



## **Agenda Item 3. Approve Joint Planning/Technical Committees Meeting Nov. 3**

### **FACTS Joint Planning/Technical Committees Meeting November 3, 2011 9:00 A.M.**

**Present:** Dan Bacon (Scarborough), David Galbraith (Gorham), Tom Poirier (Gorham), Robert Kahn (TrainRiders), Brooks More (Windham), Tex Haeuser (South Portland), Peggy Kilmer (Yarmouth), Sara Devlin (Maine Turnpike Authority), Molly Just (Westbrook), Jim Wendel (Scarborough), Greg Tansley (Biddeford), Peter Morelli (Saco), Donna Larson (Freeport), John Pressey (Gorham), Tom Errico (Consultant),  
**Staff/guests:** John Duncan (FACTS), Paul Niehoff (FACTS), Carl Eppich (FACTS), Retta Choate (GPCOG), Steve Linnell (GPCOG)

#### **1. Call to order**

Dan Bacon called the meeting to order at 9:02 a.m. and introductions were made.

#### **2. Public Comment**

There was no public comment.

#### **3. Approve Planning Committee Minutes of October 6, 2011**

*Tex Haeuser made a motion to approve the minutes of October 6, 2011 Planning Committee meeting and Donna Larson seconded. The motion passed unanimously.*

#### **4. Corridor Planning and Placemaking: Complete Streets and Context Sensitive Design: A 21<sup>st</sup> Century Plan for Downtown (North Windham) – Brooks More**

This was a continuation of a presentation on this project which has been ongoing for 10 months. The plan for the commercial corridor on Route 302 in North Windham focuses on the area from the intersection of Page Road to White's Bridge Road. The plan involves improvements to accommodate pedestrians and bicyclists and focuses on creating a sense of place. The plan calls for a municipal sewer system. Bus service is also being considered.

At present it is extremely dangerous to cross Rt. 302 and the plan is to add sidewalks, crosswalks and esplanades and develop a system to use parallel roads and connections between retail center parking lots. This will also help emergency vehicles to respond to accidents and emergency situations. Funding sources such as grants will be identified in the future. There was good participation at the public hearings and a draft plan will be sent to business groups. Some residents were upset about the plan for connectivity into neighborhoods, but the overriding opinion was to look beyond that and support increased mobility. After public review and comment, the plan will be submitted to the Windham town council for adoption. At some point MaineDOT will become involved with the project.

#### **5. Municipal Partnership Initiative - \$7 million to leverage local requests to partner on highway improvements**

MaineDOT is offering a program to partner with municipalities by matching funds for improvements to State roads in the local areas. The Municipal Partnership Initiative (MPI) is a \$7 million program which can rapidly react to municipal requests. The process for acquiring the funding is simple and straightforward. Projects must meet eligibility requirements and there is a \$500,000 cap on each project. Funding shares will be negotiated on a case by case basis, depending on the extent of regional or statewide benefits. Consideration will be given to the impact a project has on eliminating the need for current and

future projects and maintenance needs. Municipalities may propose shifting long-term maintenance responsibilities as part of their share. Projects will be selected based on safety and other factors. PACTS plays no role in the program. Paul noted that few municipalities are aware of this program although the towns of Yarmouth, Freeport and Scarborough have received MPI funding. We do not know how much is left of the \$7 million but want to make everyone aware of this opportunity.

The program is designed to promote partnerships between MaineDOT and municipalities, public utilities, private businesses and other entities by leveraging additional resources to match limited state resources. Projects will be administered by a municipality as a grant, with MaineDOT reviewing at key milestones such as completion of design and construction. MaineDOT will reimburse entities once the work is complete to their satisfaction. For larger projects, MaineDOT will consider partial payments based on project progress. Any municipality interested in the program may contact Kyle Hall at Region 1.

#### **6. Overview of the PACTS Organizational Review Study**

PACTS is requesting proposals from firms to review the PACTS organizational structure. This was proposed by the Executive and Policy Committees. PACTS was established in 1975 to study the region's transportation needs and propose solutions. We help our partners implement the region's transportation plans and we serve as a regional forum on transportation for the public and for decision makers. Our primary partner is the Maine Department of Transportation.

The consultant will compare this metropolitan planning organization (MPO) with others, explore alternative processes or structures and determine areas that need improvement. John Duncan said that the proposals are due in a week. The Executive Committee and Policy Committee will interview three firms. The consultants chosen will review current operations, structure, efficiencies, staffing, workload and methodologies. We know of some firms with knowledge of MPO processes around the country and in Maine and anticipate their response to the RFP.

The reason for this analysis is that the members generally feel that the PACTS process is too complicated. The PACTS structure has changed little in 35 years. We want the PACTS process organized in a way that maximizes our ability to react to change and still maintain our effectiveness. A member satisfaction survey will determine the value of services received, customer service, efficiency, performance and relations with other agencies and entities. A cost benefit analysis of alternative structures such as privatization or consolidation with another nearby MPO will also be completed. The selected firm will start in December and the process will be completed in April of 2012.

#### **7. PACTS Region Truck Route or Truck Priority Network**

Carl Eppich said the PACTS Technical Committee has discussed the lack of available truck route data and would like to come up with a solution. The Service Index tells if a roadway is used by trucks and/or transit vehicles. It shows routes that are heavily traveled by buses, but neither MaineDOT nor PACTS has truck route data available.

It was thought that the Planning Committee might have suggestion on how this could be handled. Paving priority is based on the Collector Priority Index, Condition Index, Service Index and Safety Index.

We could hire Gorrill Palmer to research truck route data by looking at town traffic counts but it would be time consuming and expensive. Carl displayed a map he created by looking at collector roads and highlighting truck routes based on his knowledge of trucking. Each town could identify routes that trucks are likely to travel. Transit and Truck Routes are both allocated up to 5 points out of 30 points. Paul said we never use the 5 points for truck routes because we have no truck route map. Carl asked for committee input on whether to more fully develop the truck route map. Peggy Kilmer asked if anyone knew of a computerized trucker database that we could download and use. It was agreed that we could start by inputting data in order to fine-tune the map. Staff will gather more data and prepare a draft analysis for review by the Technical Committee at their next meeting.

## **8. Information and Other Business**

Peter Morelli asked for an update on the Transit Focused Regions initiative. Carl reported that the consultant is revising the final draft of the report which will be ready for the joint meeting in December.

PACTS signed a contract with the Bicycle Coalition of Maine (BCM) to implement a regulated bike pedestrian plan. Staff met with them to discuss the contract and they recently held their spokesperson training, some of which was in the PACTS region. We will meet with them again to teach them the ins and outs of advocating to local communities to make it safer for bicyclists and pedestrians.

BCM will implement the bike plan by educating the public and working with law enforcement and local communities to help develop bicyclist/pedestrian plans which improve safety. BCM will work with us and separately depending on what issues arise. There are some priority items in the contract from the PACTS standpoint to reach out to user groups and law enforcement about where bikers ride. PACTS staff met with the Westbrook Police Department concerning the accident in which a bicyclist was hit by a vehicle on Rt. 302. The driver of the vehicle violated the 3' law but we were told that citations are rarely issued in accidents like this because of a statewide "no fault" rule.

John Duncan reminded the committee that the briefing on the TIP process is scheduled for November 15 at 8:30AM. 30 people have already signed up to attend. Anyone wishing to attend may contact John.

## **9. Next meeting:**

Joint Meeting with Transit Committee – **December 8<sup>th</sup> at 9:00 a.m.**

**NOTE:** This is not a normal meeting date due to the timing of the state conference so please adjust your calendars accordingly.

## **10. Adjourn**

The meeting adjourned at 10:50 a.m.

## **Agenda Item 4. PACTS Ten-Year Capital Investments document**

Staff Resource: John Duncan

Recommendation: To provide guidance today to staff on the attached draft document

Next Steps: Staff gets input in February at our five committee meetings.  
Staff finalizes content details with each of our members.  
Staff finalizes, distributes and puts on our website in March.

### **Background**

Staff is creating a 4-page ten-year regional transportation capital needs report based on the many studies done in the recent past. Our target audiences are our federal, state and local elected officials, and the general public. We have hired Kathryn Buxton to help us shape the message and the report (both print and electronic). The three purposes are to:

- Create awareness and inspire people throughout the region
- Outline the benefits these investments will bring to region
- Emphasize the need to address the funding issue

We began organizing a 20-page document, but have decided that the message can be conveyed better – and will be read by more people – in 4 pages. The attached incomplete draft is five pages, but we have done a test and are confident that the full report will fit on four pages.

John distributed the cover and an earlier version of the cost summary page at last week's lunch gathering of the Cumberland County Delegation in Augusta. The legislators understood it was a first draft.

John also met with MaineDOT staff that day. They described their intent to develop a MaineDOT Ten-Year Plan which will be financially constrained – in contrast to this report.

We attach a draft working document for your consideration. Notes on it:

- The cover photos are place holders.
- We are continuously replacing “place holder” cost estimates with good estimates – so the attached working draft has amounts that do not add up.
- The 22 investments are yet to be funded. We are omitting all projects in the PACTS region that are under construction or already funded – such as the Martin's Point Bridge, and the upgrade of the railroad tracks between Portland and Brunswick.

[<See attachment>](#)

## **Agenda Item 5. Update on the PACTS Organizational Review study**

In December PACTS contracted RSG of Vermont to undertake a comprehensive organizational structure analysis of the PACTS organization. Nine PACTS Committee members are serving on an oversight committee. This item is a brief update on the process so far.

From the Jan. 9<sup>th</sup> meeting:

Defining “Effectiveness” in Context of PACTS and MPO Process

- Discussion of 2008 PACTS organizational analysis, recommendations and effectiveness of the Executive Committee process (see attached)

PACTS Benchmarking Exercise

- Preliminary work by Resource Systems Group (see attached)
- Discussion and next steps

Member Survey

Next steps involve a S.W.O.T. analysis

[<See attached Scope>](#)

## **Agenda Item 6. Final “Transit Focused Region” document**

Thank you to those of you who provided comments and ideas for improving the final document. The vision

The final draft of the document will be available here by the end of Tuesday January 31, 2012:

<ftp://ftp.gpcog.org/PACTS/>

User: public

Password: password

## **Agenda Item 7. Information and Other Business**

### **A. “Placemaking in Our Region” session**

Southern Maine Partnership for Sustainable Development  
Knowledge Sharing Session #1– February 13, 2012 3:00 to 5:00 p.m.  
Lee Community Hall, Wishcamper Center, Muskie School of Public Service-USM

### **Placemaking in Our Region**

*Strengthening investment in our city, town and village centers to sustain a region*

The February 13 Placemaking session is an opportunity to share some of the work being done in southern Maine with participants in our HUD project Partnership and other interested parties .

Projects are happening at multiple scales in small towns, the central city, and major transportation corridors. A signature effort, the Maine Model Town Project in Standish, sponsored by GrowSmart Maine, worked with Standish to establish a vision for its town center and then Standish adopted a zoning code (form-based code) to ensure the vision is realized. Form-based codes, an approach to zoning that allows more flexible and integrated land development patterns, models the traditional New England community. Standish set the precedent in Maine for form-based codes with other communities pursuing this approach.

Both Windham and Falmouth are exploring ways to better incorporate their highway strips into the community and GrowSmart Maine is currently developing suggested model practices for addressing the issues of highway strips.

The city of Portland is undertaking new efforts to redevelop arterial corridor neighborhoods, transportation nodes and “Corners.” The Partnership’s December meeting at Pepperell Mill in Biddeford included tours and descriptions of a number of efforts there including mill redevelopment and a thriving arts and culture initiative.

These inter-related projects and tools are aimed at strengthening community centers and offer the building blocks of sustainable prosperity from fields and farms to downtown business districts. We’ll see brief overviews of the range of these efforts and the role of form-based codes, presented by leading advisors in our own region who are assisting these communities.

The main session will last approximately 90 minutes. There will be a following discussion for those with further interest about how the wide range of organizations in the Partnership are (or will be further) involved in placemaking for our region to promote investment in communities of opportunity and regional sustainability.

### **B. Other updates from John Duncan:**

1. Reminder that your proposals for PACTS capital funding in the next biennium are due on March 2<sup>nd</sup>.
2. A 92-minute video of our December Legislators Forum is now showing on your local public access TV stations. Given its length we are not putting it on our website. If you would like to view it from a DVD, just let me know and we will send you one.
3. Next month we will send you a PACTS member satisfaction survey to complete on-line. This is one part of our PACTS organizational effectiveness analysis.

4. Six of our municipalities, so far, have learned that they will get significant capital funding under the new MaineDOT Municipal Partnership Initiative. We are hearing very good things about this initiative. MaineDOT deserves recognition for this initiative. The Legislature's Transportation Committee discussed the idea of replicating it in some way earlier this week.
5. MaineDOT has adopted a new bridge and roadway widths policy which provides for a more practical look at the function and traffic volumes of a road by more frequently using flexibility of design and design exceptions at the inception of a project and with less process involved. We applaud MaineDOT on this also.
6. We have decided to create a short "PACTS 10-Year Regional Transportation Plan" based primarily on studies done in the recent past. The purposes are to inspire people throughout the region about the visions we have developed for the foreseeable future (ten years as opposed to the truly long term 25 years of Destination Tomorrow), to show them what it will cost to implement the visions, to contrast the cost with the estimated funds available, and to state that paying to implement the visions will require new funding from all of us. MaineDOT and Turnpike projects will be included. The document will include many graphics. The message will be to implement capital improvements. The document will mention only briefly the various transportation and other goals and policies that we often discuss at PACTS. Our target audiences are our region's federal, state and local elected officials, and the general public. We will present a rough draft to the Executive Committee in early February, and discuss how best to get input from our entire membership.



**PACTS**  
Portland Area Comprehensive Transportation System

# 22 ESSENTIAL TRANSPORTATION INVESTMENTS



by '22

WITH THE POWER TO TRANSFORM OUR REGION



*(Destination Tomorrow logo & tagline - Linking Greater Portland – Advancing Our Region)*

## **22 by '22: Essential transportation investments with the power to transform our region**

Our region needs to be ready when the economy kicks into gear. We will need roads, bridges and rail, trail and transit systems that will serve our growing region and enable us to travel safely, efficiently and productively. We need to do better than just fill the potholes and keeping the buses running.

The Portland Area Comprehensive Transportation System (PACTS) has plans for a 21<sup>st</sup> century transportation system that will serve our communities in the times ahead.

Key in that plan are 22 essential transportation investments. These are projects with the power to maintain and transform our transportation system. They range from much needed investments in paving and bridge repair to longer-term investments in critical transportation infrastructure including the Route 1, I-295 and Maine Turnpike corridors.

To make those plans happen we will need to invest more than \$500 million over the next 10 years, so our communities' growing and shifting population and economies can be linked together. To date, PACTS has identified funding for less than half of these projects – only \$220 million. That leaves a gap of more than \$280 million. If we are unable to fill that gap, we will have to make difficult choices that could put the safety, jobs and the economic potential of the region at risk.

(sidebar/graphic)

### **22 by '22 Highlights**

|                                  |           |
|----------------------------------|-----------|
| Total cost of projects           | \$500.7 m |
| Total available funding          | \$280.7 m |
| Additional funding needed        | \$220.0 m |
| Projected impact in jobs         | X,XXX     |
| Investments                      |           |
| Highway + bridge                 | \$378.0 m |
| Rail                             | \$15.0 m  |
| Transit                          | \$55.0 m  |
| Bike / pedestrian                | \$11.7 m  |
| Placemaking                      | \$36.0 m  |
| Alternative fuels infrastructure | \$5.0 m   |

(sidebar/graphic)

### **About PACTS**

The Portland Area Comprehensive Transportation System (PACTS) is the metropolitan planning organization for the greater Portland, Maine, region. It was established to improve the coordination of transportation planning and investment decisions by state, municipal and public transportation organizations.

“22 by ’22” was developed by leaders from all 15 of the communities in the PACTS region with the help of our elected officials, interested citizens and key government agencies including MaineDOT, the Maine Turnpike Authority and the Federal Highway Administration. It was developed through an exhaustive, region-wide review at maintenance needs, economic development, land use and environmental considerations.

The year 2022 is right around the corner. PACTS challenges you to work with us to help make these 22 transportation investments happen during the next 10 years. For more information, please visit [www.pactsplan.org](http://www.pactsplan.org) or call 207-774-9891.

## **Draft Bullets for 7 of the 22 Investments**

*To the Planning Committee: these seven are simply examples of the amount of space for each topic and the brevity of the content. The final document will have material for all 22. We will work with each affected organization to be sure that the content is accurate in the final report.*

### **Saco, Biddeford and Old Orchard Beach Transportation Plan**

Key 2010 Recommendations:

1. \_\_\_\_ Main Street in Saco
2. Build a parking garage in Biddeford
3. Improve access to the Eastern Trail
4. Improve bus services

Cost Estimate: \$18,000,000

### **Running Hill Road in Scarborough (2011)**

Key Recommendations:

1. Extend New Road
2. Widen Running Hill Road...

Cost Estimate: \$\_\_\_\_\_

### **Yarmouth Route One Corridor (2011)**

Key Recommendations:

1. Reconfigure the four-lane sections of Route One to three lanes.
2. Build roundabouts at five Route One intersections with Portland Street, Forest Falls Drive, Hannaford Drive, East Main Street and Route 88.

Cost Estimate: \$10,000,000

### **Franklin Street Corridor Study in Portland (2010)**

Key Recommendations:

1. Create boulevard between Cumberland Street and Marginal Way
2. Do \_\_\_\_\_ to intersections at Fox Street and Marginal Way

Cost Estimate: \$10,000,000

### **Gorham East-West Corridor Study**

This major transportation and land use study of the corridor immediately west of Portland will be done by the end of 2012. 50,000 new people will reside in the study area by the Year 2035.

Key Recommendations:

1. A combination of land use planning, public transportation and highway expansion are needed.
2. Change ...
3. Increase ...
4. Build ...

Cost Estimate: \$100,000,000 to \$150,000,000

### **I-295 Corridor Study (2006)**

Many of the MaineDOT recommendations have been completed since 2006.

Key Recommendations:

1. Southbound ramps and northbound ramp at Exit 15 in Yarmouth
2. Off-ramp Exit 6 in Portland
3. Acceleration/deceleration ramp work (Falmouth to Freeport)

Cost Estimate: \$18,000,000

### **Downeaster**

NNEPRA is seeking federal funding for the construction of a “wye” track in Portland to eliminate an unproductive and time consuming back-up move for Downeaster trains travelling between the Portland Transportation Center and Brunswick and a passing siding in Yarmouth to provide capacity to support the operation of five round-trips daily between Brunswick and Boston.

Cost Estimate: \$16,000,000

## The 22 Investments by 2022 For Greater Portland (PACTS)

Subject to change. See final report in early March.

| <u>Recommendation</u>  | <u>Estimate</u>      | <u>Sources</u>            |
|--|----------------------|---------------------------|
| 1 Biddeford/Saco/OOB Plan  | \$18,000,000         | 2010 Tri-Community Plan   |
| 2 Bridge Projects (MaineDOT)   | \$50,000,000         | Placeholder amount        |
| 3 Downeaster Plans   | \$16,000,000         | Recent grant applications |
| 4 Falmouth Route One Transformation  | \$2,000,000          | PACTS Staff Estimate      |
| 5 Gorham East West Corridor *  | To be determined     | 2011 Draft Report         |
| 6 I-295 Corridor Study   | \$18,000,000         | 2010 Corridor Study       |
| 7 Maine Turnpike Corridor  | \$97,000,000         | Placeholder amount        |
| 8 Portland: Forest Avenue Corridor   | \$1,000,000          | 2011 PACTS Study          |
| 9 Portland: Franklin Street Corridor   | \$10,000,000         | PACTS Staff Estimate      |
| 10 Portland: Peninsula Transit Study   | To be determined     | 2008 PACTS Study          |
| 11 Region's Arterial Roads   | \$20,000,000         | PACTS Staff Estimate      |
| 12 Regional Bicycle/Pedestrian Plan  | \$10,000,000         | 2009 Regional B/P Plan    |
| 13 Region's Alternative Fuel Infrastructure                                    | \$5,000,000          | GPCOG Staff Estimate      |
| 14 Region's Collector Road System **   | \$200,000,000        | 2009 PACTS Study          |
| 15 Regional Traffic Signal System  | \$9,000,000          | 2011 PACTS Study          |
| 16 Region's Bus Garages  | \$20,000,000         | 2011 PACTS Study          |
| 17 Region's Replacement Buses  | \$35,000,000         | GPCOG Staff Estimate      |
| 18 Scarborough Oak Hill Pedestrian   | \$1,700,000          | 2011 PACTS Study          |
| 19 Scarborough Running Hill Road   | \$2,000,000          | 2011 PACTS Study          |
| 20 Westbrook Downtown  | \$2,000,000          | Two PACTS Studies         |
| 21 Windham: North Windham Plan   | \$2,000,000          | 2011 PACTS Study          |
| 22 Yarmouth: Route One Plan  | <u>\$10,000,000</u>  | Three PACTS Studies       |
| Total  | <u>\$528,700,000</u> |                           |
| Approximate Funds Available (10 Years)<br>(Federal, State, Local and Turnpike) | \$250,000,000        | PACTS Staff Estimate      |
| <b>Unmet Need</b>  | <b>\$278,700,000</b> |                           |

\* The transit and highway options evaluated in 2011 would cost between \$100,000,000 and \$150,000,000.

\*\* Our region's 200 miles of collector roads need \$50,000,000 for preservation and \$150,000,000 for rehabilitation and reconstruction. Later this year see the 2012 Update of our 2009 Study.