

# PACTS

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## Portland Area Comprehensive Transportation System

### Joint Transit-Planning Committees Meeting Notice

Thursday March 3rd, 2011 – 9:00 a.m – 10:30 a.m.-ish  
*[Full Transit Committee NOT meeting after JUST the Transit Operations Working Group]*

PACTS/GPCOG,  
68 Marginal Way, Portland

1. Call to order
2. A. Minutes of the September 2<sup>nd</sup> Joint Transit & Planning meeting  
B. Minutes of the December 9<sup>th</sup> Joint Transit & Planning meeting
3. Southern Maine Partnership for Sustainable Development (HUD Grant)
4. Phase 2 Gorham East-West Corridor Feasibility Study:
  - A. Draft Transit Recommendations
  - B. Community technical assistance requests: Land Use
5. UPWP 2012/13 PACTS Community Study Proposals
6. “Moving Greater Portland... towards a Transit Focused Region” March 24<sup>th</sup> & 25<sup>th</sup>
7. Updates
8. Public Comments
9. Next Meeting Date(s)  
Next Planning Meeting: April 7<sup>th</sup>  
- Form-Based Code development in Maine: Damariscotta and Yarmouth  
Next JOINT Transit + Planning June 9<sup>th</sup>
10. Adjourn

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**Agenda Item 2A. Minutes of September 2nd 2010 Joint Committees Meeting:**  
**PACTS Joint Planning/Transit Meeting**  
**September 2, 2010 9:00 A.M.**

*Members:* Dan Bacon (Scarborough), Sara Trafton (RTP), Connie Garber, Molly Just (Westbrook), Carla Nixon (Cumberland), Hilary Frenkel (the League of Young Voters), Patricia Quinn (NNEPRA), Sandra Mowery (Gorham), Tom Poirier (Gorham), Elizabeth Trice (Cumberland County), Donna Larson (Freeport), Vanessa Farr (Yarmouth), Tom Reinauer (SMRPC), Judy Harris (Portland), Steve Linnell (GPCOG), Tom Meyers (South Portland), Alex Jaegerman (Portland), Robert Kahn (Trainriders Northeast), Sara Devlin (MTA), Brooks More (Windham), Hank Berg (CBITD), Mark Nahorney (University of New England), Dave Redlefsen (METRO)

*Staff/guests:* Rebecca Schaffner-Tousignant (GPCOG), Barbara Donovan (MaineDOT), Rebecca Lambert (GPCOG), John Duncan (PACTS), Carl Eppich (PACTS), Lynne Powers (GPCOG), Robert Wagner

**1. Call to Order**

The meeting was called to order at 9:15 A.M.

**2. Minutes of the June 3 Joint Transit and Planning Meeting**

Molly Just moved to approve the minutes of the June 3 joint transit and planning meeting, and Sandra Mowery seconded. The motion passed unanimously.

**3. PACTS Regional Initiative (Transit Focused Region)**

The study has been awarded as a planning/transit study, to a transit consultant. Carl Eppich said that this is an opportunity to catapult off of the work done on Gorham East-West and to engage communities, transit providers, and transit users in making development and transit harmonious. This is funded and off the ground; the road blocks are out of the way, and it will be starting sometime this month. Sara Devlin said that developers are interested in this type of development, and are just concerned about consistency throughout the region.

Carl discussed the Transit 2035 recommendations, saying that they would mean a 6%-9% reduction in roadway travel. It was a built-out scenario for the peak hour mode, meaning that there was no dollar amount tied to it. If it existed, it would make a difference. The model generated figures for the kind of ridership that could be generated in the peak hour under this kind of service and this particular scenario, and it was laid on top of the Gorham East-West land use scenario. This was a general model that did not go into how this would be accomplished; that is what the study is for. It will go into planning the next steps for moving in the direction of the model. All communities and transit providers within the PACTS region who are interested in participating will be invited, and there will be at least two workshops for interested members of the public as well.

Carl said that data and conclusions from other current studies – such as the Biddeford/Saco/Old Orchard Beach Tri Community Transportation Study, or Gorham East-West or the Downeaster expansion plans – could be shared or incorporated into this PACTS study. The idea is to look at how transit and land use development can be used for economic development. The team that was selected has an economist, which is an important aspect.

Several committee members wanted to be sure that the study had a menu of transit opportunities to ensure broad participation from urban, core, suburban, and outer communities. Carl said that using the Go Maine database to look at where people live and commute to work (and have already expressed their interest in alternate modes of transportation) is a possibility. Judy Harris

brought up the Peninsula Transit Plan, saying that Portland is implementing it and that she wanted to be sure that it tied in with this study. Alex Jaegerman suggested an exchange of information between communities that are updating their comp plan while the study is in progress. Rebecca Schaffner-Tousignant had information on communities that just finished, are working on, or are about to start updates.

Carl will e-mail a timeline to committee members this month; he said that this has usually been a six-month process and that it is expected to continue through spring 2011.

4. **Updates**

This item was skipped.

5. **Public Comment**

There was no public comment.

6. **Next Joint Meeting**

The next planning/transit meeting will be on December 9.

7. **Adjourn**

The meeting adjourned at 10:05 A.M.

## **Agenda Item 2B. Minutes of December 9th 2010 Joint Committees Meeting:**

### **Joint Planning and Transit Committee Meeting**

**December 9, 2010**

**8:30 A.M.**

*Members present:* Dan Bacon (Scarborough), Peggy Kilmer (Yarmouth), Hilary Frenkel (League of Young Voters), Hank Berg (Casco Bay Lines), Alex Jaegerman (Portland), Tom Reineuer (SMRPC), Greg Tansley (Biddeford), Tom Meyers (South Portland), Tom Poirier (Gorham), Peter Morelli (Saco), Robert Kahn (Trainriders Northeast), Steve Linnell (GPCOG), Marc Nahorney (University of New England), Sandra Mowery (Gorham), Tex Haeuser (South Portland), Sara Trafton (RTP), Vanessa Farr (Yarmouth), Carla Nixon (Cumberland), Amanda Stearns (Falmouth), Judy Harris (Portland), Sara Devlin (MTA), Dave Redlefsen (Metro), Al Schutz (Shuttlebus Zoom), Marina Douglass (NNEPRA)

*Staff/guests:* Brian Beeler (NNEPRA), Dan Hodge (HDR), Jason Schrieber (Nelson/Nygaard), Art Handman (consultant), Dan Goodman (GPCOG), Rebecca Lambert (GPCOG), Lynne Powers (GPCOG), Carl Eppich (PACTS), Rebeccah Schaffner-Tousignant (GPCOG), Bill Needleman (Portland), Steph Carver (GPCOG), John Duncan (PACTS), Carol Morris (Morris Communications), Paul Godfrey (HNTB), Ben Lake (GPCOG), Robert Wagner (Adopt a Stop)

#### **8. Call to order**

The meeting was called to order at 8:45 A.M.

#### **9. Minutes of the September 2<sup>nd</sup> joint transit/planning committee meeting**

This item was skipped.

#### **10. Consultants from Nelson/Nygaard and HDR Decision Economics:**

##### **Briefing and discussion on transit focused region study**

Carl Eppich introduced the project, saying that in the last UPWP round, there had been funding for fixed guideway feasibility locations in the region. That was re-scoped and became a study of what the appropriate types of transit are, and where are the deficiencies in land use/transportation in the region. It will build off of other studies. Jason Schrieber of Nelson/Nygaard spoke about the project, which Nelson/Nygaard is working on with HDR. The aim is to be able to produce products from the process that are galvanizing and publicly digestible, and to focus on the strengths of urban villages.

This will be data synthesis more than data analysis, using preexisting sources rather than collecting all new data. The idea is to draw up a good transit propensity map, indicating where the most likely areas for transit improvement are, and then to figure out what the land use trends are and how they fit in. The consultants want to base this on a wealth of community input; where do people live and work, what are the household and employment densities. Current resources include the Gorham East-West Corridor study, the Portland North alternative modes study, a cost feasibility study from 2005, NNEPRA's Portland North expansion review, and the I-295 corridor study (2008). Jason asked the group what pieces of data are readily available from the communities or transportation networks that people represent. He questioned if it would be a simple process to collect GIS data from all communities within the range of the transit service providers. Peggy Killmer urged that the effort focus more on the railroad suburb method of 100 years ago when looking at the Portland area. Jason said that there are no presuppositions, and that they are studying compact development along transit spines. The idea is to talk about patterns and potential in a workshop, then have a separate collage of ideas and dissect those objectively. Peter Morelli did not want to see this studied objectively; he wanted to be sure that it was done in context. Jason said that he just wanted to see

people remove their presuppositions when it comes to names and places, and to look at development patterns, employment records, and data along those lines. Dan Hodge agreed that doing transit planning in isolation without the market side of the equation would be a mistake. The plan is to talk with local economic development leaders and with private national developers. Jason clarified that consultants are not trying to impose a focus on this, and that it will come out of a day-long discussion like this one, at the workshop. Jason said that Nelson/Nygaard could produce municipality maps with already-existing information and have that given to each community's planner to mark up and fax back with notes about what is present in that community. That would be at least a rudimentary way of seeing any information that is not electronic.

Greg Tansley pointed out that the data that consultants are looking for will likely not be available at the type of scale that would be at hand in a larger area. He said that analysis will probably have to be more qualitative than quantitative. Jason replied that the base will be census data and then analysis will be built up off of that. He would try to send out a request to committee members to help bring in that data. Greg suggested talking to planners and town officials for further breakdown from the census data.

Jason said that the vision is to hold a workshop in March that is a transit system 101 and land use 101, covering estimations of transit-ready corridors and nodes in the region, identifying transit-ready land-use controls in the region, development of a vision diagram, and developing evaluation/ranking criteria. The hope is that attendees include everyone at this meeting, other planners, local elected officials, MaineDOT, the community that is served by transit or that is seeking transit, and the development group. The hope is for a large group. John Duncan asked for committee members' help in convincing municipalities' elected officials to attend. Invitations will go directly to the core crowd, both electronically and by mail. It will also be publicly disseminated as an invitation to anyone. The plan is to hold this around March 15. Several people brought up concerns with the timing, primarily due to the fact that that is in the middle of city budget time. Others pointed out that budget season is four months long and it won't be possible to avoid it.

The current idea is for two workshops. The first would be concerned with figuring out the kind of vision that we want to have, and the second would work with and refine the ideas thrown on the table at the first workshop. The two are designed to go in sequence, one 30 days after the other. Greg said that if the workshop was held in Portland, people from other areas would be ostracized and would not attend. Bill Needleman suggested inviting major businesses and chambers of commerce; Amanda Stearns thought about the best ways to contact local officials, such as by going to organizations where they meet now, like GPCOG board meetings or the greater Metro coalition that works on economic development. Robert Kahn suggested getting creative to draw people in, and Robert Wagner suggested holding one workshop in Portland, one in Windham, one in Falmouth, and one in Biddeford, to allow people options. Jason will be following up through Carl for ideas on data collection, who to invite, and how to invite them.

## **11. Gorham East-West Corridor Study: Land Use and Draft Transit Findings and Recommendations**

Paul Godfrey, who works with HNTB and is the study manager for this particular project, discussed Gorham East-West. The study is all about transport sustainability, including through improvements in land use, transit, and roadways. The final recommendations are geared around connecting those and keeping them connected while moving forward. The land use recommendations include: identifying growth areas (building off of information provided by planners), developing a GPCOG

land use assistance and tracking system, determining the feasibility and mechanics of a regional transfer of development rights program (a way to compensate people when development is consciously placed in areas that are not where they are), and developing technical materials to support urban and rural growth patterns.

Transit recommendations included: conducting a phase II transit study on priority transit alternatives, researching existing or new transit authority opportunities, and municipal assistance to identify priority transit alternative TIF districts. Roadway improvement recommendations included: conducting the phase II study of roadway scenarios, conducting the phase I study of Standish congestion alternatives, upgrading a five-mile section of the Mountain Division Line for freight rail, and implementing intersection improvements on key east-west corridors.

The next steps will be to finish the draft report with recommendations and hold a public meeting in January, to gather participating community endorsements of the report, to start up the memorandum of understanding, and to begin phase II. Judy Harris stated her concern about where the funding for the recommended steps would come from. Paul said that the key lies in getting communities to believe in what has been identified as the way to concentrate new development in the future, which will lead to cost savings. The investment need over the long term for transit would be less. The idea is to extend the life of investments and ultimately spend less, and to, eventually, have funds be available and at less of a strain than they are today. If communities move together, the intent is for funding demands to decrease.

Several committee members asked about businesses' and the private class's responses to Gorham East-West. Paul said that the general consensus seemed to be that this needed to be approached in a regional manner, as developers are challenged by every town having its own unique rules and regulations. From their perspective, a regional entity that can create an atmosphere with less uncertainty and more standards is a good idea. Paul said that there has to be a drive, an incentive, for communities to do this, and that this study, working with MaineDOT, the Maine Turnpike Authority, and PACTS, is going to provide that. He said that if anyone has ideas, concepts, or concerns, they should e-mail Carl.

#### **12. Updates**

There were no updates.

#### **13. Public Comments**

There was no public comment.

#### **14. Next Joint Meeting Dates**

The next joint meeting date is March 3, 2011.

#### **15. Adjourn**

The meeting adjourned at 10:30 A.M.

## **Agenda Item 3. Southern Maine Partnership for Sustainable Development (HUD Grant)**

Good news! The budget was accepted on February 1<sup>st</sup> starting the clock ticking on two more deadlines (see below). The next meeting of the Condortium partners will be set soon and if everything goes according to plan, the effort should get underway by summer. The key is that no funding has been released yet to start. Stay tuned.

### **Summary: Southern Maine Partnership**

#### **Federal Partners**

- Department of Housing & Urban Development (Lead Agency)
- Department of Transportation
- Environmental Protection Agency

#### **Purpose**

Funded through HUD's Sustainable Communities Regional Planning Grant Program the Southern Maine Partnership supports metropolitan and multi-jurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments.

The program seeks to empower jurisdictions to consider the interdependent challenges of economic competitiveness, social equity, energy use and climate change, public health and environmental impact. With an emphasis on developing *strategies* that direct long term development and reinvestment through a commitment to addressing issues of regional significance the HUD initiative builds on six *Livability Principles* as summarized below.

- More Transportation Choices
- Equitable, Affordable Housing
- Enhance Economic Competitiveness
- Support Existing Communities
- Coordinate Policies & Leverage Investments
- Value Communities & Neighborhoods

#### **Geography**

In order to meet HUD eligibility criteria the Planning Areas of the Portland Areas Comprehensive Transportation System (PACTS) and the Kittery Area Comprehensive Transportation System (KACTS) both of whom are federally designated Metropolitan Planning Organizations (MPO's) form the "multi-jurisdictional" area proposed in the Southern Maine Partnership's successful application. Representing a population of 418,108 the project area stretches from Kittery to Brunswick and out to the Towns of Sanford and Standish.

#### **Consortium Partners**

A Formal Consortium Partnership consisting of 28 local, state and other organizations (others may join) was formed to implement the Program (see attached list). Key organizations of the Partnership include the Greater Portland Council of Governments acting as the Lead Applicant, the

Southern Maine Regional Planning Commission, the University of Southern Maine - Muskie School of Public Service and Cumberland County. The governance structure of the Partnership includes By Laws, a Board of Directors and Executive Committee and two Co-Chairs representing the PACTS and KACTS planning areas respectively.

**Award Amount**

\$1.6 million with a local match of close to \$1.6 million.

**Project Schedule**

- Grant Period: 3 years
- Effective Date: February 1, 2011
- Final Work Plan Completed: April 1, 2011
- Formal Consortium Partnership Agreement: June 1, 2011

**Project Description:**

The southern Maine region acting primarily through its local municipalities is faced with a future that is built on continuing with existing trends or making choices that will facilitate a more sustainable future. This challenge was captured in the 2006 Brookings Institution report *Charting Maine's Future*, that “....ineffective state and local planning and growth management structures leave Maine towns and regions susceptible to dynamics that ....weaken town centers, exacerbate sprawl, and degrade rural landscapes.”

Faced with trends that project lengthy commutes, evolving demographics including the nations oldest population, an aging and expensive infrastructure, a dependence on foreign oil, narrow housing choices, and the lack of a stable economic base, the Southern Maine Partnership initiative seeks to develop through an aggressive grass roots effort, strategy based choices that integrate transportation, land use and economic development.

The “Trend vs. Choice” central theme of the project will be informed by a comprehensive, fully inclusive public engagement process that will highlight long term impacts of current development patterns in an effort to identify viable alternative choices.

Acknowledging Maine’s home rule tradition the “Trend vs. Choice” process will seek to establish a common foundation around which municipalities and residents will reach consensus on realistic policy strategies that incorporate the six Livability Principles.

Establishing a solid base of political support will be essential to implementation of the plan. As envisioned, the core implementation strategy will be a formal compact structure that establishes a process for achieving regional sustainability while preserving elements of home rule decision making.

## **Agenda Item 4. Phase 2 Gorham East-West Corridor Feasibility Study:**

### **A. Draft Transit Recommendations**

### **B. Community technical assistance requests: Land Use**

The first phase of the Gorham East-West Corridor Feasibility Study has wrapped up and the report is due out sometime very soon. Just to recap, the study resulted in a “three-legged stool” approach of integrated and inter-dependent solutions to addressing the corridors mobility and land use needs. The three legs are:

1. Regional Land Use coordination
2. Regional Transit planning
3. Roadway improvements

Below are the relevant DRAFT transit recommendations, which depend on compact land use implementation:

### **A. Draft Transit Recommendations**

#### **Opportunities**

The opportunities to expand and increase transit service in the Study Area, based on the above assumptions, are significant. The recommendations for expansion and improvements fall into two distinct categories: 1<sup>st</sup> and 2<sup>nd</sup> tiers. The intent of the 1<sup>st</sup> tier recommendations is to identify specific routes, corridors and services that should be advance for a more detailed analysis in Phase II of this Study. Whereas, the 2<sup>nd</sup> tier recommendations will identify routes, policies, and services that will take more time to evolve in terms of policy, funding and operations.

The analysis identified expansions to existing service as well as new service and modal opportunities. All new service opportunities are predicated on a significant increase in employment and population densities at each end of the transit line and along intermediate stop along the route. In addition, there are a number of policy, infrastructure and service improvements that can be implemented in the short-term to facilitate the growth in transit.

#### **Prioritization Criteria**

The recommendations identify specific actions and study directions for the next phases of work as well as identify areas for land use and roadway improvements. The criteria for selecting 1<sup>st</sup> tier priority transit corridors and services was developed based on an assessment of the most viable corridors and services that should be examined in more detail during Phase II.

Specifically, the criteria for selecting routes and services for Phase II analysis were:

1. Those routes or enhancements that will address growing demand and increase ridership, such as expansion on existing routes and transit circulators that are needed in the region’s principle activity centers in order to gather and disperse transit patrons.
2. Those corridors where congestion is already high, levels of service at E or F and are projected to degrade over the next few years where expansion or increase in headways will increase ridership and decrease congestion.
3. A representative sample of routes by geography (servicing each of the Study Area communicates) and modal (priority bus, express bus and commuter/light rail option).

The 2<sup>nd</sup> tier priority was given to those routes and enhancements important to expanding the network, addressing ridership needs, and managing congestion for 2035 that can be evaluated overtime, ideally by a process involving the state, municipalities and some form or regional transit service entity.

The key corridors of concern were identified based on current travel patterns and demand/employment centers such as Portland, the Maine Mall, the University, Medical areas as well as potential future

employment/growth centers identified by the local and regional planners in each of the 4 communities, such as downtown Gorham and downtown Westbrook, Stroudwater Place, etc.

Corridors were expanded along key routes as shown in Figure 1.

- East-west connections (Routes 14, 19 and a combination of Routes 6 and 7) between Standish and Portland,
- Northwest to south east (Route 16) and
- Southwest to north east corridors (Routes 4 and 12).

### 1<sup>st</sup> Tier Priority Recommendations

There are three categories of routes selected as 1<sup>st</sup> tier priority based on their potential to increase transit ridership and meet demand:

- Improvement to decrease headways on existing fixed-route and express bus services;
- Decrease headways for 2 key activity center/connectors;
- Add new bus service and connections to ease congestion along 4 corridors.

In addition, the Phase II study will need to closely examine the following:

- Locations of stops
- Locations of parking and shelters,
- Roadway and intersections improvements to support headway assumptions , and
- Review the alignment for additional widening for dedicated right-of-way.

Finally, these corridors need to be examined carefully at the municipal level as priority locations for policy and land use changes necessary to support transit.

Figure 4 on the following page illustrates the 1<sup>st</sup> tier recommendations described in detail below. The areas in yellow areas indicated routes for which the alignment has not yet been determined and will need to be fully explored in Phase II.

#### *1<sup>st</sup> Tier Recommendation: Existing Fixed-Route and Express Bus Transit Service*

For existing bus transit services in the region, significant reductions in headways during peak hours was found to improve ridership. For this study, the following headways were tested:

- METRO - 10 minute headways on arterial streets and major collectors
- South Portland Bus Service - 10 minute headways on arterial streets and major collectors
- ShuttleBus (Tri-Town and InterCity) - 20 minute headways
- ZOOM - 20 minute headways

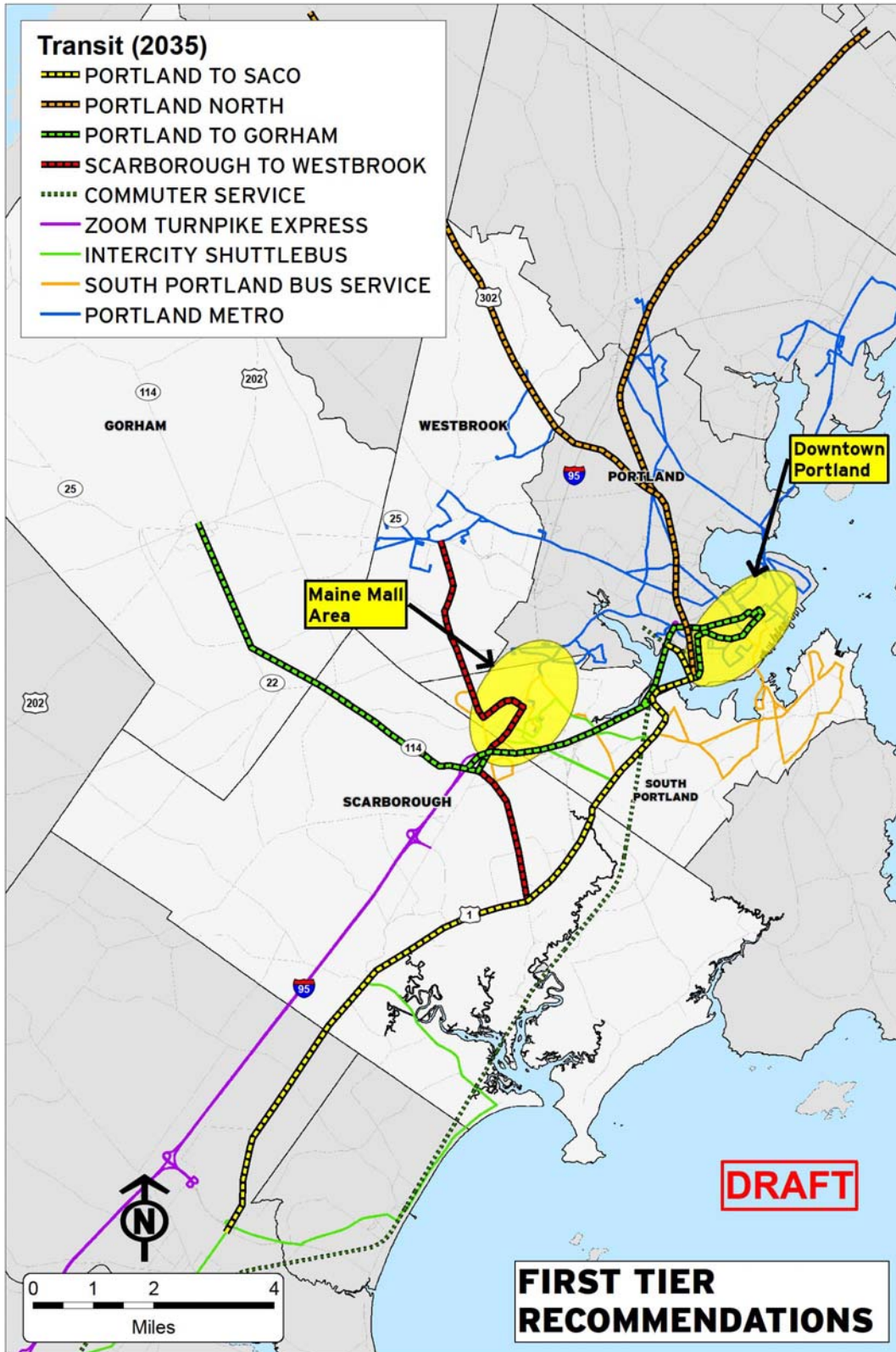
#### *1<sup>st</sup> Tier Recommendation: Activity Center People Mover or Circulator*

1. *Downtown Portland.* A frequent (10-minute headway) local bus or people mover service on the Portland Peninsula connecting the Portland Transportation Center, Bayside, Pulse, Old Port, and Commercial Street would enhance the coverage offered by existing and future radial bus and rail transit service to Downtown Portland. This downtown circulator could make use of existing and abandoned rail rights-of-way as well as public streets.
2. *Maine Mall Area.* A frequent (10-minute headway) local bus or people mover service in the Maine Mall area would significantly expand the coverage offered by existing and future transit services in this part of the region. The circulator service should connect key destinations such as Maine Mall, UNUM, Portland Jetport, Fairchild (Western Avenue corridor), Gannett Drive, Brick Hill, Clarks Pond, Payne Road commercial development (e.g., Scarborough Gallery), and Target.

#### *1<sup>st</sup> Tier Recommendation: New Bus Transit Services*

1. *Portland/South Portland/Scarborough/Saco Corridor.* Three possible approaches should be considered and pursued for the Portland-to-South Portland-to-Scarborough-to-Saco corridor:
  - Local bus service at 20-minute headways connecting Saco, Dunstan Corner, Oak Hill, Maine Medical Center (Scarborough), intersection of Turnpike Spur and Route 1, Cash Corner, and the Portland Transportation Center
  - ZOOM stop at the Exit 42 park-ride lot and increase service frequency to 20-minute headways
  - Commuter rail service at 30-minute headways along Amtrak corridor with stops in Saco, Old Orchard Beach, Scarborough, South Portland, and the Portland Transportation Center

# Full Transit Scenario 1<sup>st</sup> Tier Recommendations



The following are the recommended **Phase 2** tasks related to transit:

- Task 5. Phase II Transit Study on 1<sup>st</sup> Tier Transit Alternatives
    - Agency Responsible. MaineDOT and MTA to be jointly responsible for conducting regional transit study of 1<sup>st</sup> tier alternatives based on findings of Gorham Phase I Study.
    - Schedule. Phase II Transit Study is anticipated to take approximately 12 months. Study would begin in 2012 following identification of Phase II growth area designations by involved communities assuming availability of funding (Assumed 12 months following start of Task 1).
    - Cost. Estimated \$250,000 based on previous, similar studies and anticipated Study Area. Funding to be provided by MaineDOT and MTA. Final cost to be determined during scope development as part of Interim outreach process between Phase I conclusion and beginning of Phase II, and coordination with PACTS and FTA. Other Study funding sources to be investigated.
    - Scope. Detailed analysis of 1<sup>st</sup> Tier transit alternatives to develop more precise ridership forecasts, costs, and priority for implementation. Analysis to assume implementation of Urban and Rural land use pattern. Study scope will also consider tasks and outcomes from ongoing or recently completed PACTS transit efforts, such as Congress Street Bus Priority Corridor Study and Portland Peninsula Transit Study.
  - Task 6. Research of Transit Structures and Funding.
    - Agency Responsible. MaineDOT or PACTS to be lead agency (TBD prior to Phase II).
    - Schedule. Research Study would begin in 2012 and is anticipated to take approximately 6 months. Study would begin in following completion of Task 1 assuming availability of funding.
    - Cost. Estimated \$25,000. Funding to be provided by MaineDOT or possibly through FTA. Other Study funding sources to be investigated.
    - Scope. Research of existing or new transit authorities to see if they could enable better coordination of services between transit providers. Scope to also include evaluation and identification of other possible funding sources.
  - Task 7. Work with Communities to identify 1<sup>st</sup> Tier Transit Tax Increment Financing (TIF) districts to support Transit Oriented Development (TOD).
    - Agency Responsible. PACTS/GPCOG will be the agencies responsible for working with involved communities.
    - Schedule. Phase II Transit TIF district identification is anticipated to take approximately 12 months, beginning in 2013. Effort would begin in following completion of Task 5 identifying 1<sup>st</sup> Tier transit priorities assuming availability of funding.
    - Cost. Estimated \$50,000 of staff time at PACTS and GPCOG. Final cost to be determined following completion of Phase II Transit Study.
    - Scope. PACTS/GPCOG staff coordination and collaboration to identify possible locations and standards for transit TIF districts at TOD locations along proposed 1<sup>st</sup> Tier Transit system alternatives. Would include development of required technical information to support TIF districts.
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## **4B. Community technical assistance requests: Land Use**

The following is one of five identical 2012/13 UPWP proposals submitted to PACTS for implementing a major Phase 2 Gorham E-W recommendation.

Q: What is missing from this proposed Phase II Technical Assistance scope?

Q: How do we plan to expand this effort to the southern and northern communities and is there interest in doing this, or a modified version in those communities?

Gorham, Portland, Scarborough, South Portland, and Westbrook have all submitted this proposal, each for \$10,000 for a total regional effort of \$50,000 (includes typical 20% match)

### **PROPOSAL: PHASE II TECHNICAL ASSISTANCE FUNDING FOR GORHAM EAST-WEST CORRIDOR COMMUNITIES**

#### **INTRODUCTION**

The Town of Scarborough hereby submits this proposal to PACTS, in conjunction with the other communities in the Gorham East-West Corridor Study Area, for \$60,000 in 2011/2012 to provide funds to communities participating in the Phase II Action Plan for technical assistance to support the regional land use pattern as recommended in the Gorham Corridor Phase I Study.

#### **BACKGROUND**

The Gorham Corridor Phase I Study determined that transportation (both road and transit) solutions alone will not be sufficient to manage the traffic growth and congestion that will occur in this region. In order to support future growth and economic viability, municipalities must consider adapting a land use pattern that supports a more efficient way for residents to travel to jobs and services. Only in this way can the public investment in new transportation infrastructure be protected and maximized. This recommended land use pattern builds on recent land use changes already evolving in Gorham, Scarborough, South Portland, Westbrook, and other communities such as Standish, Windham and Portland.

#### **Benefits of the recommended Land Use pattern are:**

- Improved coordination of regional transportation and land use planning and implementation
- Potential reduction of municipal budgets (road maintenance, emergency services, school transportation, etc.)
- Reduction of through-trip congestion and roadway demand, which will improve municipal economic opportunity
- Improvement in residential quality of life and protection of homeowner value by focusing transportation demand on roadways designed to accommodate high volume of traffic and not on town-maintained residential roads
- Preservation of rural character by reducing amount of land consumed by development – more open and green space opportunities. This was indicated as a high value by study participants
- Extend the life of the region's transportation infrastructure

#### **TECHNICAL ASSISTANCE TASKS**

The following describes the technical assistance tasks that would be undertaken as part of this effort by our and each participating community.

1. Designate future growth areas and parameters where the majority of future residential and commercial growth can be directed. With streamlined permitting and appropriate amenities, these areas will be highly attractive to developers and give each municipality a competitive edge. Increasing density in these areas will also make these areas affordable and attractive to new residents, and from a transportation perspective, placing jobs and housing in closer proximity will reduce travel distance for many. This action will conversely deflect growth from other, more rural areas, and maintain

communities' rural character for a longer period of time. Task will be for communities to amend and update comprehensive plans to identify these future growth areas.

2. Zone and design these growth areas to include transportation choice by including a denser combination of combined residential and commercial development. This density will support and increase opportunities for transit service between major growth areas. It will also act to keep some level of vehicles off existing commuter arterials and town connector roads, as residents will naturally avail themselves of jobs and services closer to home. Task will include preparation and amendment of local zoning and ordinances to design to support recommended land use pattern.

3. Evaluate and develop fiscal tools, such as Transit-Oriented Development TIFs, to make development in the growth areas more attractive and generate municipal revenue that will help pay for transit, including operating expenses. Task will be for communities to evaluate plausibility of Transit TIF's to support identified growth areas.

4. Evaluate and Determine Feasibility and Mechanics of Regional Transfer of Development Rights program will be developed in conjunction with the communities. The program allows landowners in areas with lower-density zoning to sell a portion or all of their land's development rights to developers who are building projects in high-density growth areas. Task will be for communities to detail the feasibility and mechanics of a proposed TDR program or an appropriate variation of, including the types of standards, agreements, fiscal considerations, and actions that would be needed to put such a program in place.

5. Develop model ordinance provisions to aid communities in leveling the development playing field. This means that no municipality can develop community-specific incentives to attract development that would be destructive to the goals of the regional transportation system. Task will be to work with the participating communities to develop these model ordinance provisions.

#### **Cost**

The budget for work in each participating community would be \$10,000. Each community would provide a \$2,000 match for the \$8,000 in federal planning funds from PACTS.

October 26<sup>th</sup>, 2010 **Gorham East West Corridor Feasibility Study Public Meeting:**

<http://www.gorhamcorridor.org/files/1393498c6fa0211c1754f7d91974cc4a.pdf>

June 9<sup>th</sup>, 2010 **Evaluation of Transit Scenario:**

<http://www.gorhamcorridor.org/files/eecf5086ba81113719d4af98b319864d.pdf>

## **Agenda Item 5. UPWP 2012/13 PACTS Community Study Proposals**

We received 11 proposals and staff will have a preliminary ranking for you at the April Planning Committee meeting

See the attached PDF which includes the proposals.

## **Agenda Item 6: “Moving Greater Portland... towards a Transit Focused Region” March 24<sup>th</sup> & 25<sup>th</sup>**

The region-wide transit and land use visioning and education initiative got underway in early February. The group will have met twice by the joint meeting (meeting on Tues 3/1)

Last week an email went out to all elected officials including legislators, leaders, transit boards, economic development professionals, and developer about this effort to combine economic development, sustainable growth, with a transit strategy. The email included over 250 people. The broad public will be invited in a separate email.

The meetings will be Thursday March 24<sup>th</sup> in the evening from 5:30 – 8:30 at the Westbrook Middle School off of Stroudwater Street, and the following morning March 25<sup>th</sup> 8:30 to 11:30 in downtown Westbrook at the Disability RMS facility.

Please post this graphic where your councilors will see it and urge them to attend!

(Next page in color)

The PACTS Executive Committee presents



# Moving Greater Portland towards a transit-focused region

*a series of presentations and workshops for regional leaders to develop a vision for future transportation investments*

- **Create choices**
- **Save money**
- **Generate economic opportunity**
- **Build community**



**PROBLEMS:**

Traffic congestion • Increasing gas prices • Inadequate transportation funding

**GOALS:**

Livability • Quality of Life • Urban and Rural • Driving less • Economic resilience • Sustainable Community Development • Coordinated bus schedules and fares

**ONGOING INITIATIVES:**

Amtrak Downeaster extension • Lakes Region Bus • Portland North commuter rail/bus • Tri-Community Transportation Plan • Gorham East-West Corridor

**March 24th Evening\***  
Westbrook Middle School  
471 Stroudwater Street, Westbrook

**March 25th Morning\***  
Disability RMS  
One Riverfront Plaza, Westbrook

*\*Exact times TBA*

PACTS is the Portland Area Comprehensive Transportation System  
Contact Carl: [ceppich@gpcog.org](mailto:ceppich@gpcog.org)