

# The *2008 Annual Report* of the Portland Area Comprehensive Transportation Committee

## “PACTS”

### Highlights of 2007-2008

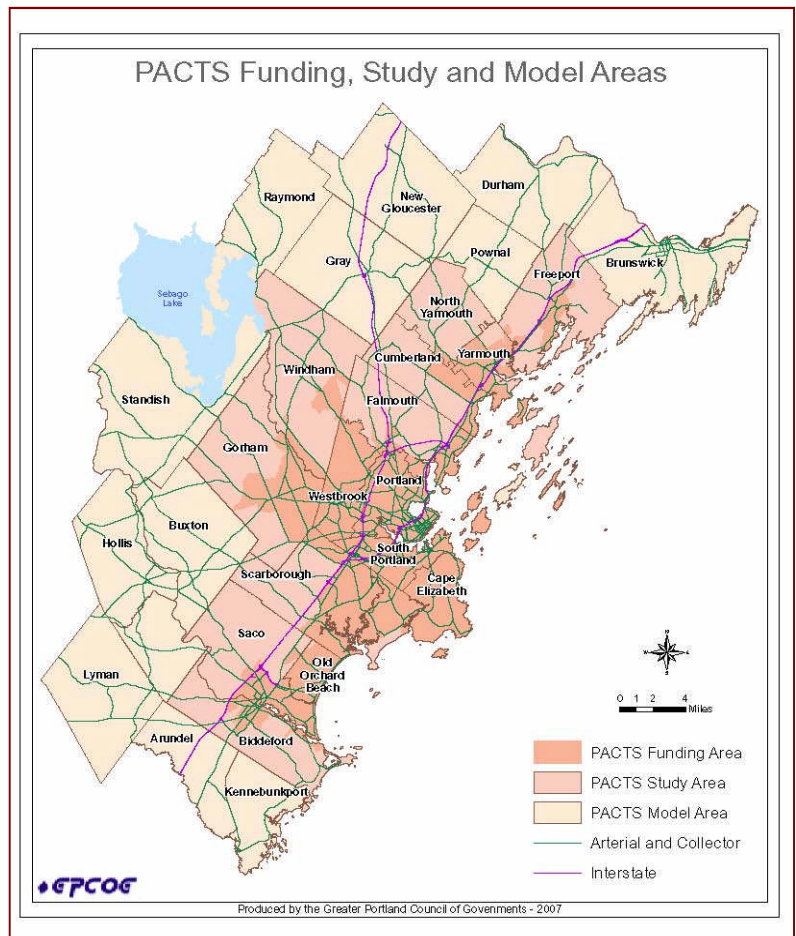
- **Policy Committee Creates Executive Committee** *see page 2*
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### What is PACTS?

PACTS is the MPO for the greater Portland, Maine metropolitan area. In 1962, the United States Congress passed legislation that required the formation of a *Metropolitan Planning Organization* or MPO for any federally designated Urbanized Area with a population greater than 50,000.

Congress created MPOs in order to ensure that existing and future expenditures for transportation projects and programs are based on a planning process of continuing, cooperative and comprehensive (“3-C”) planning for the MPO region. Federal funding for regionally significant transportation projects and programs are channeled through this planning process by the MPO’s committees.

The *PACTS Region* consists of Portland, Maine’s largest city, and 14 surrounding cities and towns along the coast and inland towards the White Mountains: Biddeford, Cape Elizabeth, Cumberland, Falmouth, Freeport, Gorham, North Yarmouth, Old Orchard Beach, Portland, Saco, Scarborough, South Portland, Westbrook, Windham, and Yarmouth.



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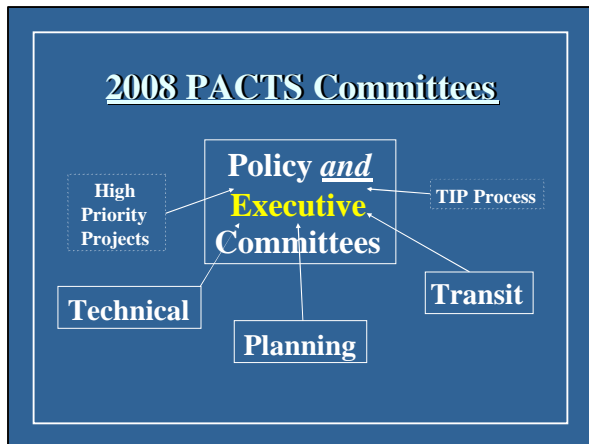
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## PACTS Accomplishments

### PACTS Executive Committee Created

How can we improve the important work of PACTS? Do we have too many committees? What do our members expect and hope for from PACTS? What is working well? Should more elected officials participate? How has the PACTS process changed since 2002 when eight new municipalities and three new public transit systems became members? How will PACTS change in 2012 when we probably become a federally mandated “transportation management area” or TMA?

The Policy Committee decided to tackle these questions last year. The members held two successful retreats in the fall. The retreats produced suggestions for substantial change in our committee structure and in the way PACTS programs federal project funds. A “transition team” then worked to turn general suggestions into specific actions. After much research and discussion, the Policy Committee decided that the important changes to make were to improve collaboration between our committees and to increase the time the Policy Committee spends on transportation policy decisions.



Committee leaders at the PACTS Retreat.

the important changes to make were to improve collaboration between our committees and to increase the time the Policy Committee spends on transportation policy decisions.

The mechanism to achieve this goal will be the new six-member Executive Committee (see organizational chart). The Executive Committee will do some of the routine work required of PACTS and thereby enable the Policy Committee members to focus more on policy decisions. The new committee will also have members from our Transit, Technical and Planning Committees, in order to enhance coordination of the work of our staff and committees.

We thank Portland’s Michael Bobinsky (our Policy Committee Chair this past year), our Transition Team members, and all our committee members for an excellent dialogue this past year.

### High Priority Projects Funding Sought

Congress is organizing to pass a new five-year federal transportation funding act in late 2009. The PACTS Policy Committee is working to secure at least \$50 million in that act for one or more major transportation investments for our region - known as *High Priority Projects*.

This important priority setting work is a new role for PACTS as the competition grows for increasingly scarce federal transportation resources. We are working hard to show our Congressional Delegation and the Maine Department of Transportation (MaineDOT) why our region needs these funds.

We are currently evaluating ten \$10,000,000+ proposals: a major bridge rehabilitation, several I-295 corridor projects, two public transportation projects, a second Gorham bypass and several others. For details on the proposals and our priority setting process, visit [www.pactsplan.org](http://www.pactsplan.org), or call Carl Eppich at 774-9891.

Our High Priority Projects Committee is reaching out to the public for input on our work. Over 100 people attended our first public forum in February, and three more are scheduled for May 22<sup>nd</sup> and 29<sup>th</sup>, and June 5<sup>th</sup>.

The PACTS Policy Committee will submit a final list of two to four proposals to our Congressional Delegation in early 2009.

The 2008 Annual Report of the  
Portland Area Comprehensive Transportation Committee

## Five Studies Completed During the Past Year

Consultants completed five PACTS studies during the past year. The municipalities organized extensive public outreach efforts in order to involve the general public in these important planning efforts. For more information, please contact the Planning Departments in the respective cities/towns, or PACTS staff.

### Biddeford Downtown Parking and Traffic Study

The consultant and study advisory committee recommended eight immediate and mid-term actions regarding traffic circulation in Downtown Biddeford, plus a long-term recommendation to build a roundabout. The parking recommendations focused on parking fees, ordinances, meters, a permit system and construction of a parking structure (long-term).



### Freeport Comprehensive Transportation Study Phase 2

The study produced conceptual improvement plans and cost estimates for three locations studied in Phase 1: Route 136 at Griffin Road and at Mallet Drive, and Route 1 at South Freeport Road.

### Scarborough Payne Road Realignment

After many meetings with local officials and the public, the consultant prepared a “preliminary design report” regarding a realignment of the Payne Road/Route 1 intersection. The purpose is to reduce congestion and improve safety and capacity at Dunstan Corner.



### Portland Outer Congress Street Study

The study addresses the goal of reducing the number of motorists that exceed posted speed limits, promotes the use of additional modes of transportation including public transit, bicycling and walking, and improves overall safety through two neighborhoods on Congress Street between Johnson Road and Douglass Street.



### Westbrook Downtown Parking Study and Management Plan

Based on extensive data collection and analysis, the consultant and study advisory committee recommended several immediate, mid-term and long-term actions. Immediate actions included the creation of a Downtown Parking District, a parking enforcement officer position, construction of three new parking lots, and eight other items.

### Context Sensitive Solutions (CSS) Speech and Workshop

In April 2007 PACTS staff and a nationally-recognized consulting team led a full-day CSS workshop attended by 75 people. CSS is a theoretical and practical approach to transportation decision-making and design. CSS is intended to take into consideration the context of communities' character through which streets, roads, and highways pass, when considering transportation improvement projects. CSS seeks to balance the need to move vehicles efficiently and safely with other desirable outcomes such as *historic preservation*, *environmental sustainability*, and the creation of vital *public spaces*. In transit projects, CSS generally refers to context sensitive planning, design and development around transit stations, also known as Transit Oriented Development (TOD). The MaineDOT's Gateway 1 project in the Mid-Coast is a current example of a CSS project. This is a landmark long-term strategic land use and transportation planning project along the Route 1 corridor in Maine. A collaboration amongst communities and state agencies, Gateway 1 explores new ways of combining transportation and land use decision-making.

## Focus on Transit

### PACTS Regional Transit Coordination Study

From August 2005 to May 2007, the seven regional public transportation providers were joined by representatives from the private sector, Maine Turnpike Authority, Maine Department of Transportation, and elected and appointed municipal officials to assess the existing public transportation system. The Regional Transit Coordination Study Advisory Committee was staffed by GPCOG and SMRPC. The purpose of the Committee was to identify opportunities to realize cost efficiencies, improve the quality and frequency of service, improve connectivity between communities, increase ridership, and explore the feasibility of regionalizing the seven providers into a transit authority or other cost-effective, streamlined structure. **The seven public transit agencies are:**



- ◆ ShuttleBus Tri-Town and Intercity Service and ZOOM Turnpike Express (Biddeford, Saco, Old Orchard Beach)
- ◆ Casco Bay Island Transit District
- ◆ Greater Portland Transit District (METRO)
- ◆ Northern New England Passenger Rail Authority (NNEPRA) – Downeaster
- ◆ Regional Transportation Program (RTP)
- ◆ South Portland Bus Service
- ◆ York County Community Action Corporation (YCCAC)

Two public meetings were held to present the preliminary recommendations and listen to what customers and potential customers had to say. The PACTS Policy Committee accepted the Regional Transit Coordination Study at their Annual Meeting in June 2007.

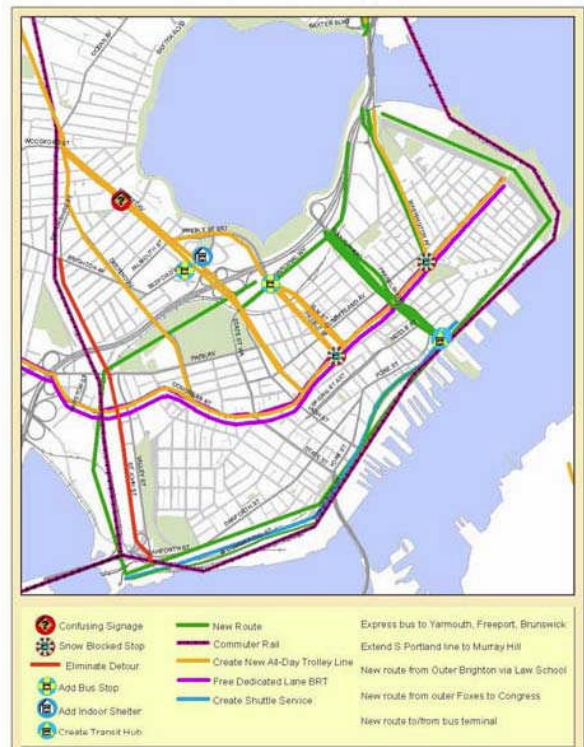
### Portland Peninsula Transit Study

PACTS has funded the Portland Peninsula Transit Study to provide the City with an evaluation of the potential, methods, and benefits of expanding and optimizing a transportation system for the downtown-peninsula area. On January 23<sup>rd</sup>, 2008 a Committee began its work and held the first of three public forums on February 21<sup>st</sup>. Public and human-powered transit will be emphasized as the preferred alternative to single-occupancy vehicles which now dominate the peninsula environment. The intended result of the study will be a plan for implementation based on established local and regional transportation policies.

The Study is being conducted by Nelson\Nygaard Consulting Associates with assistance from staff from the Planning Division, Department of Public Works, and Transportation Department. A citizen oversight committee is providing input throughout the study and will be asked to provide recommendations based on the final report submitted by the consultants. The final report will ultimately be reviewed by the Portland Planning Board, the Standing Committee on Transportation, and the full City Council.

Portland Peninsula Transit Study • Preliminary Transit Strategies  
CITY OF PORTLAND

Figure 1: Transit Comments from First Public Forum



At right is a map produced based on public comments in this process.

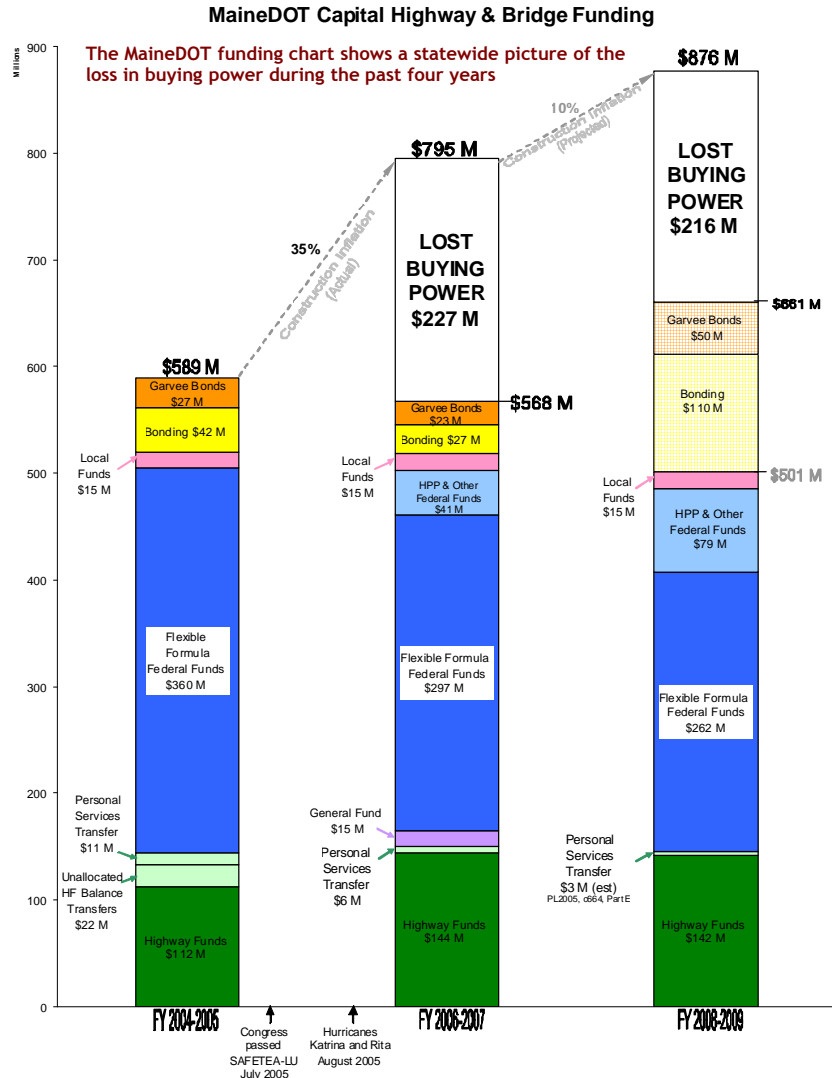
# TIP Funding Situation

## Inflation Pressures on Limited Capital Resources

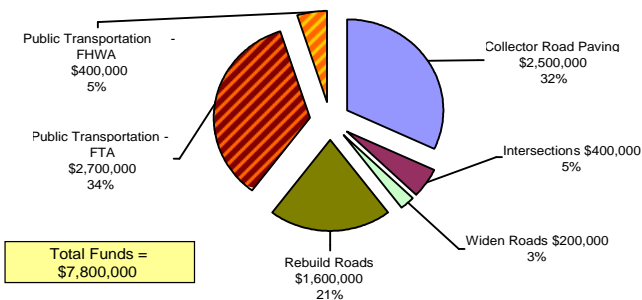
During the past three years the PACTS committees and staff have rode a veritable “rollercoaster” as our limited federal funding has lost its buying power due to the rising cost of construction materials. Fortunately, the Legislature voted this spring to provide new money to meet more of the state’s bridge rehabilitation and road reconstruction needs. However, we expect the cost of construction to continue to rise substantially due to worldwide economic growth coupled with the arrival of “peak oil” production in the foreseeable future.

During 2008 the PACTS staff and committees will decide how to spend \$10 million in federal funds in the next two years in our 15 towns and cities for paving streets, improving intersections, buying transit equipment, sidewalk projects, and rebuilding regionally important streets that have fallen into poor condition. The PACTS Policy Committee will also decide how to spend \$5 million in other federal funds reserved for the public transportation operations and capital needs.

These \$15 million in federal funds for the next two years pale in comparison to the \$1 billion needed in the next 20 years to do a good job as outlined in *Destination Tomorrow*.



## PACTS Federal Funds Program Fiscal Year 2008



This pie chart shows current PACTS programming of federal funds.



## A Report on Ways to Leverage Funding for Transportation Improvements

In May 2008 the PACTS Planning Committee is completing a study that identifies 15 strategies for municipalities and others in our region to increase revenues to support capital improvements and maintenance/operations for highways, public transportation and other modes. The study, which only considers approaches that can be undertaken under current Maine law, highlights many successful examples of the use of these mechanisms.

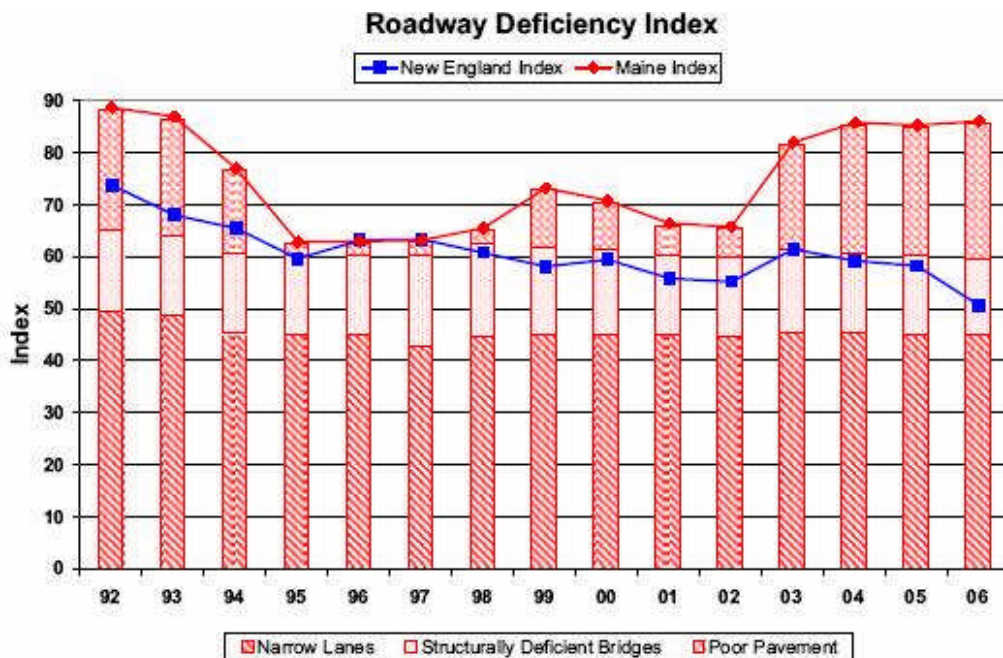
The draft report presents **ten** mechanisms for local governments collectively and individually to leverage funding through partnerships with a variety of agencies.

- ⇒ Municipal revenue growth set asides for transportation
- ⇒ Transportation development tax district
- ⇒ MaineDOT's Transit Bonus Program
- ⇒ State-municipal partnerships allowed per Maine's Title 23, Section 1821 Subsections 1 and 2
- ⇒ New road construction funding allowed per Maine's Title 23, Section 703-B
- ⇒ State aid minor collector capital program per Maine's Title 23, Section 1803-B, Subsection 5
- ⇒ Federal Section 129 loans
- ⇒ Loans through the MaineDOT State Infrastructure Bank
- ⇒ Loan financing through the Maine Turnpike Authority
- ⇒ The Maine Municipal Bond Bank through the provisions of LD 1790

The report also describes five mechanisms for local governments collectively and individually to leverage more transportation funding in the context of land development projects:

1. Municipal impact fees
2. State impact/mitigation fees
3. Municipal capital improvement districts
4. Development districts, including tax increment financing districts
5. Service or user fees, primarily for parking

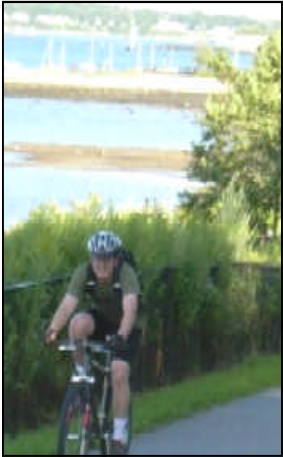
The recommendations in this report will enable PACTS and our many partners in the Maine transportation community to finance more transportation projects with multiple financial tools and multiple partners. For more information contact John Duncan, PACTS Director, at 774-9891, or visit [www.pactsplan.org](http://www.pactsplan.org)



This chart shows that the trend in highway pavement quality is on the decline.

## The Year Ahead... Studies Underway...

### Active Transportation Campaign, 2010



*Portland Trails* is leading the Active Transportation effort for greater Portland. PACTS is pleased to be an integral partner on the steering committee which includes:

- \* City of Portland Planning Department
- \* City of Portland Public Services
- \* Portland Bike/Pedestrian Advisory Committee
- \* Portland Green Streets
- \* Maine Department of Transportation
- \* GrowSmart Maine
- \* PACTS and GPCOG
- \* Bicycle Coalition of Maine

The national initiative is being led by The Rails-to-Trails Conservancy (RTC) to expand upon the current federal transportation act's Non-motorized Transportation Pilot Program in the next federal transportation reauthorization. They envision a program serving at least 40 communities, with \$50 million per community over six years, to promote active transportation (trails, biking and walking) for urban mobility. RTC is mobilizing communities to lead this effort. Many local groups are already studying these issues and will build on past research to create a detailed vision for greater Portland.

### PACTS Collector Road Study

With input from the MaineDOT, PACTS understands the importance of cost effectively improving and maintaining our existing road infrastructure. To effectively manage the road system it is imperative to have accurate and comprehensive data available.

In early 2008 PACTS and the MaineDOT embarked on a data sharing mission to compile and assess existing road data, rank the roadway conditions and determine modern design standards deficiencies for approximately 200 miles of PACTS collector roads. The study will result in a comprehensive report indicating the overall condition of the region's collector roads. The report will also include the anticipated cost to improve and maintain the roadways including federal modern design requirements.



### A PACTS Region-wide Traffic Signal Study

*Destination Tomorrow*, the PACTS long range transportation plan, strives to improve the mobility and accessibility of people and goods throughout the region. The plan also recognizes that congestion is a major contributor to poor air quality and has a negative impact on the natural and physical environment. *Destination Tomorrow Strategy #48*, the coordination of traffic signals, is one approach and a high priority for the region.



Coordinated signal systems allow drivers to use the roadway more efficiently by decreasing the number of stops and delays and controlling travel speeds. Studies prepared by the Federal Highway Administration concluded that coordination can reduce travel time by as much as 20% while safety is also improved. By providing consistent gaps in "platoons" of cars, proper signalization also allows pedestrians to safely cross major arterials.

Performance measures used to evaluate the success of coordination include:

- Improved mobility
- Reduced time travel and stops
- Improved fuel efficiency
- Lowered emissions
- Increased safety

In 2007 PACTS staff did a preliminary survey of signals in the region to identify opportunities for new/improved signal coordination. With Portland taking the lead, a formal region-wide Coordination Study has been funded and will begin sometime in late 2008.

## Major Regional and State Studies

The Maine Department of Transportation (MaineDOT) and the Maine Turnpike Authority plan, build and operate our region's largest transportation systems. As members of all of the PACTS committees, their representatives meet monthly with the public transportation, regional, and municipal partners on the several PACTS committees. As such, the people directly involved in the PACTS planning process work to coordinate the various plans, studies, and designs being developed throughout our large dynamic region. For instance, here are six studies underway at this time, or about to start:

- **MaineDOT's I-295 Corridor Study**

During the past several years PACTS has hosted the MaineDOT's I-295 Corridor Study Advisory Committee meetings. Last fall and winter GPCOG staff assisted MaineDOT in organizing three public forums regarding the study's draft recommendations. For more information, go to [www.state.me.us/mdot-stage/major-planning-studies/i295corridorstudy](http://www.state.me.us/mdot-stage/major-planning-studies/i295corridorstudy).

- **MaineDOT's "Small Starts" Passenger Rail Study**

GPCOG staff is also assisting the MaineDOT in the public outreach component of this analysis of the feasibility of operating commuter rail service between Portland and Brunswick and/or Auburn. (Commuter service is different from inter-city service.) The Portland North Alternative Modes Transportation Study or "Portland North" was held on March 20th and a second one is scheduled for May 27th in Falmouth. For more information, go to <http://www.maine.gov/mdot-stage/portlandnorth>.



- **MaineDOT's Traffic Movement Permit Process**

The MaineDOT works with the developers of all major land development proposals throughout the state to identify the expected traffic impacts of the proposals and to address them. Quite often the MaineDOT requires the developers to spend tens of thousands or even hundreds of thousands of dollars to make adjacent roads and intersections operate smoothly and safely as a result of the development. PACTS staff is working with MaineDOT and many other stakeholders this year to improve the impact analysis requirements. For more information, contact John Duncan at 774-9891.

- **Turnpike Authority's Toll Equity Policy Study**

In April, 2008 a study committee presented to the Turnpike Authority Board a set of "principles" to use when developing future toll policies. In June, Dana Connors, the Chair of the study committee, will present the principles to a workshop of the PACTS members. For more information, contact Conrad Welzel, Manager of Government Relations, at [cwelzel@maineturnpike.com](mailto:cwelzel@maineturnpike.com).



- **Turnpike Authority's Gorham East-West Corridor Study**

In early 2007, the Turnpike Authority Board met with representatives of Westbrook, South Portland, Scarborough, Gorham, Standish and PACTS to discuss long-range planning for that corridor. The municipalities subsequently asked the Turnpike Authority to consider a detailed study of adding transportation capacity to the Gorham-South-Portland corridor. For more information, contact Conrad Welzel, Manager of Government Relations at [cwelzel@maineturnpike.com](mailto:cwelzel@maineturnpike.com).

- **Turnpike Portland Area Widening Alternatives Analysis**

The Turnpike Authority and the MaineDOT are organizing to perform an extensive analysis of alternatives on the concept of widening the Turnpike from Exit 44 in Scarborough to Exit 53 in Falmouth.

## Upcoming Studies

### PACTS Bike & Pedestrian Plan

Realizing the impending increase in the need for alternative transportation, PACTS and GPCOG will convene a committee to review the 1995 “Bicycle and Interim Pedestrian Plan” and then determine the methodology for updating the plan.

As part of the study, the existing inventory of bicycle and pedestrian facilities and plans in 15 PACTS municipalities will be updated, including the mapping of activity centers, schools, shopping centers and major employers. Recent bicycle and pedestrian improvements will be mapped and show new regional biking and walking routes. Inventory results will be used to determine gaps and deficiencies in the network of paved shoulders and designated bike lanes. With input from member towns, consistent bicycle and pedestrian design guidelines will be developed to meet AASHTO and ADA standards.

The results of the study will be used to refine the methodology for prioritizing PACTS projects, and to produce a final plan with recommendations for regional bicycle/pedestrian priorities.

### Eight Local Studies

#### Portland Woodford’s Corner

To develop a streetscape and roadway improvement plan for this congested two-intersection area on Forest Avenue (Route 302) in Portland.

#### Yarmouth Route 1 Corridor Study Phase II

To develop a concept plan for the Route 1 corridor from East Main Street to the Route 115 overpass.

#### Freeport School Street Extension Study

To perform a feasibility study for extending School Street to Bow Street, as recommended in the 2005 Town-wide Transportation Study financed by PACTS.

#### Cape Elizabeth Shore Road Path

To create a plan for a contextually sensitive pathway along Shore Road as recommended in the recently adopted Town comprehensive plan.

#### Westbrook Downtown Context Sensitive Solutions/Streetscape Study

To develop a plan to use context sensitive solutions and streetscape design practices to improve the Main Street/ Bridge Street corridor in downtown Westbrook.

#### Portland Libbytown Trail

To conduct a corridor identification and alternatives analysis for a multi-use trail link from the Fore River Parkway/Libbytown area to Deering Oaks Park.



Aerial view of Woodford’s Corner in Portland



A bicyclist in Cape Elizabeth

## Eight Local Studies *continued*

### Portland Eastern Waterfront

To develop recommendations for the use of a City-owned parcel of land located next to the Ocean Gateway facility on the Eastern Waterfront of Portland.

### Scarborough Running Hill Road Transportation Study

To study the future transportation demands upon Running Hill Road in Scarborough, and to integrate the short to medium term development goals for the area with the medium to longer term regional transportation visions for a Gorham Connector.



Portland's Eastern Waterfront

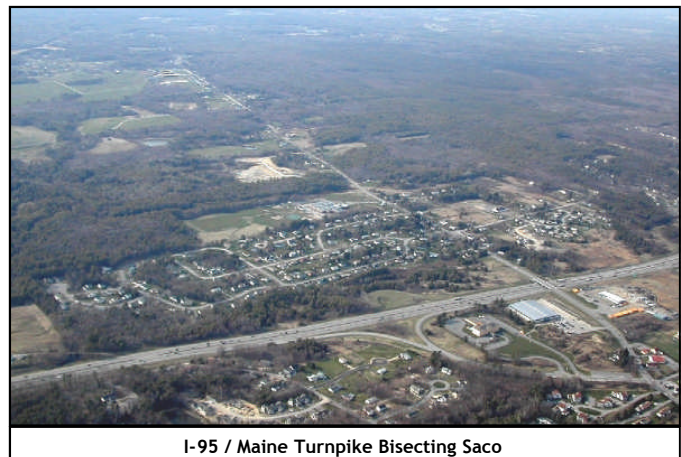
## Other Studies

### Portland's Franklin Arterial Visioning

A study and process is planned to consider how best to integrate the neighborhoods flanking Franklin Arterial, while improving the use of open space, exploring the potential for mixed use development, and improving safety for pedestrians, bicyclist and motorists. A consultant team will be selected to work with the City of Portland staff and stakeholders, including the *Franklin Arterial Reclamation Authority* representatives, MaineDOT, property owners, and business officials on developing concepts and strategies to improve the safety function of Franklin Arterial while considering future land use development along this corridor. The process will include a "Context Sensitive Solutions" approach as a design model for addressing the various objectives and concerns with the Arterial. It is intended that the Study will complement the design development efforts of the Franklin Arterial Intersection work at Marginal Way, Somerset and Fox Streets, as well as the new Bayside Trail. The Study will recommend short, medium and long terms goals of improving the functions of Franklin Arterial.

### Saco Area Study

Access to the Biddeford, Saco, Old Orchard Beach region is through six significant roadways in southern Maine. I-95 (Maine Turnpike) bisects the region, separating the urban centers from the more rural areas of the communities. The ultimate result of these related traffic patterns is congestion at various points along these major routes, particularly during the summer months. Each of these municipalities has completed independent studies of portions of corridors within their communities and identified transportation system management alternatives for the short term. Now they are teaming together on this proposal recognizing that the only way to develop *long-range* comprehensive solutions for these corridors is to consider them on a regional basis. The study will identify long-term needs for the corridors as well as additional potential access points to the interstate system. The surface street system recommendations could include additional lanes, traffic signals, coordination of traffic signals, and connector roadways. It will also identify opportunities for more extensive transit within the region, and interface with the Amtrak service, while promoting car-less vacations during the summer months. Additionally, an evaluation of more direct access to the Maine Turnpike needs to be performed.



I-95 / Maine Turnpike Bisecting Saco



## Policy Committee

Neal Allen, GPCOG Executive Director  
Mike Bobinsky, Chair, Portland Public Works Director  
Jerre Bryant, Westbrook City Administrator  
John Bubier, Biddeford City Manager  
David Cole, Gorham Town Manager  
Kevin Donoghue, Portland City Councilor  
Katherine Earley, Portland Engineering Manager  
Kat Fuller, MaineDOT Chief Planner  
Jim Gailey, South Portland City Manager  
Connie Garber, YCCAC Transportation Director  
Joe Gray, Portland City Manager  
Steve Guntz, Old Orchard Beach Town Manager  
Tex Haeuser, South Portland Planning Director  
Michael McGovern, Cape Elizabeth Town Manager  
Tom Meyers, South Portland Trans. & Waterfront Mgr.  
Rick Michaud, Saco City Administrator  
Dale Olmstead, Freeport Town Manager  
Ron Owens, Scarborough Town Manager  
Tony Plante, Windham Town Manager  
Nathan Poore, Falmouth Town Manager  
Tom Reinauer, Paul Schumacher, SMRPC  
Bill Shane, Cumberland Town Manager  
Scott Tilton, North Yarmouth Administrative Assistant  
Nat Tupper, Yarmouth Town Manager  
Conrad Welzel, MTA, Manager of Government Relations

## Planning Committee

Dan Bacon, Scarborough Town Planner  
Dawn Emerson, Yarmouth Town Planner  
Deborah Fossum, Gorham Town Planner  
Rebecca Grover, MTA Government Relations Assistant  
Gary Guerette, Policy Committee Appointee, Consultant  
Tex Haeuser, South Portland Planning Director  
Alex Jaegerman, Portland Planning Division Director  
Molly Just, Westbrook City Planner  
Robert Kahn, Policy Com. Appointee, TrainRiders Northeast  
Mike Laberge, MaineDOT MPO Coordinator  
Gary Lamb, Old Orchard Beach Dir. of Planning/Com.Dev.  
Donna Larson, Chair, Freeport Town Planner  
Steve Linnell, GPCOG Senior Transportation Planner  
Jon McNulty, Public Transportation, RTP Executive Director  
Brooks More, Windham Planner  
Peter Morelli, Saco Economic Development Director  
Carla Nixon, Cumberland Town Planner  
Maureen O'Meara, Cape Elizabeth Town Planner  
Tom Reinauer, SMRPC Transportation Director  
Amanda Stearns, Falmouth Town Planner  
Greg Tansley, Vice-Chair, Biddeford City Planner  
Open (1 seat), No. Yarmouth

## Technical Committee

Dana Anderson, South Portland Parks & P.W. Director  
Jack Berman, Policy Committee Appointee, Consultant  
Mike Bolduc, Saco Public Works Director  
Bob Burns, Chair, Gorham Public Works Director  
Mimi Cerveney, MaineDOT Bureau of Planning  
Jim Carmody, Portland Transportation Engineer  
Don Chaisson, North Yarmouth Public Works Director  
Mary Ann Conroy, Old Orchard Beach Public Works Dept.  
Julia Dawson, SMRPC Senior Transportation Planner  
Eric Dudley, Westbrook City Engineer  
Doug Fortier, Windham Public Works Department  
Jennifer Franceschi, Vice-Chair, Biddeford Planning Engineer  
Rebecca Grover, MTA Government Relations Assistant  
Dan Jellis, Yarmouth Town Engineer  
Mike Laberge, MaineDOT MPO Coordinator  
Robert Malley, Cape Elizabeth Public Works Director  
Dale Mitchell, Policy Committee Appointee, Consultant  
Adam Ogden, Cumberland Public Works Director  
Albert Presgraves, Freeport Town Engineer  
Dave Redlefsen, Public Transp., METRO Gen. Mgr.  
Skip Varney, Falmouth, Dir. of Parks & Public Works  
Jim Wendel, Scarborough Town Engineer & Assistant Planner  
David Willauer, GPCOG Planning Director

## Transit Committee

Sara Behr, MaineDOT Office of Passenger Transportation  
John Bubier, Policy Committee Appt., Biddeford City Mgr.  
Ed Clifford, ShuttleBus/ZOOM Executive Director  
Catherine Debo, CBITD General Manager  
Connie Garber, Vice-Chair, YCCAC Transportation Director  
Tom Gorrill, Policy Comm. Appt., Gorrill-Palmer President  
Tom Meyers, Chair, So. Ptld. Trans. & Waterfront. Mngtr.  
Jon McNulty, RTP Executive Director  
Patricia Quinn, NNEPRA Executive Director  
David Redlefsen, METRO General Manager  
Conrad Welzel, MTA Government Relations Manager  
Private Sector

## Staff Changes

We are very pleased to welcome **Paul Niehoff**, Senior Transportation Planner, and **Carl Eppich**, Transportation Planner to the PACTS process.

Together they bring 30 years of experience working in Maine municipal engineering and planning departments, at MaineDOT, regional planning commissions, and at energy conservation and geotechnical firms.

## *Thank you outgoing Committee Chairs!*

**With the arrival of summer and the new Fiscal Year, PACTS Committee Leadership will change. We would like to say a special Thank You for your leadership!**

**Michael Bobinsky, Policy Committee Chair - Portland**  
**Donna Larson, Planning Committee Chair - Freeport**  
**Bob Burns, Technical Committee Chair - Gorham**  
**Tom Meyers, Transit Committee Chair - South Portland**