

PACTS Planning Committee Meeting

AGENDA

Thursday, May 14, 2020

1:00 PM - 2:30 PM

Remote Meeting

Zoom: <https://us02web.zoom.us/j/88670842613>

Call in: 312-626-6799

Meeting ID: 886 708 42613

As of March 31st, 2020, PACTS and GPCOG will be holding all committee meetings via [Zoom conferencing technology](#). We remain committed to full public access and participation in our meetings through remote access during the COVID-19 crisis. Remote meetings will be held in accordance with the requirements of [LD 2167, Public Law Chapter 618](#).

1. Welcome and Roll Call- Alex Jaegerman, Chairman

2. Public Comments

The general public will have an open comment period with a 3-minute limit per individual to comment on any issue, including items on the agenda

3. Acceptance of 4/2/20 Minutes (Attachment A)

4. Project Updates—30 min. (Attachment B + C)

The following project updates are attached:

- Transit Tomorrow – Next meeting May 22nd at 9:30 AM
- Maine Climate Council Transportation Working Group Recommendations
- South Portland Mill Creek to Cushing's Point Multimodal Corridor Study

Questions on specific projects may be addressed at this time.

Recommended Action: Information only.

5. PACTS Transit-Oriented-Development—30 min.

The South Portland Maine Mall site was selected as a pilot location for a Transit-Oriented Development Concept Plan as a part of the current PACTS work plan. GPCOG worked with transit stakeholders, municipal staff, and the development community to create a vision for the area that identifies potential opportunities for increased density and mixed-use development that supports and encourages transit use. The final plan identifies potential policy and infrastructure improvements that encourage transit use and strengthen the region's transit network.

The Mill District in Biddeford and the area of Saco Island in Saco has been selected as a location for a Transit-Oriented Development Concept Plan as part of PACTS' 2020-2021 work plan. The Study Area includes Saco Island and the Mill District of Biddeford, bounded by Water and Front Streets in Saco, and Main Street in Biddeford, along with Lincoln Street and Elm Street (Route 1) in Biddeford – including Springs Island.

The Biddeford/Saco TOD final plan will include a narrative documenting the study process, a description of various alternative designs, and visual renderings of conceptual designs. The project will highlight the potential to enhance transit ridership, encourage mixed-use development, and foster the growth of bike/ped connectivity within the study area. A draft plan is tentatively scheduled for review in December 2020, with a final plan scheduled for completion in January 2021.

Rick Harbison, Senior Planner, will present and discuss both projects with the Planning Committee.

Recommended Action: For information and discussion.

6. Adjourn.

Attachment A

**PACTS Planning Committee Meeting Minutes
AGENDA**

**Thursday, April 2, 2020
9:30 AM -11:00 AM
Remote Meeting**

In Attendance:

Name	Affiliation	Attendance
Tad Redway	Arundel	N
Greg Tansley	Biddeford	Y
Maureen O’Meara	Cape Elizabeth	Y
Carla Nixon	Cumberland	N
Kara Wooldrick	Portland Trails	Y
Theo Holtwijk	Falmouth	Y
VACANT	Freeport	N/A
Carlos Pena	FHWA	N
Leah Sirmin	FTA	N
Tom Poirier	Gorham	N
Carol Eyerman	Gorham	Y
Chris Mann	MaineDOT	Y
Patrick Adams	MaineDOT	Y
Vanessa Farr	North Yarmouth	N
Anne Lang	North Yarmouth	N
Michael Foster	Old Orchard Beach	Y
Bruce Hyman	Portland	Y
Don Willard	Raymond	Y
Emily Cole-Prescott	Saco	N
Jamel Torres	Scarborough	Y
Eric Sanderson	SMPDC	N
Justin Barker	South Portland	Y
Tex Haeuser	South Portland	Y
Zach Mosher	Standish	N
Art Handman	South Portland	Y
Jennie Franceschi	Westbrook	Y
Amanda Lessard	Windham	Y
Alex Jaegerman, Chair	Yarmouth	Y
For GPCOG :	Kristina Egan, Ryan Neale, Phaeng Southisombath, Harold Spetla	

1. Welcome- Alex Jaegerman, Chair

Alex Jaegerman opened the meeting.

2. Review of Remote Meeting Etiquette

Staff provided a brief overview of Zoom meeting protocols.

3. Acceptance of 3/12/20 Minutes

One amendment to the minutes was made; Michael Foster had been listed as absent from the March 12th minutes, but was in attendance.

Tex Haeuser moved to approve the 3/12/2020 minutes; the motion was seconded by Alex; all were in favor.

4. Public Comments

There was no public comment.

5. Motion to Replace Jay Chace as Vice Chair of the Committee

Following a brief conversation, Jamel Torres agreed to step into the role of Vice Chair.

Tex Haeuser officially moved to nominate Jamel as Vice Chair and Chris Mann seconded. Jamel was appointed unanimously.

6. Transportation Improvement Plan (TIP) Ad Hoc Committee Update

As a TIP Ad Hoc Committee member, Alex addressed the Committee. He noted that he and Maureen would be attending the first meeting on April 21st. Staff confirmed that AECOM had been hired as the consultant. The Committee and staff will work with AECOM to work on integrating the scoring process for transit funding and review how PACTS makes funding criteria decisions. Alex also noted that there will likely be no capital funding available until 2023.

The group discussed how the Planning Committee would like to be represented on the TIP Ad Hoc Committee. Tex mentioned that he hoped there would be funding for intersections and signals, which were identified as high PACTS priorities. Maureen sought feedback on the need to expand transit to currently unserved communities and how to balance that with quality and frequency in communities that are already served.

The Committee also spent a portion of time discussing potential federal transit funding that may arise due to the COVID-10 crisis. The situation is fluid and uncertain at the moment, so it will be important to stay tuned in and be ready to take action for funding.

7. Maine Climate Council Strategies Discussion—45 min.

The Committee discussed the recommendations drafted by interested planners. Alex advised the Committee that the intent was not to wordsmith the recommendations, but to offer suggestions to add to the draft. There was not time to go through multiple iterations, so Alex asked that the Committee be prepared to act by the end of the agenda item.

Chris Mann and Kristina Egan reiterated that anyone who would like to attend future Transportation Working Group meetings is welcome and that they should contact Harold to arrange an invitation.

Maureen O'Meara moved to approve the recommendations as written, and Chris Mann seconded. The topic was opened to discussion.

Alex said that the volunteer planners intentionally kept the recommendations at a high level so they would be easier for the Policy Committee to approve. The presented draft recommendations were condensed from the original working document.

Tex provided an additional recommendation for a development impact fee based on trip generation and clarified that it was not only an impact fee on the driver but on the developer as well.

Justin Barker clarified the intention of providing grants and loans to existing development water and sewer infrastructure, as opposed to new development infrastructure, and Carol Eyeran clarified that this should be public water and sewer.

Maureen revised her motion to incorporate the highlighted changes made to the recommendations during the meeting and Kara seconded. The motion was approved unanimously.

Kristina asked the Committee to consider how they would present the recommendations to the Policy Committee on April 23rd. Alex and Tex volunteered to attend and planned to follow up with other members for support. Attending Planning Committee members were asked to be prepared to discuss the recommendations.

Staff will revise the document to reflect the recommendation changes made throughout the meeting.

8. Adjourn.

Bruce Hyman moved to adjourn, and Maureen seconded. All were in favor.

Attachment B

PACTS Project Updates

Transit Tomorrow

Transit Tomorrow is entering its final phases with a draft plan expected for review early this summer. In the last year, AECOM and GPCOG staff have evaluated existing conditions, adopted a regional vision statement for public transit, and completed an in-depth scenario planning exercise.

At the last Project Advisory Committee meeting on April 24th, AECOM presented the findings of the recently completed scenario planning exercise, which centered on the following scenarios related to investment decisions and land use:

Investment Decision Scenarios		Land Use Scenarios	
Business-As-Usual	Transit funding remains the same.	Business-as-Usual	Population/employment distribution is based on historical trends.
Improve Transit Everywhere	Additional funding is used to increase frequency on all routes by 25%.	Destination 2040	Population/employment occurs within Priority Corridors/Centers identified in Destination 2040.
Targeted Transit Investment	Additional funding is targeted to increase frequency on key corridors by over 100%.	Compact Land Use	100% of population/employment occurs within one mile of transit routes.

The key takeaways from AECOM's modeling were: improving transit service everywhere results in a significant increase in transit ridership (13-19%); targeting transit investments to key corridors has an even greater impact on ridership (26-32%); the Destination 2040 and Compact Land Use scenarios increase ridership but to a lesser degree (4%); and, the Compact Land Use scenario, when combined with the Targeted Transit Investment scenario, performs the best across all metrics (i.e., ridership, VMT, GHG, congestion, travel speed, transit proximity to housing/jobs, and parking demand).

AECOM is currently developing recommendations and strategies, which will be vetted by the Project Advisory Committee at its next scheduled meeting on May 22nd, as well as at the GPCOG Annual Summit on May 28th. Throughout the planning process the project team has been guided by the Project Advisory Committee (PAC) as well as its many public engagement activities. Please review previous Transit Tomorrow PAC agendas [here](#).

Maine Climate Council Transportation Working Group Recommendations

Following the April 2nd Planning Committee meeting, the recommendations to the Transportation Working Group were adopted by PACTS on April 23rd at the Policy Committee meeting. The recommendations will be passed along to the Transportation Working Group co-chairs to help in the deliberations on how to meet the state's climate goals. Attachment C contains the full letter to the Transportation Working Group.

South Portland Mill Creek to Cushing's Point Multimodal Corridor Study

This study will examine potential additions/improvements to the alternative transportation network along the Mill Creek to Cushing's Point corridor—including traffic signals, bicycle and pedestrian facilities, and transit options. The bidding closed on April 30th and PACTS received two proposals. South Portland is coordinating the selection committee, which will review the proposals and decide if interviews are necessary.

Attachment C

Date: May 8, 2020
To: Joyce Taylor and Sarah Cushman, Co-Chairs, Transportation Working Group
From: Matt Sturgis, Chair, Portland Area Comprehensive Transportation System
Hope Cahan, Vice Chair, Portland Area Comprehensive Transportation System
Re: PACTS' Recommendations to the Maine Climate Council Transportation Working Group

Ms. Taylor and Ms. Cushman,

As Maine's largest Metropolitan Planning Organization, the Portland Area Comprehensive Transportation System (PACTS) programs federal transportation funding for 18 municipalities and is responsible for long-range transportation planning for our region. PACTS would like to provide recommendations to the Maine Climate Council Transportation Working Group as it evaluates and recommends mitigation and adaptation strategies to address climate change.

These recommendations were adopted on April 23, 2020 by the PACTS Policy Committee, the Metropolitan Planning Organization's governing body, which is composed of 18 member municipalities, the Maine Turnpike Authority, and transit operators.

We hope the following recommendations are helpful in the Transportation Working Group's important deliberations on how to meet the state's climate goals.

Include Climate Mitigation and Adaptation in Municipal and Regional Planning

- Update the Growth Management Act to include provisions for municipalities to develop and implement strategies for meeting the state's climate goals in comprehensive plans.
- Support regional plans that guide development and state and local capital investments.

Create a Statewide Policy Framework to Support Smart Growth and Clean Transportation and Align State Investments to Support Implementation

- Reward municipalities that are part of a regional plan and whose comprehensive plans and municipal investments reduce greenhouse gases with state funding for open space conservation, farmland conservation, public transit, roads, active transportation facilities, affordable housing, renewable energy, school buildings, and more.
- Create regulatory requirements and incentives for municipalities and regions to ensure land development incorporates best practices for transportation-related greenhouse gas reductions.

Encourage Compact Development in Designated Growth Areas

- Remove regulatory barriers to growth areas identified in municipal comprehensive plans. Removing barriers would allow for multi-family housing, accessory dwelling units, reduced parking requirements, and other zoning and ordinance changes that would increase housing and employment growth.
- Provide grants and loans for public water and sewer to support compact development in growth areas.

Expand electric vehicles

- Expand the state's electric vehicle (EV) incentives and expand eligibility for incentives to include e-bikes.
- Include solar incentives for EV charging.
- Require parking facilities and developments over a certain size to have EV charging infrastructure.
- Ensure the electric grid can handle the anticipated increased load from electric transportation.
- Incentivize the use of electric technology on ferries.

Invest in High Quality, Rapid Public Transportation

- In the PACTS region, key public transit corridors should aim for 15 - 20 minute headways, in separated guideways from normal traffic, and connect downtowns and growth centers.

Provide funding for Complete Streets

- Ensure the state is providing adequate investments in commuter trails, bikeways, and sidewalks, in addition to traditional road funding, to encourage active transportation use for both recreational trips and commuter trips.
- In addition to making the adequate investments above, ensure the state is providing MaineDOT with sufficient funds to fully accomplish its complete streets policy.
- Incentivize municipalities to develop and implement a Complete Streets Plan.

Provide funding for climate-friendly transportation investments

- The state currently has a funding shortfall to maintain our current transportation infrastructure in a state of good repair. To implement the above recommendations, the state needs new transportation resources to invest in transportation projects and initiatives that will reduce greenhouse gases. A fund should be established.
- The resources should come from transportation user fees, which should be based on greenhouse gas emissions levels, and a Transportation Impact Fee on developers, based on trip generation by new, large-scale buildings.

Adopt state level vehicle emissions standards in the face of the planned federal rollback of the Corporate Average Fuel Economy standards.

The PACTS members are extremely grateful for the many hours of hard work by the Transportation Working Group. We appreciate the amount of foresight that has already gone into developing transportation-minded climate goals and strategies and hope that you will give additional consideration to the recommendations above.