

**Transportation Improvement Program (TIP) Committee  
MINUTES  
July 21, 2020**

**Attendance:**

<b>Name</b>	<b>Affiliation</b>	<b>Attendance</b>
<b>Committee Members</b>		
Hank Berg	Casco Bay Lines	N
Chris Branch	City of Portland	Y
Lori Brann	MaineDOT	Y
Jay Chace, Vice Chair	Town of Scarborough	Y
Erin Courtney, Chair	Maine Turnpike Authority	Y
Robert Currie	York County Community Action Corporation (YCCAC)	Y
Jack DeBeradinis	Regional Transportation Program (RTP)	Y
John Duncan	City of South Portland Bus Service	N
Patrick Fox	City of Saco	Y
Bruce Hyman	City of Portland	Y
Gregg Isherwood	Custom Coach & Limousine	N
Alex Jaegerman	Town of Yarmouth	Y
Greg Jordan	Greater Portland METRO	Y
Maureen O'Meara	Town of Cape Elizabeth	Y
Patricia Quinn	Northern New England Passenger Rail Authority (NNEPRA)	Y
Marty Rooney	MaineDOT	Y
Tony Scavuzzo	Biddeford Saco Old Orchard Beach (BSOOB) Transit	N
Bill Shane	Town of Cumberland	N
<b>Guests</b>		
Rebecca Grover	Maine Turnpike Authority	
<b>For GPCOG</b>		
Chris Chop, Andrew Clark, Kristina Egan, Aubrey Miller, Ryan Neale, Elizabeth Roberts, Seth Wight	GPCOG	
Michael Ahillen, Price Armstrong, Jill Cahoon, Raymond Hayhurst	AECOM/FHI	

**1. Welcome—Erin Courtney, Chair**

Erin Courtney opened the meeting and welcomed the attendees.

**2. Public Comment**

There was no comment from the public.

**3. Acceptance of June 16, 2020 Meeting Minutes**

Bruce Hyman moved to accept the minutes of the June 16 meeting; Jay Chace seconded. All were in favor; the motion carried.

**4. Preliminary Design Report Set Aside Project Selection**

After last month's meeting, GPCOG staff issued the call for projects for the Preliminary Design Report (PDR) Set Aside funds. Potential applicants were asked to notify staff of their intent to apply by Monday, July 13. Based on those notifications, staff expects to receive one application from Cape Elizabeth, two applications from Biddeford, and one to four applications from Portland.

Last month the committee did not decide whether applicants would be asked to give presentations on their proposed projects. Presentations could take place at the August TIP Committee meeting, though they would likely take a significant portion of the meeting. Other options include having applicants present to the committee at a different meeting, to a subcommittee, to staff who will be scoring the applications, or not present at all. Regardless, the presentations could be recorded and shared with committee members for viewing later.

The committee generally agreed that the presentations should not take place during the regular TIP Committee meeting, that GPCOG staff should be involved in the presentations because they will be scoring the applications, that the session should be open to interested committee members, and that the presentations should be recorded for viewing at a later time. Alex suggested staff send out a meeting invitation to the committee in advance of the presentations. In response to a question from Patricia Quinn, Aubrey clarified that staff will try to schedule the presentations as a block. Each presentation is expected to take 15 minutes. Robert Currie made a motion that reflected the committee's discussion to have applicants present to GPCOG staff during a block of time separate from the TIP Committee meeting, to invite committee members to attend the presentations, and to record the presentations to allow committee members to view them at a later time. Alex Jaegerman seconded. All were in favor; the motion carried.

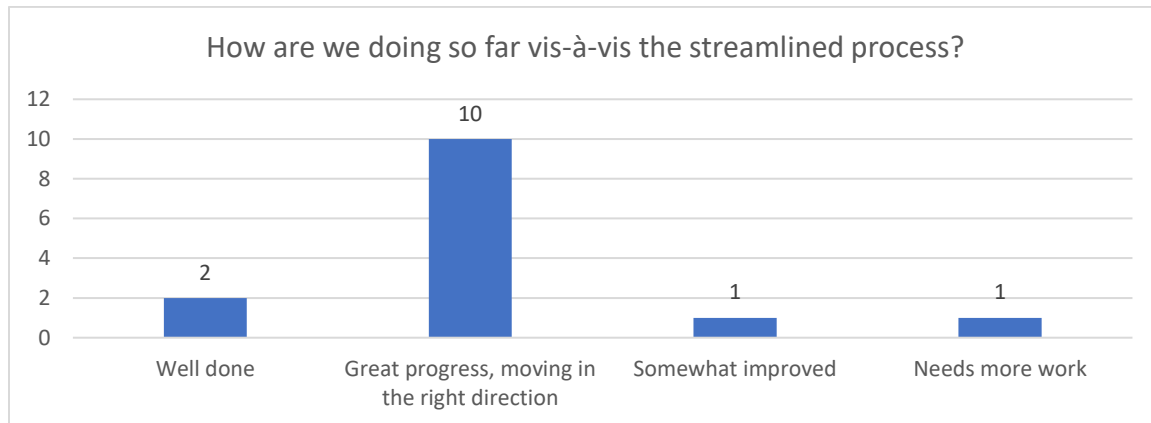
## 5. Funding Framework

The draft framework for prioritizing projects for funding includes the following key components:

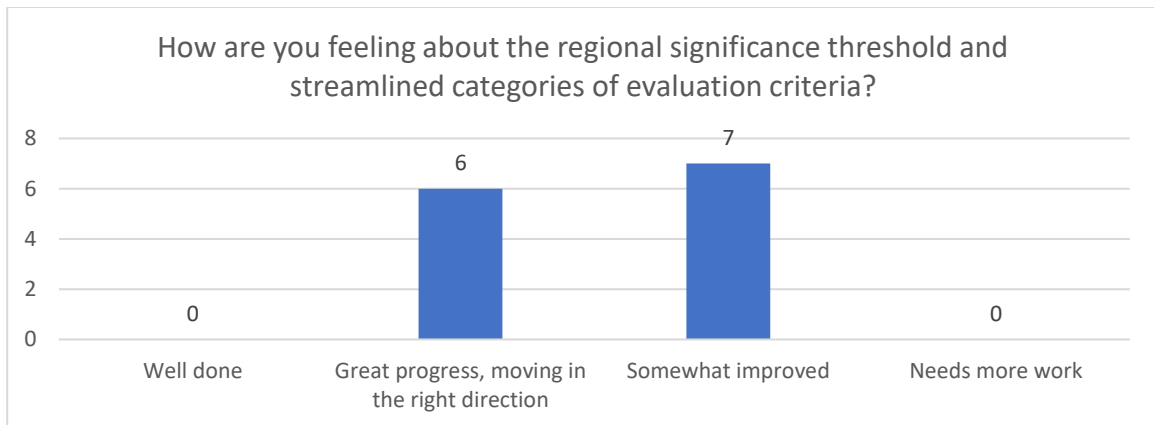
- A single prioritization and selection process for all types of transportation projects
- Evaluation criteria that utilize existing datasets to allow for an easier application process for applicants with less narrative required and a consistent, data-driven project scoring process
- Housing key datasets with GPCOG to streamline data collection and submission efforts

AECOM's presentation (see the PowerPoint presentation attached to the minutes) noted the complexity involved in balancing many different priorities. Throughout the process of developing the framework, AECOM has heard several guiding principles; the committee would like a project prioritization process that is simpler, more objective, more transparent, better emphasizes and reflects regional priorities, and is data-driven, utilizing existing datasets.

The draft project prioritization process involves a threshold assessment of regional significance, a streamlined application process, an objective and simplified scoring procedure, and separating the projects according to funding sources to determine funding availability. The committee generally agreed this process addresses the guiding principles. AECOM also polled the committee:



The draft evaluation criteria are placed into four categories: *regional access*, *safe mobility*, *efficient land use*, and *sustainable transportation*. The committee generally felt the categories are an improvement over the existing process. AECOM also polled the committee:



Bruce noted the existing process places an emphasis on system preservation, which he did not see referenced. Kristina said there are criteria under the *safe mobility* category that address that issue. Others felt that it was difficult to comment without more information.

Many of the criteria would be evaluated based on quantitative datasets, many of which have been identified by AECOM. Some criteria would require applicants to submit a short narrative to be scored by a scoring committee.

About universal access, Maureen referenced an article by the American Planning Association that stressed the importance of designing a transit system with the users in mind. An important takeaway is to understand the needs of riders who face barriers to using the transit network, including people with disabilities, people of low income, and "encumbered" adults.

Chris Branch noted that it was difficult to absorb such a significant amount of information in a short time. On the criteria, he gave an example of Brighton Avenue. This corridor is a significant commuting corridor but is greater than 0.25 miles from large employment centers like Maine Medical Center and downtown Portland. He also felt the criteria would shift many projects to Portland because they do not apply to the smaller municipalities. Finally, he asked for a specific definition of "affordable" housing, adding that Portland distinguishes low-income and workforce housing.

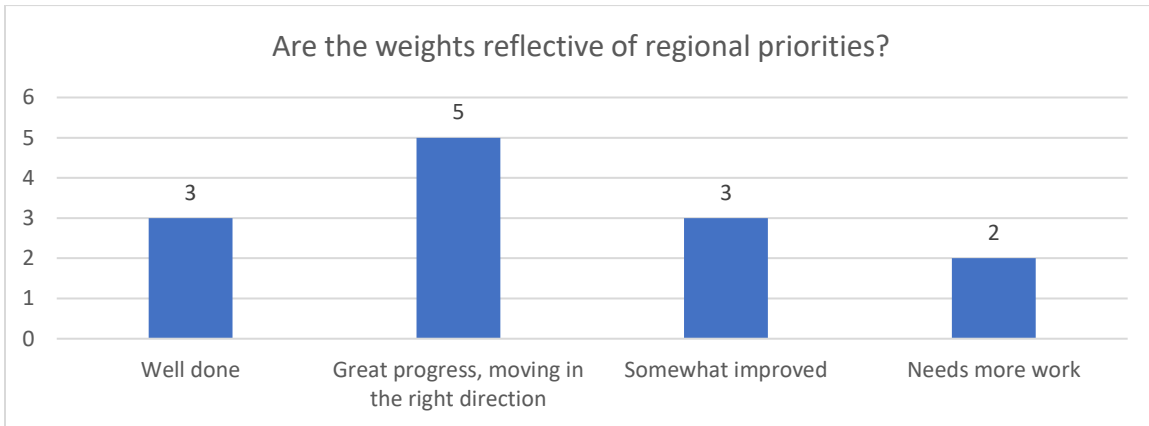
Erin was also concerned about the effect of the criteria on smaller municipalities. She asked whether the committee could see a few sample projects to test how the process would work. Jill Cahoon of AECOM said that the team had trialed a few sample projects to test the criteria and was willing to share the results of that exercise.

Kristina noted that different projects would score differently. For example, commuter corridors might score well under the *flow of traffic and goods* or *safety improvements* criteria, but not as well on direct proximity to jobs. Accommodating all the different types of projects while still effectively focusing the region's funding is a challenge.

AECOM shared draft weighting of the four categories of evaluation criteria:

<i>Regional Access</i> .....	30 percent
<i>Safe Mobility</i> .....	30 percent
<i>Efficient Land Use</i> .....	25 percent
<i>Sustainable Transportation</i> .....	15 percent

The committee generally viewed the weightings favorably, some preferring equal weights among the categories. AECOM also polled the committee:



Chris Branch felt the weightings should have a larger spread. He said that based on discussions with the Executive Committee, regional significance should be a major factor in project consideration. He suggested, for example, *sustainable transportation* be weighted around 5 percent. Alex felt the climate crisis demanded transformative investments and preferred to see *sustainable transportation* weighted equally. Within the categories, AECOM noted individual criteria would also be weighted.

AECOM will use the feedback from this meeting, and an additional survey that will be sent out to members, to revise the draft framework.

Kristina added that there is a wide variety of communities, projects, and approaches involved in this work, and that it will require compromise to balance the priorities of everyone involved.

## 6. Adjourn



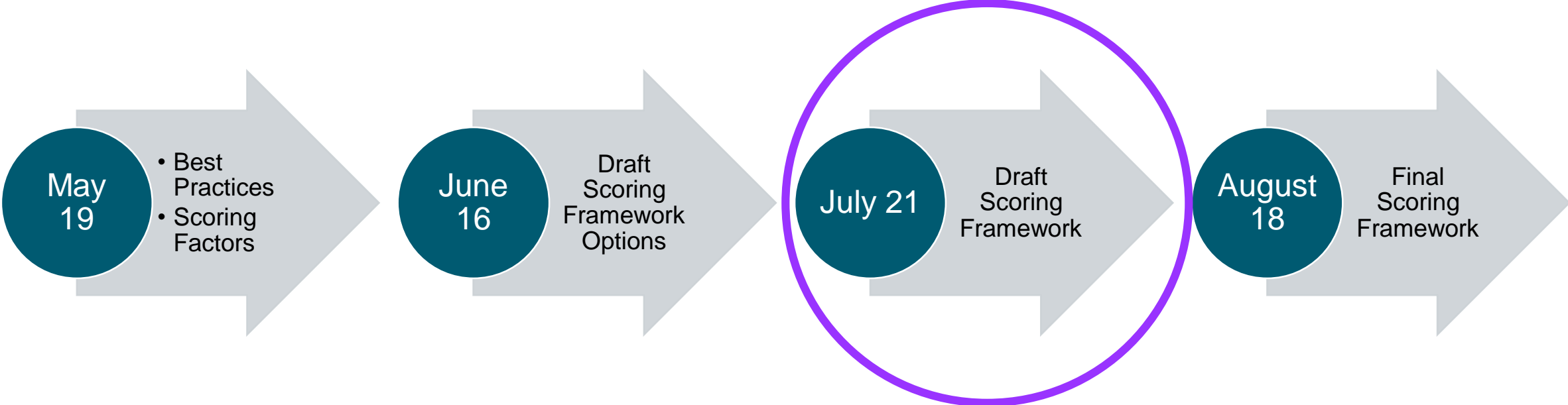
# PACTS FUNDING FRAMEWORK

Greater Portland Council of Governments (GPCOG) &  
Portland Area Comprehensive Transportation System  
(PACTS)

July 2020

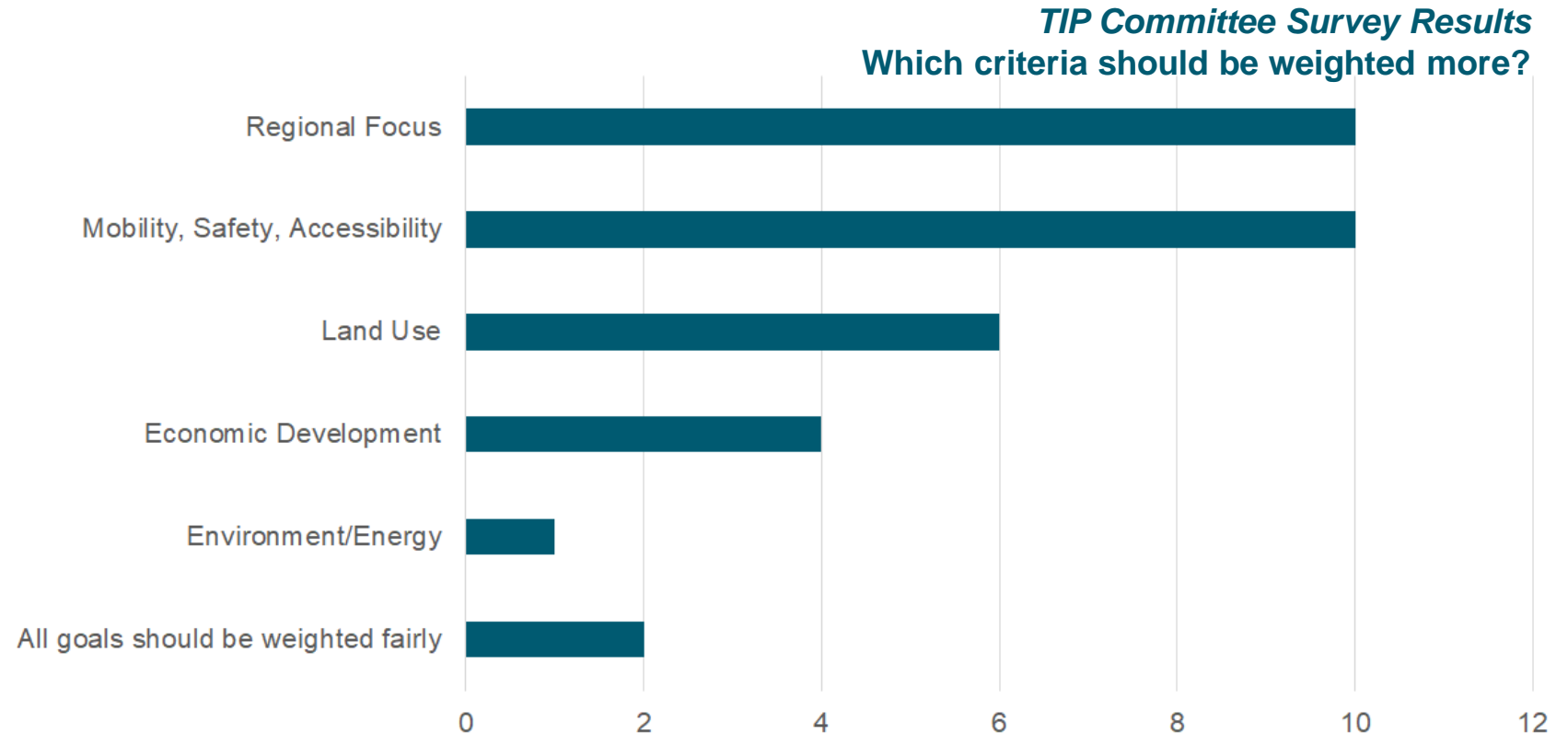
**AECOM** Imagine it.  
Delivered.

# Project Schedule



# Agenda

- Background
- Guiding Principles
- Development Process
- Draft Framework
  - Revised Process
  - Evaluation Criteria
- Discussion
- Next steps







# Background

# Background – Allocating Transportation Funding is Difficult

- The transportation system is pursuing numerous goals, making the decision-making process challenging:
  - Mobility
  - Economic Development
  - Equity/Environmental Justice
  - Public Health
  - Local Environmental Quality
  - Climate Change Mitigation
  - Land Use Goals
  - Historic Preservation

# Potential Approaches to Allocating Funding

- There are multiple approaches for a complex decision-making process:
  1. Qualitative Approach
  2. Quantitative Approach
  3. Quantitative Approach with Set-Asides
  4. Quantitative/Qualitative Hybrid with Set-Asides
- This process attempts to balance the potential approaches for a maximally effective process

# Qualitative Funding Allocation Process

Repaving BRT Corridor Repaving Bus replacement Repaving Intersection Reconstruction General Operating Signal Upgrades Repaving  
ADA Operating Repaving Sidewalk Improvement Repaving ITS

Haggle/Negotiate/Discuss

1. Repaving
2. Repaving
3. Repaving
4. Repaving
5. Repaving
6. Repaving
7. Repaving
8. Bus replacement
9. ADA Operating
10. General Operating
11. Intersection Reconstruction
12. Signal Upgrades
13. ITS
14. Sidewalk Improvement
15. BRT Corridor

## Funding Sources

- Federal Roadway
- State Roadway
- Federal Transit

Transportation Improvement Program

# Qualitative Funding Allocation Process

Repaving BRT Corridor Repaving Bus replacement Repaving Intersection Reconstruction General Operating Signal Upgrades Repaving  
ADA Operating Repaving Sidewalk Improvement Repaving ITS

Score Projects

1. BRT Corridor
2. Repaving
3. Repaving
4. ITS
5. Sidewalk Improvement
6. Bus replacement
7. Repaving
8. Signal Upgrades
9. Repaving
10. Repaving
11. ADA Operating
12. Repaving
13. Intersection Reconstruction
14. Repaving
15. General Operating

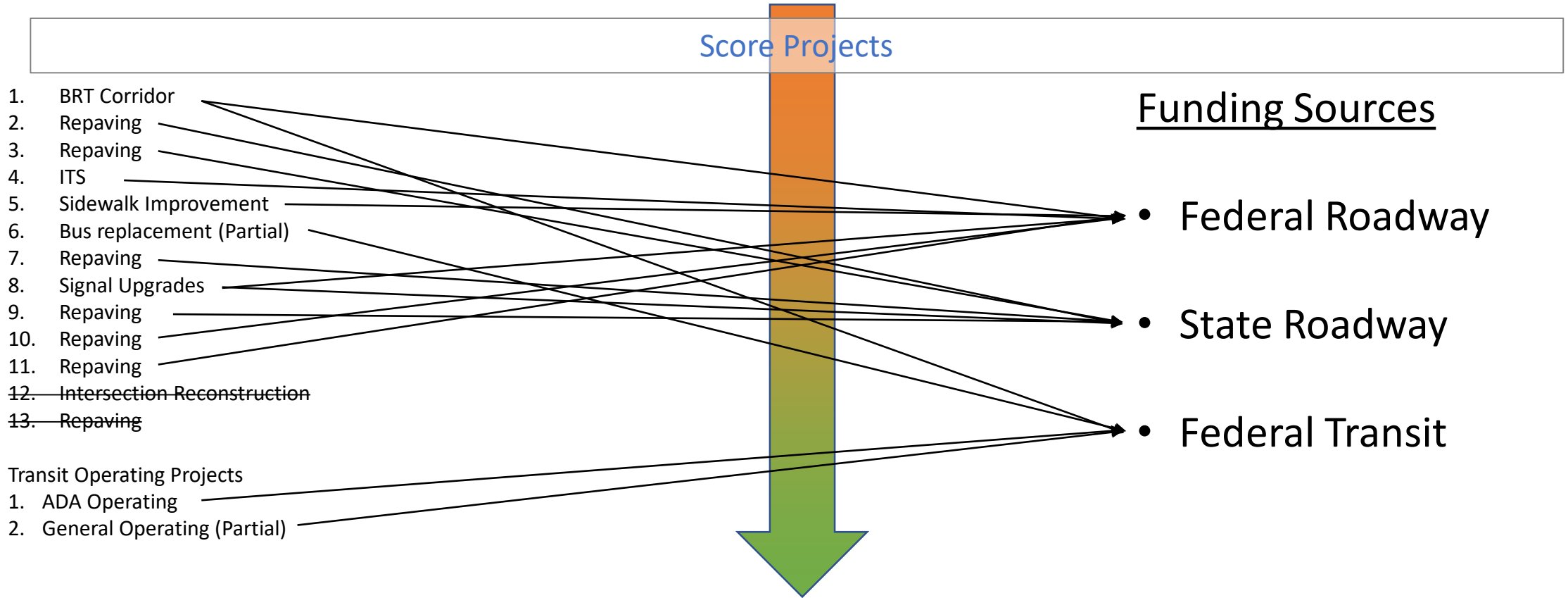
## Funding Sources

- Federal Roadway
- State Roadway
- Federal Transit

Transportation Improvement Program

# Qualitative Funding Allocation Process with Set-Aside

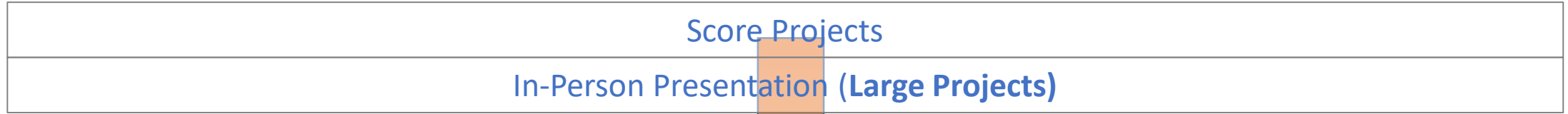
Repaving BRT Corridor Repaving Bus replacement Repaving Intersection Reconstruction General Operating Signal Upgrades Repaving  
ADA Operating Repaving Sidewalk Improvement Repaving ITS



Transportation Improvement Program

# Hybrid Funding Allocation Process with Set-Aside

Repaving BRT Corridor Repaving Bus replacement Repaving Intersection Reconstruction General Operating Signal Upgrades Repaving  
ADA Operating Repaving Sidewalk Improvement Repaving ITS



- 1. (BRT Corridor)
- 2. Repaving
- 3. Repaving
- 4. ITS
- 5. Sidewalk Improvement
- 6. (Bus replacement (Partial))
- 7. Repaving
- 8. Signal Upgrades
- 9. Repaving
- 10. Repaving
- 11. Repaving
- 12. Intersection Reconstruction
- 13. Repaving

## Funding Sources

- Federal Roadway
- State Roadway
- Federal Transit

- Transit Operating Projects
- 1. (ADA Operating)
  - 2. (General Operating (Partial))

# Transportation Improvement Program



# Guiding Principles And Development Process

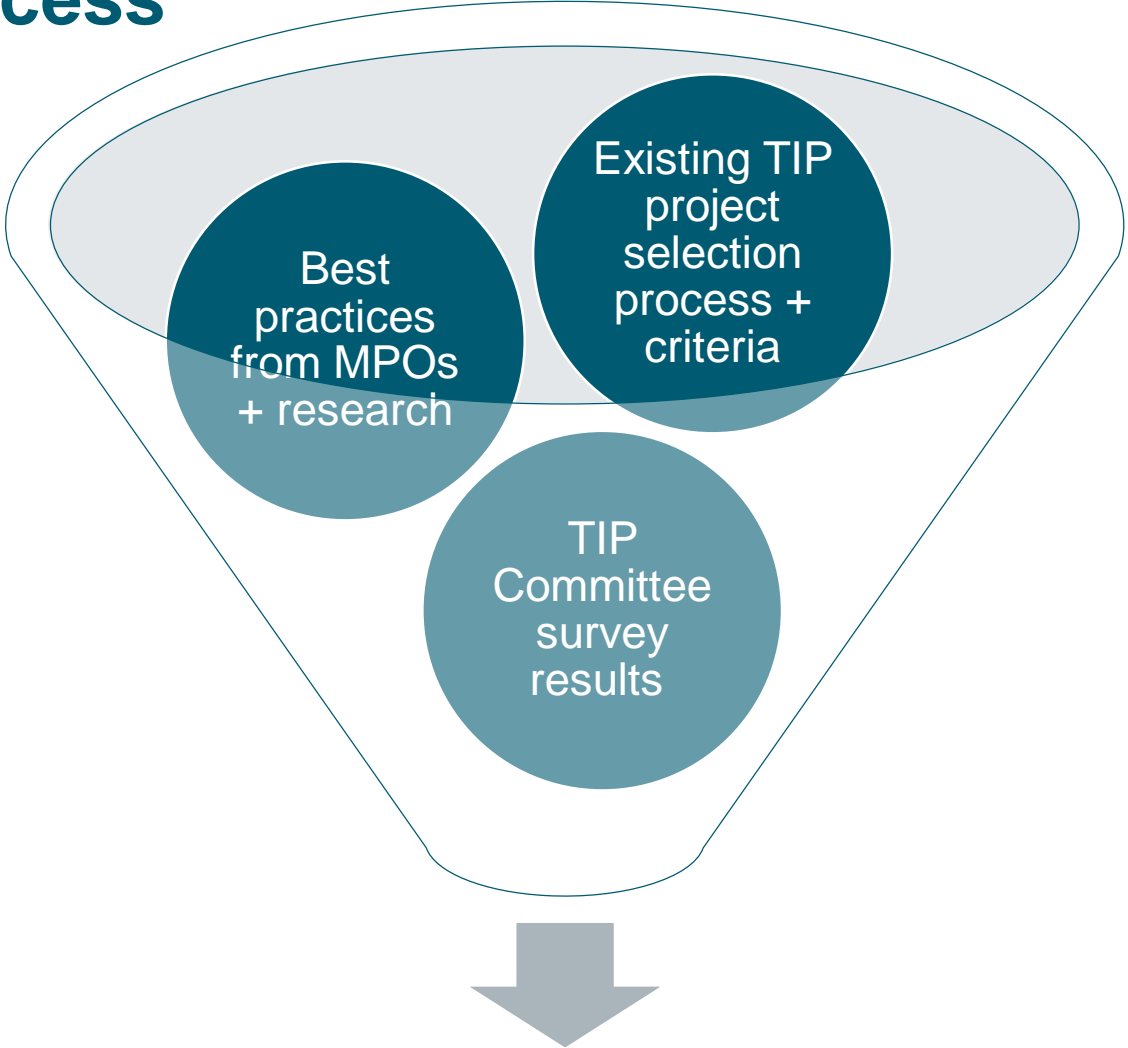


# Guiding Principles for Revised Framework

- Simpler
- Objective
- Transparent
- Focused on regional significance
- Data-driven
- Leverage existing available datasets



# Development Process

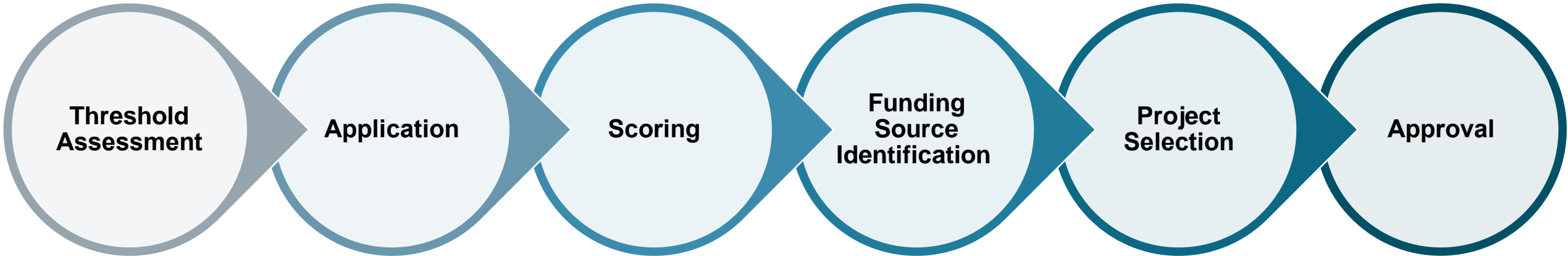


**Draft Scoring Framework**



# Draft Framework

# Revised Process Overview



## **Guiding Principles**

- Simpler
- Objective
- Transparent
- Focused on regional significance
- Data-driven
- Leverage existing available datasets

# **Pulse Point Poll**

## **Discussion**

**Does the revised process address the guiding principles?**

# Threshold Assessment - Regional Significance

A regionally significant project is one that does at least one of the following:

- ✓ **Serves regionally significant origins, destinations, and corridors, defined as PACTS priority centers and corridors.**  
Include highly-travelled roads, transportation terminals, employment centers, higher education campuses, major tourism, entertainment and recreation venues, equity target areas, and places zoned for higher density and affordable housing
- ✓ **Has systemwide benefit.**  
Include improving the region's major intersections or traffic signal network, applying a technology for system improvement or revenue generation, supporting the transit customer's regional experience, or making a significant connection in the active transportation network
- ✓ **Meaningfully reduces regional greenhouse gases or improves the resiliency of the regional transportation network.**

# Evaluation Criteria

Category	#	Criteria
Regional Access	1	Access to Jobs
	2	Access to Major Tourist, Entertainment, and Recreation Venues
	3	Access to Region's Transit Network
	4	Access to Region's Active Transportation Network
	5	Universal Access
Safe Mobility	6	Safety Improvements
	7	Asset Management
	8	Flow of Traffic and Goods
	9	Equity Impacts
Efficient Land Use	10	Transit Oriented Development
	11	Regionally Significant Locations
	12	Supportive Land Use Context
	13	Proximity to Affordable Housing
Sustainable Transportation	14	Vehicles Miles Traveled
	15	Greenhouse Gas Emissions
	16	Climate Resilience



## **Pulse Point Poll**

### **Discussion**

**Are the 4 criteria categories reflective of regional priorities?**



# Evaluation Criteria – Regional Access

#	Criteria	Question(s)	Source	Potential Data Source(s)
1	<b>Access to Jobs</b>	How many jobs are, or will be, located within a 1/4 mile of the project? How many jobs, held by EJ/Title VI populations, are, or will be, located within a 1/4 mile of the project?	Data - Mapping (Threshold) (Narrative for projected future jobs)	LEHD
2	<b>Access to Major Tourist, Entertainment, and Recreation Venues</b>	Does the project improve access to regionally these defined destinations?	Data - Mapping (Y/N)	Visit Portland and Maine Office of Tourism annual attendance
3	<b>Access to Region's Transit Network</b>	Is the project located within a 1/4 mile of a regionally significant bus stop, ferry terminal, or rail station?	Data - Mapping (Y/N)	Transit stop database / GIS shapefile
4	<b>Access to Region's Active Transportation Network</b>	Does the project provide or improve connections to regionally significant bike/ped infrastructure?	Data - Mapping (Y/N)	PACTS Active Transportation Network GIS shapefile
5	<b>Universal Access</b>	How will the project accommodate a diverse range of users - include people with hearing/visual impairment, people with limited mobility, non-English speaking populations, and unbanked or underbanked people?	Narrative	N/A

# Evaluation Criteria - Safe Mobility

#	Criteria	Question(s)	Source	Potential Data Source(s)
6	<b>Safety Improvements</b>	How does the project improve safety for pedestrians, bicyclists, and active transportation? How does the project aim to reduce crash severity and crash risk, or improve emergency response, in a regionally defined High Crash Cluster or Corridor?	Narrative/Data - Mapping	PACTS High Crash Location Study
7	<b>Asset Management</b>	Does the project improve a roadway in Fair or Poor pavement condition? Does the project improve the longevity, lifespan, and functionality of a transit asset (vehicle, facility, guideway)? Does the project improve the longevity, lifespan, and functionality of active transportation infrastructure?	Narrative/Data - Mapping (Y/N)	PACTS pavement condition database
8	<b>Flow of Traffic and Goods</b>	Does the project improve operations and safety at a regionally significant signalized intersection(s)? Does the project enhance truck or rail freight reliability and performance on key corridors (highways, rail) and facilities (terminals, ports)?	Narrative/Data - Mapping (Y/N)	
9	<b>Equity Impacts</b>	Does this project benefit or harm the health or mobility of Environmental Justice (EJ) and Title VI populations?	Narrative/Data - Mapping	US Census

# Evaluation Criteria - Efficient Land Use

#	Criteria	Question(s)	Source	Potential Data Source(s)
10	<b>Transit Oriented Development</b>	Is the project located within a 1/4 mile of an existing or proposed transit-oriented development?	Data - Mapping (Y/N)	Land Use shapefile
11	<b>Regionally Significant Locations</b>	Is the project located within a 1/4 mile of a Regionally Significant Location?	Data - Mapping (Y/N)	Destination 2040 layer
12	<b>Supportive Land Use Context</b>	Does the land use environment support the transportation investment and will this investment spur new development?	Narrative	
13	<b>Proximity to Affordable Housing</b>	Is the project located within a 1/4 mile of affordable housing?	Data - Mapping (Y/N)	Land Use shapefile

# Evaluation Criteria - Sustainable Transportation

#	Criteria	Question(s)	Source	Potential Data Source(s)
14	<b>Vehicle Miles Traveled (VMT)</b>	How does this project impact the number of miles driven in the region? Does it encourage a mode shift away from Single Occupancy Vehicle (SOV)?	Narrative/Data?	
15	<b>Greenhouse Gas Emissions</b>	How does this project help meet the state climate pollution reduction goals?	Narrative	
16	<b>Climate Resilience</b>	How does the project prepare the region's infrastructure for climate impacts (heat, flooding, storm surge, etc.)?	Narrative	



Saco

## Discussion

Are we asking the right questions?

Is the methodology sound?

# Evaluation Criteria – Weighted Scoring

Categories	Weight
Regional Access	30%
Safe Mobility	30%
Efficient Land Use	25%
Sustainable Transportation	15%



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## **Pulse Point Poll**

### **Discussion**

**Do you agree with  
the criteria category  
weights?**



# Next Steps



## Next Steps

- Post-meeting survey on draft scoring framework
- Use feedback to develop final scoring framework
- Next meeting: August 18