

# PACTS

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Portland Area Comprehensive Transportation Committee

## Planning Committee Meeting Notice

May 1, 2008

9:00 a.m.

PACTS, 68 Marginal Way, Portland

### Agenda

**1. Call to order**

**2. Minutes of January 3<sup>rd</sup> meeting**

**3. New Transportation Funding Opportunities Study**

Mark Eyerman and John Melrose will present their draft report (attached).

**4. Ranking of 2010/2011 Capital Improvement Proposals**

A. Staff will present their ranking (attached) of seven bicycle/pedestrian proposals. The next step is for the Planning Committee to submit recommendations to the Policy Committee for funding. Action today would be good, but action next month would be soon enough.

B. Staff will present their ranking of seven intersection proposals using both the Destination Tomorrow and the Roadway Formula scoring procedures. See attached memorandum for scoring and process details.

**5. Status Reports**

**6. Adjourn**

*Next Meeting: June 5<sup>th</sup> at 9:00 a.m.*

***The Metropolitan Planning Organization for the Portland Urbanized Area***

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## **Agenda Item 2: Minutes of January 3<sup>rd</sup> Meeting**

**Members Present:** Donna Larson, Chair, Freeport; Dawn Emerson, Yarmouth; Alex Jaegerman, Portland; Dan Bacon, Scarborough; Tex Haeuser, South Portland; Robert Kahn, Policy Committee Appointee; Mike Laberge, Maine DOT; Jonathan Labonte, MTA; Gary Lamb, Old Orchard Beach; Brooks Moore, Windham; Peter Morelli, Saco; Steve Linnell, GPCOG; Jon McNulty, Public Transportation; Carla Nixon, Cumberland; Tom Reinauer, SMRPC; Amanda Stearns, Falmouth; Greg Tansley, Vice-Chair, Biddeford.

**Members Absent:** Deb Fossum, Gorham; Gary Guerette, Policy Committee Appointee; Molly Just, Westbrook; Maureen O'Meara, Cape Elizabeth; John Perry, FHWA.

**Staff and Guests:** John Duncan, PACTS; Sue McIntyre, GPCOG; Paul Niehoff, PACTS.

1. **Call to Order.** Donna Larson, Chair called the meeting to order at 9:02 a.m.

2. **Minutes of November 1<sup>st</sup>, 2007 meeting**

*Alex Jaegerman moved for approval of the November 1<sup>st</sup> meeting minutes, seconded by Gary Lamb. Vote taken. All were in favor. Minutes were unanimously accepted.*

5. **PACTS Reorganization** – Taken out of order.

John Duncan summarized the recently held PACTS Process Retreats and noted that a major item discussed at the retreats included doing things more efficiently in respect to how projects are scored and how funds are dispersed. One recommendation pertained to the establishment of sub-regions and that they could be involved in some of the planning process. These groups would include planners, engineers and other municipal staff. The retreat group also felt the need for some type of umbrella organization. These items have not yet been worked out. There might still be a need for a "PACTS Planning Committee". It is a work in progress.

John directed the group to information on the white board in preparation for the next PACTS Transition Committee meeting scheduled to be held later in the day. In reference to items on the board, the Planning Committee discussed topics such as, "who are the sub-regions?" "what happens to towns on the borders of these regions?" "who is overseeing the whole region?", etc. It was noted that other concerns that had been expressed at the retreat included the frequency of meetings, (too many); the small amount of monies to divvy up among so many communities; and the belief among some town officials that PACTS is just a funding process.

The Planning group discussed the important role played by the Planning Committee and that in order to maintain any type of planning, there needs to be a regional planning committee. The group discussed whether they should move forward with all items on the agenda today. After further discussion it was decided to move forward with agenda item 3.

3. **New Funding for Transportation Improvements** (Taken out of order)

The Planning Committee has been tasked by the Policy Committee to research the potential to increase transportation funding through the use of impact fees. A draft memo to the Policy Committee on impact fees was presented to the group for review and feedback.

Discussion began as to why the search for new funding had been narrowed down solely to impact fees. It was felt that a more comprehensive package should be included besides impact fees.

***Among key items noted:***

- A study should assess the liability and usefulness of a variety of funding alternatives or get some sense of the scope or method of usefulness.
- What would a special assessment be for transportation funding in this region and how does it compare with other funding sources?
- Who is the report for? What is the product of the report?
- The report should be generating information for PACTS as a regional group to assist communities as well as provide information to member communities on what they might be able to do on their own or with partnerships with other communities.
- In respect to impact fees and the “leap frog” effect, how do we assist communities to get beyond barriers?
- The consultant’s report should provide a practical tool for the towns.

***Peter Morelli motioned to advise the staff to broaden the scope of the consultant’s study to include items such as special assessment districts; financing with MaineDOT, mitigation fees used in concert with municipalities, and other methods of the like to increase funding options. Discussion followed.*** It was noted that there should be more included in the scope pertaining to transit funding in addition to transportation funding. Maybe the scope of work should include the broader transportation improvement “basket” and the feasibility of these methods could be one of the key objectives of this method, rather than the simple toolbox. We need to show which tools and recommendations work and which tools are useful, applicable and clear next steps. It was agreed that the draft report was not ready to be passed on to the Policy Committee at the moment. Further discussion followed. It was noted that in the sense of transportation mobility vs. recreation, that we should improve our capacity for mobility and maybe decrease reliance on single occupancy vehicles. We have to create capacity for those cars but in the long-term we have to think of other methods for getting around. A working transportation model as an objective could also include the reduction of reliance on single occupancy vehicles and include items such as TDM, bikes/ped, and transit. It was noted, however, that we are still talking about traffic infrastructure. Other ideas mentioned were a park and ride facility and moving into that integration between highway and rail. The group agreed that they did not want to make the scope of work too big. Another discussion began in respect to impact fees. You could use the fees to supplement TDM or Park and Ride, or increase the frequency of bus service. Those would be eligible for using resources collected to create or offset the demand. It is about building roadway capacity and mitigating roadway capacity. It was noted that it might be getting too wide of a white paper and the group might want to consider dwindling it down to “bite size chunks”.

In regards to the implementing piece, it should be Maine-based with real language for a Maine town. It should reflect what is already in place here in Maine that has a barrier and that could be used in Maine. The consultant could identify a sample in Maine using sample language.

Jon McNulty pointed out that with respect to transit, there are already resources and studies that have been done that address some of these concerns like alternative funding. During a recent transit study, examples in our area were identified that could utilize other sources of funding, such as the Department of Human Services, and Medicaid. Another alternative funding source that will become available, is the shifting for funding for people who are mentally challenged, from a Maine funding source to Medicaid. These monies are becoming more coordinated and could be an asset for a fixed route system.

***Peter Morelli noted that he would like to add the following to his original motion: to include the incorporation of the many thoughts expressed, and that staff retain a consultant to work on an alternative funding report that includes impact fees, traffic***

*mitigation, TIFs, special assessment districts, and that it be done in the context of increasing mobility and in the region with local focus on methods that can be implemented in our region, and that we add, “should include and not be limited to” in the list of items.*

John noted that John Melrose might be a good choice for doing this work because he knows the toolbox and knows Maine. Peter added that SMRPC could also be considered with Julia Dawson doing the work.

The Planning Committee will review the detailed scope of work before it is sent out. Sending the scope to other MPOs was also considered. Discussion followed. It was agreed that a draft detailed scope of work would be sent out electronically to the group for review. Individual comments/input should be sent to John in a timely fashion to allow John to prepare the final scope. Staff is planning on getting the scope done by the end of next week. *Alex Jaegerman seconded Peter Morelli’s motion. Vote taken. All in favor. Motion passed.*

4. **Land Use Topics in the PACTS Regional Transit Coordination Study** (Taken out of order) In November, leaders from the region and the state held a “Regional Transit Summit” to review the Regional Transit Coordination Study’s recommendations and to sign a resolve to implement them. (A copy of the Study can be found at the PACTS website: [www.pactsplan.org](http://www.pactsplan.org) in the Resources/Links section).

Tom Reinauer distributed a handout to the group from the Executive Summary of the Report and provided an overview of the recommendations of the Study that relate to land use planning.

***Among items noted:***

- The third priority tries to incorporate the PACTS Transit Committee (PTC) into the land use process.
- The recommendations are set up to initially start as “baby steps” and develop into larger steps.
- The “Communication” aspect is the first step and begins by building trust.
- Communication allows for transit providers to have more knowledge on what some of the projects are in the region and allows them to be able to comment on them.
- The Transit Committee will provide copies of scopes to keep them in the loop as to what is going on.
- If a project is considered important and big, the process moves to the “Coordination” step.
- The PTC appointed designee would attend the scoping meetings and report back to the PTC.
- A long-term goal is to sit down with MaineDOT and discuss how the traffic movement permit can be changed to see how transit could be better. Examples included items such as bus turnarounds, park and ride lots, bus shelters, TDM, etc.
- Development is often done on transit routes that are not necessarily designed to be served by public transit. Looking ahead in the site review process could include land reserved for a bus shelter and/or bus stop, etc.
- It is good forethought to include transit related language in ordinances.
- Each transit region in the State have been told by the Federal Transit Administration and Department of Transportation to formulate a coordinated plan.
- Following the review of a development, the PTC staff would provide input for transit design, amenities, etc.
- Biddeford has an ordinance that includes mixed-use language. Greg will send it out to the group.
- The PACTS Transit Committee has a representative on each of the PACTS standing Committees to give input on transit in relation to the planning process.

Tom directed the group to the section pertaining to “Regional Impact Fees for Transit”. Tom and Steve are researching the prospect of some type of assessment and are studying the feasibility of some transit impact fees. Discussion followed. It was noted that things are changing and that MaineDOT will have to look at funding other modes of transportation. One item that may be looked at in the near future is the traffic movement permit process. There is some momentum in place with support to change that rule. It was agreed that Legislative changes are needed and perhaps PACTS should take a position on this topic. Mike Laberge will talk with Steve Landry and find out where public involvement can become a part of that process. Other funding sources to consider include links with the Department of Human Resources and transit funding through county grants.

Discussions returned to the topic of PACTS Reorganization and coordination between committees, notably between the PACTS Technical Committee and the PACTS Planning Committee. Concern was expressed that some town officials see this as a vehicle for funding only. The MPO is supposed to be a regional planning organization. It was pointed out that the “planning arm” of PACTS is the Planning Committee.

Another concern expressed included the topic of “sub-regionalization”. John explained the process of the proposed “sub-regional” groups which would send all suggestions to a regional planning and coordination committee. But, more recently, there have been tendency toward the smaller Policy Committee. There is agreement among the Transition team that a simpler process is needed. It was pointed out that we need to be careful not to have a redundancy of roles. The group also considered the idea of the Planning Committee merging with the Technical Committee. But, not everyone thought this was a good idea. There was consensus however, that having two planning groups would not be a good idea. Discussion followed on how to further refine the role of the Planning Committee. Further discussion followed on the topic of TMAs, smaller regions and Destination Tomorrow.

In respect to Destination Tomorrow, Mike Laberge noted that this is a road map that is supposed to dictate where you want to go as a region and how to get there. He said that there seems to be a disconnect. PACTS has to get back to following Destination Tomorrow.

Amanda pointed out that if there are no projects listed, scored and ranked, how do you use that Plan as a method to score proposed projects. In looking at the white board, she noted that the groups are very geographical from a funding perspective. She felt that there is a regional planning focus for PACTS that goes above and beyond funding. She sees this as an opportunity to sit and talk about the link for instance between transportation and land use. Planning has a valuable role and has a specific purpose for PACTS. The focus of planners is the future and what can be done later that we are not doing now. Donna encouraged everyone to discuss this topic with their respective managers. ***Greg Tansley made a motion that Donna Larson articulates to the PACTS Transition Committee what Amanda Stearns said, seconded by Tex Haeuser. Vote taken. All were in favor. Motion carried.***

## **6. Status Reports**

Robert Kahn thanked Nathan Poore who, along with the Falmouth Council, approved the resolution for support of funding to extend the Downeaster rail north to Brunswick, and he also wanted to thank Bill Shane, by council vote, to support the DownEaster funding to extend to Brunswick. The Brunswick Council supported the resolution unanimously.

The remainder of the report was accepted as recorded.

Jonathan Labonte announced the following:

- It is important for planners to look at the MaineDOT's draft noise policy. There are components that talk about land use along with the importance of land use planning at that level, in terms of noise, etc. There will be obligations of towns in regards to noise mitigation. Share your comments and feedback with MTA. (Copies available from MTA.)
- In regards to the turnpike widening through Portland, the MTA's goal is to have a scope and RFP ready in '08.
- Four towns have passed the same resolution asking the Maine Turnpike Authority to initiate a Portland-Gorham study. More information will be forthcoming during the first quarter of '08.

7. **Adjourn**

The meeting adjourned at 10:54 a.m.

### **Agenda Item 3 – New Funding for Transportation Improvements**

On Friday we sent members the draft 25-page report, *Alternative Local Funding Mechanisms for Transportation Improvements*. A copy is also attached with this meeting packet. As you read it please consider the following:

- We asked John Melrose and Mark Eyerman to limit their research and analysis to approaches that can be undertaken under current Maine law. While there are numerous efforts underway at various levels of government to review and potentially reform how we pay for transportation improvements, this effort focused on the currently available tools and techniques that do not require any changes in state law.
- We asked John and Mark to report on strategies for all modes of surface transportation. In that regard, Mark may have more to report on Thursday based on conversation with the Nelson-Nygaard consultant hired by PACTS and Portland to do the Portland Peninsula Transit Study.
- The search for new transportation funding opportunities is a nationwide exercise. In that regard you might be interested to read what the MPO in Burlington, Vermont is doing on this front. Tom Reinauer recently forwarded this link: <http://www.ccmpto.org/finance/>
- Mark and John have agreed to present their findings to the entire PACTS membership at our annual luncheon in June. We are working on a date for it.

The \$10,000 budget for this report is a relatively small amount. While the draft report is still a work in progress, the budget is almost spent.

## Agenda Item 4 – Ranking of 2010/2011 Capital Improvement Proposals

### A. Proposals for PACTS Bike/Ped Set Aside Funding

Seven project applications from five municipalities were submitted for consideration for the 2010/2011 work plan. The total monetary amount based on the estimates as submitted totals \$1,172,130. Six projects are infrastructure related and one (Portland's Tukey's Bridge) is for preliminary design. The anticipated Bicycle-Pedestrian set-aside dollar figure for new projects is \$385,000. A brief overview of the proposals follows on the next page.

The next step is for the Planning Committee to submit recommendations to the Policy Committee for funding. *Action today would be good, but action next month would be soon enough.*

| SCORING CRITERIA - AVERAGE OF PAUL'S & CARL'S SCORES |              |  |           |                      |                   |                    |             |         |        |                   |        |                     |                      |      |
|--|--------------|--|-----------|----------------------|-------------------|--------------------|-------------|---------|--------|-------------------|--------|---------------------|----------------------|------|
| ID   | Municipality | Location   | Cost Est. | Users (type, number) | Regional Benefits | Cost Effectiveness | Growth Area | Network | Safety | Main tain/improve | Expand | Land Use Connection | Livability/Redevelop | Sum  |
| 1  | OOB          | Saco Ave. Sidewalk and Bike Lane Enhancement       | \$186,980 | 2.5                  | 1.5               | 1.5                | 2.5         | 2.5     | 2.0    | 2.5               | 1.0    | 2.0                 | 2.5                  | 20.5 |
| 2  | Portland     | Trail Connect. I-295 Exit7 - Back Cove Trail       | \$78,000  | 2.5                  | 2.0               | 2.0                | 2.0         | 2.5     | 2.0    | 2.0               | 2.0    | 1.5                 | 1.5                  | 20.0 |
| 2  | Portland     | Tukey's Bridge: Improve Bike Ped Access            | \$40,000  | 3.0                  | 2.5               | 2.0                | 2.0         | 2.0     | 3.0    | 2.0               | 1.0    | 1.0                 | 1.5                  | 20.0 |
| 4  | Falmouth     | Falmouth Foreside Sidewalk                         | \$65,000  | 2.5                  | 1.5               | 2.0                | 1.5         | 1.0     | 2.5    | 1.5               | 1.5    | 2.5                 | 2.5                  | 19.0 |
| 5  | Portland     | Improved Trail & Transit Connections: I-295 Exit 5 | \$132,000 | 2.0                  | 2.5               | 1.5                | 1.0         | 2.0     | 2.0    | 1.0               | 2.0    | 1.5                 | 1.0                  | 16.5 |
| 6  | Freeport     | Concord Gully Trail Phase 1                        | \$98,150  | 1.5                  | 1.0               | 1.5                | 1.5         | 1.5     | 1.5    | 1.5               | 2.5    | 1.5                 | 1.5                  | 15.5 |
| 6  | Yarmouth     | Rte. 1 Bike/Ped Path" Complete Phase 1             | \$572,000 | 2.0                  | 1.5               | 0.5                | 1.0         | 1.5     | 2.5    | 1.5               | 1.5    | 1.5                 | 2.0                  | 15.5 |

Please note that our policy is to program a 25% contingency for all PACTS projects, except design work and STP Transit projects. The amounts above do not include the contingency.

Based on the \$385,000 available, on the scores above, on the 25% contingency policy and on an understanding that amounts shown below are the maximum PACTS contribution to these projects, PACTS Staff recommends funding the first three projects in the table above at:

- \$234,000 for the Old Orchard Beach project,
- \$98,000 for the Exit 7 trail, and
- \$40,000 for the Tukey's Bridge access study and preliminary design.

Please also note that in 2006 PACTS funded sidewalk projects for Main Street in Biddeford and for Saco Avenue in Old Orchard Beach. Unfortunately, in 2007 the Policy Committee deferred these two projects to 2010/2011, and capped the PACTS contribution to them at a

total of \$329,112. As such, our total Bike/Ped program for the upcoming 2010/2011 biennium is  $\$329,112 + \$385,000 = \$714,112$ .

A brief overview of the seven proposals follows in alphabetical order.

Falmouth- Foreside Road (Rte 88)/Underwood Park/Johnson Road/Town Landing Road: Construct a new sidewalk from a future parking lot at Underwood Park to Johnson Road, including a crosswalk from Johnson Road across Rte 88 to a landing area at Town Landing Road. The project will improve pedestrian access and safety to the Town Landing area. Anticipated cost: \$65,000.

Freeport- Gully Trail, phase I: An off road multi-use trail connecting an existing trail on Casco Street to Forest Street in the vicinity of the LL Bean facility. The project will connect existing facilities and improve non-motorized access. Anticipated cost: \$98,150.

Old Orchard Beach- Saco Avenue new and rehabilitated sidewalks and bike lanes: Rehabilitation and construction of new sidewalks and a bike lane on Saco Avenue (Rte 5) from Staples Street to Union Avenue, including ADA ramps. The project will improve access and safety for both bicyclists and pedestrians (including transit users) along the Rte 5 corridor. Anticipated cost: \$186,980.

Portland- Back Cove Trail/Peninsula Connection: A multi-use trail connection between Franklin Arterial/Marginal Way and the Back Cove Trail beneath I-295. The project will be a new connection from the Portland Peninsula to the Back Bay trail for bicyclists and pedestrians. Anticipated cost: \$78,000.

Portland- Study to improve bicycle access across Tukey's Bridge: Feasibility and preliminary design for bicycle improvements to both the north and south approaches to Tukey's Bridge for connections to the peninsula, Eastern Prom and Back Cove Trail. Anticipated cost: \$40,000.

Portland- Bicycle and pedestrian connections to the Portland Transportation Center: Construct multi-use trail from facility across the Fore River Parkway to Congress Street and construct sidewalk connection from the existing sidewalk on Sewall Street to the PTC facility. Anticipated cost: \$132,000.

Yarmouth- Rte 1 multi-use trail construction: Construction (extension) of multi-use trail from the existing Beth Condon Memorial Pathway near Forest Falls Drive, over, along and across East Main Street to connect to existing trail at the East Main Street ramp. Project includes a retaining wall along Rte 1. Anticipated cost: \$572,000.

**B. Proposals for PACTS Intersection Set Aside Funding**

The purpose today is to offer recommendations to the Technical and Policy Committees for action on May 15<sup>th</sup> regarding the development of a “short list” of proposals – in preparation for a final list of projects to be decided this fall by the Policy Committee. Next Tuesday the Technical Committee will develop a short list recommendation for the Policy Committee.

The *Destination Tomorrow* scores below account for up to 20 of the 100 possible points that a proposal can get. The Road Formula points account for the balance. Paul and Carl scored the proposals using the same approach as in 2004 and 2006.

Seven intersection project applications from four municipalities were submitted for consideration. The total monetary amount based on the estimates as submitted totals \$7,813,500. The conservative anticipated intersection set-aside amount is \$500,000, with the possibility of a final total allocation of \$1,500,000.

Below are the composite ranking of the proposals for the *Destination Tomorrow* (20%) component. Staff is still working on the Roadway Formula scores. At your meeting the staff will present their ranking of the proposals using both the *Destination Tomorrow* and the Roadway Formula scoring procedures. *Given that the Roadway Formula scores account for 80% of the scoring, it is likely that the rankings in the chart below will change after the addition of points from the second formula.*

| SCORING CRITERIA - AVERAGE OF CARL'S AND PAUL'S SCORES |              |   |                         |          |           |        |       |          |          |           |            |             |       |
|--|--------------|---|-------------------------|----------|-----------|--------|-------|----------|----------|-----------|------------|-------------|-------|
| ID   | Municipality | Location  | Cost Est.               | Maintain | Intersect | Expand | Avoid | Trans-LU | Acc-Conn | Passenger | Comm-Neigh | Econ Center | Total |
| 1  | Westbrook    | Spring St & Main St.  | \$275,000               | 2.5      | 1.0       | 0.0    | 0.0   | 1.0      | 1.0      | 0.5       | 2.0        | 1.0         | 14.5  |
| 2  | Westbrook    | Cumberland Mills Triangle Signalization<br>Route 1, Broadturn Rd, Pine Pt Rd (Rte. 9),<br>Payne Rd and Harlow St. | \$1,300,000             | 2.0      | 2.0       | 0.0    | 1.5   | 0.5      | 1.0      | 1.5       | 2.0        | 0.0         | 13.5  |
| 3  | Scarborough  | Forest Avenue and Riverton School<br>Driveway/Newton St   | \$4,207,000             | 1.0      | 2.0       | 0.5    | 0.5   | 0.0      | 0.0      | 1.5       | 1.5        | 0.0         | 13.0  |
| 4  | Portland     | Payne Rd. and Mussey<br>Intersection of Saco Ave (Route 5)/Emerson Mill<br>and Union Street                       | \$93,500<br>\$1,688,000 | 2.0      | 3.0       | 1.0    | 1.5   | 2.5      | 0.0      | 0.0       | 1.5        | 1.5         | 10.5  |
| 5  | Scarborough  | Payne Rd. and Mussey<br>Intersection of Saco Ave (Route 5)/Emerson Mill<br>and Union Street                       | \$232,000               | 2.0      | 1.5       | 1.0    | 2.0   | 0.0      | 1.0      | 0.0       | 1.0        | 0.5         | 9.0   |
| 6  | OOB          | Forest Ave at Marginal Way/State St./Kennebec<br>St.  | \$210,000               | 3.0      | 3.0       | 1.5    | 2.0   | 1.0      | 0.5      | 2.0       | 0.5        | 0.0         | 9.0   |
| 7  | Portland     | Forest Ave at Marginal Way/State St./Kennebec<br>St.  | \$40,000                | 2.0      | 2.0       | 1.5    | 0.5   | 1.5      | 2.0      | 1.5       | 2.0        | 1.5         | 7.0   |

Here are summaries of the seven intersection proposals. Please note that the cost numbers listed below could change significantly after Enhanced Project Scoping this summer, and that we need to add a 25% contingency to each.

Old Orchard Beach- Intersection of Saco Avenue (Route 5)/Emerson Mill and Union Street: Replace and upgrade obsolete signal equipment, move signal head to attain

proper setback from the stop line, upgrade cross-walks to meet ADA standards, fix dip in East Emerson Boulevard pavement. Anticipated cost: \$210,000.

Portland- Forest Avenue and Riverton School Driveway/Newton Street: Design and construct a full actuated traffic signal including pedestrian signals, video detection and firehouse pre-emption. Anticipated Cost: \$93,000.

Portland- Forest Ave at Marginal Way/State Street/Kennebec Street: Reconfigure throat of Kennebec St; provide simpler and shorter crosswalk for pedestrians; Remove abandoned railroad tracks and reconstruct section of Forest Ave to provide a stable riding surface. Anticipated Cost: \$40,000.

Scarborough- Route 1, Broadturn Road, Pine Pt Road (Rte. 9), Payne Road and Harlow Street: Relocate Payne Road 250 ft north; Remove signal at Payne & Harlow, limit Harlow to right-turn only; Add 3rd approach lane for left-turn only to Pine Point Road; New raised island on Rte 1 between Broadturn and relocated Payne Road; major pedestrian improvements including upgraded signals and signs. Anticipated Cost: \$4,207,000.

Scarborough- Payne Road and Mussey Road: Relocate Mussey Road approach to opposite Ashley Dr. at or near 90 degrees. New intersection will be signalized, interconnected and coordinated with the Maine Mall traffic signal system. Anticipated Cost: \$1,688,000.

Westbrook- Cumberland Mills Triangle Signalization: Reconfigure one-way circulation to two-way, install 4 new signalized intersections in triangle and re-designate turn lanes. Reconfigure Forest Street intersection and upgrade signal. Anticipated Cost: \$1,300,000.

Westbrook- Spring St & Main Street: Upgrade signals and coordinate. Install modern pedestrian crossing indicators and ADA ramps. Close right-of-way at Post Office & widen main entrance to allow 2-way traffic. Install speed humps in library parking lot. Anticipated Cost: \$275,000.

## **Agenda Item 5 – Status Reports**

There are now 17 vans in the GO Maine statewide vanpool fleet. A year ago there were 8. See GPCOG's Carey Kish for more information.

GPCOG has prepared DVD's of Charlie Stephens's excellent presentation, *Toward a Sustainable Energy Future*. See Steve Linnell for more information.

See report from GPCOG on the final page of this report.

## Maine Medical Center (MMC) TDM Plan

As a condition of approval for their recent expansion at the Bramhall (main) Campus in Portland, MMC was required by the City of Portland to complete a travel/transportation demand management (TDM) plan. A *Draft First Year* TDM plan has been approved with the goal of reducing single occupancy vehicle (SOV) trips with specific strategies such as ridesharing, using transit, bicycling and walking. MMC employs close to 4,500 people at the main hospital alone. The purpose of this first year plan is to implement an initial (year one) plan with the understanding that it will need to be updated based on the findings of the ongoing initiatives mentioned in this initial TDM plan. Revisions will take place in future years as methods and practices are refined and additional information, such as employee surveys, the Peninsula Transit Study, and the METRO Bus Route Study become available. The first year plan includes provisions to appoint a transportation coordinator at MMC, implementation of a rideshare program with preferential parking for participating employees, and incentives to use public transportation, and other initiatives.

## Planning Committee June 5<sup>th</sup> Draft Agenda

- Elect new officers for the coming two years
- Elect (if necessary) a representative to serve on the Executive Committee
- Elect representative to serve on the Policy Committee for the coming two years
- More work on the Eyerman/Melrose study

## The Transit Committee recently:

- Continued coordination and oversight of activities to implement the *2007 PACTS Regional Transit Coordination Study*
- Heard presentation on recent Park & Ride Lot Study
- Proposed how to program \$2 million in FTA 5307 funds, and \$800,000 in PACTS “STP Transit Set Aside” funds

## The Technical Committee recently heard presentations on:

- MaineDOT pavement specifications
- PACTS Collector Road Assessment Study scope
- MaineDOT’s Falling Weight Deflectometer
- FHWA project development standards and procedures

## The Policy Committee recently:

- Set September target for adoption of list of High Priority Projects, and decided to hold three more public forums in May and June
- Finished the PACTS process review with the creation of the new Executive Committee
- Met with MaineDOT Commissioner Cole

### The Legislature recently:

- Funded a bill to support a \$31 million refurbishing of rail tracks from Portland to Brunswick
- Funded \$160 million over four years for bridge improvements
- Funded \$50 million over five years for highway reconstruction

### Do a \$40,000 High Priority Projects Survey?

- We might do a regional mail-back survey of citizens' opinions of our ten "HPP" candidate proposals. See Carl Eppich for details.

### Quality Community Program

The MaineDOT has announced this. Applications are due June 6<sup>th</sup>. See staff for more information.

### Noteworthy Transportation Studies Underway, About to Start or Proposed

- MaineDOT's I-295 Corridor Study
- MaineDOT's "Small Starts" passenger rail study
- MaineDOT et al review of Traffic Movement Permit process
- Turnpike Widening Alternatives Analysis
- Turnpike Authority's Toll Equity Policy Study
- Turnpike Authority's Gorham Connector Study
- PACTS New Transportation Funds Opportunities Study
- PACTS Portland Peninsula Transit Study
- PACTS Collector Roads Assessment Study
- PACTS Regional Signal Coordination Study
- PACTS Franklin Arterial Corridor Study
- PACTS Portland Peninsula Wayfinding Study
- PACTS Falmouth Infrastructure/Transportation Plan
- PACTS Yarmouth Route One Study (Phase II)
- PACTS Cape Elizabeth Shore Road Pathway Study
- Forest Avenue Transit Oriented Development Study (EPA \$?)

### GO Maine Program

- 17 Vans in service, 3 new lift-equipped – future ADA outreach
- Commute Another Way Week is 12-16 May 2008
- Extensive employer outreach, Mid Coast, Maine Med, LL Bean, Loring

### Economic Development and CDBG

- CEDS Committee met April 16,
- Sebago elderly and disabled special needs survey CDBG
- Brownfields funding application
- Westbrook Biotechnology Cluster project
- Parson Smith Farm Incubator
- Yarmouth Economic Impact Study focused on the Waterfront

### Kids and Transportation Program

- Transition to new joint program with SMRPC funded by MaineDOT and MTA
- With GO Maine launched new “bikes on bus” video on U-Tube.
- Explore Maine Map of statewide bus, rail, ferry, airline systems

### Land Use Planning

- Technical assistance to municipalities
- Portland Zoning Revisions
- Chebeague Island assistance
- West Bath Zoning Map

### Maine Clean Communities Program

- CNG paper for METRO
- Hydrogen Energy Center project
- Bio-Diesel collaboration with towns
- Cape Elizabeth Alternative Energy Committee

### Regional Corridor Coalitions

- Lakes Region Transit Service – presented to 7 out of 12 towns, soliciting for local matching funds totaling \$50,000. Total projected annual operating cost is \$172,400.
- Small Starts Rail Planning Study started by MaineDOT to demonstrate feasibility of rail service north of Portland – 18 month study.
- Exit 63 Master Plan – revised scope of work with MaineDOT and MTA
- Route 113 Corridor Study – Scenic Bypass Status

### Safe Kids Maine Program

- New PTE Coordinator Staci Fortunato started in March
- Child Passenger Safety training, events and workshops
- Funded by BHS, State Farm Insurance, DHHS and Safe Kids Worldwide

### Special Projects

- Starting Two Evacuation Planning efforts with Cumberland County EMA
- Portland Traffic Calming Study
- GPCOG Economic Development Forum Series on Sustainability

### Transit Planning for PACTS

- Portland Peninsula Transit Study is underway
- Started Regional Map and Timetable
- Scored \$800,000 in new transit capital projects to include AVL, SPBS Garage, regional signage and shelter program, 2 new RTP buses.
- AVL Pilot Program planning
- TIDS Screen Ocean Gateway

See report from GPCOG on the next page of this report

# GPCOG Planning and Programs Status Report

May 2008 – David Willauer Planning Director

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