



Joint Planning and Technical Committee Meeting Notice

March 9, 2010

8:30 a.m.

PACTS, 68 Marginal Way, Portland

Agenda

- 1. Call to order**
- 2. Public Comment**
- 3. Joint Planning and Technical Meeting Minutes January 12, 2010**
- 4. Preliminary Bicycle/Pedestrian and Rebuild Road Categories Rankings**
- 5. Regional Aerial Imagery Update**
- 6. Status Report on Highway Simplification Study**
- 7. Proposed Traffic Moving Permit Review, Status and Next Steps**
- 8. PACTS Most Excellent Video, Rock On!**
- 9. Information and Other Business**
- 10. Adjourn**

The Metropolitan Planning Organization for the Portland Urbanized Area

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Agenda Item 3. Technical Committee Meeting Minutes, October 13, 2009

PACTS Joint Planning/Technical Meeting

January 12, 2010

9:00 A.M.

Members present: Jennie Franceschi (Biddeford), Tom Errico (consultant, T.Y. Lin International), Bob Malley (Cape Elizabeth), Peggy Killmer (Yarmouth), Darryl Belz (MaineDOT), Maureen O'Meara (Cape Elizabeth), Gretel Varney (Portland), Vanessa Farr (Yarmouth), Larry Hamilton (MaineDOT), Erik Street (Yarmouth), Gary Lamb (Old Orchard Beach), Tex Haeuser (South Portland), Jeff McEwen (FHWA), Robert Kahn (Train Riders Northeast), Jim Wendel (Scarborough), Greg Tansley (Biddeford), Steve Linnell (GPCOG), Dan Jellis (Yarmouth), Alex Jaegerman (Portland), Dave Redlefsen (Metro), Dale Mitchell (HNTB), Bob Burns (Gorham), Sara Devlin (MTA), Al Presgraves (Freeport), Eric Dudley (Westbrook), Bill Robertson (Old Orchard Beach), Sandra Mowery (Gorham), Angela Blanchette (Saco), Bob Hough (MaineDOT)

Staff and Guests: Rebeccah Schaffer-Tousignant (GPCOG), Paul Niehoff (PACTS), Carl Eppich (PACTS), Lynne Powers (GPCOG), Eben Marsh (GPCOG), Bruce Hyman (Bruce Hyman Planning)

1) Call to Order

Jennie Franceschi called the meeting to order at 9:00 A.M.

3) Technical Meeting Minutes from October 13, 2009

Jennie and Dan Jellis motioned for approval, Erik Street seconded, and the minutes were approved by unanimous vote.

4) Joint Planning/Technical Meeting Minutes from November 5, 2009

Bob Burns motioned for approval, Tom Errico seconded, and the minutes were approved by unanimous vote.

5) PACTS Regional Bicycle & Pedestrian Final Draft Plan

Eric Dudley made a motion to pass the final draft plan, Bob Malley seconded, and it was passed by unanimous vote.

6) Regional Signal Coordination Study Final Recommendations

This project began a year ago, looking at five or six corridors which were primarily located in Portland, Westbrook, and Scarborough, and making recommendations for signal coordination. Some of the work has already been funded by an EECBG grant awarded last May, which was made possible through ARRA. The funding is for signal equipment and does not include ground equipment or items such as crosswalks. Cities and municipalities will have to step up to fund those other components. The project also received a \$1 million earmark due to work by Congresswoman Chellie Pingree's office, though the final amount of the grant, including a 20% match, will be closer to \$800,000.

The project would give Portland a way to ease into being part of the RTMS system that is currently running the signals for several areas in Scarborough and South Portland. The staff was looking for a recommendation to move the project on to the Policy Committee.

Peggy Killmer made a motion to send it to the Policy Committee. Tom Errico and Alex Jaegerman seconded. The motion was passed by unanimous vote.

7) Report on Progress on the Update to Destination Tomorrow

Carl Eppich reported on Destination Tomorrow, saying that the committee working on it is in the process of going through the 88 strategies listed in the current version of the plan and deciding which are the most and least relevant to PACTS now and moving forward. The updated document will ideally have 30 or fewer pointed, actionable strategies to focus on. The committee is comprised of volunteer members representing all PACTS committees, and it is currently discussing the price of energy, the state's aging demographics, increased transit ridership, and the possibility of doing a study similar to the one done on collector roads, but focusing on arterials instead. Carl will be updating on the committee's progress as it reaches milestones. The next presentation will likely be the revised list of strategies, then testing with a consultant who will be brought in this spring, and then the work will be shared with committees. The work will ideally be done in June, but the deadline is not until the end of the year; it would be finalized in the fall. There should be pieces available for review by April or

8) Proposal to Amend UPWP for a Regional Transit Oriented Strategic Initiative Instead of a Fixed Guideway Study Approved in May 2009

This study was approved by the Policy Committee, who wanted to see a revised scope. The study was originally meant to evaluate the places in the region where there is potential to set up fixed guideway transportation, but the Policy Committee pointed out that there would be no funding for the project and asked Carl and Tex Haeuser to come back with a more actionable plan. The new idea is to perform analysis of what is currently available looking at the strengths and weaknesses of the region, any threats to current transit, and policies and land use initiatives that might create opportunities. The initiative would seek to deal with congestion and other current transit problems, and would fall in line with the goals outlined in Destination Tomorrow.

This is a re-scoping of a \$40,000 study approved in the UPWP. Carl discussed the value in doing it regionally, looking at existing routes and land use, and possibly taking a survey of towns to determine best practices. The idea is to do a visionary approach with land use and policy analysis of what municipalities do or don't have; exploring how to build on what is currently in place and make it more substantial, while also reducing smog/auto emissions and relieving congestion. The new scope is far from a fixed guideway system, but still has the idea of transit as evolutionary and as having a growing role in transportation in the area.

Maureen O'Meara suggested picking an area, evaluating the current transit system in place there, and then analyzing what would be necessary to take it to the next level (measures like land use ordinance changes). Carl and Alex answered that that was an intended part of the study and will be done, and that there were several case studies being looked at. Robert Kahn suggested involving real estate experts or brokers to help work on potential land use ordinances. Steve pointed out that the study has the potential of being a pilot for the implementation of the Gorham East-West study, but on a full regional scale. With changes in land use and distribution of jobs and housing, more dense housing will become a reality and transit will need to be a more viable option.

Maureen made a motion to recommend the amended scope to the Policy Committee, Dale

Mitchell seconded, and the motion was passed unanimously.

9) Information and Other Business

A. Rebuild and bike/pedestrian application submissions

Paul Niehoff told the committee that PACTS had received three rebuild applications, totaling \$12.6 million, but there is only \$1.5 million available for funding. PACTS also received 10 bike/pedestrian plans totaling \$3 million, for an available \$600,000. Staff received short intersection forms from Yarmouth and two from Portland, just to gauge what potential need is out there. As it stands right now, there is no set-aside for intersections. There has been a discussion about using the holding PIN to find it. The Policy Committee meeting will likely revisit the collector road credit program, which was voted down at the previous Policy Committee meeting. With roughly \$950,000 available in the holding PIN, the question has been how to best put that to use, and whether it could be the proposed credit program, an intersection set-aside, or something else altogether.

B. Ortho-imagery

Over the winter, staff plans to gauge interest again from PACTS and COG communities. Two options are to reassess and fly the PACTS region at a six-inch resolution in April, or wait until April 2011 for budgetary reasons. There are some communities talking about doing six-inch resolution flights on their own. Paul pointed out that it is the most cost effective to do it together, all at once, as the cost lowers dramatically for each city or municipality involved. The questions are: how often do municipalities want to do it, what resolution do they want, and when did they do it last. Many municipalities have been saying that they are interested but want to know the cost, which is difficult to pin down without an idea of how many will be involved to share the cost.

The group was asked for a show of hands to see how many municipalities were interested in flying in 2010. Only four representatives raised a hand, while more people did so when asked about 2011. Donna Tippett from GPCOG will be working to help coordinate the effort.

C. Personnel changes

Henry Burg will start as the new Casco Bay general manager on February 18. Anna Price is leaving Augusta in March for a new FHWA position out of state. Mary Ann Conroy is taking over at Kittery Public Works, Mimi Cerveny has moved to NJ, and Sara Behr will replace Bill Croce in Planning.

D. Suggested/required standard for locally funded projects on state roads

A discussion on the subject will take place at the Policy Committee meeting on January 21.

E. Information for Gorrill-Palmer

Gorrill-Palmer sent around an e-mail to collect information on the cost of work that has been done by municipalities in 2009, in the interest of updating the collector road study and forecasting for 2010. They are trying to get information by January 15; it will help them in meeting with communities.

2) **Public comment** – Taken out of agenda’s order. No members of the public present.

10) Adjourn

Jennie moved to adjourn and Dan seconded. The meeting adjourned at 10:05 A.M.

Agenda Item 4. Preliminary Bicycle/Pedestrian and Rebuild Categories Rankings

At our last meeting it was reported that PACTS had received three rebuild applications, totaling \$12.6 million and 10 bike/pedestrian plans totaling \$3 million. Since then staff has been asked to withdraw one bike/pedestrian application and move one proposal from bike/pedestrian to the rebuild category. Other projects were submitted prior to the final deadline. There are currently six rebuild applications totaling \$15,444,000 and ten bike/pedestrian applications totaling \$3,708,000.

A list of ranked projects will be distributed for review, comments and recommendations.

The following table outlines the programming schedule for our 12/13 TIP. Please make note of the municipal involvement in the project scoping and development process.

Table 3: MaineDOT Two-Year Work Plan Schedule (Even numbered years)	
January-February	<ul style="list-style-type: none"> • MPOs and MaineDOT analyze the schedules and cost estimates of existing projects. • MPOs seek new candidate projects from their member communities for the next two-year funding cycle.
March to May	<ul style="list-style-type: none"> • MPO staffs and technical committees develop candidate projects for scoring, cost estimating and field review. • MaineDOT’s Bureau of Transportation Systems Planning sends each MPO a letter with milestone dates and submission requirements for the upcoming two-year work plan. • By April 30, MaineDOT’s Bureau of Transportation Systems Planning sends each MPO a letter with its best estimates to date of available federal Surface Transportation Program (STP), National Highway System (NHS), and state matching funds for the next two-year funding cycle. • MPOs prepare lists of projects for field review.
June-July	<ul style="list-style-type: none"> • MaineDOT and each MPO develop lists of existing projects that will require supplemental funding. • MPO staffs conduct field reviews of candidate projects with MaineDOT planning and project development staff.
August-September	<ul style="list-style-type: none"> • MPOs – with the help of technical consultants, municipal officials and MaineDOT staff – develop final project cost estimates for the work plan. • MPO policy committees receive final recommendations from their advisory committees, and set priorities based on project technical scores

	<p>and available funding.</p> <ul style="list-style-type: none"> • MaineDOT, MPO and municipal staffs conduct final reviews of scopes and cost estimates of MPO project candidates. • MPO staffs/municipal representatives complete project identification forms for MaineDOT for each project.
October	<ul style="list-style-type: none"> • By October 31, MPOs approve and submit final project lists to MaineDOT for inclusion in the two-year work plan.

Agenda Item 5. Regional Aerial Imagery Update

GPCOG and PACTS have jointly reviewed the initiative again and have contacted some of our members who may have had specific plans or questions related to this program. At the present time PACTS and GPCOG are moving forward with what we expect to be an April 2011 flyover for the COG/PACTS region.

BACKGROUND

For decades, the Greater Portland Council of Governments (GPCOG) has coordinated the acquisition of aerial imagery of the region on behalf of its member agencies. In recent years, the Portland Area Comprehensive Transportation Committee (PACTS) has been assisting GPCOG with aerial ortho imagery collection as well.

All aerial images contained within the GPCOG aerial library were flown to National Cartographic Standards. GPCOG's library includes full regional coverage for the following years: 1975, 1976, 1986, 1995 and 2001. The 2001 flight was the first use of color digital cameras for digital ortho-imagery. The 2001 photos have a 0.5' pixel resolution and were georeferenced to enable use in GIS applications.

In 2006, GPCOG deviated from coordination of region-wide coverage and instead facilitated an update for towns with immediate needs for new ortho-imagery. GPCOG's role in the 2006 updates involved an exchange agreement with Bradstreet Consultants, Inc (BCI). The purpose of the agreement was to acquire new digital aerial imagery on a town-wide basis in exchange for granting BCI access to the imagery and positional data from the 2001 aerial project.

The 2006 exchange agreement resulted in updated coverage for the coastal portion of the GPCOG area. GPCOG member towns further inland have not been updated since 2001. The 2006 partnership with BCI was the last aerial photo project in which GPCOG played a role.

CURRENT EFFORTS BY GPCOG & PACTS

Over the last year, member towns and partnering organizations have expressed interest in another regional aerial imagery project. GPCOG has tried to coordinate the discussion and determine the best way to assist member towns in acquiring new imagery at an affordable price. To determine the level of interest, the topic has been discussed at various meetings and by email.

There has not been definitive consensus from the GPCOG membership. Some towns have an immediate need and would like to have the region flown this spring. Other towns don't have an immediate need and would rather wait until budget constraints ease. At this point, based on

feedback, timing, and availability of resources, trying for a spring 2011 flight makes the most sense.

Agenda Item 6. Status Report on Highway Simplification Study

The Maine State Legislature, through Public Law 2009, Chapter 413, instructed the Maine Department of Transportation to work with stakeholders to evaluate the Maine's highway classification and routing systems to determine if these complicated state and federal systems could be simplified. The Maine Department of Transportation and Maine Municipal Association have formed a Policy Working Group (PWG) to guide this study.

- The study will be completed by July 2010.
- Gorham's Dave Cole is on the Policy Working Group. BACTS is a member. John Duncan has attended several of their meetings.
- High level MaineDOT staff and MMA's Kate Dufour provide staff support to the Policy Working Group and the two subcommittees.
- John Melrose is a consultant to MaineDOT and the MPO's for this effort.
- John Duncan and Mike Bobinsky are on the Urban Issues Subcommittee.
- Paul Niehoff has attended two of the urban meetings and one meeting of the Standards Subcommittee.
- The Subcommittees meet every two weeks.
- The focus so far has been on road maintenance topics. Capital topics come later.
- A survey regarding the cost of maintaining state roads within compact areas was recently re-sent to municipalities.

- The Standards Subcommittee includes several people from our region. They are comparing State and municipal road standards of many kinds. They have reached a working consensus that when a road is being transferred from a town to MaineDOT – and from MaineDOT to a town – that the same standards should apply, and that the standards should be about:
 - A 10-year expected life
 - Pavement condition
 - Culverts
 - Ditches/drainage
 - Safety issues (guardrails, sight distances, etc.)
 - Clear zones
 - Signage
 - An in-depth hydrology study might be needed.

- The Urban Issues Subcommittee has reached a working consensus that the current (1913) legislative basis for urban compacts is irrelevant, but that urban compacts remain a good concept. They should be defined as follows:
 - Where local access benefits equal or exceed state mobility benefits, the community interest in serving property owners should take priority and here the compact might have good reason to exist.
 - Where community services such as parking, sidewalks, water, sewer and storm drainage are provided to an area, the community should be in a better position

than the state to coordinate street maintenance to assure an efficient and effective public works function. In these areas, compacts might have good reason to exist.

- Where there are no clear offsetting factors, local service delivery should be preferred as a means to enhance public accountability and service delivery.
 - With the primary municipal revenue being the property tax, communities should be given the tools to preserve and enhance their tax base. Where there are geographic concentrations of a community's property tax base, there may be the strongest arguments for compacts to exist.
- The Urban Issues Subcommittee has also reached a working consensus that there should be a shared financial responsibility for State highway maintenance inside compacts. There is no apparent consensus as yet on the most appropriate rationale for calculating cost shares. Several approaches to cost sharing are worth considering as follows:
 - The competing highway functions of local access versus state mobility could determine cost shares if a methodology could be arrived at for measuring the relative value of these two functions. The ratio of resident employees (the local access factor) to total community employment might offer one approach.
 - A market based approach might entail establishing compacts as a local option with the pricing of MaineDOT reimbursement set at a level sufficient to entice communities to opt in so that they might also realize the benefits that accrue with local control. The cost survey now underway might prove very valuable in identifying the optimal reimbursement level.
 - A use based distribution might be formulated such that compact communities receive a share of MaineDOT Highway Funds proportional to the annual vehicle miles of travel logged on state miles maintained by communities inside compacts. An ability to pay factor might be added to this approach which recognizes a community's relative motor vehicle excise tax receipts and adjusts the highway fund distribution accordingly among eligible communities.
 - An urban-rural equity approach could be adopted to assure that rural and urban miles are treated the same. For example, if rural town ways receive reimbursement than urban town ways would as well or in the alternative neither would be eligible for reimbursement.
 - The Urban Issues Subcommittee has begun to discuss a MaineDOT proposal to create "Local Maintenance Cooperatives". Staff can elaborate.

Agenda Item 7: Proposed Traffic Moving Permit Review, Status and Next Steps

MaineDOT is proposing to change the Traffic Movement Permit from its current threshold of 100 trips in the peak hour to 5 trips hour/50 trips per day. This would allow an equitable assignment of highway degradation to those that add traffic to the highway system, otherwise the last one in pays the brunt of all roadway improvements. MaineDOT is exploring this possibility, but if it were to move forward DOT will need others such as PACTS to move it forward and to champion it for the Dept.

Steve Landry will explain the background, give a status update, and entertain an open discussion related to the next steps in the process.

Agenda Item 8: The PACTS Video

Recommendation: Enjoy the movie, and offer suggestions for its use.

Background

The primary purpose of the 7.5 minute video is to heighten awareness of the importance of our regional transportation systems in the eyes of the general public, and to remind them that the traditional funding sources are at risk. The second purpose is to promote the awareness of PACTS.

We will distribute this to local public access television stations, and put it on YouTube. We will also use it in future public meetings. We are looking for your suggestions as well.

We are very grateful for the excellent creative and technical work by Michael McDade, the director of the Falmouth public access television station, in creating this video for us.

Agenda Item 9 Information and Other Business

Topics from Staff

- The Gorham East West Corridor Study is proceeding at a fast pace.
- Update on statewide collectors funding bond proposal
- The Executive Committee voted recommending the Policy Committee consider the revised Collector Road Credit Program.
- Paul met recently with new staff in Old Orchard Beach.
- Paul met with Judy Harris, Carey Kish (GO Maine) and Jim Tasse of the BCM to develop ideas and schedules for Commute Another Way week May 17th to 21st. There is an ITE NE region meeting that week as well as a planned Active Communities conference.
- PACTS reconvened the Bike/Pedestrian/Alternative Transportation Mode group on January 21st.
- Paul has processed several Three Party Agreements. The process is going well.
- Carl is organizing the Strategic Transit Focused Region Initiative.
- Carl recently attended a livability conference in Seattle.
- Carl recently met Chellie Pingree while leading our contingent at her office for the required videos regarding the FY 2011 annual appropriations earmark proposals. Carl also recently submitted the earmark applications to our Congressional Delegation members (using each of their three application forms). Carl charged his time to our local funds account.

Topics from Members

- Bill Shane, Tony Plante and John Duncan recently presented to the Legislature's Transportation Committee regarding bad roads in our region.
- Kathi Earley on Franklin Street Corridor Study Phase II. Markos Miller has offered to give the Policy Committee a presentation.

- Mike Laberge on the progress to completion of Ken Sweeney's draft policy statement regarding state/municipal agreement on 100%-locally-funded improvements to state roads.
- Nine (9) PACTS staff and committee members are going to attend the March 11th dinner meeting of the Maine Better Transportation Association.