

**Regional Transportation Advisory Committee**

July 5, 2022  
9:00 a.m.  
Meeting Minutes

Seat	Representative	Attendance
PACTS Southern – Municipal	Diana Asanza	Y
PACTS Southern – Planning/ Economic Development	Jessa Berna	Y
PACTS Southern – Public Works/ Engineering	Tom Milligan	Y
PACTS Central – Municipal	Matt Sturgis	
PACTS Central – Planning/ Economic Development	Nell Donaldson, Chair	
PACTS Central – Public Works/ Engineering	Melissa Hutchins	Y
PACTS Western – Municipal	Bob Burns	
PACTS Western – Planning/ Economic Development	Amanda Lessard	
PACTS Western – Public Works/ Engineering	Katherine Kelley	Y
PACTS Northern – Municipal	Bill Shane	Y
PACTS Northern – Planning/ Economic Development	Theo Holtwijk	Y
PACTS Northern – Public Works/ Engineering	Adam Bliss	Y
Transit	Hank Berg	Y
Transit	Patricia Quinn	Y
Transit	Jack De Beradinis	
Transit	Mike Tremblay, Vice Chair	Y
MaineDOT	Ryan Neale	Y
Maine Turnpike Authority	Rebecca Grover	Y
Active Transportation Specialist	Jean Sideris	Y
Environmental Specialist	Christian MilNeil	Y
Community Transportation Leader	Leeann Brionez	
Community Transportation Leader	Mireille Kabongo	Y
Private Sector Trade Association	Eamonn Dundon	Y

**1. Welcome**

Mike Tremblay opened the meeting and welcomed the attendees. Mike introduced the new committee members—Melissa Hutchins serving as the Central Subregion’s Public Works/ Engineering representative and Bob Burns serving as the Western Subregion’s Municipal representative.

**2. Public Comment**

There was no public comment.

**3. Approval of the June 7, 2022 Meeting Minutes**

Theo Holtwijk moved to approve the June 7, 2022 meeting minutes as written. Rebecca Grover seconded. All were in favor; Jessa Berna and Mireille Kabongo abstained. Bill Shane was not present for the vote.

**4. Staff Report**

PACTS hired a consultant to develop a master plan to connect the region's traffic signals to the central server and update the existing server for the Regional Traffic Management System (RTMS). The report will be available on the GPCOG website.

Christian MilNeil asked if the plan would give consideration to technology capable of implementing transit system priority. Elizabeth Roberts, GPCOG staff, confirmed this would be included in future plans.

Jean Sideris asked whether the plan would include upgrades to detection equipment for bicycles and alternative users who are not detected with older/traditional detection equipment. Elizabeth noted the plan was to connect the signal network and server, but detection equipment would need to be addressed on an individual intersection basis.

## **5. Collector Paving Program Projects**

Each year PACTS allocates \$1,648,643 toward the PACTS Collector Paving Program (CPP), which is matched at 25% by municipalities with road segments selected for paving in that programming year, totaling \$2,198,192.

For the 2024 PACTS CPP, the PACTS Collector Paving Working Group reviewed the list of CPP projects and voted to support the list of projects. Municipalities and MaineDOT have reviewed the projects together in the field and confirmed their ability to meet the funding match requirements and refined the project cost estimates.

Staff recommended the list of projects found in Attachment 5-A of the [July PACTS RTAC agenda packet](#).

Theo Holtwijk asked what will happen if construction bids exceed the budget. Elizabeth Roberts, GPCOG staff, emphasized that this is a prioritized list and in the event that bids come in higher than estimated, projects at the bottom of the list will be removed first.

Christian MilNeil called attention to the fact that this program was paving just over 2 miles of roadway and encouraged PACTS to allocate the funds towards more efficient means of travel. Christian stated he would be voting against the funding allocation as he believes it is not a good use of PACTS funds.

Jean Sideris asked if shoulders were included in the paving and also asked if there was any way bicycles were factored into the transit scores. Elizabeth responded that shoulders may not always be milled but they should always be paved. Municipalities are asked if they would like to restripe to include bicycle lanes, but bicycles are not factored into the transit score.

Tom Milligan moved to approve the list of Collector Paving Program projects in Attachment 5-A of the PACTS RTAC agenda packet. Rebecca Grover seconded the motion. 14 members voted in favor; Christian MilNeil opposed; Katherine Kelley and Bill Shane were not present for the vote.

## **6. Regional Complete Streets Policy**

Ericka Amador, GPCOG staff, gave a brief presentation on the PACTS Regional Complete Streets Policy and the process toward adoption of the policy. A draft policy was presented to RTAC and the PACTS Policy Board in May and June, at which time staff sought feedback and made revisions to the draft. Upon RTAC's recommendation, staff will take the policy to the PACTS Policy Board for adoption. Implementation of the Regional Complete Streets Policy would begin in the fall of 2022.

Ken Capron, member of the public, commented that the Appeals Committee in the policy (3 members of RTAC, 2 members of Policy Board, and 2 non-voting staff members) seems biased. Ken also asked if the policy is financially feasible, based on the need for Americans with Disabilities Act compliant sidewalks and ramps. Ken went on to ask if property owners would be responsible for funding the complete streets infrastructure. Ken also requested more examples in the policy to demonstrate complete streets designs.

Mike Tremblay responded that the Regional Complete Streets Policy and ADA compliance are not competing priorities as the draft policy includes a checklist item for ADA compliance. Ericka added that the Appeals Committee would be formed ad hoc and would not include members who have a stake in the project. Ericka also added that a Phase 2 document would be a design guide. These projects will be funded through the same funding streams PACTS has always used, so property owners will not be directly funding any of these projects.

Tom Milligan suggested there should be a distinction between urban and non-urban complete streets. Ericka responded that she believes such a distinction is unnecessary as the policy emphasizes that all roads are context dependent.

Christian MilNeil reiterated concern for the wording regarding the exemption of interstates and limited-access roadways. Christian suggested the wording should clearly reflect that intersections immediately entering/exiting limited-access roadways should not be exempt from the policy. Staff will word the policy to address these concerns.

Theo Holtwijk suggested there should be scheduled reviews of the policy to assess implementation and effectiveness. Ericka replied that there were longer-range checkpoints (5 years) built into the policy but suggested revisiting it in the short-term after the first round of projects go through the policy process.

Eamonn Dundon asked how the PACTS Regional Complete Streets Policy interacts with existing local complete streets policies. Ericka responded that the more stringent policy will be applied to the project using PACTS funds.

Christian MilNeil moved to recommend adoption of the Regional Complete Streets Policy with the proposed amendments to exempt projects purely on limited-access (interstate system) roads, to include a review policy once the policy is adopted, and to be more explicit with how the policy interacts with municipal policies. Eamonn Dundon seconded the motion. 12 members voted in favor; Tom Milligan, Bill Shane, Hank Berg, and Patricia Quinn opposed; Adam Bliss was not present for the vote.

## **7. Transit Together Project Update**

Transit Together is a project to identify opportunities for increased coordination among the region's transit providers, with the goal of creating a cohesive and convenient regional system for current and future riders. The four main tasks include: 1) a network design effort to develop a regional approach to service delivery, 2) an evaluation of opportunities to incorporate microtransit into the region's transit service options, 3) an evaluation of opportunities for multi-agency collaboration on regional initiatives to increase administrative efficiencies, and 4) stakeholder engagement.

Informed by transit agency interviews, the project advisory group, and the public, the project's staff and consultant team have conducted a thorough assessment of background data and existing conditions. This assessment is documented in a three-part "State of the System" report. The State of the System report is available for viewing at [transittogether.org/documents](https://transittogether.org/documents).

Staff anticipate draft recommendations will be presented to RTAC and the Policy Board this fall.

Ken Capron, member of the public, asked when MicroRail would be included in the planning process for Transit Together. Andrew Clark, GPCOG staff, responded that Transit Together is focused on the infrastructure that exists now and how it is being used by the existing agencies.

Tom Milligan asked if municipalities were being asked to look at zoning and density along these routes to encourage use of transit. Andrew noted this issue is beyond the project scope, but that goal was included in Transit Tomorrow—the region’s long-range transit plan.

**8. Other Business**

There was no other business discussed.

**9. Adjourn**

With no objections, the meeting was adjourned.