

PACTS

Portland Area Comprehensive Transportation System

Planning Committee Meeting Notice

March 5, 2009
9:00 a.m. to 11:00 a.m.
GPCOG, 68 Marginal Way, Portland

Agenda

1. Call to order
2. Public Comments
3. Minutes of the February 5th meeting
4. Standish Model Town – Bruce Hyman
5. Updating *Destination Tomorrow*
 - Guiding Policies review
 - Transportation & Economic Development
 - Schedule
6. Discussion on UPWP Planning Projects Received
7. Update on the Transit-T.O.D. website effort underway
8. Next Meeting Date(s)
 - March 12th – Joint with TRANSIT Committee
 - April 2, 2009
 - April 14th, 2009 – JOINT with TECHNICAL Committee
9. Adjourn

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3. Minutes of February 5th Meeting

PACTS Planning Committee Minutes

February 5, 2009

9:00 a.m.

Members Present: Dan Bacon, Vice-Chair, Scarborough; Sara Devlin, MTA; Deb Fossum, Gorham; Tex Haeuser, South Portland; Alex Jaegerman, Portland; Molly Just, Westbrook; Robert Kahn, Policy Com. Appt.; Peggy Kilmer, Yarmouth; Mike Laberge, MaineDOT; Gary Lamb, Old Orchard Beach; Steve Linnell, GPCOG; Brooks More, Windham; Carla Nixon, Cumberland; Maureen O'Meara, Cape Elizabeth; Amanda Stearns, Falmouth.

Members Absent: Gary Guerette, South Portland; Peter Morelli, Saco; Greg Tansley, Chair, Biddeford; Tom Reinauer, SMRPC.

Staff and Guests: John Duncan, PACTS; Carl Eppich, PACTS; Judy Harris, Public Transportation; Sue McIntyre, GPCOG; Paul Niehoff, PACTS.

1. **Call to order.** Vice-Chair Dan Bacon called the meeting to order at 9:08 a.m. Introductions were made.
2. **Public Comments.** None
3. **Minutes of October 2nd, 2008 meeting.** *Mike Laberge moved approval of the October 2nd minutes, seconded by Molly Just. All were in favor.*
4. **Update on the land Use – Transportation – Transit effort, TOD Transit-Land Use Planning**
- Turnpike will start Gorham E-W in Feb and will use TPLUP

Carl Eppich provided an overview of staff's proposed work plan as described in the meeting packet. Carl noted that the meeting schedule shown at the bottom of page five reflected a preliminary idea of the meeting schedule. More updates will be provided. He noted that the Commuter Map reflecting places of employment would also be updated with the new census. *Questions and comments were welcomed and included the following:*

Robert Kahn supported setting goals, priorities and/or criteria for the work plan, at least as a recommendation, and that the group should also take action towards it. He asked whether we should be assessing where jobs are and where people are living, to set up transportation modes. Should we be encouraging growth? Should we encourage the Downeaster and rail and/or other operators going north or south? He said he would also favor inviting people from the Maine Med and other similar developing sites to the table.

Connie Garber thanked the group for comments supporting transit. The Transit Committee has worked hard to push that pursuit. They have gone through months of efforts with the Regional Coordination Study, have done fact-finding and have been working on customer service. She noted that things will be changing in land use patterns and that will have to be addressed. There is also a need to think in the spectrum of public transportation and not just large businesses. We need to meet certain density needs. She then spoke of travel service routes and noted that there are different opportunities to meet those needs in terms of those development areas.

Judy Harris said it would be critical to have information on extending community efforts with transportation demand

as we start to set up TDM plans. Regional TDM data is needed.

Tex Haeuser pointed out the need to have conversations with developers related to this effort. We could have a focus group with them.

Mike Laberge felt that this would be a good topic for a long range plan. One goal could be the use of transit oriented development and how we would want to do that. He would encourage goals that could be included in the Destination Tomorrow update.

Dan Bacon referred to the map and zoning and noted that in October the group had to identify areas that could have a density that could work for mass transit. This could mean different things for Portland vs. smaller towns such as Windham or Hollis. We could probably have another map that would correspond with ridership for transit.

Maureen O'Meara spoke of getting down to a more basic level and preventing strip development before putting land use in the plan. We could then start to fine tune the plan. It would be nice to put this in place beforehand.

5. Long Range Plan 2010 – Updating Destination Tomorrow –

The Long Range Plan, Destination Tomorrow, must be updated every four years. The last update took place in June of 2006. Therefore, we are required to update the Plan in 2010. This may appear daunting but staff feels this effort can be accomplished in about nine months. Staff has prepared a list of “thoughts” for the group’s consideration, as described on page eight and nine of the meeting packet. One recommendation suggests that a subcommittee be formed. It was also suggested that the group may want to consider taking a position on a toll component for I-295. Another issue to consider is the upcoming census and if the population “bumps” the region into a TMA. This latter topic generated discussion on the consequences and/or benefits of becoming a TMA. *Comments and questions:*

- Funding for transit operation items such as fuel, payroll, insurances, etc. would be lacking and small towns would not be able to absorb these costs.
- Urban and Rural funds such as 5307 and 5311 could be utilized. That allocation could be close to \$3 million and could be used for operating expenses. There are also funds for specific items such as CMAQ funds, JARC funds, and New Freedom funds. New Freedom funds can be used for personnel salaries of fixed route providers.
- John noted that a recent population forecasts suggested that the potential for the Portland region of becoming a TMA may not happen

Maureen O'Meara made reference to staff's “thoughts for consideration” listed at the bottom of page eight of the meeting packet regarding the Guiding Policies. She would support combining and/or eliminating some of the Guiding Policies and creating a short term list of five or six items. The rest of the guiding policies could be included in the long-range group. Carl will go through the first and second tiers along with the entire strategies and provide an update and suggestions on each of them. Mike agreed on paring down the guiding policies and felt it might also be a good idea to have annual report on those goals.

Robert K. spoke of getting our suggestions implemented. He recommended finding a way to “breakdown” the borders of town to town and to think regionally, to activate a regional approach at a town to town level. Molly supported the idea of bringing in two or three other MPOs to give us a presentation on their Plans. The Plans could then be analyzed for producing a more action-oriented document.

Connie G. spoke of having some incentives for developers in conjunction with traffic movement and fees. This might be a good opportunity to identify certain development. John D. noted that this may also be a good time to discuss what we all think a regional transportation plan should be about and what we'd like to use it for. Carl asked the group "what can the regional plan do to assist planners at the town level in conjunction with land use and funding"? This generated discussion on the topic of incentives. **Comments included:**

- Incentives in the Sensible Transportation Plan give "extra points" in some programs. PACTS could consider something similar.
- Most towns lack the time to do the research and analysis on the myriad of funding options and to digest in such a way to be able to bring it to town officials in a way for them to have a better understanding of the process. Providing examples would also be helpful.
- It would be beneficial if someone from PACTS along with the MaineDOT could explain the benefits of regional planning to smaller towns and explain how this group is working. There is a need for that kind of informational session. If towns knew that they could get a particular project funded there would be more support. There should be an educational component.
- Is there a need to talk about or raise the idea and/or work with groups such as chambers of commerce and/or the Metro Economic Coalition as links between economic development and transportation planning? There is a critical link between transportation and economic development.
- There should be people from every committee involved in the writing of a long range plan. If we had multiple perspectives it would help to get everyone onboard.
- Support was expressed for a regional economic development group.
- We also need to think about the towns that are outside of the geographic area, i.e. Hollis, Buxton, Brunswick, Bath, and Lewiston-Auburn.
- We could look at air and rail in our regional transportation plan in reference to intermodal connections.
- Interest was expressed in conducting some survey with major employers asking questions such as "what are your transportation needs?", and, "what do you foresee for transportation needs in the future?"

Steve L. pointed out that the GPCOG Executive Board and Executive Committee are working on a Sustainable Development Plan and are looking at considering a regional comprehensive plan for the COG region. This could include others as well, and would be voluntary. It would include economic development, transportation, and energy planning and fits well with what we have been discussing. There was consensus among the group to form a Plan Subcommittee and to include staff as well as a member from each of the PACTS Committees along with planners. Dan Bacon, Maureen O'Meara, and Mike Laberge volunteered to serve on the Plan Subcommittee. The Subcommittee will have their first meeting by late March or April and will focus on narrowing down the policies to a manageable level. In the meantime, Staff will work on the status report to help refine the list for the Subcommittee to work on.

6. Discussion on the Planning Committee scoring and ranking planning project proposals.

*John D. has recommended that the Planning Committee, rather than the Technical committee, work with staff on ranking **planning study** projects proposed by our members to be funded with FHWA funds. Staff recommends this change in order to increase the role of the Planning Committee in our work and to move us toward a greater focus on regional planning.*

The Planning Committee would start this process by April 2nd, 2009. The ranking criteria have already been sent out by email. There are two choices: (1) 15 or so study proposals would be submitted. Staff looks at them, scores them and then shares them with this group; (2) A few members of the Planning Committee would receive all 15 proposals and then rank them.

Connie G. spoke of the process used by the Transit Committee when submitting applications for STP funds. A short discussion followed. It was decided to go with the first choice. Staff will review the proposals and then rank them. Carl will post the proposals to the website and provide a website link to the group.

7. **Aerial Photo Flight Spring 2010--** Carl provided a brief history of past aerial flights over the PACTS region. The last large scale aerial flight of the PACTS region was flown in 2001. There is a “place hold” in the APWP for a 2010 flight. Carl pointed out that the cost per square mile for flights decreases as the total area flown over increases. A short discussion followed pertaining to the benefits for each respective town vs. cost and how the costs would be divided among the towns. Matti G. distributed a leaflet to the group where estimates had been based on previous large scale flying that had been done. Matti pointed out that it would have to be determined at the beginning which towns would be participating. The more agencies participate, the more the cost per town decreases. A question was asked whether there could be any Homeland Security funding that could be utilized for this project.

No answers are needed today. Matti is looking to see if there is enough interest at this level. He pointed out that there would not be any duplicating efforts and encouraged the group to email him or Carl about any requirements that each town would like to see in this effort.

8. **Status Report--** John D. provided a summary of the Status Report as presented in the meeting packet. The next TIP Process Committee meeting is scheduled for next Friday, February 13, 2009.

9. **Updates on Other Topics**

Among key items mentioned:

- The Governor has omitted state funding for the Doweaster operation in his FY 2010 budget. They are trying to extend the CMAQ funding and make it permanent. There is still some State funding and there is a gap of \$6 million. These funds could come under the next authorization from Amtrak.
- Reference was made to The Climate Planning and Review Act. Steve L. explained that Pingree’s Bill will include climate change and energy planning into planning components. The Title of the Bill has been submitted however, no text has been added yet.

An overview of the Transportation Studies was provided and John D. reminded the group that plans are due by February 20th, 2009.

10. **Next Meeting Date(s)**

- March 5, 2009
- April 2, 2009

11. **Adjourn**

Meeting adjourned at 10:40 a.m.

Agenda Item 4. Standish Model Town – Bruce Hyman, GrowSmart Maine

Bruce Hyman will be presenting his work with Standish and GrowSmart Maine's Model Town initiative. Instead of revising zoning and other policies directly from comprehensive plan in Standish, the effort uses visualization of choices embedded in a Vision Statement the community developed. The community then developed the visual choices as part of its comprehensive plan and subsequent Master Plan work in the potential "village-center", around the Route 25/35 intersection. The "best of" each are being worked into 3 Growth Concepts, similar to what was done for the scenarios for *Destination Tomorrow*. Keypad polling was used at the 2nd Public Workshop and was very well received by participants.

Agenda Item 5 – Long Range Plan 2010 – Updating *Destination Tomorrow*

It's been nearly 3 years since the adoption of *Destination Tomorrow* in June of 2006. PACTS is required to update its long-range plan every four years which means we are required to adopt an update in 2010. As many of you are aware, that means we will be getting to work on an update this spring.

Guiding Policies review

Last month it was suggested that we look at the 8 Guiding Policies and see if there are any opportunities to consolidate and shorten the list. The current list is as follows:

***Destination Tomorrow* Guiding Policies**

- 1. Maintain and preserve the existing transportation systems as the highest priority.**
- 2. Make roadway improvements at critical intersections a higher priority than roadway capacity improvements.**
- 3. Strategically expand the transportation system while continuing to meet current demands.**
- 4. Avoid building major new highways, to the extent possible, with a preference for adding capacity to existing streets first, where feasible and appropriate.**
- 5. Strengthen the link between transportation investments and land use policies, and decisions to preserve public investments and promote efficient land use patterns.**
- 6. Implement access management measures to preserve access to land uses, to preserve arterial roadway capacity and to promote safety.**
- 7. Enhance, maintain and, where appropriate, expand passenger transportation services to increase their accessibility and attractiveness to a larger number of people.**
- 8. Promote community and neighborhood livability and economic redevelopment as a goal of transportation investments.**

OPTIONS:

Staff suggests to you the following:

1. Eliminate 4. Avoid building major new highways, to the extent possible, with a preference for adding capacity to existing streets first, where feasible and appropriate.

Our current funding does not allow PACTS to take on such costly projects. This negating policy is not necessary, and quite possibly meaningless.

2. Combine somehow: LAND USE – TRANSPORTATION policies:

Combine **5 + 6:**

5. Strengthen the link between transportation investments and land use policies, and decisions to preserve public investments and promote efficient land use patterns.

+

6. Implement access management measures to preserve access to land uses, to preserve arterial roadway capacity and to promote safety

This one seems the most obvious. With your direction, Staff will draft a new policy, such as: “Strengthen the link between transportation investments and land use policies to promote efficient land use patterns to preserve public investments in transportation infrastructure.

The **access management**, **arterial roadway** and **safety** components can be infused somewhere else more appropriate.

3. Combine somehow: 1. EXISTING TRANSPORTATION SYSTEMS with 7. EXPAND PASSENGER TRANSPORTATION

1 Maintain and preserve the existing transportation systems as the highest priority.

7 Enhance, maintain and, where appropriate, expand passenger transportation services to increase their accessibility and attractiveness to a larger number of people.

Perhaps would result in:

“Maintain, preserve, and enhance the existing transportation systems, while expanding passenger transportation services and increasing their accessibility and attractiveness to a larger number of people as the highest priority.”

Suggestions?

This would result in **5 Guiding Policies**.

Should we look for more combinations?

Transportation & Economic Development

Destination Tomorrow Goals

1. Economic Development – Enhance regional prosperity through support for the economic vitality of existing business and for economic development opportunities encouraged by local and regional plans.

How might we use economic development and transportation as a guiding policy for growth in the region? The Greater Portland region is the economic engine of the state. How could PACTS help direct growth, as Portland Oregon did, by making a strategic decision to “shape regional growth by coordinating transportation investments wuith land use policies”? How do we think differently about transportation as “moving people” and “moving goods” while addressing the global climate change issues and enhancing quality of life – and quality of place?

Schedule

The Destination Tomorrow Update Committee will have its first meeting in April. Current volunteers include:

Dan Bacon, Scarborough
Maureen O’Meara, Cape Elizabeth
Molly Just, Westbrook

Tex Haeuser, South Portland
Robert Kahn
Connie Garber (Transit Committee, I think...?)

We still need a Technical Committee Rep and a Policy Committee reps.

Agenda Item 6 – Discussion on UPWP Planning Projects Received

PACTS received 13 new planning study proposals which staff will be ranking and presenting our ranking results to the Planning Committee in April.

We will be discussing these with the DOT on March 9th

| | <u>Proposer</u> | <u>Request</u> | <u>Function/Study</u> | <u>Category</u> |
|----|-----------------|-----------------|-----------------------------|--------------------|
| 1 | CBITD | \$50,000 | Multi-modal transit hub | B/P Transit Rail |
| 2 | GPCOG | \$36,000 | Signs/shelter implement | B/P Transit Rail |
| 3 | Portland | \$100,000 | Franklin Street feasibility | Corridor/Intersect |
| 4 | Portland | \$100,000 | Forest Avenue land use | Access Mgt + |
| 5 | Portland | \$50,000 | Congress St bus priority | B/P Transit Rail |
| 6 | Portland | \$20,000 | TDM ordinance implement | |
| 7 | Scarborough | \$40,000 | Oak Hill pedestrian plan | B/P Transit Rail |
| 8 | S. Portland | \$65,000 | Fixed Guideway | B/P Transit Rail |
| 9 | S. Portland | \$10,000 | Bridge ITS | Policy Other |
| 10 | Windham | \$53,600 | Parallel service road III | Corridor/Intersect |
| 11 | Windham | \$25,000 | Alternative funding study | Policy Other |
| 12 | Windham | \$50,000 | Comp transportation study | Policy Other |
| 13 | Yarmouth | <u>\$45,000</u> | Route 1 Phase III | Corridor/Intersect |

Total \$644,600

Funds available based on Table 2 calculations: \$135,459.

Any questions see separate UPWP Planning Proposals March2009.

Agenda Item 7 Update on the Transit-T.O.D. website effort underway

PACTS is under contract with Axon Marketing & Design to complete a transit-TOD education website by mid-April. Below are the task and strategy as defined for the consultant. If you have any suggestions, please let Carl know. This may be something the group spends a little time discussing:

Designers task:

Show Mainers the past, present, and future of transit and convey how we transition into the future with transit oriented development. Demonstrate in a visual way the favorable environmental impact of public transportation.

Creative Strategy:

1. Educate site visitors to the benefits of transit oriented development (general public, city, and state officials)
 - a. How TOD will benefit Maine's economy and environment, specifically talking about the public transportation system in Maine (less fossil fuel used, reduced greenhouse gas and carbon output).
 - b. How TODs work; the balance between adequate development/population density and the success of public transportation
2. Inform about transit in general (current transit options)
 - a. Answer citizen/consumer questions like
 - i. "Can I use public transportation?"
 - ii. "Does it work for me?"
 - iii. "Is it convenient?" "Does TOD make it more convenient?"
 - iv. "Does it really help the environment?"
 - v. "Will it save me money?"
3. Relay the importance of the TIF Bill (geared towards legislators as well as Mainers); how it works and how it could be applied in the State of Maine
 - a. How will TIF work as applied to TOD in Maine
 - b. Show citizen interest in developing adequate public transportation and reducing reliance on fossil fuel, reducing carbon footprint
 - c. Encourage a change in state law that will allow TOD TIF zones

The successful design must:

- Visually relay the change in transportation over time and the future of transit in Maine
- Inform about current transit opportunities
- Educate about TOD and TIF (on a consumer and legislative level)
- Consistent imagery and messaging throughout site
- Create overall awareness about transit and transit development
- Explain importance of passing TIF Bill to legislators