

PACTS

Portland Area Comprehensive Transportation System

**PACTS
Transit Committee
Meeting Notice
Thursday, February 12, 2009, 9:30 a.m.
Saco City Hall**

Agenda

- 1. Call to order**
- 2. Approval of Minutes from the last meeting (attached)**
- 3. Status Reports (attached) – 30 min.**
- 4. Review Timeline/Work Plan (attached) – 5 min.**
- 5. Unified Planning Work Program (UPWP) – 30 min.**
- 6. PACTS Transit Study Implementation Status Reports – 30 min.**
 - a. Regional Map and Timetable**
 - b. Regional Route Study**
 - c. Transit Planning in Comprehensive Planning Process**
 - d. Regional Pass System**
 - e. Other – in order of priority**
- 7. Information Sharing/Round Table Discussion/Check-In/What's Up**
- 8. Other Business**
- 9. Next Meeting Date and Agenda (March 12th @ 9:30 a.m., at GPCOG)**
- 10. Adjourn**

Attachments: January 8 PTC minutes, Status Reports, Timeline/Work Plan

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PACTS Transit Committee Minutes
January 8, 2009
10:30 a.m. at GPCOG

Members Present: Ed Clifford, ShuttleBus/ZOOM, Chair; Chuck Baker, RTP; Jack DeBerandinis, RTP; Catherine Debo, CBITD; Sara Devlin, MTA; Connie Garber, YCCAC; Tom Gorrill, Policy Com. Appt.; Peggy Killmer, Planning Com. Appt.; Tom Meyers, SPBS; Patricia Quinn, NNEPRA; David Redlefsen, METRO

Members Absent: Sara Behr, MaineDOT; John Bubier, Biddeford

Staff and Guests: Maddy Adams; GPCOG; Neal Allen, GPCOG; Susan Davis, MNGRR; Tony Donovan; John Duncan, PACTS; Carl Eppich, PACTS; Art Handman; Judy Harris, Portland; Steve Linnell, GPCOG; Tom Reinauer, SMRPC; Robert Wagner

1. **Call to Order.** Ed Clifford called the meeting to order at 10:35. Introductions were made.
2. **Approval of Minutes from December 11, 2008.** *Tom Meyers made a motion to approve the minutes of the December 11 meeting. Connie Garber seconded the motion and all were in favor.*
3. **Status Reports.**
 - There will be an Executive Committee meeting on Tuesday.
 - The TIP Committee will be meeting tomorrow.
 - Veteran's Bridge stakeholder meeting is scheduled for 2:00 on January 15th. This is the first formal stakeholder meeting.
 - PACTS will be soliciting study proposals from members next week. Catherine asked if there would be any value to a study that would identify areas where transit TIFs would be useful for transit systems. Tom M. responded that the planners are already looking into that. Each community will have to look at it on an individual basis. There was further discussion about this. Carl suggested that the update of *Destination Tomorrow* perhaps should include regional TOD/TDM, etc. We could work on it that way using a consultant versus doing a study. Tom M. suggested that if we wanted to do it in a thoughtful way, then there should be a task related to this issue in the UPWP. Connie asked that a list of studies that have been completed as well as what will be included with the *Destination Tomorrow* update be included when sending out information about the UPWP.
 - NNEPRA needs a PACTS blessing on a \$2,000,000 TIP amendment. MaineDOT and PACTS both need to amend their federal documents. Patricia explained that instead of using the money for operations, it would be used for capital expenses. *A motion was made by Catherine Debo that the Transit Committee recommends to the Executive Committee that the NNEPRA FY 2009 CMAQ grant request for \$2,100,095 be used for capital versus operating. The motion was seconded by Connie Garber, and all were in favor of the motion.*
 - Update on stimulus. Catherine stated that the HPP projects should have a prominent place in any kind of list that goes in for stimulus money. Municipalities also had interest in getting some local road projects on the list as well because those projects could be project ready. Carl reported that there were three representatives from the Senators offices at a recent Policy Committee meeting and they didn't have a lot of information about how the stimulus money was going to be processed. It is a work in progress; nothing is definitive. PACTS has a prioritized list already prepared.
 - The long wait to get buses was brought up. Tom Meyers and Connie Garber recently met with Greg Nadeau, Kat Fuller the MaineDOT purchasing person to discuss the issue of the long lead time for vehicle procurement. It was a very good discussion. They have some draft information that is being circulated. John D. mentioned that at the Executive Committee meeting there was discussion about the slow vehicle procurement process but it sounds like this meeting that was recently held with

MaineDOT was a good meeting and it might be detrimental for others to contact Dennis Damon. Tom M. said that Phil Nadeau in Lewiston is working on a similar letter about improving the vehicle procurement process. Greg Nadeau and the purchasing agent were all on the same page to get the process fixed. There are opportunities for improvement. However, there won't be a spec ready in February. Peggy Duvall will be at the next MTA meeting to discuss how we can be poised for economic stimulus money. We may not have to piggyback on state MaineDOT funds. The Bureau of Purchase in Maine and in New Hampshire might be able to work together to purchase vehicles.

- There was discussion about the economic stimulus money "list". PACTS submitted a list as did MaineDOT and many people have submitted lists to their legislators as well. There are different levels of vetting that the lists have to go through. There probably won't even be a list – the money will probably go to MaineDOT and they will assign so much money to each MPO or something to that effect. The idea is for the money to be spent as quickly and effectively as possible.
- Sue Moreau is now in charge of the Portland North project under Small Starts. Tracy Perez is no longer at MaineDOT.

4. Review Timeline. No changes.

5. Allocation Formula for Section 5307 and STIC Funds. A handout was distributed showing performance measure breakdowns of 10% on mileage and 90% on boardings for the demand/response routes. There is a major difference in what is a goal for a demand response service versus a fixed route service. *Connie made a motion that for the current allocation we stay with the current formula but in the coming months we set aside some time to talk about the performance measures we are using for allocation purposes. Tom M. seconded the motion and all were in favor.* The formula has already been approved so it doesn't have to go to the Policy Committee until the numbers get plugged in.

6. PACTS Transit Study Implementation Status Reports.

- a. Regional Map and Timetable. Tom M. recently attended the League of Young Voters meeting to learn about Google Transit and said it was a good meeting. It was a great education opportunity. Steve added that it was a sales pitch that was shown but it was pretty impressive; it looked like something that would be very beneficial. It is not real time. Trip planning was one of the things it could do. This is within the scope of what we are looking at. It would involve integrating all of the information into one place and keeping the information up to date – you essentially buy a systems manager. He would be using GIS information and the schedules from the providers. The vendor said the system could be up in two weeks; it would cost \$4,000 a year to maintain. For what it could do, it seemed like it was a very reasonable price. We will go out to bid and sift through the process. Tom M. reminded the group that we need to keep all of our customers in mind – low tech to high tech. Google Transit is for the most technologically savvy, CometTracker is another market and then there is a hard copy version of a map. We need to talk about how they would interface. Tom G. suggested trying a pilot program. Steve or Ed will have a discussion with Sue Moreau to see if Google Transit could be done as a pilot program without having to go out to RFP.
- b. Regional Route Study. A hard copy of the draft peninsula transit study has been distributed to the committee members. The regional route study was contingent on completion of that study.
- c. Transit Planning in Comprehensive Planning Process. We have been working with the Planning Committee on this and it has been going very well.
- d. Regional Pass System. The next meeting of this group is scheduled for January 16th.
- e. Other. Ed would like to see a status report on projects at the next meeting.

7. Information Sharing.

- i. Susan D. – Ocean Properties is on board for the pier project – rail and ferry will be part of the plan. The Narrow Gauge Railroad had 12,000 passengers on the Polar Express.
- ii. Regarding rail at OcéanGate, Carl noted that there hasn't been a feasibility study to determine where the rail station should be. Robert W. suggested using federal money help bus and rail vehicle manufacturers to expand into auto plants that have shut down to employ people who have lost their jobs.
- iii. Catherine – budget time – a grim time.
- iv. Tom M. - this will be an interesting budget year.
- v. Steve L. – Clean Cities grant solicitations are out. The due date is February 27 but we would need to get it in before that time.
- vi. The six-year plan is now available for comment.
- vii. Connie G. – enormous headache with human service money during this budget year. They are moving ahead with a bid for hybrid buses – diesel electric.
- viii. Chuck – Maine Care bus pass has grown. They are pleased with the distribution of the passes; the outreach has been great.
- ix. Connie G. – Maine Care regulations for transit are currently being reviewed.
- x. Jack – they are focusing on training and they are developing training manuals -- also focusing on technology. They've upgraded their two-way radio system. They are installing a CometTracker system.
- xi. Ed – they may have to curtail some of their routes. ZOOM will be having a public hearing on a fare increase.

8. Other Business. None.

9. Next Meeting Date and Agenda. The next meeting was scheduled for February 12 at 9:30 in Saco.

10. Adjourn. *Connie made a motion to adjourn at 12:30 p.m., seconded by Catherine. All were in favor.*

Agenda Item #3

Status Reports

PACTS Committee Updates:

- Executive Committee
 - Approved NNEPRA TIP Amendment
- TIP Process Committee
 - Established a committee work plan
 - Discussed staff recommendation to change our Set Asides Policy percentages
 - Economic stimulus update
- Technical Committee
 - Discussed staff recommendation to TIP Process Committee to change our Set Asides Policy percentages

- Economic stimulus update
- Planning Committee
 - Update on the Land Use – Transportation – Transit planning effort
 - Preparations are being made for updating *Destination Tomorrow* the Long Range Plan in 2010
 - Discussed procedure for scoring proposals for UPWP
 - Discussed possible Aerial Photo Flight for Spring or Fall of 2010

Planning Committee Priorities for the coming year. (Carl)

- Review progress to implement our *Destination Tomorrow* Plan (2006).
 - Organize an update of *Destination Tomorrow* in 2010, as required by our federal partners. **Transit as the organizing theme? “Transit-izing Corridors” [for sustainable economic development -- Climate Change]???**
 - Coordination of land use and transportation.
 - Corridor zoning consistency.
 - Land use and transit.
 - Parking requirements (vehicle and bicycle)
 - Transportation funding: Pursue certain aspects of the Eyerman/Melrose report.
 - Participate in a discussion of PACTS sticking with our existing policy of funding a wide variety of projects throughout the region – rather than funding a very small number of projects that are determined to be very “regionally significant”.
 - Participate, and/or get briefed on, some of the major regional studies listed at the end of this meeting packet.
 - Get briefed on the MaineDOT’s current review of the Traffic Movement Permit process.
1. The Turnpike Authority is going to kickoff in February a major **Gorham East-West Corridor Study**. See **Transportation Studies** below
 2. **The Governor has omitted state funding for the Downeaster** operation in his FY 2010 budget.
 3. Six councils, three transit system boards and the Board of the Portland Regional Chamber have endorsed our **High Priority Project** three final candidates. Next steps are:
 - Scarborough Council action Wednesday 2/4 night.
 - John will present to the Portland City Council on February 16th.
 - Action by RTP Board, YCCAC Board and NNEPRA Board soon?
 - Action by Councils in Biddeford, Gorham, Windham, Old Orchard Beach, Cape Elizabeth, Westbrook and Cumberland soon?
 - *Policy Committee adoption of final list this spring for submission to our Congressional Delegation and MaineDOT.*

4. Recent and upcoming staff meetings:

- On Tuesday February 2nd, John, Carl and Steve met with Steve Hinchman of the Conservation Law Foundation and Alison Vogt of the Bike Coalition of Maine regarding an LD entitled **The Climate and Energy Planning Act**.
- Carl at the Legislature with Tex Haeuser regarding the **TOD TIF legislation**.
- Carl, Paul and MaineDOT staff hosted a workshop in the fast track planning of the reconstruction of the **Veterans Bridge** with a large stakeholders group.
- **Quarterly meeting in Augusta** with MaineDOT and the all the MPO's, including transit planners.
- With Turnpike, HNTB, MaineDOT and Kevin Hooper regarding **enhancements to the PACTS model**.
- Carl and Steve with FHWA, MaineDOT, EPA, DEP, ATRC and KACTS regarding quarterly meeting of Maine's Air Quality Conformity Group. They discussed their **recent scoring of CMAQ proposals**.
- John with Neal Allen and the Cumberland County Managers regarding TABOR II and the **excise tax cut referendum**.
- Paul and John with Tom Hall and his staff and Bill Bray regarding **Dunstan Corner**.
- John with **Judy Harris** regarding RTP METRO and other topics.
- Carl and John with Mike Bobinsky and others regarding our **regional traffic signals study**.

Transportation Studies Completed, Underway, About to Start or Proposed

- **PACTS Portland Peninsula Wayfinding Study -COMPLETED**
See report here: <http://www.portlandmaine.gov/planning/wayfindingreport.pdf>
- **PACTS Regional Traffic Management System (signal Coordination/optimization) --
CONTRACT SIGNED**

PACTS wishes to optimize the current roadway network through traffic signal management and provide direct access to and be able to manage the traffic signals in the PACTS region. PACTS goals for implementation of a Regional Traffic Management System are improved mobility and capacity along major corridors throughout Greater Portland

- **Tri-Community – Biddeford, Saco OOB) Transportation Plan – JUST BEGINNING**
Gorrill-Palmer is leading a team that will provide services for the development of a regional "Tri-Community" Transportation Plan for the communities of Saco, Biddeford, and Old Orchard Beach. This plan will be a regional plan which will take into account current land use patterns and the transportation network, determine what changes to land use and the transportation system are required to sustain and enhance the viability of the communities, and come up with an action strategy, including funding mechanisms, to ensure that the Plan can be implemented. All of this work will be completed with the participation of the Public; as such a broad-based Plan cannot succeed without their support.

- Maine Turnpike Authority’s Gorham East-West Corridor Study – **JUST BEGINNING**

This Phase 1, Feasibility Study will assess existing and likely future growth pressures, and how those will effect transportation systems and services in the area between the recently constructed Gorham Bypass, the Maine Turnpike and the Cumberland County communities of Gorham, Westbrook, Scarborough and South Portland. This assessment will serve to identify and analyze prudent and feasible land use management strategies and transportation investments that will facilitate coordinated land use and transportation decisions, foster economic development and community revitalization, and preserve sense of community and quality of life for study area cities and towns consistent with comprehensive plans and all applicable state and federal policies, laws and regulations.

- MaineDOT’s I-295 Corridor Study -**ONGOING?**

The purpose of the study is to evaluate the long-term needs of the I-295 Corridor between Scarborough and Brunswick and to identify a set of recommendations to provide safe and efficient transportation service through the year 2025. This study has never been formally concluded.

- MaineDOT’s “Portland North Small Starts” passenger rail study -**ONGOING**

The MaineDOT Office of Passenger Transportation began in the Spring of 2008 an FTA “Small Starts” planning process to include the cities and towns between Portland and Brunswick and between Portland and Auburn. This study has been stalled, BUT is starting up again:

Portland North Stakeholder Meeting

February 11th
9:00AM to 11:00AM
 AVCOG Offices
 125 Manly Rd
 Auburn, ME 04210

Portland North Stakeholder Meeting

February 11th
1:00 PM to 3:00 PM
 GPCOG Offices
 68 Marginal Way – 4th Floor
 Portland, ME 04101

Background:

In order to qualify for FTA “Small Start” funding, the total project cost must be less than \$250 million, with no greater than \$75 million in requested FTA Section 5309 Capital Investment Grant funding. This is a competitive funding process where Maine will compete with other projects nationwide. All funding will require a State and/or Local match of 50-20% of the project cost. In addition, the project must meet one of the following guideway criteria:

1. Be a fixed guideway for at least 50% of the project length in the peak period and/or
2. Be a corridor-based bus project with the following minimum elements:
 - Substantial Transit Stations
 - Signal Priority/Pre-emption (for Bus/LRT)
 - Low Floor / Level Boarding Vehicles
 - Special Branding of Service
 - Frequent Service - 10 min peak/15 min off peak
 - Service offered at least 14 hours per day

- **PACTS Franklin Street Arterial Corridor Study – UNDERWAY**

The Stakeholder and working Committee has been meeting since early December, about twice a month!

The study focuses on improving the safety of pedestrians, bicyclists and motorists on Franklin Arterial – from I-295 to the waterfront – while also considering the arterial’s urban context and potential future development along the corridor. This study will follow a Context Sensitive Solutions model, drawing upon flexible design standards responsive to the urban context of the corridor. These will address balancing the various functional requirements of the corridor, including but not limited to: pedestrian and bicycle connectivity, multi-modal accessibility, land uses, mixed-use development, streetscapes, and public/open space. This process will examine the corridor in a holistic fashion, taking into account its complete context and the concerns of the surrounding community and other stakeholders. This process includes a strong public participatory component.

Problem Statement: Franklin Street Arterial does not accommodate safe bicycle and pedestrian travel. It lacks sidewalks, bicycle lanes and adequate pedestrian crossings. Instead of being a 'place,' Franklin Arterial now serves primarily as a pass-through for automobiles bound for other destinations. Additionally, the wide footprint of the four-lane arterial cuts through historic Lincoln Park, separates Portland’s east end from the downtown, and creates unusable open space. Franklin Arterial’s current configuration limits the potential for economic development such as housing, commercial and other places of employment along the corridor.

- **PACTS Cape Elizabeth Shore Road Path Study - ONGOING**

The Shore Road Path Committee has been charged by the Town Council with studying the potential for creating an off road path adjacent to Shore Road that should be designed with sensitivity to the character of Shore Road and in collaboration with property owners abutting Shore Road. At the conclusion of its collaborative process, the committee shall present to the Town Council a path plan that includes a recommended path layout, recommendations for path surface(s), recommendations for any mitigation needed and a cost estimate. The committee is focusing on a path along Shore Road extending from Pearl Street to the main entrance to Fort Williams (estimated length 12,300’).

- **PACTS Yarmouth Route 1 Phase 2 Study- ONGOING**

In 2005 the Town of Yarmouth Gateway Committee completed a Route 1 Corridor Study of the segment from East Main Street Ramp to the Freeport Town Line (Phase I) that addressed traffic, access and safety deficiencies of this segment and made recommendations for improvement. The study was subsequently endorsed by the Town Planning Board and approved by the Town Council.

Study Scope This study of the next segment to the south (Phase II) addresses the same general traffic, access, and safety issues reviewed in Phase I, and will also be expected to address other topics, such as business access vs. corridor mobility; Corridor development, business access, and through traffic counts have increased over the years. Portions of the segment are divided with a median and portions are not. The divided highway and multiple access points are incompatible, leading to more accidents as volume increases.

- **PACTS Scarborough Running Hill Road Corridor Transportation Study - ONGOING**

A technical assistance study in conducting a transportation study of Running Hill Road, a major travel route connecting North Scarborough, Gorham, Buxton and other points west to the Maine Mall and points east as well as providing an indirect connection to the Maine Turnpike and I-295. Additionally, a portion of Running Hill Road is identified in the Town's Updated Comprehensive Plan as a new growth area slated for high-quality, compact mixed use development, warranting a strong land use-transportation connection.

- **PACTS Freeport School Street Extension Study - ONGOING**

In 2005, the Town of Freeport completed a Comprehensive Transportation Study which included a build-out scenario. Development in the northeast quadrant of Freeport uses Bow St to get to the village and to I-295. Extending School Street to connect with Bow St would significantly change the flow of traffic to the village and to the interstate.

The town has discussed for years the possibility of extending School St so that it crosses the gully and connects with nearby Bow St. The new section of road is approximately 400 feet long. If constructed, a substantial amount of traffic on Bow St. would be re-directed to School St. As such the scope of the project is the new road segment and the existing part of School St and Bow St.

A mixed use, high density zoning district was recently approved for this area. The intersection of Bow St. and School St would become a center for that district. The public discussion around the creation of the mixed use district was spirited and mixed. Since the district was approved, a park has been built in the gully and a new road could provide new access and enhancements to the park. All of these things need to be taken into consideration as improvements are designed and proposed.

- **PACTS Portland Peninsula Transit Study -CONCLUDING**

PACTS funded this study to provide the City with an evaluation of the potential, methods and benefits of expanding and optimizing a transportation system for the Portland Peninsula that emphasizes public and human powered transit as a preferred feasible alternative to single occupancy vehicles. The study will result in a plan for implementation based on established local and regional transportation policies. The study included transit route and infrastructure analysis, extensive parking policy analysis and recommendation, TDM options and policies, commuter options.

- **PACTS Collector Roads Assessment Study - CONCLUDING**

In December 2007 the PACTS Policy Committee voted to contract with a consultant to work with PACTS, our member towns and the MaineDOT to assess the data, rank the roadway conditions, and determine modern design standards deficiencies. A detailed report has been developed which includes current overall conditions, scope(s) of work and cost estimates to both maintain the collector road system, and to improve the deficient roads to meet current design standards. PACTS and the MaineDOT understands the importance of cost effectively maintaining existing road infrastructure assets while concurrently improving roadways which are in poor condition or are substandard in respect to modern design and safety requirements. To effectively manage the road system it is imperative to utilize accurate and comprehensive data to

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|--------------|---|
| January 2010 | Submit recommendation to Policy Committee for FTA Section 5307 funds |
| February | Submit STP proposals to staff for ratings Public Comment Period... Update TIP |
| March | FTA Budget announced |
| April | Appoint Nominating Committee for new Officers Adopt STP proposals for submission to Policy Committee |
| May | |
| June | Annual evaluation of Committee (year 6) Elect New Committee Officers |

Other tasks:

- Execute the Implementation Schedule for the **Regional Transit Coordination Study**.
- Provide assistance and coordination for implementing **Destination Tomorrow** and associated studies and plans
- Determine level of involvement of the Committee wishes to have in ongoing studies such as:
 - Peninsula Transit Study
 - Passenger Rail to Brunswick
 - Transit Oriented Zoning
 - Maine Narrow Gauge RR Extension Study
 - Other future studies
- Begin orientation of what it will mean to be a part of a Transportation Management Area
- Respond to Policy Committee requests for action, information or recommendations as needed

Glossary of Terms

| | |
|------------|---|
| AVL | Automatic Vehicle Location |
| BOP | Biennial Operations Plan (MDOT) |
| BTIP | Biennial Transportation Improvement Program (MDOT) |
| CMAQ | Congestion Mitigation Air Quality Program (Federal Funds) |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| ISTEA | Intermodal Surface Transportation Efficiency Act |
| ITS | Intelligent Transportation Systems |
| JARC | Job Access & Reverse Commute |
| MDOT | Maine Department of Transportation |
| MPO | Metropolitan Planning Organization (PACTS, KACTS, ATRC, BACTS) |
| NNEPRA | Northern New England Passenger Rail Authority (Downeaster, contracts with Amtrak) |
| OPT | Office of Passenger Transportation (MDOT) |
| PACTS | Portland Area Comprehensive Transportation Study (Portland Area MPO) |
| SAFETEA-LU | Safe, Affordable, Flexible, Efficient, Transportation Act –Legacy for Users |
| STIC | Small Transit Intensive Cities |
| STIP | Statewide Transportation Improvement Program |
| STPA | Sensible Transportation Policy Act |
| STP | Surface Transportation Program (Federal Funds) |
| TE | Transportation Enhancement Program (Federal Funds) |
| TEA-21 | Transportation Equity Act for the 21 st Century |
| TIP | Transportation Improvement Program (PACTS) |
| UPWP | Unified Planning Work Program |
| 5303 | FTA Planning Program |
| 5307 | FTA Urbanized Assistance |

Agenda Item # 5

Unified Planning Work Program, 2010/2011

Transit Providers and staff will offer planning studies for FTA Section 5307 and 5303 funding as well as FHWA PL for the two year work plan. FTA projects will be ranked by the Committee and submitted as recommendations to the Policy/Executive Committee(s). PL funded projects will be scored by PACTS staff and reviewed by the Planning Committee.

Agenda Item #6 a.

Regional Map and Timetable

The RFP was sent out to potential bidders and the Transit Providers on February 3rd.

Agenda Item #6 b.

Awaiting completion of the Peninsula Transit Study.

Agenda Item #6 c.

Transit Planning in Comprehensive Planning Process

This effort has been well received by both the Planning and Transit Committees, and staff is planning to continue the effort and share updates at appropriate intervals with the committees. Work plan at this time for your consideration -and input- consists of:

1. Staff will be reviewing LAND USE STRATEGIES and TRANSIT STRATEGIES of *Destination Tomorrow*.
 - o The TPLUP (Transportation Project Land Use Policy) will be used (our case study?!) as a component of the Turnpike Authority's just *Gorham East-West Corridor Study* that is just beginning. This is conceived as a multi-modal study with a strong land use analysis component. [If anyone is interested we can get you the final scope soon]
2. Staff is developing a new goal oriented work plan on the Transit Oriented Development (TOD) effort which we will share with you in March.
3. Current plan is to continue land use and zoning data gathering from communities and extend the (TOD) analysis (employment centers, housing, proximity to existing and planned transit, etc.) to appropriate communities. Refine and replicate exercise for identified corridors from Portland, north, south, and west. Identify and map logical TOD areas.
4. Refine and extend the Commuter mapping effort, to further understand where people lived in 2000 and where they worked. Study and incorporate what we learn about these patterns into TOD analysis.

PACTS staff is open to suggestions and assistance (Bruce Hyman has been doing this) to continuously refine and improve this effort which will be ongoing.

- Is the Committee comfortable with meeting *quarterly* with the Transit Committee?
Current schedule is to meet:

- On March 12th at 8:30 before the Transit meeting
- On June 4th at 10:30 after the Planning meeting
- On September 10th at 8:30 before the Transit meeting
- On December 3rd at 10:30 after the Planning meeting

Agenda Item #6 d. Regional Fare Card Meeting

The subcommittee met on Wednesday, January 28th at GPCOG. The group discussed offering the regional monthly pass for somewhere in the range of \$42 to \$44. Based on current ridership and revenue shares as well as the existing MaineCare revenue sharing agreement, this would allow METRO to be “held harmless” in the sale of passes with South Portland to receive most of the difference. The assumptions are that both providers will recover their respective costs per trip with this arrangement and that adjustments can be made in the future based on actual use.

The discussion also included “incentives” for regional monthly pass holders to use Casco Bay Lines and possibly ShuttleBus/ZOOM. The details still need to be worked out on how this would work, especially if there is to be any reciprocal offer for regular ferry or commuter bus patrons to receive discounted monthly pass.

The timeframe for introducing the Regional Pass is dependant upon schedule changes that METRO will be implementing in September and feedback from public hearings, which will be held to announce the proposed fare increase. The current understanding is that there will be an updated METRO schedule issued in September along with a Regional Map and Timetable.

Next step is to determine the best media format for the passes.

PACTS Transit Committee Roster

Updated on 121/2008

| Members | Affiliation | Phone | Email |
|------------------------------|----------------------------|------------------|--|
| John Bubier | City of Biddeford | 284-9313 | jbubier@biddefordmaine.org |
| Ed Clifford - Chair | ShuttleBus/ZOOM | 282-5408 | director@shuttlebus-zoom.com |
| Jack Debaradinis | RTP | 774-2666 x 13 | jackd@rtprides.org |
| Catherine Debo - Vice-Chair | CBITD | 774-7871 x103 | cdebo@cascobaylines.com |
| Barbara Donovan | MaineDOT | 624-3245 | barbara.donovan@maine.gov |
| Connie Garber | YCCAC | 324-5762 x 2930 | cgarber@yccac.org |
| Tom Gorrill | Gorrill-Palmer | 657-6910 | tgorrill@gorrillpalmer.com |
| Sara Devlin | MTA | 871-7771 x111 | sdevlin@maineturnpike.com |
| Alex Jaegerman | City of Portland | 874-8724 | AQJ@portlandmaine.gov |
| Tom Meyers | SPBS | 767-5556 | tmeyers@southportland.org |
| Patricia Quinn | NNEPRA | 780-1000 x105 | patricia@nnepra.com |
| David Redlefsen | METRO | 774-0351 x17 | dredlef@gpmetrobus.com |
| Private Optr Seat | See below | | |
| Staff | | | |
| Maddy Adams | GPCOG | 774-9891 | madams@gpcog.org |
| Steven Linnell | GPCOG | 774-9891 | slinnell@gpcog.org |
| Tom Reinauer | SMRPC | 324-2952 | treinauer@smrpc.org |
| Carl Eppich | PACTS | 774-9891 | ceppich@gpcog.org |
| Others and Alternates | | | |
| Sara Behr | MaineDOT | 624-3255 | sara.behr@maine.gov |
| Chuck Baker | RTP | 224-2666 x16 | chuckb@rtprides.org |
| Kevin Donoghue | Portland City Councilor | | kjdonoghue@yahoo.com |
| Marina Douglas | NNEPRA | 780-1000 x 107 | Marina@nnepra.com |
| John Duncan | PACTS | 774-9891 | jduncan@gpcog.org |
| Art Handman | KMJ Consulting, Inc. | 839-6120 | ahandman@kmjinc.com |
| Judy Harris | City of Portland | 874-8608 | jh@portlandmaine.gov |
| Judi Molloy | FTA | (617) 494-3488 | judi.molloy@fta.dot.gov |
| Anna Price | FHWA | 207-622-8350 x10 | Anna.Price@fhwa.dot.gov |
| Sara Trafton | YCCAC/Maine Transit Assoc. | 324-5762 x 2993 | trafton@YCCAC.ORG |
| Robert Wagner | Portland bus rider | | robertwagner@alum.mit.edu |
| Conrad Welzel | MTA | 871-7771 x126 | cwelzel@maineturnpike.com |
| Private Operators | | | |
| Don Cormier | Bay Ferries "The CAT" | (902) 626-2543 | dcormier@nfl-bay.com |
| Mike Cyr | Cyr Bus Lines | 799-8527 | mike@cyrbustours.com |
| Susan Davis | Maine Narrow Gauge RR | 828-0814 | director@mngrr.org |
| Steve Klein | Mermaid Transportation | 885-5630 | gomermaid@aol.com |
| Dana Knapp | Concord Trailways | 828-3939 x303 | yconcord@maine.rr.com |
| Greg Isherwood | Custom Coach & Limousine | 797-9100 | gisherwood@customcoachandlimo.com |
| Allen Malony | Chebeague Transportation | 846-9613 | ctc@chebeague.net |
| Ray Penfold | VIP Tour & Charter Company | 772-4457 | rpenfold@maine.rr.com |
| Kenneth Wyman | Vermont Transit | 782-0311 | |