

PACTS

Portland Area Comprehensive Transportation System

**PACTS
Transit Committee
Meeting Notice
Thursday, November 13, 2008, 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. Review & Approve Allocation Formula for Section 5307 and STIC Funds – 30 min.**
- 6. PACTS Transit Study Implementation Status Reports – 30 min.**
 - a. Updated Study Matrix (attached)**
 - b. Regional Map and Timetable**
 - c. Regional Route Study**
 - d. Transit Planning in Comprehensive Planning Process**
 - e. Regional Pass System - Meeting notes (attached)**
 - f. Other – in order of priority**
- 7. Information Sharing/Round Table Discussion/Check-In/What's Up**
- 8. Other Business**
- 9. Next Meeting Date (December 11 @ 9:30 a.m., at GPCOG, Agenda**
- 10. Adjourn**

Attachments: October 9 PTC minutes, Status Reports, Timeline/Work Plan, Regional Transit Study Matrix

PACTS Transit Committee Minutes
October 9, 2008
10:30 a.m. at GPCOG

Members Present: Ed Clifford, ShuttleBus/Zoom; Chair; Chuck Baker, RTP; Sara Behr, MaineDOT; Catherine Debo, CBITD; Marina Douglas (for Patricia Quinn), NNEPRA; Connie Garber, YCCAC; Sara Devlin, MTA; Tom Gorrill, Gorrill-Palmer; Alex Jaegerman, Planning Com. Rep; Tom Meyers, SPBS; David Redlefsen, METRO

Members Absent: John Bubier, Biddeford

Staff and Guests: Maddy Adams, GPCOG; Neal Allen, GPCOG; John Duncan, PACTS; Carl Eppich, PACTS; Matti Gurney, GPCOG; Art Handman; Rosi Kulow, GPCOG; Steve Linnell, GPCOG; Tom Reinauer, SMRPC; Chris Small, MNGRR; Ed Suslovic, Portland Mayor; Sara Trafton, YCCAC; Robert Wagner

NOTE: The Transit Committee met jointly with the Planning Committee prior to this meeting.

1. **Call to Order.** Ed Clifford called the meeting to order at 10:37 a.m. Introductions were made.
2. **Approval of September 11, 2008 minutes.** *Connie Garber made a motion to accept the minutes from the September 11, 2008 meeting. Tom Meyers seconded the motion and it passed.*
3. **Status Reports.**
 - Neal Allen introduced Rosi Kulow who has been hired as a Planner for GPCOG.
 - Regarding the transit vehicles item on the HPP list, an inflation factor needs to be added to the number.
4. **Review Timeline/Work Plan.** Regarding “other tasks” on the timeline, Chris asked about the MNGRR Extension Study. The report was completed in 2005 or 2006. He said he would like to see it reviewed and discuss next steps at an upcoming meeting. It was also suggested that a MaineDOT representative be invited to a future meeting to do a presentation on the Portland North Small Starts Study. It was suggested that perhaps a three or four sentence status report on each of the items listed under “other tasks” could be included on the timeline.

A meeting of the Regional Planning Advisory Committee (RPAC) is scheduled for October 14th at DHHS. Please let Chuck Baker know if you are planning to attend.

5. **Recommendation for Additional STP Transit Funding.** John D. provided an update. More money is available and the new number is \$890,000. Sara B. asked that the chart be broken down by federal/local and then the total. The chart in the meeting packet shows the total. A final decision needs to be made this month. Staff recommended that the \$40,000 that was “given up” from the Mill Creek Transit Hub project be replaced, and that the remaining \$10,000 be put into the Fixed Route project for regional bus signage and shelters. Catherine asked if we should be considering putting money aside for AVL software rather than trying to spend it today. Ed pointed out that all the transit providers are doing AVL independently through CometTracker. RTP could actually use more than just three paratransit vehicles. Tom M. mentioned that it is unusual for us to get additional funds; we determined our need when we came up with this original list. We need to think regionally -- the bus signage project is a regional project. Chuck noted that paratransit vehicles also reach out to four towns at this time. Also, project costs may have gone up and that should be considered. Alex asked if there were other projects that were cut from the list. METRO got money for the DTC previously so they didn’t submit any projects this time around. Tom M. pointed out that

the number is pretty small for the bus signs and shelters project and that the additional money could go there. Catherine asked if some of the money could be used for putting the signs in place, etc. STP funds are for capital. Connie suggested that the money be used in a way to further the Regional Coordination Study goals – focus on the customer.

Tom M. made a motion to fully fund the projects at their original requests and that the balance be allocated to the signage and shelter project (fixed route).

2010/2011 STP Transit Set Aside Recommendation										
ID	Rank	Provider(s)	Scope and Location	Cost Est.	3/13/2008 Adjustment*	New Cost Est.	10/9/2009** Adjustment	Total New Cost Est.	Federal Cost Share	Local Cost Share
E	1	Fixed Route	Regional Bus Signage & Shelters	\$ 273,000	\$ (2,753)	\$ 270,247	\$ 69,000	\$ 339,247	\$ 271,398	\$ 67,849
C	2	SPBS	Mill Creek Transit Hub	\$ 153,600	\$ (40,000)	\$ 113,600	\$ 40,000	\$ 153,600	\$ 122,880	\$ 30,720
F	3	GPCOG	TIDS	\$ 40,000	\$ (40,000)	\$ -		\$ -	\$ -	\$ -
D	4	SPBS	Building Replacement - South Portland	\$ 238,153		\$ 238,153		\$ 238,153	\$ 190,522	\$ 47,631
A	5	CBFD	AVL-FTS	\$ 150,000	\$ (150,000)	\$ -		\$ -	\$ -	\$ -
B	6	RTP	Three Paratransit vehicles	\$ 165,000		\$ 165,000		\$ 165,000	\$ 132,000	\$ 33,000
				\$ 1,019,753	\$ (232,753)	\$ 787,000		\$ 896,000	\$ 716,800	\$ 179,200
				Original Set-Aside		\$ 837,000				
				New funds		\$ 50,000				
				New Total		\$ 837,000				
				Difference		\$ (182,753)				

*Projects A and F were reprogrammed into existing AVL funding, Project C was reduced by \$40,000 and Project E was reduced by \$2,753.
 **An extra \$6,000 was added to the amount agreed upon by the Transit Committee on 10/9 and approved by the Policy Committee on 10/16

Catherine seconded the motion and all were in favor.

- 6. Annual Evaluation.** This report included work completed by the end of July 2008 while Tom M. was chair. It should be noted that FTA Region 1 and the Governor participated in the summit. It was also suggested that the more substantive items be moved to the top of the list. Remove the item about the appointment of a Chairman. Under the bullet about the STP Transit set-aside, also note how well the group worked together on the STP set-aside regarding procedure and approach. Chuck questioned the benefits of this report to the general public. He suggested that the number of trips also be shown; show the percentage increase in ridership over the previous year. Tom R. will update the report and send it to the committee.
- 7. UPWP Transit Planning – Budget Forecast.** Steve distributed a handout with updated information. Money will be moved from the Portland Explorer line to the Traveler Information line. Sara noted that there is a procedure in the MPO Guide regarding moving funds from one category to another. Regarding program support, there is not a lot of money to do what needs to be done. Catherine suggested that the signage project be made a priority with July 09 money. Connie noted that these are 5303 funds. If an individual provider had special planning function needs, they would need to support it with 5307 funds. Tom M. suggested that perhaps program support could be provided using funds for the specific project. It was suggested that a quarterly update of this information would be helpful. Sara B. mentioned that this information has to be reported to MaineDOT every six months. Connie suggested that if there is a substantive change then the committee should be notified but it may not be necessary to get the information quarterly. Ed suggested that it be added to the timeline.
- 8. PACTS Transit Study Implementation Status Reports**
Updated Study Matrix. Steve Linnell provided a quick overview of the Study Matrix. Connie Garber and Tom Meyers referenced original goals with fixed dates and suggested that an addition of a column to include target dates and status notes would be beneficial. Otherwise, no additional revision of the matrix is needed.

- a. **Regional Map and Timetable.** Steve L. and Tom R. have been working on the regional map and timetable with Matti Gurney. Tom received a list of consultants from Sue Moreau. Two or three proposals will be solicited and will be presented to the Committee in November with recommendations.
- b. **Regional Route Study.** Steve reviewed a handout outlining an updated Draft of the Scope of Work for the PACTS Regional Route Study. Ed noted the number of diverse studies that had already taken place and that there had been much data already collected which in turn should help in reducing the cost of the study.

A few notations were made pertaining to the “scope of work”:

- (5) Cruise Ship Shuttles: This could be a real expensive component.
- (6) School Transportation: There are rules that apply to transportation for school students. We don’t want to jeopardize any funding.

Tom Meyers said that he was pleased with the revised scope of work and thanked staff saying that the purpose speaks well in conjunction with the application of funds. Carl spoke of looking into whether or not there might have been any other studies that address the current bike/ped routes and where infrastructure has been evaluated in regards to where any of these routes go.

Tom Gorrill referred to item 12, “Public Outreach” and spoke of the benefits in defining the group’s expectations to the consultants. Tom M. noted that in the past, real successes had been accomplished with the Peninsula Transit Study Advisory Committee and that developing a similar advisory committee and/or one similar to Ed Clifford’s office would be well-served. Work would be done by the consultant along with staff and reviewed by the Advisory Committee. Connie agreed saying that it makes it flow better. In looking back at the membership of the Coordination Study, we could ask if there is any interest in serving on an Advisory Committee for implementation.

Mayor Ed Suslovic was asked to comment with regards to the Peninsula Transit Study. The Mayor said that the group cannot afford to have an ongoing study and then drop to a group to implement it without any consulting being brought in early on in the process. “Bring people in early enough into the discussions,” he said. Catherine Debo asked if there would be sign-offs from different boards. Tom M. pointed out that this is the ultimate customer process that we have wanted to get to for a while now and it is very important that we have all these studies on hand. Ed C. spoke of implementation and the revision of routes. Chuck agreed with the Mayor’s suggestion and felt it was an excellent idea. He referred to the “timeline and steps” and felt that this is when the stakeholders need to get involved. It was agreed to begin now to invite those stakeholders and there was consensus to approve the draft scope of work, add comments, come up with a timeline and budget, and then formalize an Advisory Committee.

- c. **Transit Planning in Comprehensive Planning Process.** This item was discussed during the combined PACTS Planning/Transit meeting held prior to this meeting.
- d. **Regional Pass System.** Steve Linnell compiled a draft matrix depicting the Existing Fare Media with the concept being a universal pass to be used on fixed routes. Ed C. noted that the goal is to get a seamless operation. Catherine asked that a value card be considered with the concept that the “value” could be subtracted for transfer. It was noted that fare discrepancies will be reviewed and will be discussed further at the next meeting. Another thought was how to connect the door-to-door paratransit to fixed services; there may be some potential in that venue. This might be a possibility when it comes to MaineCare, in conjunction with RTP and the METRO pass. MaineCare is an existing apparatus to review as a regional aspect on a day-to-day basis.

In view of the above discussions, Tom R. and Steve noted they would make the necessary edits to the draft matrix for the Existing Fare Media. Tom will research the idea of picture IDs in relation to the MaineCare pass system and whether that would come under operating expenses or capital expense.

e. Other – in order of priority

A representative to the PACTS TIP Process Committee is needed. Tom Meyers will serve on the PACTS Planning Committee, Connie Garber on the PACTS Technical Committee, and Ed Clifford and Catherine Debo on the PACTS Policy Committee. Judy Harris will also attend.

Mayor Ed Suslovic, who is also Vice-President of the METRO Board, said that the METRO has been considering putting up more bus shelters throughout the City of Portland. It encourages ridership, protects customers from inclement weather, and could also be good for marketing. The problem is that there is a lack of funding to do this. The METRO would like to be able to sell advertising on the bus shelters but the current billboard law prevents them from doing so. The METRO is considering looking into some language that could be introduced into the Legislature to amend the current billboard law that would allow for a narrow exception to advertise on bus shelters. Mayor Suslovic said he is looking for support and/or feedback from the MaineDOT on this proposal, before the end of December. He would welcome either a vote of “support”, “neutral”, or “opposed” from them. Sara Behr will follow-up with Barbara Donovan on the topic.

There was consensus among the group for support of Mayor Suslovic’s proposal. Comments and/or ideas expressed included:

- Twenty-five percent of the revenue for advertising on the shelters could go towards promoting a green environment. Words such as “Ride Transit” could be included in the advertisement. Language referring to this concept could be considered in the proposed bill amendment.
- What better way of expanding public ridership and reducing financial impact to both public transit providers as well as MaineDOT.
- Other states such as Connecticut have done something similar and it was proven to be cost effective.
- Some information in the advertisement could be about bus service in regard to a map and timetable, etc., such as when the next bus is due.
- Advertisers could be asked to sponsor a bus shelter with a contract to build it, maintain it, etc., and then be allowed to advertise (on the outside section only).

Catherine Debo made a motion for approval of the concept to allow advertising to fund bus shelters by allowing advertisers to contract with the public transit providers to build and maintain a bus shelter and to be allowed to advertise (on the outside only) of the shelter in conjunction with promoting transit and a green environment as well as public safety and public transportation, seconded by Connie Garber. Vote taken. All were in favor. Motion passed.

9. Information Sharing/Round Table Discussion/Check-In/What’s Up

- *York County Community Action* has received a \$10,000 Award from the Beverly Foundation for being selected as one of the five best transportation volunteer organizations in the country.
- Ridership on the *South Portland Bus Service* has seen an increase of 18% over last year’s ridership, some of it due to increased student ridership.
- *Casco Bay Lines* has been busy during this past year with their strategic plan to improve services for their customers as well as how to improve the delivery of freight. Among top issues are funding and increased costs, and how this will impact rates. They have a committee that is currently looking at

revenue generation. They are considering, among other things, expanding the garage adjacent to the terminal with funding from available grants. Discussions are ongoing with the city and they are looking to obtain their support for conceptual purposes. A Park 'n Ride lot and/or an area that would be conducive to intermodal modes of transportation are also being considered.

- Chris Small announced that the *Maine Narrow Gauge Railroad* would be hosting Warner Bros., “Polar Express” this year instead of the “Santa Fest”. The event will be offered from Thanksgiving to Christmas.
- The *METRO* is actively pursuing used buses from other transit agencies to take care of their immediate needs.
- *RTP* has \$5.2 million in their operating budget. They have installed a new telephone system. They have a queue time of less than 40 seconds per call, which is better than the national average. Recent calculations have shown that they are fielding approximately 450 calls per day. Other RTP updates include communications with their drivers regarding equipment and an AVL system, “CometTracker”.
- *MaineDOT* contracts will be sent out soon.
- *ShuttleBus/ZOOM* is now also using CometTracker software.

10. **Other Business.** None.

11. **Next Meeting** Date. The next meeting is scheduled for November 13th at 9:30 a.m. at the Saco City Hall.

12. **Adjourn.** The meeting adjourned at 12:40 p.m.

10.

Agenda Item #3

Status Reports (compiled by Steve Linnell and John Duncan)

1. PACTS and GPCOG are monitoring possible Congressional Stimulus Package.
2. December 11th first meeting of TIP Process Committee.
3. PACTS will be the feature article in the next magazine of the Maine Better Transportation Association.
4. Staff will visit soon with councils and transit boards regarding our High Priority Projects short list adopted by the Policy Committee.
5. Carl Eppich and some local teams are selecting consultants for three PACTS studies. We are also working with Falmouth and Portland to help them start several local studies that we funded 1.5 years ago.
6. Recent “Transportation Management Area” workshop. 34 people attended. Great discussion. Bottom line is that we might not reach the 200,000 population threshold to reach TMA status, and the federal MPO/TMA rules are likely to change in 2010 anyway per the next federal transportation authorization.
7. **John Duncan recommends attendance at the December 4th annual MDOT/MBTA Transportation Conference. Let him know if you want to see the registration materials.**
8. “Complete Streets” symposium at GPCOG at noon on November 21st. Bring your own lunch.

9. Carl, Paul and John have each attended national transportation planning conferences during the past month. They are learning what others are doing, and are sharing their good work with them.

Maine Clean Communities, along with the Granite State Clean Cities Coalition, University of New Hampshire and the Clean Vehicle Education Foundation will be co-hosting “A Compelling Case for Natural Gas Vehicles” at the Durham campus of UNH on **November 18**. Contact Steve Linnell for more information, or go to http://www.gpcog.org/Transportation_and_Land_Use/ngv-registration.php

GPCOG will hold the second in its series of Forums on Sustainability titled **“Toward a Sustainable Regional Economy .”** The Forum will be held on December 10, 2008 from 3:00 to 6:00 p.m. at the Hannaford Lecture Hall in the Abromson Center at the University of Southern Maine Portland Campus. The Forum will feature Keynote Speaker Michael Shuman and a Panel Discussion with local business and economic leaders

Carl, Steve and Sara Trafton recently participated in a workgroup related to the implementation of *A Climate Action Plan for Maine 2004* action item #17, “Lowering the Growth of VMT.” Center for Clean Air Policy arranged for (and funded) Cambridge Systematics to undertake some research on linking smart growth, TOD, and related strategies, using the geographical area bounded by Portland, Lewiston-Auburn, and Brunswick as a study area. The principal investigator’s report was completed last month. This work coincides with the MaineDOT’s Small Starts (Portland North) study as well as a University of Vermont study project proposal titled “Transportation Impacts of Transit Oriented Development in Maine.”

Noteworthy Transportation Studies Underway, About to Start or Proposed

- BSOOB (Saco Bay) Study
- Central York County Corridor Study
- Maine Turnpike Authority’s Gorham East-West Corridor Study -JUST BEGINNING
This study will evaluate transportation options to the west of Portland and includes a significant future land use alternatives component integrated into the study process.
- 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.

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

- MaineDOT et al review of Traffic Movement Permit process –ON HOLD

The DOT is working with a stakeholder group to rework this permitting process for more efficient infrastructure improvements and a more equitable mechanism for allocating developments contributions to infrastructure (and *possibly* transit operations, etc.) improvements.

- 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 enable those decisions to be made. PACTS and the MaineDOT have embarked on a data sharing mission to compile existing data for the PACTS collector roads to meet that need.

- PACTS Regional Traffic Management System (signal Coordination/optimization) -- RFP CLOSED

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

- PACTS Franklin Arterial Corridor Study – **GOING UNDER CONTRACT**

The study will focus 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 will include 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 Portland Peninsula Wayfinding Study -**ONGOING**

- 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 Narrow Gauge Study ???

- 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 1) 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.

- **Turnpike Widening Alternatives Analysis – DELAYED TWO YEARS**

Faced with rising costs and shrinking revenues, the Maine Turnpike Authority has decided to push back a widening plan for the Portland area and move up by a year a planned toll increase. As a result of the economic factors, the 10-mile-long, \$150 million widening project will be delayed until 2016, although work on the bridges and abutments on that stretch of road would continue. The bridge and abutment part of the project would cost \$75 million.

Agenda Item #4

Draft Timeline/Work Plan for the PACTS Transit Committee

DRAFT 11/12/2008

Fiscal Year 2009:

July 2008

Review criteria for submitting proposals for 2010/2011 STP Capital

August	
September	
October	↓ Review and Approve Allocation Formula for 5307 and STIC
November	Regional Transit Study: Annual Report Provider information (ridership, miles, etc.) due
December	
January 2009	FTA Budget announced (tentative) Public Comment/TIP Amendment Operators submit requests for planning functions and funding for UPWP
February	Draft Unified Planning Work Program (UPWP) submitted and first review
March	Review UPWP
April	Complete recommendations to Policy Committee re: UPWP
May	
June 2009	Annual evaluation of Committee (year 5)

Fiscal Year 2010:

July 2009	
August	<i>Provide input to PACTS Process Review</i>
September	<i>Participate in PACTS TIP Process Review, including JARC</i>
October	Approve Allocation Formula for 5307 and STIC
November	Public comment period for Section 5303 and 5307 funds, '10/'11 (pending release of Federal Register notice) Develop Study Proposals for 5303 and 5307 Planning funds Provider information (ridership, miles, etc.) due
December	
January 2010	Submit recommendation to Policy Committee for FTA Section 5307 funds
February	<i>Submit STP proposals to staff for ratings</i> 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

Allocation Formula for Section 5307 and STIC Funds

Staff will provide the outcomes generated from the formula.

Agenda Item #6 a.

PACTS Transit Coordination Study - Prioritized Recommendations		11/13/2008	
Priority	Recommendation	Target	Status
1	Regional Map and Timetable Present multi-modal travel options in one easy to use format	Fall '08	Scoped
2	Regional Route Study Examine design, schedule & efficiency of routes Identify new transit hubs Timed Schedule with common clock-face departures Improve intermodal connections and create timed transfers Expand Bus service to Park & Ride lots Improve transit to underserved locations Coordinate service between major origins and destinations Expand present network	Summer '07 Fall '07 Winter '07 Winter '07 Spring '08 Spring '08 Spring '08 Summer '08	Beginning
3	Incorporate transit planning in comprehensive planning process Include transit in major land use development Explore Impact Fees and other sources for Transit funding Promote transit incentives w/ major employers	Summer '08 Spring '09 Summer '08	In Progress
4	Develop regional pass system Seamless payment system that works on all fixed route buses	Spring '09	In Progress
Other Recommendations	Implementation steps on Transit Committee agenda each month Annual meeting of all transit boards Better coordination of ridership and other data Combine major employee training among providers Maintenance staff to explore the feasibility of a shared facility Take advantage of Safety and Security Funding Explore common branding Create a regional information website for public transportation Develop common survey instrument Explore cooperative purchasing to help reduce costs Collectively work w/ MDOT on capital purchases Improve & expand Downtown Transportation Center Create new transfer points and mini-hubs Improve and increase shelters and amenities		

Agenda Item #6 b.

Regional Map and Timetable

Staff will provide an update at the meeting.

Agenda Item #6 c.

Regional Route Study

Staff will provide an updated scope with a budget and timeline at the meeting.

Agenda Item #6 d.

Transit Planning in Comprehensive Planning Process

Staff will review ongoing work for the Joint Planning and Transit Committee

Agenda Item #6 e. Regional Fare Card Meeting

Staff and members of the working group will provide an update.

FACTS Transit Committee Roster

Updated on 9/26/08

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
Tom Meyers	SPBS	767-5556	tmeyers@southportland.org
Patricia Quinn	NNEPRA	780-1000 x105	patricia@nnepra.com
David Redlefsen	METRO	774-0351 x17	dredlef@gmetrobus.com
Alex Jaegerman	City of Portland	874-8724	AQJ@portlandmaine.gov
Private Optr Seat	See below		
<u>Staff</u>			
Maddy Adams	GPCOG	774-9891	madams@gpcog.org
Steven Linnell	GPCOG	774-9891	slinnell@gpcog.org
Tom Reinauer	SMRPC	324-2952	treinauer@smrpc.org
David Willauer	GPCOG	774-9891	dwillauer@gpcog.org
<u>Others and Alternates</u>			
Sara Behr	MaineDOT	624-3255	sara.behr@maine.gov
Chuck Baker	RTP	224-2666 x16	chuckb@rtprides.org
Sara Devlin	MTA	871-7771 x111	sdevlin@maineturnpike.com
Kevin Donoghue	Portland City Councilor		kjdonoghue@yahoo.com
John Duncan	FACTS	774-9891	jduncan@gpcog.org
Art Handman	KMJ Consulting, Inc.	839-6120	alhandman@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
Robert Wagner	Portland bus rider		robertwagner@alum.mit.edu
Conrad Welzel	MTA	871-7771 x126	cwelzel@maineturnpike.com
<u>Private Operators</u>			
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	