25 and 114	\$336,328		
9	Falmouth	Gray Road Sidewalk	Rt 26/100 bet Leighton Rd & Presumscot River Bridge	\$244,560		
10	Cumberland	Tuttle Road Sidewalks	Meadow Way to Twin Brooks	\$1,130,000		
Total of Proposal Cost Estimates				\$3,862,822		\$736,775
ESTIMATED PACTS Bike/Ped/Other Set Aside Amount:						\$600,000

We plan to have the results of the Rebuild Roads Set Aside before or by the meeting:

PACTS Rebuild Roads Rankings for 2012-2013 Transportation Improvement Program (TIP)											
Points available: 80 Roadway Formula 24 Destination Tomorrow											
FINAL Rank	Municipality	Project Name	Scope and Location	Proposed Cost Estimate	EPS Cost Estimate	125% Budget	Roadway formula score	Destination Tomorrow score	Adjustment to make roadway score 50% [Roadway score / 80 points available X 50%]	Adjustment to make Destination Tomorrow Score 50% [Destination Tomorrow score / 24 points available X 50%]	FINAL COMBINED SCORE [i.e. of 100 points available]
1	Portland	St. John Street	from Park Ave to Congress St.	\$495,000			26.82	11.0	16.76	22.92	39.68
2	South Portland	Cummings Road	from the southerly Gannet Dr. to Westbrook Town line	\$999,000			24.16	5.5	15.10	11.46	26.56
3	Freeport	South Street	(Lower Mast Landing by DOT)	\$700,000			19.91	4.5	12.44	9.38	21.82
4	South Portland	Highland Avenue	from Anthoine St to Scarborough Town line	\$1,120,000			14.84	3.5	9.28	7.29	16.57
5	Cumberland	Tuttle Road	Main Street to I-295 overpass	\$4,430,000			12.25	3.5	7.66	7.29	14.95
Total of Proposal Cost Estimates				\$7,744,000							
ESTIMATED PACTS Bike/Ped/Other Set Aside Amount:				\$1,500,000							

Recommendation: No action now: Technical and Planning Committees recommend funding the top projects to Policy, including contingency (125%)

Agenda Item 5. Review Collector Roads Ranking Report

As part of PACTS ongoing strategy of preserving our urban collector roads, PACTS has recently commissioned Gorrill-Palmer on an update to our 2008 Collector Roads Assessment Report. Paul emailed you all on 7/7 the preliminary (raw and very detailed) Excel spreadsheet which will be used to create a preliminary list of collector roads eligible for our 12/13 TIP. This simplified and ranked list will be available before or at the meeting.

Agenda Item 6. MaineDOT's Highway Simplification Study

Member Resources: Dave Cole (Gorham) is on the Policy Working Group.
Mike Bobinsky (Portland) is on the Urban Subcommittee.
John Bubier, Rick Michaud and Al Presgraves attended the April 13th Sounding Board meeting.
Dale Mitchell (Technical Committee) and Eric Street (Yarmouth) are on the Costs/Standards Subcommittee.

State Level Participants: Bruce Van Note, Dave Bernhardt, Dale Doughty and Pete Coughlan from MaineDOT, Kate Dufour and John Melrose

Staff Resources: John Duncan co-chairs the Urban Subcommittee.
Paul Niehoff has attended meetings of the Urban and Costs/Standards Subcommittees.

There will be a July 21st briefing at MMA for urban compact towns. MMA is sending out invitations. MaineDOT and MMA briefed the PACTS Policy Committee on May 20th.

The 2009 Legislature called for this study whose final report is due in July. The primary purpose of the study is to recommend how to simplify the complicated highway classification system and the complicated responsibilities for maintaining the state system shared by municipalities and MaineDOT. Participants have focused on:

- changes in state road maintenance responsibilities,
- funding equity for rural and urban places,
- the minor collectors “fix and swap” concept,
- more funding for minor collectors,
- the need for money funding for transportation in general, and a desire for a guarantee that the Legislature will provide adequate funding in the future.

Maintenance simplification initial principals are:

1. Town Ways – Solely a local responsibility year round, with the same rate of revenue sharing from MaineDOT inside and outside of compacts per lane mile of town way
2. Minor Collectors – Solely a local responsibility, year round, with the same rate of revenue sharing from MaineDOT inside and outside of compacts per lane mile of minor collector
3. Urban Arterials/Major Collectors – Solely a local maintenance responsibility inside compacts, year round (no seasonal distinctions) with one uniform rate of State reimbursement per lane mile for services rendered
4. Arterials/Major Collectors – Solely a State responsibility outside of urban areas

The Urban Issues Subcommittee has met nine times, including several times with the Costs/Standards Subcommittee.

Agenda Item 7 Information and Other Business

The Gorham East West Corridor Feasibility Study

Background:

The Gorham East-West Corridor Study, launched in April 2009, is a major transportation and land use study of the corridor immediately west of Portland. It includes the core communities of Gorham, Westbrook, Scarborough and South Portland as well as all contiguous towns. This has historically been the fastest-growing residential market in Maine and is the seat of some of the worst traffic congestion in the state. The four core communities were integral in generating Legislative support to fund this study.

The current gap in transportation funding, along with rising energy and highway construction costs, makes it critical to fully evaluate the range of transportation and land use solutions available for this corridor. The study's goal is to evaluate all options and - without adding excess transportation capacity - find the right combination of land use and transportation solutions that can be implemented between now and 2035 to protect residents' quality of life.

Progress to Date:

Charlie Colgan's economic projections indicate that by 70% of the entire State of Maine's growth will occur in this corridor by 2035. This projection has created even more pressure to find solutions to manage traffic growth as well as develop transportation choices in this region.

To reduce the growth of traffic congestion without adding new road capacity, the study analyzed the potential effect of changing land use development patterns from the current low-density trend to a higher density pattern throughout the study area. Working with the regional and municipal (Portland, South Portland, Gorham, Scarborough and Westbrook) planners, high growth areas were identified and assigned a customized housing/jobs mix. Over the 25-year study period, this potential change proved to have a significant effect, not just in terms of traffic measures, but on other study-defined measures such as preserving open space and creating job-housing proximity. The second part of the study, which tested the potential of adding a robust regional transit system, also shows much promise in reducing more congestion and intersection-related concerns. Both these analyses are now required by recent Maine STPA legislation.

The final step in the study will be to overlay specific road improvements in the key problem areas that remain. This process is underway now, and a draft study report is expected by fall of 2010.

Saco Bay Cities meet on Sea Level Adaptation

So far the Towns of Old Orchard Beach and Scarborough, and the Cities of Biddeford and Saco, have begun to meet to discuss the creation of a Sea Level Adaptation Working Group (SLAWG). Thanks to a State Planning Office Regional Challenge Grant, the SLAWG steering committee has been meeting on Wednesday mornings at the Saco Transportation Center conference room, to hammer out a proposal for the structure, work plan, and duties of this new entity. Once the steering committee creates a report by the end of August, we hope to present our proposal to the four councils for ratification, and the work program of SLAWG can begin. The group will hopefully spearhead capital projects and regulatory reforms to help all four communities adapt to the slow rise in sea level. A special thank you is extended to Biddeford Public Access television and the Courier newspaper for their excellent coverage on the project.

PACTS reconvened the Bike/Pedestrian/Alternative Transportation Mode group on June 15th.