

PACTS

Portland Area Comprehensive Transportation System

Planning Committee Meeting Notice

Thursday April 1st, 2010 - 9:00 a.m – 11:00 a.m.
PACTS/GPCOG,
68 Marginal Way, Portland

Agenda

1. Call to order
2. Minutes of the October 2009 Planning committee meeting
3. Presentation by the *Maine Alliance for Sustainable Transportation (MAST)* proposal to Expand ZOOM Commuter Bus service to Biddeford/Saco and extend to Lewiston, Auburn, and Augusta
4. Federal DOT, HUD, and EPA Partnership For Sustainable Communities and HUD grant program
Info sharing, on development of a Regional proposal
5. Long Range Plan Update – Destination Tomorrow
Transit, TDM, and Land Use gaining ground
6. Public Comments
7. Next Meeting Date(s) – May 6th
8. Adjourn

The Metropolitan Planning Organization for the Portland Urbanized Area

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Agenda Item 2. Minutes of October 1st, 2009 Joint Committees Meeting:

PACTS Planning Committee Minutes

October 1, 2009

9:00 a.m.

Members Present: Greg Tansley, Chair; Sara Devlin, MTA; Alex Jaegerman, Portland; Molly Just, Westbrook; Robert Kahn, Policy Com. Appt.; Mike Laberge, MaineDOT; Donna Larson, Freeport; Steve Linnell, GPCOG; Maureen O'Meara, Cape Elizabeth; Peter Morelli, Saco; Sandra Mowery (for Deb Fossum), Gorham; Tom Reinauer, SMRPC; Ben Smith, Windham; Amanda Stearns, Falmouth

Members Absent: Dan Bacon, Scarborough; Connie Garber, PACTS Transit Committee Rep.; Tex Haeuser, South Portland; Peggy Killmer, Yarmouth; Gary Lamb, Old Orchard Beach; Brooks More, Windham; Carla Nixon, Cumberland

Staff and Guests: Maddy Adams, GPCOG; Carl Eppich, PACTS; Paul Niehoff, PACTS

1. **Call to order.** Greg Tansley called the meeting to order at 9:05 a.m. Introductions were made.
2. **Public Comments.** None
3. **Minutes of May 7, 2009 meeting.** *Molly Just made a motion to approve the May 7, 2009 minutes. Alex Jaegerman seconded the motion and all were in favor.*
4. **2012-2013 TIP Application Process for next round of projects.** The application process has been changed to a two-step process – a preliminary application and a final application. The Policy Committee will be approving the TIP Process and Procedures document in October. Three changes, as follows, have been approved by the Policy Committee:
 1. Move from 80% Roadway formula and 20% *Destination Tomorrow* scoring on roadway and intersection projects to 50/50%.
 2. Additional points for multi-municipal applications (more than one PACTS member)
 3. A new Public Private Partnership (PPP) additional points incentive.

Donna voiced concern that the multi-municipality applications are a good idea but would likely favor communities on the edge. In South Portland/Scarborough, it favors the Maine Mall area. Carl stated that it is such a small amount of points that he didn't think it would present a problem. Regarding having a feasibility study to support bike/ped projects, the study can be done by the staff of the community proposing the study. Maureen said it would be helpful to see a list of ideas regarding what PACTS staff would be looking for in the feasibility study. It was asked how the bike/ped master plan fit into all of this. The bike/ped plan will not give us a definitive path; it will be used as a guide/resource. The bike/ped plan is a regional plan. Projects of regional significance are good. Greg suggested that the bike/ped plan go the Planning Committee first before it goes to the Policy Committee for approval. The Planning Committee should review it and then recommend adoption by the Policy Committee.

Regarding EPS, all projects are eligible. Staff rank and select the projects and then EPS all of the shortlisted applications. Before a project is selected to be funded, it goes through EPS. EPS allows you to refine your scope. However, that does not preclude the applicant from submitting the best application they can. You want to make sure that your estimate is as close to realistic as possible. Each proposal is scored on its own but it would get points for being of a regional nature. Paul explained that that is where the multi-municipality points would come in. If Biddeford and Saco

each submit a sidewalk proposal, then they would be competing with one another unless they could somehow tie the two projects together.

The money would become available on October 1, 2011 – there is \$600,000 available (25% match). Carl stated that the application should be available by the middle of the month. Projects should have a Town Council letter of recommendation; public support is important. The recommendation is needed for final approval. Don't talk about right-of-way acquisition until MaineDOT is involved. No negotiation of purchase should happen and no money amounts should be discussed.

Steve L. asked if bus rapid transit should be considered under #11 (preservation of abandoned railway corridors). Alex said he thought it was talking about rails that are no longer used for rail (abandoned). Robert K explained that abandonment means not running today but it doesn't mean that it will never be used again for rail. Carl wasn't sure if this was our language or federal language. He will talk to Dan Stewart about this. MaineDOT has no rule on separation of a rail and a bike/ped trail. Alex explained that a rail company has to petition for abandonment. Tom Reinauer recommended the following change to the wording: **Preservation of abandoned railway corridors, including the conversion and use thereof for pedestrian or bicycle trails for future transportation use.** The Mountain Division in Fryeburg will be used as a shared rail/trail.

5. **Long Range Plan Update – Destination Tomorrow.** Carl reported that the Committee has met many times and have talked about the overarching umbrella of framework – goals, vision, objectives and strategies. They have decided to go with a vision with policies. New policies were drafted. For example, #5 'climate change adaptation' was added. The committee will still be looking at the items on page 9 and strategies will be developed. Currently there are 87 strategies and that is too many.

On Policy #5, it was suggested that 'most likely' be changed to 'predicted.' It was asked if funding or the 'state of the economy' should be addressed. Carl responded that funding is more than that. Even if the economy gets better, it doesn't mean PACTS will get more money. Funding would not be one of the policies. Peter suggested considering the change in the nature of the auto – electric cars, alternative fuels, etc. Alex added that reducing our carbon footprint should be mentioned.

Currently the Policies are not listed in order of priority; it was suggested that they be listed in alpha order. Changes in employment, telecommuting, etc. would go under socioeconomic shifts. Density, where it is desired and appropriate, could be plugged into a number of these policies. Communities are very different and we need to acknowledge that these policies may apply differently from community to community. Tom R. noted that marine/port appears to be missing. Amanda asked if we have looked at how the development of the base in Brunswick might change the jetport. The Airport Authority will be the agency running the planes out of Brunswick. Greg suggested that perhaps we should be talking to the people at Brunswick, the Jetport, and the state rep at Maine DOT about air travel.

6. **Next Meeting Date.** The next meeting was scheduled for November 5th at 9:00 a.m.
7. **Adjourn.** The meeting adjourned at 10:35 a.m.

Agenda Item 3. Presentation by the Maine Alliance for Sustainable Transportation (MAST) proposal to Expand ZOOM Commuter Bus service to Biddeford/Saco and extend to Lewiston, Auburn, and Augusta

This presentation was pushed forward from cancelled the March Joint Transit-Planning meeting. This will be a presentation alternative transportation concepts/proposals by MAST who is “actively seeking support and endorsement of this proposal from civic organizations, chambers of commerce, local governments, and legislators”. This will be a brief 15-20 minute presentation by proponents of the proposal with a question and answer period to follow. Please see attached .pdfs

Agenda Item 4. Federal DOT, HUD, and EPA Partnership for Sustainable Communities program

(Also from the original Joint March agenda)

Many of you have likely heard about this new opportunity that PACTS/GPCOG have been tracking for the past 6-7 months. Recently \$100 million in competitive planning grants were made public. These will be made through HUD’s Sustainable Planning Grant Program. Fortunately, we have a complementary effort (albeit very small but big in concept) in the *Greater Portland Transit Focused Region RFP* that went out last Friday which you all should be very familiar with by now.

Led by Cumberland County and now GPCOG a working group has been meeting to begin to get develop a purpose and need outline. GPCOG will likely be writing the grant in conjunction with partners who could span from Brunswick area to Kittery /Portsmouth. The purpose of discussing this opportunity today is to share any initiatives and/or interest in your own communities or transit organization, and to begin to strategize on this in Southern Maine.

Below is a brief description of the program and links:

Sustainable Communities Planning Grant Program

A top priority of President Barack Obama is to build economically competitive, healthy, opportunity-rich communities. In the 2010 Budget, Congress provided a total of \$150 million to HUD for a Sustainable Communities Initiative to improve regional planning efforts that integrate housing and transportation decisions, and increase the capacity to improve land use and zoning. Of that total, approximately \$100 million will be available for regional integrated planning initiatives through HUD’s Sustainable Communities Planning Grant Program.

As part of a commitment to listening and learning, HUD is providing an Advance Notice with a description and framework of the grant program for public comment. HUD will be seeking input from the public, including State and local governments, regional bodies, community development entities, and a broad range of other stakeholders on how the Program should be structured in order to have the most meaningful impact on sustainable regional planning.

- ▶ [Advance Notice and Request for Comments - Sustainable Communities Grant Program](#)
- ▶ To provide comments through HUD wiki [click here](#)

Agenda Item 5. Long Range Plan: Destination Tomorrow Update work
Transit, TDM, and Land Use Priorities

The subcommittee comprised of members from all PACTS committees continues its work on reviewing the document and preparing a shorter, targeted update to the plan for the next 4 years. A very brief presentation will be made of the work to date and provide an opportunity to comment on the direction and work moving forward.

Agenda Item 6. Public Comments

This Agenda Item is reserved for any comments the public or anyone attending may wish to share with the committees.

Agenda Item 7. Next Meeting Date

- May 6th 9am

Agenda Item 8. Adjourn