# PACTS Policy Committee Minutes

April 23, 2020

<table>
<thead>
<tr>
<th>Committee Members</th>
<th>Affiliation</th>
<th>Attendance</th>
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<tbody>
<tr>
<td>Jim Bennett</td>
<td>Biddeford</td>
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<tr>
<td>Jessa Berna</td>
<td>Saco</td>
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<tr>
<td>Adam Bliss</td>
<td>PACTS Technical Committee</td>
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<tr>
<td>Chris Branch</td>
<td>Portland</td>
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<tr>
<td>Jennifer Brickett</td>
<td>MaineDOT</td>
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<tr>
<td>Hope Cahan</td>
<td>Falmouth</td>
<td>Y</td>
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<tr>
<td>Stephanie Carver</td>
<td>SMPDC</td>
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<td>Jay Chace</td>
<td>Scarborough</td>
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<td>Kim Cook</td>
<td>Portland</td>
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<tr>
<td>Erin Courtney</td>
<td>Maine Turnpike Authority</td>
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<tr>
<td>Jeff Demers</td>
<td>Biddeford</td>
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<tr>
<td>Nell Donaldson</td>
<td>Portland</td>
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<tr>
<td>Eric Dudley</td>
<td>Westbrook</td>
<td>Y</td>
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<tr>
<td>Lena Geraghty</td>
<td>Portland</td>
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<td>Keith Gray</td>
<td>Portland</td>
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<td>Tom Hall</td>
<td>Scarborough</td>
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<td>Art Handman</td>
<td>South Portland</td>
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<td>Tex Haeuser</td>
<td>South Portland</td>
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<tr>
<td>Alex Jaegerman</td>
<td>Yarmouth</td>
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<tr>
<td>Greg Jordan</td>
<td>PACTS Transit Committee</td>
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<td>Bryan Kaenrath</td>
<td>Saco</td>
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<td>Larry Mead</td>
<td>Old Orchard Beach</td>
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<td>Claude Morgan</td>
<td>South Portland</td>
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<td>Ephrem Paraschak</td>
<td>Gorham</td>
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<tr>
<td>Carlos Pena</td>
<td>Federal Highway Administration</td>
<td>Y</td>
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1. Welcome – Matt Sturgis, Chair
Matt Sturgis opened the meeting.

2. Open Public Comment
There was no public comment.

3. Acceptance of January 23, 2020 Policy Committee Meeting Minutes
Jim Bennett moved to accept the minutes of the January 23 meeting; Hope Cahan seconded. All were in favor; the motion carried.

4. Consent Agenda
   A. PACTS Executive Committee Appointments

   B. Approval of TIP Amendment

   C. PACTS Disadvantaged Business Enterprise (DBE) Plan Adoption
Hope requested Item C be removed from the consent agenda. Jim moved to remove Item C from the consent agenda and accept the remainder as written; Hope seconded. All were in favor; the motion carried.

5. Staff Report
The advertisement for Transportation Director has been posted again. The four annual subregional meetings will be in late May and early June.

Greg Jordan provided an update on the Transit Committee's allocation of the $53 million the region had received for public transportation as part of the CARES Act. He stressed that the Transit Committee is being strategic in allocating the funds to the region's transit agencies. A first phase of allocation addressed immediate emergency funding needs for the agencies for the period of February 1–June 30 totaling $14 million. The group is now working on identifying priorities and needs that can be addressed in future phases.

*Transit Tomorrows* scenario modeling has been completed based on two transit investment options—improving transit everywhere or in targeted priority corridors—and an assessment of how compact land use development can affect ridership and other factors. The greatest increases in ridership result from increasing frequency on high-capacity routes and compact development patterns.

6. 2020-2021 Unified Planning Work Program (UPWP)
Kristina noted that the 2020–2021 UPWP is influenced by the PACTS reforms and the strategic direction adopted by the Committee. Jim asked how the COVID-19 pandemic could change future strategies, especially with regard to transit. Kristina noted that while everyone is still learning how to adapt to the developing situation, it will be important to consider national best practices and continue to grow in a way to supports the region's downtowns and reduced sprawl. Greg Jordan added that the CARES Act funding will be important in building a transit network that is resilient to future pandemics.

Kristina discussed staff's upcoming work for the next two years as guided by the UPWP. This includes:
• Allocating funding to various road paving programs and transit operations and capital needs
• Administering the MPO and its committees
• Conducting public outreach and soliciting input
• Planning for the future, including an update to the long-range transportation plan, completing *Transit Tomorrow*, and pursuing a multimodal corridor study in South Portland
• Implementing past work, including *Moving Southern Maine Forward*, and continuing work on the Transit Stop Accessibility Project, high-crash locations and traffic signal management, Maine Clean Communities, and mobility management initiatives

Alex Jaegerman said the Transportation Improvement Program (TIP) Committee voted not to solicit projects for the 2023 TIP. He asked whether the UPWP could be a funding source for these types of projects. Elizabeth Roberts noted the funds are already allocated for this UPWP cycle. Kristina underscored the importance of having projects ready and lined up for additional capital funding should it become available.

Jim said that in light of the COVID-19 pandemic it will be important to be flexible, adding that the region's priorities could be rearranged. Kristina said it will be important to be able to pivot in response to the changing situation.

Carlos Pena said there is flexibility to use some of the CARES Act funding to address these questions. Kristina said that PACTS has allocated some of that funding to study post-pandemic transit and improved public outreach, and to hire a facilitator to assist with programing the remaining funds.

Chris Branch said some preliminary design reports are moving forward at the municipal level. He added that vehicle manufacturers are pretty far along with EVs. He wondered if less time should be spent familiarizing folks with EVs and more time preparing the infrastructure for their eventual widespread adoption.
Tex Hauser felt the $6 million allocation to non-transit capital expenses was small. He worried that PACTS was becoming less relevant in being able to provide capital funding.

Hope supported educating people about the benefits of EVs, and advocating at the State level.

7. Proposed Unified Planning Work Program (UPWP) Revisions
The proposed reallocations of funding within the UPWP include an increase in staff time for Federal recertification, committees, and projects, and the purchase of various datasets.

Erin Courtney moved to adopt the reallocations as presented; Hope seconded. All were in favor; the motion passed.

8. Climate and Transportation Recommendations
The Maine Climate Council (MCC) is composed of several topic-specific working groups—including transportation, on which Kristina serves—that will each be submitting final recommendations by June. Kristina noted that one of the Governor’s goals is to have Maine carbon-neutral by 2045. Transportation makes up 54 percent of statewide emissions, and is trending in the wrong direction.

Alex went over a set of recommendations developed by the Planning Committee for the MCC transportation working group to consider. They include:

- Including climate mitigation and adaptation in municipal and regional planning
- Creating a statewide policy framework to support smart growth and clean transportation initiatives
- Encouraging compact development in designated smart growth areas
- Expanding incentives for EVs and e-bikes, and investing in the necessary infrastructure
- Investing in high-quality rapid transit
- Funding complete streets and climate-friendly transportation investments
- Developing State-level emissions standards
The Policy Committee was generally supportive of the Planning Committee's work and thanked them for their efforts.

Hope had additional suggestions, including:

- That "designated growth areas" include along transit corridors and complete streets
- That support for EVs consider public ferries and buses (including transit and school buses)
- That support for complete streets include incentivizing creating and implementing a plan, and that municipalities zone accordingly
- That local option taxes be included as part of a funding solution.

Some members of the Committee preferred to take up Hope's suggestions at a later meeting after they had time to consider them further. Kristina suggested the Committee include reference to EV ferries and buses and investment in complete streets planning and infrastructure, as they were fully consistent with existing PACTS policy. The Committee also had no objection to incorporating transit and complete streets corridors as part of designated growth areas. The rest would be considered at a later meeting. Alex suggested Hope join a future Planning Committee meeting or connect offline to discuss further.

Alex moved to adopt those of Hope's suggestions that were consistent with existing PACTS policy (including support EV buses and vessels and complete streets planning) and to consider the rest at a later meeting; Hope seconded. Nell Donaldson abstained because she is on the MCC. All others were in favor; the motion passed.

9. Better Utilizing Investments to Leverage Development (BUILD) Grant and Other Grant Opportunities for the PACTS Region
This agenda item largely dealt with getting projects shovel-ready in anticipation of grant opportunities. Kristina noted that the region does not have large regional transportation projects that are shovel-ready and prepared for a potential influx of funds to the region. Jennifer Brickett described the grant requirements and noted that MaineDOT is pursuing two projects outside of the PACTS region. The Committee discussed the importance of getting organized so that the region can take advantage of funding
opportunities and potential partnerships with MaineDOT. Matt suggested the item be included on the agenda for a future meeting.

10. Proposed PACTS Bylaws Revisions
The proposed changes were recommended because of the PACTS/GPCOG merger, to make the bylaws more user-friendly, and to address some other minor issues.

Alex moved to accept the changes to the bylaws as proposed; Hope seconded. All were in favor; the motion passed.

PACTS Disadvantaged Business Enterprise (DBE) Plan Adoption
This item was previously moved from the consent agenda to be considered separately. Zoe Miller said PACTS was applying to be a direct recipient of FTA funds. As such, a required DBE Plan will be incorporated as a chapter in the existing civil rights plan. The next step is for the proposed plan to advance to a 45-day public comment period.

Carlos suggested PACTS solicit feedback from MaineDOT and FTA. Hope and Zoe discussed PACTS' existing protocols. Kristina suggested Hope be on the call with Zoe to solicit feedback from MaineDOT and FTA.

Alex moved to submit the draft DBE plan to MaineDOT and FTA for comment, and to open a 45-day public comment period; Art Handman seconded. All were in favor; the motion passed.

11. Adjourn
Hope moved to adjourn the meeting; Erin seconded. With no objection, the motioned passed.