



## PACTS Executive Committee Agenda

June 4th, 2019

8:30am

GPCOG, 970 Baxter Boulevard, Portland

### 1. Welcome – Larry Mead, Chairman

### 2. Acceptance of 4/2/19 minutes (Attachment A)

### 3. Staff Report (Attachment B)

### 4. Project List (Attachment C)

### 5. Transportation Improvement Program Amendments

#### Staff Report

The below projects are funded with Federal Highway Administration funds managed completely by MaineDOT and included in the State Transportation Improvement Program (STIP).

MaineDOT must get the PACTS Executive or Policy Committee endorsement when any federally funded project has a major scope change or cost increase or when MaineDOT wishes to add a project to the STIP. MaineDOT is seeking TIP amendments for the addition of following projects to the STIP:

1. Frye Island Ferry Service Capital Improvement WIN 24411- Painting exterior of Lady Leisure II ferry boat, installing ramp deck plates on mainland and island, and replace ferry ramp deck planks on the island. STIP funding change of \$54,000. This is a new capital improvement project, which requires a TIP amendment.
2. Raymond, Ferry Service Entrance Road, WIN 24413- Repaving the entrance to the Frye Island Ferry. STIP funding change of \$100,000. This is a new capital improvement project, which requires a TIP amendment.

***Proposed Action: Approve TIP amendments to increase Frye Island Ferry Service project by \$54,000 and increase Faymond Ferry Service Entrance Road project by \$100,000 and include these amended projects in the MaineDOT STIP.***

## 6. 2020/2021 Unified Planning Work Program Development

### Staff Report

Staff is currently working on the development of the 2020/2021 Unified Planning Work Program, to be adopted at the October Policy Committee meeting. The vision for the next UPWP reflects the PACTS Reforms process as well as the Destination 2040 Priority Setting. The Policy Committee adopted the strategic statements for the UPWP (Attachment D). Today, the Executive Committee will review and provide feedback on the draft schedule for the development of the UPWP. As the UPWP is drafted, PACTS committees will have several opportunities to provide input into the development of the document.

The following is the proposed schedule for the development of the 2020/2021 UPWP:

- July 2nd Executive Committee- staff propose draft UPWP funding framework
- August Policy Committee (TBD)-Finalize funding framework.
- August Joint Planning and Technical Committee meeting- review draft UPWP and provide feedback.
- September 3<sup>rd</sup> Executive Committee- Review and comment on draft UPWP.
- October 1<sup>st</sup> Executive Committee- approve final draft of UPWP to send to Policy Committee for ratification.
- October 24<sup>th</sup> Policy Committee-adopt final UPWP to send to MaineDOT
- December- PACTS/GPCOG/MaineDOT sign UPWP contract for 2020 and 2021.
- January 2020-UPWP funding available

***Proposed Action: Review, modify as necessary, and adopt the development schedule for the 2020/2021 Unified Planning Work Program.***

## 7. Transportation Improvement Program Funding Deficits

### Staff Report

Staff has been working with MaineDOT staff to assess the funding deficits in 2019 PACTS funded projects. The 2019 PACTS Capital Program has \$4,801,550 available funding, however, the bid estimates are \$6,474,500, which has created a \$1,672,950 funding deficit. Today the committee will discuss solutions to respond to the funding deficit.

The following options were developed as potential solutions to the funding deficit, however there may be others to consider.

- Delay the entire 2019 PACTS Capital Program.
- Select a subset of projects to be funded with the available \$4,801,550. If this option is pursued, PACTS will need to determine how best to select the projects that receive funding this year.

- Shift the start year for projects with federal funding currently available.

***Proposed Actions: Develop solution for addressing the deficit and approve corresponding TIP amendments to be submitted to MaineDOT.***

## Attachment A

# PACTS Executive Committee

## MINUTES

April 5, 2019

### In attendance:

Name	Affiliation
Larry Mead, Chair	Old Orchard Beach
Matt Sturgis, Vice Chair	Cape Elizabeth
Chris Mann	MaineDOT
Kevin Sutherland	Saco
Greg Jordan	Metro
Chris Branch	Portland
Tex Haeuser	South Portland
Staff:	
Kristina Egan	
Sara Zografos	

### Welcome – Larry Mead, Chairman

Larry opened the meeting at 8:30 a.m.

### Acceptance of 3/5/19 Minutes

Kevin Sutherland moved acceptance of the minutes, with Chris Mann seconding. All approved the minutes.

### Staff Report

Sara updated the committee on the development of the 2020-2021 Unified Planning Work Program. Sara stated that the committee will be updated and asked to provide input as the UPWP is developed.

### Unified Planning Work Program Project List

Sara provided a PACTS project list for committee members to review. Chris Branch suggested changing the title of the document to the UPWP Project List.

### 2019/2020/2021/2022 Transportation Improvement Program

MaineDOT and PACTS annually submit the Statewide Transportation Improvement Program and the PACTS Transportation Improvement Program to the Federal Highway and Transit

Administrations. The FHWA and FTA may not release the federal funds for any of these projects until they have gone through a public comment period and have been endorsed by the PACTS governing body. On March 5th, the PACTS Policy Committee voted to delegate authority to the PACTS Executive Committee to endorse the TIP once the 10-day comment period has been completed.

The 2019/2020/2021/2022 TIP was released for a 10-day public comment period on March 18<sup>th</sup>. As of March 26, 2019, no public comments on the TIP have been received. The committee suggested adding language to the safety section of the TIP to include reduction in distracted driving crashes.

Matt Sturgis moved to approve the 2019-2022 Transportation Improvement Plan as posted on the website, with the addition of language on page 5 addressing the reduction of distracted driving crashes. Kevin Sutherland seconded the motion. All were in favor.

### **PACTS Priority Setting – Continued Workshop**

Kristina provided an update on the priorities setting work done to date. Kristina indicated that the schedule needs to be modified slightly, to present the priorities at the August Policy committee meeting. The committee was in favor of presenting the priorities at the August Policy committee meeting. Kristina then presented the results of the sub-regional meetings, and the projects, plans and incentives identified in those meetings. Kristina asked the committee if there are other items that should be added to our comprehensive list of item to be prioritized. The committee identified the following projects, plans or incentives to be added to the list:

- Movement of travelers on and off the peninsula
- Assist municipalities to develop zoning changes which will allow for higher density developments, to use more of the site, in return the developer will put money into transit in that community.
- Higher capacity transit on key corridors or the “spine” corridors in the region.
- Express bus on Broadway in South Portland between servicing the school district.
- Maintain the system we have- arterials in particular
- PACTS Regional Complete Streets Policy

### **Adjourn.**

Larry adjourned the meeting at 9:55 a.m.

## Attachment B Staff Report

### PACTS Priority Setting

As part of the PACTS Priority setting, staff has developed a public survey. The goal of the survey is to gather additional information from the general public on priorities for PACTS to focus investments. The survey will be sent out at the beginning of June. Please share the survey with any of your distribution lists.

### Committee Updates

#### Planning Committee

Over the past few months the PACTS Planning Committee has provided input on the visioning for Transit Tomorrow and the Public Involvement and Title VI updates. They have also been working with staff on updating and improving the selection process for planning studies for the next UPWP and working to better integrate these projects into PACTS' regional goals and priorities. The call for proposals for planning studies is due Friday May 24<sup>th</sup>, and all PACTS committee members are invited to attend the next Planning Committee meeting on Thursday June 6<sup>th</sup> to see presentations on each of the proposals received.

#### Transit Committee

##### Six Year Capital and Operating Plan (SYCOP)

In recent months, the PACTS Transit Committee has been focused on the allocation of federal transit funding for the PACTS region. The 2024 SYCOP outlines anticipated transit capital, operating, ADA-paratransit, and planning expenses for the next 6 years to preserve the existing services in a fiscally constrained plan. The primary funding sources are Federal Transit Agency urban formula funds (Section 5307) and State of Good Repair formula funds (for which only Casco Bay Lines and the Northern New England Passenger Rail Authority are eligible). With aging fleets and increasing demand, requests have exceeded available federal funding, although the award of federal discretionary funds, which agencies seek separately, has helped. These discretionary funds are not included in the SYCOP, but are accounted for. The projection of total needs and projected funding (excluding discretionary funds) includes a deficit of \$2.7M in 2022.

The SYCOP shows a total federal need of \$128.9M from 2019 – 2024, with:

- \$542,000 for planning expenses
- \$3M for ADA-paratransit expenses
- \$53M for capital expenses
- \$73M for operating expenses

The Transit Committee recommended the SYCOP and corresponding Split Letter to the Policy Committee on April 11, and the Policy Committee approved both on April 25.

### PACTS Unified Planning Work Plan (UPWP) 2020/2021

On April 25, the PACTS Policy Committee approved the strategic direction for PACTS' planning work over the next biennium. On May 9, the Transit Committee discussed proposed purposes and resource allocation, with an anticipated total funding level of \$630,348 for transit-related planning.

- Transit Financial Management and Transit Committee Support: \$250,000
- *Transit Tomorrow* Development: \$185,000
- *Moving Southern Maine Forward* Implementation: \$60,000
- Planning Coordination: \$50,000
- Regional Transit Stop Access: \$30,000
- Transit Supportive Land Use: \$30,000
- Maine Clean Communities: \$25,000

<b>Purpose</b>	<b>Original 2018/2019 UPWP Budget</b>	<b>Proposed 2020/2021 UPWP</b>
Transit Financial Management & Transit Committee Support	\$240,000	\$250,000
<i>Transit Tomorrow</i> Development	\$190,000	\$185,000
<i>Moving Southern Maine Forward</i> Implementation	\$60,000	\$60,000
Planning Coordination	-	\$50,000
Regional Transit Stop Access	\$40,000	\$30,000
Transit Supportive Land Use	\$20,000	\$30,000
Maine Clean Communities	\$50,000	\$25,000
Transit Technical Assistance	\$36,676	-
<b>Total</b>	<b>\$636,676</b>	<b>\$630,000</b>

### Revisions to the Regional Transit Expansion and Enhancement Procedures

The Regionally Administered Discretionary (RAD) Process was created to govern the evaluation and selection of transit enhancement or expansion projects in the PACTS region for which federal or state funding support has been requested. In its discussion of the SYCOP this spring, the Transit Committee decided to revise and accelerate the RAD process to include the consideration of facilities expansions. This accelerated process is open to all PACTS region transit agencies and would replace the process that typically occurs in the fall. The Transit Committee Workshop reviewed and discussed proposed revisions on May 28. The feedback will be incorporated into another revised draft for the Committee's consideration and recommendation to the PACTS governing boards at its June 13 meeting.

### **Technical Committee**

In May, the Technical Committee meet to discuss the following items:

- The Collector Road Assessment Executive Summary- the committee finalized the Collector Road Executive Summary with minor edits. Once the summary is complete, it will be distributed to all the committees
- Transportation Improvement Program Bid Prices-the 2019 capital program bids are greatly exceeding the cost estimates originally programmed for the projects. The committee requested staff to work with MaineDOT to assess the current projects awaiting award and identify possible shifts in future projects to fund the bid gap.

- The committee has to select 2021 collector road projects to submit to MaineDOT in July. The committee will be working on the selection in June after the TIP funding assessment.

## High Crash Locations Assessment

GPCOG staff hosted meetings with representatives from the southern, western, and central subregions in the last few weeks (the northern subregion sent their list in with no meeting). Thanks to everyone for their participation. There is now a list of approximately 25 locations and 5 alternate locations (a few locations are being reviewed to see if they will be addressed adequately in studies that are underway). GPCOG staff are currently developing a GIS layer of the selected locations and will be sharing the list with MaineDOT and VHB this week to review. The kick-off meeting with VHB to formally begin their work on the project is May 31<sup>st</sup>.

## Federal Transit- Access and Mobility Grant

GPCOG was awarded \$240,000 from the Federal Transit Administration through their Access and Mobility Grants Program. The *Mobility Solutions for Maine* project will provide greater access to transportation for older adults, people with disabilities, people with low incomes, people of color, and other populations that face barriers. Specifically, the project will:

**Support new and innovative strategies to increase human services transportation through interagency cooperation.** GPCOG and MaineDOT will convene a statewide mobility management network to serve as the primary platform for increasing interagency cooperation. The network will provide several avenues for advancing coordination among the disparate and multiple transportation, human services, and health care agencies. First, the network will create channels for ongoing communication and peer exchange between the agencies to ensure shared awareness of existing services and create opportunities for collaboration. Second, the network will establish a workgroup to study the policies and practices needed to maximize cooperation in human services transportation. Third, network members will educate decision-makers about the policies and practices needed to enable innovative partnerships in human services transportation.

**Improve access to cost-effective transportation services.** This project's long-term goal is to ingrain the use of mobility management approaches on the state and local levels. Doing so will ensure that Maine is introducing and/or replicating best practices and pursuing innovative and creative approaches to expanding access to mobility options. Drawing from innovative mobility management practices around the U.S., Maine's mobility management network will be agile and will spur the implementation of new practices and the leveraging of funds from private sector and foundation partners.

**Enhance access to transportation resources.** The project will launch two regional pilot projects, including creation of a regional mobility management program and a resource and referral service. The project will use the regional pilots to test approaches to improving access to transportation information, supports, and resources among populations who face transportation challenges. Learnings from the Southern Maine pilot will inform the MaineDOT's effort to develop a statewide "one-call one-click" service.

# Attachment C

## PACTS UPWP Projects Update Report

May 28, 2019

1. Transportation Management Association (TMA)  
**Purpose:** Determine the feasibility of forming a Transportation Management Agency (TMA) in the Greater Portland Region. A TMA could help reduce traffic congestion and improve parking access in downtown Portland by increasing usage of public transit and multimodal options, and implementing other Transportation Demand Management (TDM) strategies.  
**Timeline:** 2019  
**Funding Source:** *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT; GPCOG Membership Dues  
**Update:** We have established a TMA working group with the City of Portland, METRO, Portland Regional Chamber of Commerce, and Portland Downtown. The working group is mapping out a strategy to create a permanent and sustainable TMA by 2020. As an interim step, we will pursue short-term pilot efforts, such as technological parking management solutions, securing buy-in from private businesses and institutions, and other TDM strategies.  
**Project Manager:** Jessa Berna, Senior Planner, [jberna@gpcog.org](mailto:jberna@gpcog.org), (207) 774-9891 Ext. 210
2. Transit Supportive Land Use Planning  
**Purpose:** Assist transit agencies and municipalities with transit supportive land use planning by developing concept plans around one or to existing or planned transit stops in the region. Concept plans will identify potential policy and infrastructure improvements that support increased density and mixed-use development, and encourage transit use, and strengthen the region's transit network. This project may serve as a pilot for future UPWP transit-oriented development projects.  
**Timeline:** Scheduled to be completed by December 2019.  
**Funding Source:** *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT  
**Update:** PACTS will fund the South Portland Maine Mall project as proposed, and provide some preliminary technical assistance for the Saco Transportation Center proposal. GPCOG staff has been conducting stakeholder interviews with Richardson and Associates. We have also been partnering with Southern Maine Planning and Development Commission to conduct stakeholder meetings and develop a possible revised scope for the Saco Transportation Center project.  
**Project Manager:** Jessa Berna, Senior Planner, [jberna@gpcog.org](mailto:jberna@gpcog.org), (207) 774-9891 Ext. 210
3. Transportation and Community Well-Being Network  
**Purpose:** This mobility management network brings together stakeholders from a range of sectors to work together on improving transportation coordination and access for people who experience barriers. The network includes representatives from human services, health care, transportation, aging, disability and representatives from populations that frequently experience transportation barriers. The Network seeks to:

  - Coordinate to address gaps and improve access
  - Raise awareness among decision-makers
  - Share information and solutions within the Network and beyond

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**Timeline:** Meetings are monthly on the 3<sup>rd</sup> Thursday of each month from 10:30am-noon, at Portland Public Library’s Monument Square location.

**Funding Source:** National Center for Mobility Management (utilizing FTA funds)

**Update:** GPCOG staff worked in partnership with the Network to develop a [Southern Maine Mobility Resource Guide](#). Print copies are available by contacting Zoe.

**Project Manager:** Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, [zmiller@gpcog.org](mailto:zmiller@gpcog.org), (207)-774-9891 Ext. 227.

#### 4. Regional Transit (RTP) Plan Implementation

**Purpose:** As part of this year’s UPWP, PACTS will work with the region’s seven transit operators to implement a subset of the 13 recommendations from the regional transit development plan, *Moving Southern Maine Forward*. The first phase of this work is to select which recommendations to advance during the current UPWP period. Input was gathered from PACTS governing bodies, key stakeholders, and the public. Implementation may require assistance from a consultant, depending on the specific needs of the selected recommendations.

**Timeline:** Short-term 6-year plan adopted in December 2017. Long-range vision (Phase 2) is set to begin January 2019 (see PACTS Long Range Public Transportation Plan).

**Funding Source:** *Federal:* PACTS FTA 5303 Planning Funds; *Local Match:* GPCOG Member Dues (for phase 1)

**Update:** The PACTS Transit Committee discussed and voted on the top four priorities at the December 13 retreat, committing unanimously to the top priorities of improving connections between routes and schedules and increasing awareness of options with a dedicated website and improved apps, and the lesser priorities of exploring creation of a regional fare payment system and exploring integration between transit agencies, with the understanding that searching for other funding sources is an ongoing activity that underlies these and other initiatives. “The Stupendous Tournament of Transit” is planned for June 14 to encourage municipal and community leaders to ride the region’s public transit system. GPCOG staff will also be reaching out to route planners at each agency for input on improving connections.

**Project Manager:** Aubrey Miller, Transportation Project Manager, [amiller@gpcog.org](mailto:amiller@gpcog.org), (207)-774-9891 Ext. 202. FMI: <http://www.gpcog.org/transportation-land-use/transit/regional-transit-development-plan/>

#### 5. Transit Tomorrow: PACTS Long Range Public Transportation Plan

**Purpose:** PACTS has kicked off a long-range public transportation plan for Southern Maine. Known as Transit Tomorrow, this planning process centers around creating a 30-year pathway for investments to improve the public transportation network, increasing ridership and connections between housing and employment opportunities. The plan will focus on improving the economy, environment, and quality of life by prioritizing infrastructure investments, shaping economic and housing growth, and preserving the natural environment.

**Timeline:** January 2019- December 2020

**Funding Source:** FTA 5303

**Update:** AECOM has been selected as the consultant. The Project Advisory Committee met most recently on May 17. A public engagement plan will be shared with Committee members in the next few weeks.

**Project Manager:** Stephanie Carver, Planning Director, [scarver@gpcog.org](mailto:scarver@gpcog.org), (207)774-9891, Ext. 222.

6. Transit Stop Access Project Phase II

**Purpose:** The Transit Stop Access Project is focused on prioritizing, designing and constructing pedestrian and bicycle improvements at and near fixed route bus stops for METRO, ShuttleBus-ZOOM, and South Portland Bus Service. In Phase I, an in-depth field assessment was conducted and GPCOG worked with transit agencies operators and key stakeholders to prioritize bus stops for small improvements, ped/bike facilities, and possible locations for construction of mini-hubs. Phase II will include further prioritization, preliminary designs, and development of construction bid packages for the three participating agencies.

**Timeline:** Jan 2018-Dec 2019

**Funding Source:**

- GPCOG Project Management – FTA 5303 Planning Funds (local match from GPCOG member dues)
- Consultants – FTA 5307 with local match from involved transit agencies

**Update:** In March 2019, GPCOG hired McMahon Associates, Inc. to begin work on Phase II Part A, Conceptual Design Development. In early May McMahon met with the three participating transit agencies and relevant municipal staff to review stop locations, and is now beginning work on developing descriptive lists of improvement elements for each bus stop location with preliminary cost estimates

**Project Manager:** Aubrey Miller, Transportation Project Manager, [amiller@gpcog.org](mailto:amiller@gpcog.org), (207)-774-9891 Ext. 202. FMI: <https://www.gpcog.org/transit-stop-access-project/>

7. Regional Sign & Shelter Project

**Purpose:** This project is focused on installation of new bus shelters at high-priority bus stops and installation of new, clearer and more uniform bus stop signs in the PACTS region. In March 2017, South Portland Bus Service decided to withdraw from the project. During 2017, GPCOG provided support to Shuttlebus-ZOOM on designs for new bus stop signs, informed by national best practices and standards. GPCOG also provided METRO with GIS mapping and assistance in selecting an engineering firm for the upcoming round of shelter installations. METRO and ShuttleBus-ZOOM will continue to utilize project funds to install shelters and for design and procurement of signage.

**Timeframe:** Timeframe for when capital funds must be spent is at FTA's discretion. Exact timing currently unclear.

**Funding Source:** FTA 5307 with local match from involved transit agencies

**Update:** The 2018-19 UPWP does not include project-specific planning support for this project. GPCOG planning staff time is available upon request and will require a determination regarding the funding source.

**GPCOG Contact:** Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, [zmiller@gpcog.org](mailto:zmiller@gpcog.org), (207)-774-9891 Ext. 227. FMI: <https://www.gpcog.org/regional-sign-shelter/>

8. Active Transportation Plan Implementation

**Purpose:** In October 2018, PACTS adopted *Getting There From Here: A Regional Active Transportation Plan for the PACTS Region*. The plan envisions a complete network of accessible trails, paths, ways, and modes, serving all people and places, promoting a culture of healthy living and a vibrant economy in the PACTS region. This is an update to the 2009 PACTS Regional Bicycle and Pedestrian Plan with an expanded focus that includes public transit, along with health and equity outcomes. *Getting There From Here* offers recommendations for where to invest effort and funding over the next decade.

**Timeframe:** Plan implementation will commence in 2019.

**Funding Source:** *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT

**Update:** GPCOG staff are working on a scope for implementation, including items that can be advanced in 2019 and needs for the 2020-2021 UPWP.

**Project Manager:** Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, [zmiller@gpcog.org](mailto:zmiller@gpcog.org), (207)-774-9891 Ext. 227. FMI: <https://www.gpcog.org/active-transportation/>

9. Portland Commercial Street Operations and Master Plan Study

**Purpose:** This study will develop a plan to create a safer and more inviting environment for users of the easterly portion of Commercial Street. The plan will allow Commercial Street to maintain its role as the spine of a great working waterfront, an economic development center, and a nationally recognized retail/tourist destination while enhancing future economic development opportunities for the region.

**Timeline:** Scheduled to be completed by December 2019.

**Funding Source:** *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT, City of Portland.

**Update:** WSP is the consultant for this project. The team has been focusing on finalizing draft recommendations for a public meeting in early May.

**Project Manager:** Jessa Berna, Senior Planner, [jberna@gpcog.org](mailto:jberna@gpcog.org), (207) 774-9891 Ext. 210

10. Saco/Scarborough Route 1 Complete Streets Plan

**Purpose:** This project will undertake an assessment of the Route 1 corridor to identify multi-modal deficiencies, potential environmental impacts, develop and analyze improvement alternatives and make preferred alternative recommendations from Downtown Saco north to Pleasant Hill Road in Scarborough. Making the corridor more accessible for all modes will help mitigate congestion and improve safety for all users. The recommended design alternatives should aim to meet the needs of drivers of motor vehicles, transit users, bicyclists, and pedestrians.

**Timeline:** Scheduled to be completed by December 2019.

**Funding Source:** *Federal:* PACTS FHWA Planning Funds; *Local Match:* MaineDOT, City of Saco, Town of Scarborough.

**Update:** T.Y. Lin is the consultant for this project. The project team is in the process of finalizing recommendations for the public to give their feedback. A technical advisory committee meeting will be scheduled for early May.

**Project Manager:** Jessa Berna, Senior Planner, [jberna@gpcog.org](mailto:jberna@gpcog.org), (207) 774-9891 Ext. 210

11. Freeport Preliminary Bike/Ped Planning Exit 22

**Purpose:** This project will undertake an assessment of bike/pedestrian accommodations across the I-295 interstate in concurrence with the State's preliminary design efforts near Exit 22 in Freeport. Specific tasks associated with this effort will include the development of high-level cost estimates, sketches, and pros/cons for the suggested options.

**Timeline:** Scheduled to be completed by December 2019.

**Funding Source:** *Federal:* PACTS FHWA Planning Funds; *Local Match:* Town of Freeport.

**Update:** This project was added to the UPWP at the October PACTS Policy Committee meeting. HNTB was hired through a simplified acquisition process to complete the work. A site visit was done in April.

**Project Manager:** Jessa Berna, Senior Planner, [jberna@gpcog.org](mailto:jberna@gpcog.org), (207) 774-9891 Ext. 210

12. Inclusive Transportation Planning Project

**Purpose:** This project is engaging older adults, people with disabilities, and people of color in driving more inclusive regional transportation planning. This project includes both the PACTS and GPCOG geography. Transit agencies and municipal staff are key stakeholders. Project deliverables will include:

- Recommendations for increasing inclusiveness to PACTS. These recommendations will inform the 2019 update of the Public Participation Plan.
- An implementation plan for a ready-to-launch transportation solution.

**Timeline:** Through January 2019 – and beyond if pending grants are awarded.

**Funding Source:** National Aging and Disability Transportation Center (NADTC – a program of FTA) and U.S. Administration for Community Living.

**Update:** GPCOG staff submitted a request for Phase 2 funding that would support implementation of several Inclusive Transportation Planning recommendations – which were unanimously approved by PACTS Policy Committee to be used to inform the 2019 update of the Public Participation Plan and the Title VI, Non-Discrimination Plan. Funding notification is expected by March 15<sup>th</sup>.

**Project Manager:** Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, [zmiller@gpcog.org](mailto:zmiller@gpcog.org), (207)-774-9891 Ext. 227.

### 13. The Shopper Links Project

**Purpose:** The Shopper Links project responds to the need for free and low-cost door-to-door transportation to food shopping strongly expressed by older adults, people with disabilities, and others with low incomes. The project includes four components:

1. Pilot of a city-wide door-to-door weekly shopper shuttle in South Portland
2. Promoting awareness of and access to the shopper shuttle
3. Development of a sustainability plan for the shuttle
4. Disseminating information on the pilot across the region

Through a partnership between GPCOG and RTP, this project will test the concept of a door-to-door shuttle service for older adults, people with disabilities, and low-income people, and serve residents of housing facilities as well as those who live in single family and small multi-unit housing.

**Timeline:** February-August 2019

**Funding Source:** National Aging and Disability Transportation Center (NADTC – a program of FTA)

**Update:** GPCOG was selected for Round 2 funding from the NADTC. This project will implement the service planned through Phase 1. Zoe will work closely with Rick Harbison to manage the pilot project. The Work Group – including older adults, people with disabilities and representatives from Alpha One, Avesta, South Portland City Council, South Portland Bus Service, South Portland Housing Authority, South Portland Senior Advisory Council, and Southern Maine Agency on Aging on Aging – began in March.

**Project Manager:** Zoe Miller, GPCOG Senior Project Manager & Public Health Specialist, [zmiller@gpcog.org](mailto:zmiller@gpcog.org), (207)-774-9891 Ext. 227.

### 14. Westbrook Transit Oriented Development Transit Hub at Rock Row Development

**Purpose:** This project is a feasibility analysis for a Transportation Hub including a transit passenger facility that provides seamless connectivity between fixed route bus routes, a potential rail service, and a parking garage located at the Rock Row development in Westbrook, Maine. The study will also consider how people utilizing this facility can easily access surrounding residential, commercial and entertainment facilities as well as connectivity between sidewalks and trails in the proposed development with other bicycle and pedestrian facilities in the PACTS region. The analysis will provide the basis for recommendations to be integrated into the PACTS Regional Public Transportation Plan and to explore additional funding opportunities.

**Timeline:** Scheduled to be completed by December 2019.

**Funding Source:** Rock Row Developer, City of Westbrook, City of Portland, METRO, Maine Turnpike Authority, PACTS

**Update:** A consultant has been selected for this project and we are currently in the process of finalizing the contract.

**Project Manager:** Sara Zografos, Transportation Director, [szografos@gpcog.org](mailto:szografos@gpcog.org), (207) 774-9891 Ext. 211

## Attachment D

### PACTS 2020/2021 Unified Planning Work Program

#### Draft Strategic Guiding Statements

##### ***Set Regional Direction for Whole Network***

The Policy Committee will set the direction for funding in the MPO for the entire transportation system (roads, bike/ped, transit, land-use), prioritizing and implementing recommendations from planning and civic engagement efforts that align with PACTS goals.

##### ***Plan with a Purpose***

PACTS' Unified Planning Work Program activities will be scoped to leverage discretionary funding.

##### ***Focus on Customers***

Addressing the needs of the region's people is at the core of our investment decisions. This demands a systems approach to building a transportation network. PACTS will prioritize investments of regional significance, enhancing mobility across different modes, individual agencies and municipal borders.

##### ***Drive System Efficiency***

To use taxpayer dollars wisely and efficiently, PACTS will aggressively pursue opportunities to enhance efficiency and encourage collaboration across all modes, municipalities, and agencies.

##### ***Prepare for Growth***

Transportation and land use planning needs to be done together, in both our near and long-range planning. PACTS will prepare for future jobs and housing growth by using high quality data, modeling and scenario planning to demonstrate the results of different land use and transportation decisions.

##### ***Expand Mobility for All***

To better meet the diverse transportation needs of people with mobility challenges, PACTS will integrate mobility management solutions into our public transportation and capital improvements planning.

##### ***Communicate with and Engage the Region's Residents***

Engaging the public in the PACTS decision making process strengthens projects, and increases the effectiveness of PACTS investments. PACTS will enhance its efforts to inform and engage a broad range of stakeholders and the public on transportation issues and investments.

##### ***Stay Current***

Transportation is changing at a rapid rate. PACTS will stay current on autonomous and shared mobility technologies, the electrification of transportation, mobility approaches, and demographic and climate trends. By staying informed, PACTS will be more successful in ensuring our planning and investments take into account future needs and opportunities.