

Joint Meeting of the PACTS Transit and Planning Committees
January 8, 2009
9:00 a.m. at GPCOG

Members Present: Greg Tansley, Planning Committee Chair, Biddeford; Ed Clifford, Transit Com. Chair, ShuttleBus/ZOOM; Chuck Baker, RTP; Catherine Debo, CBITD; Sara Devlin, MTA; Connie Garber, YCCAC; Tom Gorrill, Transit Committee; Tex Haeuser, South Portland; Tony Hayes, Falmouth; Peggy Killmer, Yarmouth; Alex Jaegerman, Portland; Robert Kahn, TrainRiders; Donna Larson, Freeport; Peter Morelli, Saco; Maureen O'Meara, Cape Elizabeth; Dave Redlefsen, METRO; Ben Smith, Windham

Staff and Guests: Maddy Adams, GPCOG; Susan Davis, MNGRR; Tony Donovan; John Duncan, PACTS; Carl Eppich, PACTS; Matti Gurney, GPCOG; Art Handman; Judy Harris, Portland; Bruce Hyman, GrowSmart; Steve Linnell, GPCOG; Fred Michaud, MaineDOT; Tom Reinauer, SMRPC; Robert Wagner

1. **Call to Order.** Greg Tansley called the meeting to order at 9:05 a.m. Introductions were made.
2. **Approval of minutes from the October 9, 2008 meeting.** Alex Jaegerman and Robert Kahn were in attendance at the October 9th meeting but their names were not listed. *With the noted correction, Connie Garber moved approval of the minutes with Alex Jaegerman seconding the motion. All were in favor.*
3. **South Portland West Corridor Study.** Carl Eppich provided some background. Following the October 9th joint meeting, PACTS and GPCOG staff met with Bruce Hyman to review the Transportation Project Land Use Policy Implementation Guidelines. The group identified five corridors which made sense for this effort and narrowed the choice down to two corridors: Portland – Forest Ave-Windham-North Yarmouth; and the South Portland West Corridor – Broadway-Maine Mall area-Scarborough-South Gorham/North Scarborough-Gorham. TAZ data was reviewed to determine population densities, employment densities and areas where population and employment levels are both greater than 1000 sq. miles. Next steps involve identifying employment clusters of 100+ places of employment within 200 feet of a corridor center and perhaps locations for new “suburban town squares” with Park & Rides, rapid bus, light rail, dedicated bikeways, etc. Judy mentioned that there would be great difficulty finding land for Park & Rides. Sara D. added that an inventory of Park & Ride lots is currently being done. The land issue will be addressed perhaps through public/private partnerships.

The next step would be to get zoning and parcel maps to find out how much land is adjacent to these corridors. The data needs to be confirmed before anything else is done. We need to find out if major employers have moved in or moved out; we would like input from the planners. Preliminary research was done to find out what common standards were being used to determine people per square mile. An employer with 50 or more employees is determined to be a major employer. Connie noted that identifying major employers is only as good as their shift hours and who the targeted riders might be. When they went through the JARC process they found that because of shift deviations, it didn't necessarily work. It

was suggested that rail lines be shown on the map as well as the Downeaster. It was also mentioned that cruise ships bring in tourists to the area, so ferry connections should also be included. Transit should be provided at least every 15 minutes in heavy use areas to attract riders. The Transit Committee is continuing to work on improving AVL and ITS for transit. They are using GPS for tracking and efficiency purposes in house. Funding opportunities are being explored for the Long Creek Watershed Management Plan circulator service. Other opportunities like JARC money could be explored. A meeting will be held on the 22nd at Sable Oaks on the Long Creek Watershed Management Plan.

- 4. Transit TIP legislation update.** Tex explained that following procedures to be established by the Maine DECD, a municipality may create one or more transit-oriented development (TOD) tax increment financing (TIF) districts. These can be transit-oriented development areas, typically located around transit stations, hubs, or nodes, or transit-oriented development corridors, as defined in his “Transit TIF Building Blocks” memo. He explained the conditions that would apply. A statute is being developed. They would like to have the money be used for capital. We should try to get communities to think about land use. Peter asked if capital costs and start-up costs could be set up which would give a boost to transit for a number of years. Greg mentioned that in Biddeford they required the developers of Biddeford Crossing to negotiate in-kind payment to transit for a three-year period at \$20,000 a year. The operating funds are important. Alex suggested that a good incremental growth step would be to upgrade the service in the existing network. Tony D. recommended that people get in touch with their legislators to get this legislation passed.
- 5. PACTS funded: Transit-TOD-TIF Education Campaign.** Carl explained that PACTS recently approved an \$8,700 Transit-TOD-TIF education campaign for South Portland. The idea is to educate the general public, city and state officials about the benefits of transit oriented development and how TOD Tax Increment Financing (TIF) works and how it could be applied in the State of Maine. A web site will be created as well as an informational booklet and a PowerPoint presentation. Judy agreed that outreach is important and suggested that the informational pieces be presented in plain English – be careful with acronyms. As we look at TIFs, it is increasingly important that we have some type of agreement and have a regional approach. Fred added that MaineDOT is looking at altering their traffic movement permit and looking at impact fees.
- 6. Other Business.** None.
- 7. Next meeting date.** The next Planning Committee meeting was scheduled for March 5th at 9:00 a.m. The next Joint meeting with the Transit Committee will be March 12th.
- 8. Adjourn.** The meeting adjourned at 10:22 a.m.