1. Welcome – Matt Sturgis, Chair

2. Open Public Comment
There were no public comments.

3. Acceptance of May 5, 2020 meeting minutes
Jim Bennett moved to accept the minutes, and Chris Branch seconded. The minutes were accepted unanimously.

4. Staff Report
The Transit Committee is developing a framework for allocating Phase II of the region’s CARES Act funds. The top priority is to offset reduced operating revenue for transit agencies. Other potential priorities after Priority One has been addressed are
pandemic recovery and resiliency, transit system innovation, state of good repair, and
direct municipal budget assistance. While maintaining current service levels is a
priority, we also want to explore opportunities to better or more efficiently provide
service. A public input process will begin shortly. The intent is for the Transit
Committee to finalize this Phase II framework by the end of June.

The main themes for the Transit Tomorrow recommendations are to make transit
easier, expand local connections, and undertake a mode-agnostic study for a rapid
transit network. These all require improved land use and municipal cooperation to
make transit as effective as possible. We will also be looking at costs and benefits.
Attendees of the GPCOG Annual Summit were asked to provide input on the Transit
Tomorrow recommendations and the CARES Act priorities. The group acknowledged
Greg’s excellent presentation and the success of the Annual Summit.

5. PACTS Transit Committee Membership
The group acknowledged Casey Gilbert’s valuable contributions to the Transit
Committee and discussed whether we should wait for Portland Downtown’s new
executive director to come on board before deciding on this seat. Casey’s term is
through December 2020. Kristina noted that it may be helpful to have a more in-depth
conversation about Portland Downtown’s membership on PACTS committees after the
committee restructuring process. It was clarified that Casey had scheduling conflicts
that interfered with her attendance of Transit Committee meetings.

Greg Jordan moved to appoint Amy Geren to fill the remainder of Casey Gilbert’s term,
and Hope Cahan seconded. The motion was approved unanimously.

6. Transportation Improvement Program Federal Highway Administration Projects
The Beth Condon Trail project in Yarmouth and the Brighton Avenue project in Portland
were programmed for preliminary design reports (PDRs) in the 2018 Transportation
Improvement Program (TIP). The TIP Committee in May recommended $950K for the
Beth Condon project and approximately $2.1M for the Brighton Avenue project as well
as $200K for a PDR set aside. The new project for the PDR will be selected in the fall of
2020. Matt said both projects are important for the region and he is pleased to see
them move forward.

Hope moved to adopt the TIP Committee’s recommended allocation of 2023 FHWA
resources, and Sarah seconded. The motion was approved unanimously.
7. Transportation Improvement Program (TIP) Amendments
MaineDOT has requested TIP amendments to withdraw a sidewalk rehabilitation project on Forest Avenue and to add a pavement resurfacing project on Route 115. Matt expressed support for both amendments. The Forest Avenue project was posted for public comment on May 5, 2020 and no public comments were received; the Route 115 project will be posted for public comment on May 28, 2020. Executive Committee approval is contingent on no substantive public comment being received.

Erin moved to approve the proposed TIP amendments and authorize staff to submit the TIP amendments to MaineDOT to be included in the State Transportation Improvement Program. Chris seconded. The motion was approved unanimously.

8. Other Business
Chris Branch suggested we consider how to take advantage of potential federal stimulus funds. Appropriate road projects may include traffic signals, mill and fill, Brighton Avenue, collector paving, and high crash location projects – although high crash locations might be difficult as it would require more data. Traffic signals projects could be expedited by simplifying specifications and requiring contractors to do the design. Transit projects could include the ferry terminal, new vessels, and new buses.

The projects would need to be shovel ready and we do not currently have such a list for the region. Municipalities likely have projects that may be appropriate. Jim and Matt mentioned projects in their communities. The group agreed that developing a regional list of projects is preferable to having municipalities pursue funds on their own, and that going through this exercise will be helpful even if additional funds are not soon available. Kristina offered an approach that includes staff informing all municipalities of the opportunity, asking municipalities to identify shovel ready projects, and offering technical assistance to assess status. PACTS may then endorse and advance projects of regional importance. The group was supportive of this approach.

Kristina noted upcoming meetings with Senators Collins and King regarding relief to municipalities. Stimulus funds could be added to this advocacy as well. The group discussed potential federal funds that may become available in the near future.

Kristina noted that the PACTS recertification process will be on June 23 and June 25. This was delayed from earlier in the spring. The meetings will be conducted by the
Federal Highway Administration and Federal Transit Administration and will include staff, transit agencies, PACTS committee members, and members of the public.

9. **Adjourn**
Sarah offered a motion to adjourn, and Hope seconded. The motion was approved unanimously.