

Regional Transportation Advisory Committee (RTAC)

March 7, 2023

9:00 a.m.

Approved Meeting Minutes

Seat	Representative	Attendance
PACTS Southern – Municipal	Diana Asanza	
PACTS Southern – Planning/ Economic Development	Jessa Berna	
PACTS Southern – Public Works/ Engineering	Tom Milligan	Y
PACTS Central – Municipal	Matt Sturgis	Y
PACTS Central – Planning/ Economic Development	Nell Donaldson, Chair	Y
PACTS Central – Public Works/ Engineering	Melissa Hutchins	Y
PACTS Western – Municipal	Bob Burns	
PACTS Western – Planning/ Economic Development	Amanda Lessard	Y
PACTS Western – Public Works/ Engineering	Katherine Kelley	Y
PACTS Northern – Municipal	Nathan Poore	
PACTS Northern – Planning/ Economic Development	Erin Zwirko	Y
PACTS Northern – Public Works/ Engineering	Adam Bliss	Y
Transit	Hank Berg	Y
Transit	William Gayle	Y
Transit	Tom Reinauer	
Transit	Chad Heid, 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	Y
Community Transportation Leader	Mireille Kabongo	Y
Private Sector Trade Association	Eamonn Dundon	Y

1. Welcome

Nell Donaldson opened the meeting and welcomed the attendees.

2. Public Comment

There was no comment from the public.

3. Approval of the February 7, 2023 Meeting Minutes

Matt Sturgis moved to approve the February 7, 2023 meeting minutes as written; William Gayle seconded. Leeann Brionez, Melissa Hutchins, and Christian MilNeil abstained. All others were in favor.

4. Staff Report

Beginning with the fall 2023 call for projects, municipalities applying for complex projects funding must complete preliminary horizontal/vertical alignment complete (HVAC)—which is about 25% design—before applying. This new requirement was among the recommendations from the Complex Projects Task Force that RTAC recommended for approval in May and the Policy Board adopted in September 2022.

GPCOG hired Emily Ham as the new Engagement Manager. She grew up in Maine and previously worked as the Executive Director of the Santa Cruz County Business Council.

Andrew Clark, GPCOG, has taken over management of the rapid transit study. The project team is beginning the Tier 2 alternatives analysis of four (4) corridors running from Portland to Westbrook to Gorham. The potential corridors will be evaluated on ridership potential, right-of-way constraints, existing and future densities, etc. The project team will develop conceptual design parameters on what rapid transit will look like on the ground, which will be shared and refined in coordination with the municipalities and MaineDOT. Staff hope RTAC and the Policy Board can review and adopt the preferred alternative in July. For more information, individuals may attend a virtual meeting on Thursday, March 9, or visit www.RapidTransitforME.com.

5. Review of the 2023-2026 Transportation Improvement Program (TIP)

The PACTS Transportation Improvement Program (TIP) is a four-year regional spending that includes all federally funded transportation projects in the PACTS region. Some of the projects are selected by PACTS and some are selected by MaineDOT. PACTS-sponsored projects include those funded through the Collector Paving, Complex Projects, and PACTS Transit Programs. The PACTS Municipal Partnership Initiative (MPI) Program uses state funding; therefore, PACTS MPI projects are not in the TIP. PACTS' TIP is integrated into the State Transportation Improvement Program (STIP); all federally funded projects must be in both the TIP and the STIP to receive federal funding.

Staff are striving to better align the TIP with both Connect 2045 and the state's long-range transportation plan. PACTS is also advocating for PACTS input on MaineDOT-sponsored projects in the TIP. PACTS is currently working to revise its memorandum of agreement (MOA) with MaineDOT and the other metropolitan planning organizations (MPOs) in the state.

There was no comment from the public.

Referencing Attachment 5-A, Christian MilNeil questioned whether MaineDOT's targets really indicate an *increase* in fatalities and serious injuries. Ron Landis, GPCOG staff, affirmed that the targets show an increase; they are based on calculations MaineDOT uses. While recognizing that PACTS adopted lower targets, Christian advocated for pushing MaineDOT to reduce its safety targets.

Jean Sideris asked if PACTS' recently adopted Complete Streets Policy would apply to only 15%—the PACTS-sponsored portion—of the FHWA funding in the TIP. Aubrey Miller, GPCOG staff, confirmed that was true, though acknowledged that MaineDOT does have its own Complete Streets Policy. Jean urged staff to advocate for PACTS input on MaineDOT projects in the region to ensure they are adhering to the region's planning and goals.

RTAC affirmed support for the Executive Board's action to adopt a *goal* of zero roadway fatalities and serious injuries in addition to the safety performance targets.

William Gayle asked how Freeport's removal from the Portland urbanized area as a result of the 2020 Census would impact the TIP. Aubrey Miller responded that staff doesn't know yet, but that staff will be meeting with MaineDOT and will have a say in defining the capital management area.

Christian MilNeil thanked staff and the Executive Board for supporting better safety targets. He also urged staff to vehicles miles traveled (VMT) reduction or other climate targets in future TIPs.

Matt Sturgis moved to recommend approval of the 2023-2026 Transportation Improvement Program (TIP) by the Policy Board. William Gayle seconded. All were in favor.

6. Other Business

There was no other business.

7. Adjourn

With no objections, the meeting was adjourned.