

# PACTS

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## Portland Area Comprehensive Transportation System

### **Policy Committee Meeting Notice**

October 22, 2009  
1:30 p.m.

GPCOG, 68 Marginal Way, Portland

#### Agenda

- 1. Call to order and welcome Marnie Diffin of North Yarmouth**
- 2. Public Comment**
- 3. Minutes of the August 13<sup>th</sup> Meeting**
- 4. Transportation Funding Policy**
  - A. Report on meetings in Auburn and Augusta
  - B. Action on roles of PACTS in articulating regional needs
  - C. Action on proposal to organize state bond for collector roads
- 5. TIP Policies and Procedures for the FY 2012/FY 2013 Biennium**
  - A. Action on PACTS Credit Program proposal
  - B. Adoption of the TIP Process Committee's recommendations
- 6. Consent Agenda**
- 7. Adjourn**

*The Metropolitan Planning Organization for the Portland Urbanized Area*

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## **Minutes of the August 13<sup>th</sup> Meeting**

**Members Present:** John Bubier, Chair, Biddeford; Neal Allen, GPCOG; Genie Beaulieu, Freeport; Mike Bobinsky, Portland; Bob Burns, Tech Com Rep; Ed Clifford, Public Transportation; David Cole, Gorham; Sara Devlin (for Conrad Welzel), MTA; Kathi Earley, Portland; Jim Gailey, South Portland; Joe Gray, Portland; Tex Haeuser, South Portland; Judy Harris, Portland; Chris Mann (for Kat Fuller), MaineDOT; Mike McGovern, Cape Elizabeth; Rick Michaud, Saco; Nathan Poore, Falmouth; Nat Tupper; Yarmouth

**Members Absent:** Dan Bacon, Planning Com. Appt.; Jerre Bryant, Westbrook; Mary Ann Conroy, Old Orchard Beach; Marnie Diffin, North Yarmouth; Tom Hall, Scarborough; Tom Meyers, Public Transportation; Anthony Plante, Windham; Paul Schumacher, SMRPC; Bill Shane, Cumberland;

**Staff and Guests:** Maddy Adams, GPCOG; John Duncan, PACTS; Carl Eppich, PACTS; Mike Laberge, MaineDOT; Donna Larson, Freeport; Steve Linnell, GPCOG; Paul Niehoff, PACTS

1. **Call to Order.** John Bubier called the meeting to order at 1:35 p.m.
2. **Public Comment.** None.
3. **Minutes of the May 21<sup>st</sup>, 2009 meeting.** *Nat Tupper moved approval of the May 21<sup>st</sup>, 2009 minutes. David Cole seconded the motion and all were in favor.*
4. **Transportation Funding Overview.** John D. asked the Committee if they were interested in working to raise the fuel tax in Maine. Perhaps we can convene our legislators at a forum this fall to talk about this issue. The local dues that the PACTS members pay could be used for advocacy. Joe G. asked how we define “advocacy”. If we are there to explain our region’s needs, then that is fine but if we are talking about going to the legislature for tradeoffs for our area versus other counties, that is a problem. John B. explained that this is a raw idea right now; we do not want to be trading blows with other regions. Mike M. stated that good advocacy requires good data. We would need to assemble data on what our towns are spending on PACTS eligible roads. David C. pointed out that there is a thin line between education, advocacy and lobbying. What restrictions would it impose on the policy committee members as managers? It was asked if we want to put our policy money into advocacy. Nat suggested giving the data to our local elected officials and have them do the advocacy. It was decided that a subcommittee (Joe G., Chair, Mike McGovern, Kathi Earley, others) would get together to refine the points.

Regarding #7, Downeaster track improvements Portland to Boston – that number should say \$75 million rather than \$20 million. On #9, USDOT’s Ray LaHood will visit Bangor on the 17<sup>th</sup>.

*Kathi Earley moved approval of the Transportation Funding Overview Report. Mike B. seconded the motion and all were in favor.*

5. **TIP Process Committee’s Recommendations.** The recommendation of the Subcommittee is to put federal funds into roads that are in good condition. If a community spends their own money to bring roads up to standards, then they would become eligible for preservation money. The Committee has come up with some ideas to help soften the blow. The options included: applying the value of the local funds spent (without federal or state help) doing rehabilitation or reconstruction on collector roads in bad condition as a “credit” for other PACTS or MaineDOT future transportation projects in that municipality; or enlist a county, MTA, the Maine Municipal Bond Bank or MaineDOT to help through a bond strategy. John has spoken with Kat Fuller and there is interest. He has also talked to MTA and they are willing to talk about it, as they have done something similar. John Bubier thanked the TIP Committee for all their work.

David Cole suggested that recommendation #1 be changed to eliminate the wording after the word condition and add “until sufficient funding becomes available.” Any roads on the state list should not be the responsibility of the municipalities. He does not support using local funds; the recommendation as written implies that we are obligated to do so. Mike B. explained that if a community does fund a collector preservation project, they should be given some credit so those words should probably still stay in; we don’t want to lose the credit piece. Mike M. thought we should remain silent on the municipality responsibility piece.

***David Cole made a motion to adopt the recommendations of the TIP Process Committee and Nat Tupper seconded the motion. David Cole amended the motion to approve the recommendations of the committee with a change in the wording for #1: Use our Collector Roads Set Aside funding to preserve the 83 miles in good condition until sufficient funding becomes available from the federal and state governments to meet their obligation as a partner with local municipalities to adequately repair and maintain the entire collector road system. All were in favor of the amended motion.***

Mike M. was concerned that there was a 41% increase to the set-aside funding for transit with the recommendation to go from 7% to 10%. ***Mike McGovern made the following amendment to the motion: On the set-aside funding policy, change transit to 9% and increase bike/ped to 4%. Rick M. seconded the amendment.*** Mike explained that this improves the prospects for those communities that don’t have transit to receive bike/ped money. Ed noted that transit does serve all of the communities through either fixed or paratransit service. He went on to explain that transit operators are receiving 13% less in operating funds. ***All were in favor of the amendment to change the set-aside amounts for transit and bike/ped.***

Rick M. made an amendment to the motion to decrease the 25% local match to 15% but there was no second. Nat made an amendment to the motion to change the local match to 40% but there was no second. ***David Cole made a motion to leave the local match as recommended by the committee, seconded by Jim Gailey. All were in favor of the motion, except Rick Michaud.***

Regarding Recommendation #5, Mike M. stated that delays often are not the responsibility of the municipality. This recommendation penalizes the municipality when the municipality may not be at fault. ***He made a motion to strike the fifth bullet on page 10 (A municipality or transit system may not request to withdraw funds from a project that is four or more years old for the purpose of this policy...).*** ***Nat seconded the motion and all were in favor.***

There was some discussion on the multi-municipal TIP proposals. A multi-municipality and public/private proposal could earn as much as 10 more points. Mike M. asked if a private partner would include citizen fund-raising. The response was that it could.

There was some discussion regarding Recommendation #7 to change the weights from 80/20 to 50/50. Carl explained that the 50/50 ranking balances the regional importance and the technical piece. The technical score is not subjective. It was decided to leave #7 as recommended.

There was discussion regarding Recommendation #8 – Three Party Agreements. The overall intent is for all three parties to discuss the project and discuss the payment schedule, plans, etc. at the beginning of the project (from design to construction). This would replace current city/state agreements. It would need to be spelled out in the three-party agreement what will happen in the public process. It was asked why we need to bring PACTS into it. Mike L. explained that MaineDOT wants MPO’s to be a full partner on the projects. It was asked what specifically PACTS would do. Mike L. explained that the idea would be to monitor the project and as issues come up for funding, the PACTS staff would work to resolve those issues with the community. It was asked what would happen if there were differing opinions between PACTS and MaineDOT or the municipality about a

project. Mike L. responded that PACTS staff would serve as mediator of the process. David C. said that he was struggling to grasp why PACTS would be a party to the agreement since they probably mediate on projects already. He would like to see the wording on the agreement. Mike M. asked if we could strike this as part of the agreement today; it could be brought back as a draft. **Joe Gray made a motion to strike #8 and bring it back for review at a later date.** Mike B. explained that we were trying to have projects move forward faster; this idea came from MaineDOT. Paul explained that PACTS staff are becoming more involved in the projects; the three-party agreement is a template. Mike L. added that it is essentially a communication tool. John B. concluded that a draft of the three-party agreement would be sent out and the Committee will revisit it. **All were in favor of the amendment to remove Recommendation #8 at this time.**

John B. explained that the credit idea on page 9 is currently not incorporated in the recommendations. He recommended giving authority to staff to spruce up the language so that the concept of the credit is endorsed. Staff should draft up a new document that incorporates all the changes that have been made.

Genie recommended changing the word “criteria” to “conditions” on page 9 of the policy document, (Enhancement project scope). On the organizational chart, add the TIP Committee. She recommended using underlines and strikethroughs when making the changes to the amended document.

Nathan P. recommended a change to the language in the second bullet under #4 (page 10 of packet) regarding the project substitution policy. “A municipality or transit system seeking a substitution will submit a written request to the Executive Committee and Policy Committee for consideration. The Executive Committee will consider such requests on a case by case basis, and will subsequently submit a recommendation to the Policy Committee for action.” He did not make a motion. (Note: After a subsequent discussion with John D., Nathan has withdrawn his idea.)

Mike M. thought we should give Scarborough the opportunity to see the recommendations before we make a final decision on this. **Tex made a motion to lay aside the vote on the document, seconded by Nat. All were in favor of postponing the vote on the document.**

6. **Transportation Improvement Program for FY 2010 to FY 2013.** Ed Clifford mentioned that there are some errors in the TIP document that was submitted. The Transit Committee has not had a chance to review the document to be sure it is up to date. John D. explained that this is an administrative document and needs to be approved due to scheduling. **Mike McGovern made a motion to accept the TIP document as presented with the understanding that the staff can still correct errors and omissions. The motion was seconded and all were in favor.**
7. **Other Actions.**
  - 7a. **Give staff the authority to sign Three Party Agreements.** This item was tabled.
  - 7b. **Endorse expenditure from our contingency account.** **Rick Michaud moved to adopt the recommendation to spend \$6,400 from the PACTS Planning contingency account as match for \$25,600 from MaineDOT for an enhancement to the PACTS regional travel demand simulation model. The motion was seconded by Dave Cole and all were in favor.** Nathan asked if we could get a brief presentation on the PACTS model and John D. said he would arrange to do so.
8. **Consent Agenda.** Nat moved approval of the consent agenda, seconded by Kathi Earley. All were in favor.
9. **Adjourn.** The meeting adjourned at 3:40 p.m.

## **Agenda Item 4 – Transportation Funding Policy**

### **A. Report on meetings in Auburn and Augusta**

1. September 30<sup>th</sup> meeting of MPO's in Auburn – next session on November 10<sup>th</sup>
2. October 1<sup>st</sup> meeting with Commissioner Cole and his staff
3. October 7<sup>th</sup> meeting of MBTA's Legislative Committee
4. October 15<sup>th</sup> MMA meeting on Highway Simplification Study

#### **September 30<sup>th</sup> meeting of MPO's in Auburn**

Forty (40) people attended the four-MPO's meeting to discuss the recommendations in the urban transportation funding policy study by John Melrose, and a MaineDOT proposal to revise the traffic movement permit process. Senator Alford and Representative Cohen from our region attended. Kathi Earley, Bill Shane and five other Policy Committee members attended. Highlights include:

- Presentation (Melrose) and discussion (led by John Bubier) of the recommendations on urban transportation finance and responsibilities. The 40 people liked the recommendations and added more ideas.
- Overview (Van Note) of the upcoming MaineDOT Highway Classification Simplification Study – and an expectation that today's ideas will be incorporated into that study process.
- A follow up session (November 10<sup>th</sup>) to fine-tune the recommendations and ideas offered that day.
- Support for the MaineDOT's proposal to change the traffic movement permit process.

#### **October 1<sup>st</sup> meeting with Commissioner Cole and his staff**

John Bubier, Kathi Earley and John Duncan met in Augusta with Commissioner Cole, Kat Fuller, Joyce Taylor and six other MaineDOT staffers to discuss these topics:

- Review of meeting the day before in Auburn
- Smart development and stormwater policies
- Increased PACTS visibility in the Legislature
- The PACTS Credit Program concept...see agenda item 5A.
- Flexibility in the design of roadway improvements... *see next page*.
- MaineDOT's proposal to amend the traffic movement permit process
- Three-party agreements...see agenda item 5B.
- Staff changes in the Bureau of Project Development
- The York County Corridor Study
- Freight planning and development

This was the first PACTS leadership meeting with MaineDOT leadership. Similar sessions during the past three years have included the other MPO's.

The MaineDOT has made significant progress during the past year on implementing its and the FHWA's policies on **flexibility in the design of roadway improvements**. Here are some examples:

- Ramped up the training of MaineDOT staff. FHWA will continue this work (and would have sooner were it not for the demands of the federal stimulus program).
- Created a **Design Exception Review Team which meets every second Thursday at 1:00**. The Windham planner attended recently.
- FHWA and three MaineDOT staffers presented to our Technical Committee last week on this and other topics. Kathi Earley and Nat Tupper attended. *Paul Niehoff expected MaineDOT staff to brief the members on a policy regarding standards to be met when a municipality uses strictly local funds for a capital improvement on a collector or arterial – but that did not happen. We hope to be able to report on this today.*
- Created a “Community Connections” program. (Bruce Van Note was recently in **Windham** to discuss the possibility of a pilot project approach for their River Road project.)
- Will soon begin to revise the MaineDOT Highway Design Guide. (The new AASHTO Green Book will come out in 2010.)

#### October 7<sup>th</sup> meeting of MBTA's Legislative Committee

- MaineDOT's Bruce Van Note gave an overview of the Highway Simplification study – reasons to do it, potential outcomes, and the process. He also discussed the Maintenance Surface Treatment policy process, and current forecasts for fuel tax revenues.
- Conrad Welzel gave update on the Gorham East West Corridor Study.
- Updates on excise tax, TABOR II, and transportation bond referenda.
- John Melrose spoke of his Maine fuel tax policy research for MBTA.
- Tom Gorrill made presentation on MaineDOT's proposal to amend the traffic movement permit process.
- John Duncan described the joint MPO's work with John Melrose (see above).

#### October 15<sup>th</sup> MMA meeting on Highway Simplification Study

- Forty (40) people attended, including John Duncan, Mike Bobinsky, Albert Presgraves (Freeport) and Jay Reynolds (Falmouth).
- MaineDOT's Bruce Van Note gave an overview and took MANY questions and comments.
- John Duncan has volunteered to serve on the 15-member Policy Working Group. MaineDOT and MMA will determine membership soon.

## **B. Roles of PACTS roles in articulating regional needs**

Staff Resource: John Duncan

Recommendation: Endorse recommendations below

### Background

At the August Policy Committee meeting, John Duncan suggested a more assertive role for PACTS members and staff on the topic of increasing the funding for transportation. He met subsequently with Mike McGovern, Bob Burns and Kathi Earley. Joe Gray and several others wanted to attend, but had conflicts.

The participants reviewed John's 3-page description of what we are and could be doing. The consensus of the discussion was:

1. Continue to articulate our region's needs and priorities, and highlight it to the media et al.
2. Don't get involved in a serious effort to raise the fuel tax – a non-starter at this time.
3. Give recognition to our Delegation whenever we can for their work to bring federal resources to our region.
4. Continue our past practice of seeking Policy Committee endorsement of legislative bills.
5. Invite a Delegation Member to a Policy Committee meeting each year. *John has invited Senator Snowe.*

Note that we will continue to respect the federal rule that PACTS staff can advocate to state and federal elected officials for *specific solutions* ONLY when charging our time to our locally-funded contingency budget. For instance, John Duncan will charge to this account when attending a workshop on October 19<sup>th</sup> held by staff of Congresswoman Pingree regarding the FY 2011 Congressional appropriations process.

***Neal Allen and John recently agreed to organize a December legislative forum on transportation. Our 2006 and 2008 forums were very well attended.***

**C. Proposal to organize state bond for collector roads**

Staff Resource: John Duncan

Recommendation: To work with a coalition of stakeholders to organize a state bond for capital improvements for collector roads

Background

John Bubier and John Duncan have recently discussed bonding for collector road capital improvements with Kat Fuller, Conrad Welzel and John Melrose. These conversations followed earlier discussions at TIP Process Committee meetings.

John D. and John B. propose to develop a statewide coalition to promote a state-municipal partnership which would involve a state bond for collector roads.

This partnership would focus in our region on the 120 miles (or a portion thereof) of collector roads that are in bad condition.

**Agenda Item 5: TIP Policies and Procedures for the 2012/2013 Biennium**

**A. Action on PACTS Credit Program proposal**

Staff Resource: PACTS staff

Recommendation: To give extra PACTS federal and state funds to municipalities that finance collector road capital improvements with 100% local funds – per the narrative below – and incorporate this program into our TIP Policies and Procedures document.

Background

PACTS staff has drafted a proposal. We sent it to the TIP Process Committee and MaineDOT and got good initial reviews.

*The Executive Committee thinks the 10% credit is not enough.* Staff suggests that the existence of this Credit Program will be only a minor incentive in a municipality's decisionmaking about using local funds to fix collector roads. Conversely, the 10% return might seem low, but it's better than nothing when a municipality has done what it has decided it needs to do in the first place.

If this Credit Program is adopted and works then we could encourage MaineDOT to adopt a similar statewide program or to add funding to the PACTS MPO Allocation.

## A PACTS Credit Program for Local Capital Investments in Collector Roads

Context: Future PACTS policy will be to program PACTS funds to preserve the 83 miles of collector roads which are in good condition. Our municipalities have been spending 100% local funds to rehabilitate and reconstruct some of our 121 miles of collector roads in bad condition – and they are likely to continue to do so.

Goal: To compensate our members for using local funds spent (without federal or state help) to rehabilitate or reconstruct collector roads which are in bad condition. (We could expand this to work done to preserve roads in good condition.)

Overview: **To provide \$10,000 in federal and/or state funds to a municipality for every \$100,000 in local funds spent by the municipality.** The money can be used to reduce the local match on a future\* PACTS project, or on another federally eligible transportation project. The municipality would have to use the “credit” funds during the next biennium. For example, a \$500,000 local project produces \$50,000 from PACTS.

Under this program a municipality must spend at least \$500,000 in local funds on one or more of our collectors that need rehabilitation or reconstruction (see list of 121 miles of collector miles in bad condition in the PACTS Regional Collector Road Assessment Study). This minimum enables PACTS and MaineDOT to avoid having to deal with small projects. The rehabilitation or reconstruction project has to be done to State standards, with the intent that the roadway section will be added to our PACTS “83-miles in good condition preservation list” for future PACTS collector road preservation funding.

We propose to cap the PACTS credit to each municipality in each biennium at \$250,000 – which would be based on a \$2.5 million 100%-local-funds collector rehabilitation/reconstruction project(s). For example, the Town of Cumberland, which might spend \$3 million on Route 88 next year, would get a maximum \$250,000 credit from PACTS.

We propose that PACTS program the credit dollars every two years when we program our \$15 million MPO Allocation funds, and that the eligible locally-funded projects must have been completed that year or in the prior calendar year.

We propose to finance the PACTS contribution from our Holding PIN which now has more than \$600,000 federal and state funds, and might soon have \$1,000,000 based on funds from the OOB and Cape Elizabeth projects recently withdrawn. We could also increase the budget for this Credit Program by setting aside additional funds from our 2012/2013 MPO Allocation.

\* Staff originally proposed that the credit funds could be used also for an existing project.

**B. Adoption of the TIP Process Committee’s recommendations**

Staff Resource: PACTS staff

Member Resource: TIP Process Committee

Recommendation: To endorse the TIP project policy and procedures outlined below and described on the following pages and in the attached draft TIP Policies and Procedures document.

Note: The first eight items reflect the consensus of the Policy Committee on August 13<sup>th</sup>. The members “temporarily struck” the Three Party Agreement.

1. Use our Collector Roads Set Aside funding to preserve the 83 miles in good condition until sufficient funding becomes available from the federal and state governments to meet their obligation as a partner with local municipalities to adequately repair and maintain the entire collector road system
2. Change our Set Aside funding policy as follows:

	<u>Existing</u>	<u>Proposed</u>	<u>\$\$</u>	<u>Notes</u>
	<u>%</u>	<u>%</u>		
Collectors	40%	57%	\$8,550,000	A major increase in response to Collector Study.
Intersections *	20%	20%	\$3,000,000	Primarily to relieve bottlenecks. Urban oriented.
Rebuild Roads	10%	10%	\$1,500,000	Arterial paving is done by MaineDOT.
Transit	7%	<b>9%</b>	<b>\$1,350,000</b>	A statement for sustainable transportation policy.
Bike/Ped	3%	<b>4%</b>	<b>\$600,000</b>	A statement for sustainable transportation policy.
Widen Roads	<u>20%</u>	<u>0%</u>	<u>\$0</u>	A statement for sustainable transportation policy.
Total	100%	100%	\$15,000,000	

\* In October 2008 the Policy Committee committed up to \$1,890,000 of the cost of the Dunstan Corner project in Scarborough from the 2012/2013 Intersection Set Aside. Therefore, at least \$1,110,000 remains for new projects.

3. Stick with our policy to cap PACTS funding at 125% of the cost estimates of “one biennium” projects (except transit) at the time of programming by the Policy Committee, and stick with our similar policy on our “two biennia” projects.
4. Stick with our policy to fund our STP-funded projects (except transit) at 25% local, 10% state and 65% federal.

5. Make some changes to our Project Substitution policy. *See the August 13<sup>th</sup> revisions on this in the TIP Policies Document in today's meeting packet.*
6. Add two elements – the Multi-Municipality factor and the Public-Private factor – to our proposal scoring procedures that increase regional emphasis in our project selection.
7. Change the weights from 80/20 to 50/50 given our two primary scoring tools: the PACTS Roadway Formula and the Destination Tomorrow Score, respectively.
8. Make our TIP Policies Document more user-friendly by shortening it. *See the revised document that came with today's meeting packet.*
9. Incorporate MaineDOT's new Three Party Agreement into our project management process, and authorize John Duncan and Paul Niehoff to sign Three Party Agreements after MaineDOT, the municipality and PACTS staff have agreed on the language in the agreements for each PACTS "MPO Allocation" project.

PACTS staff encourages support for these agreements which will help clarify roles. Kat Fuller considers it a "*living document*" which will be modified on a case by case basis.

In early 2008 MaineDOT began working with our state's four MPO's on a "Three-Party Agreement" template designed to spell out the responsibilities of MaineDOT, the MPO and the affected municipality regarding all projects (except transit capital) funded via our MPO Allocation. MaineDOT took this initiative after several years of MaineDOT and our municipal members asking for more involvement from PACTS staff (and other MPO's) during the project development and construction phases – a change from when the primary project role of PACTS staff ended after the Policy Committee's selection of projects to fund every two years. This project involvement shift results in significantly more PACTS staff monitoring of project funding, project amending, and participation in review and revisions of project scopes. This change was precipitated by many factors within and outside of PACTS, and had led to our hiring Paul Niehoff in 2007 to work on project development with our municipalities and MaineDOT.

The agreements will replace the existing City-State agreements for projects funded via PACTS – and will mean little, if any, change to municipal roles. The agreements will be the end product of the kick off meeting which will soon occur on a regular basis. The result of the kick off meeting will be a thorough understanding by all parties of what the project will consist of, the funding responsibilities and constraints, lines of communication and other project specific details.

## Agenda Item 6 – Consent Agenda

### Action Item

Endorse the addition of projects to the PACTS 2010-2013 TIP in order to be consistent with MaineDOT's addition to the State TIP (aka STIP) after our August adoption of our TIP. The projects – all federal stimulus (ARRA) *proposals* – are the Portland megaberth, two Downeaster capital improvements and the Veterans Bridge replacement.

### Information Items

1. The Executive Committee recently appointed four people to serve on the Planning, Technical and Transit Committees: Tom Errico on the Technical Committee, Elizabeth Trice on the Planning, and Hilary Frenkel and Mark Nahorney for the two open Transit Committee seats. We were fortunate that ten people volunteered for these four seats. We thank Tom Gorrill, John Bubier, Gary Guerette and Jack Berman for their service as Appointees in the past.
2. Capital Project Updates
  - MaineDOT has recently requested that PACTS fund an **additional \$100,000** for the PACTS Brackett Street project in Gorham to install rip-rap along the stream to alleviate an undermining of the embankment. Although the project has been substantially complete for a year, this situation was just recently discovered.
  - **We are glad to report** that MaineDOT has decided to cover expenditures to date on the following projects which have been withdrawn: Yarmouth, Cousins Street; Freeport, Desert Road; Biddeford, Jefferson Street.
  - The Cape Elizabeth Town Council has voted to withdraw the PACTS **intersection project**. Staff will administer a TIP amendment with MaineDOT, and add the remaining federal and state funds from that project to our Holding PIN.
  - In February 2009 staff briefed the Executive Committee that the Town of Scarborough was considering a significant cost-saving change to the scope of the **Dunstan Corner intersection** for which we programmed design funds last fall – and thereby committed approximately \$2 million for construction in our FY 2012/2013 program. The current status is that the Town has nearly completed the locally-funded study started in February – and *it might turn out that the cost savings envisioned in February may not materialize*.
  - The Executive Committee recently approved the **transfer of up to \$680,000 from the withdrawn Old Orchard Beach roundabout project** to three other PACTS funded projects – thereby leaving approximately \$533,000 to be transferred to the PACTS Holding PIN. This action was taken per our Project Substitution Policy. (The Executive Committee

approved substitution requests from the City of Portland in March, and from the Town of Yarmouth last month.)

Old Orchard Beach retained Sebago Technics to review, re-estimate and make recommendations for the three other Old Orchard Beach PACTS-funded projects. Sebago Technics completed EPS reports for two of the three projects before the projects were programmed in the 2010/2011 TIP. The third project had been deferred from the 08/09 TIP.

In their October 6<sup>th</sup> meeting, the Executive Committee members reviewed the background of the three remaining projects and the proposed scopes which included a road overlay. The Committee voted to remove the road overlay portion of the requested fund transfer as it was not part of the original scope(s). Old Orchard Beach agreed to fund the overlay.

3. The Gorham East-West Corridor Study

- Steering Committee has met six times, and has already reached a major milestone in the adoption of the study's "purpose and need" statement.
- Advisory Committee has met three times.
- *PACTS staff attended **six meetings** for this study in September – and will attend **seven** in October.*
- Public meeting on October 8<sup>th</sup> in Gorham
- A "land use scenario" workshop (30 participants) on October 29<sup>th</sup>.

4. Personnel Changes

- 20 people recently retired from MaineDOT's Bureau of Project Development! They have lost 40 people to retirement during the past 12 months – **a loss of 1,000 years of experience**. Chief Engineer, John Dority, was a big loss.
- **Ray Faucher** has also retired from the Bureau of Planning, and now works at HNTB on the Gorham East-West study
- Project Manager Shawn Smith has been reassigned out of our region.

5. PACTS Region Studies Status Report

- See report on last page of this meeting packet.

6. Many MaineDOT and Turnpike Projects in 2010

- At the November 5<sup>th</sup> joint meeting of the Technical and Planning Committees, **MaineDOT and the Turnpike Authority will report** on the many projects that are being scheduled for I-295, I-95, and other locations in the Greater Portland area next year. The objective is to maintain an awareness of what is planned for upcoming construction seasons and to coordinate projects so that schedule conflicts and public inconvenience are minimized. We appreciate the info!

## 7. Other Topics

- a. Paul Niehoff will soon distribute the **application forms for TIP proposals** for the next biennium.
- b. Paul is organizing a regional multi-organization collaboration to finance an **aerial flight** for the PACTS area-plus.
- c. Our **Regional Bike and Pedestrian Plan** is almost done. The Technical and Planning Committees will meet again on this in November.
- d. Our study of bicycle travel **near Tukey's Bridge** is almost done.
- e. Our **Regional Signal Coordination Study** is almost done – and a fair amount of the recommendations may get federal funding in the foreseeable future.
- f. The **Franklin Arterial Corridor Study** Phase I is almost done. Carl has attended many meetings and made other contributions.
- g. John Duncan will attend later this month the annual meeting of the national **Association of MPO's** in Savannah, Georgia.
- h. MaineDOT, Carl Eppich and area staff will soon rank the proposals for the design-build of a replacement for the **Veterans Bridge**.
- i. Carl will attend the **Railvolution** annual conference in Boston later this month.
- j. Carl and GPCOG's Rebecca Schaffner organized the very successful annual meeting in Belfast last month of the **Northern New England Chapter of the American Planning Association**.
- k. **Eben Marsh** is the new GPCOG representative on the Technical Committee.
- l. The **Massachusetts Turnpike** Authority has been incorporated into the new Massachusetts Department of Transportation.

### Recent Committee Meetings

- Executive Committee
  1. Review of many topics on today's agenda
  2. Appoint people to Transit, Technical and Planning Committees
  3. Action on OOB substitution request
- Technical Committee
  1. MaineDOT's Jeff Tweedie, reviewed the new *utility accommodation policy* which now includes a requirement to obtain additional right-of-way in certain instances.
  2. Brad Foley, Duane Brunelle and Jeff McEwen (FHWA) discussed *design guidelines and the design exception process*.
  3. 2012-2013 TIP application process

- Planning Committee  
Destination Tomorrow update briefing...provided good input to staff.
- The *Destination Tomorrow* Update Subcommittee
  1. Has met four times, and has decided to keep the effort to a “minor update” – and do a major update in 2014. Great participation by several Policy Committee members.
  2. Currently identifying the major recommendations for this update, and updating the existing plan’s 90 strategies (and eliminating many).
- Transit Committee
  1. Printed regional map and timetable – a great job done!
  2. Work on regional route study, regional pass system, and transit in comprehensive planning
  3. Work on regional automatic vehicle location project
  4. Worked on FTA Section 5307 sub-allocation topics. This topic is particularly important as the member municipalities and other funding sources grapple with shrinking tax revenues with which to support public transportation services.
  5. ***See FY 2009 Annual Report on the next page.***
- Executive Committee draft November agenda
  1. Report on proposal to expand the scope of the \$400,000 Franklin/Marginal intersection design project to the entire Franklin Street Arterial – and to incorporate the \$100,000 in our UPWP into that effort.
  2. Report on proposal to change the scope of the recently approved Portland-South-Portland fixed guideway study to a broader regional transit oriented strategic initiative.
  3. Consider proposal to create Transit projects Holding PIN

## Transit Committee Annual Report

**To:** PACTS Policy Committee Members and Staff

**From:** Ed Clifford, Chairman, PACTS Transit Committee

**Subject:** PACTS Transit Committee Accomplishments for FY 2009

As with other transit services throughout the country, FY 2009 was a challenging period for the seven (7) transit providers in our region. While effectively responding to the dramatic increase in public demand during last summer's spike in gas prices, providers contended with increased operating costs, limited funding and aging fleets. The total number of passengers on some services in FY09 increased 30% over the prior year.

The Committee has continued to implement recommendations from the Regional Transit Coordination Study. With the assistance of staff and consultants, a Regional Transit Map and Timetable will be available in September. This effort is just one example of the collaborative nature of the Committee and the transit providers' dedication to accomplish a common goal, to benefit residents and visitors to the region.

We are looking forward to another great year for transit in the PACTS region, and welcome suggestions or comments on the Committee's work. Please feel free to contact the PACTS staff or me if there are any questions.

### FY 2009 Accomplishments

- The following tasks were completed as part of recommendations from the Regional Transit Coordination Study completed in 2007:
  - Convened three joint meetings with the Planning Committee to pursue a mutual interest in making better linkages between transit and land use planning.
  - Formed the **Regional Transit Pass** subcommittee, which met three times to work on the development of a regional pass and to discuss current and future fare levels.
  - The Committee held a separate meeting in August of 2008 to discuss and coordinate the various Intelligent Transportation Systems (ITS) and Automated Vehicle Location (AVL) projects either under way or planned.
  - Worked with staff to develop a RFP for the creation of a **regional map and timetable** for transit providers, and also placing the region's transit information on Google Transit. Consultants were retained, and work commenced on both projects to be completed this fall.
- Endorsed, and several members assisted in working on, state legislation to allow Transit Oriented Development to be included in current Tax Increment Financing law. The legislation passed.

- Worked collaboratively to develop plans for Automatic Vehicle Location (AVL) systems to track bus locations in the region. Several providers conducted tests of AVL equipment based on cellular phone GPS technology.
- Recommended uses for the additional Surface Transportation Program (STP) funds that became available in October of 2008.
- Made a recommendation to the Policy Committee on the sub-allocation to transit providers for the annual allocation of Federal Transit Administration (FTA) 5307 urban funding. The Committee worked well together to handle a 13% reduction in overall funding levels for FY 2009.
- Worked with PACTS, GPCOG and SMRPC to review and recommend priorities for the transit planning portions of the Fiscal Year 2010-11 Unified Planning Work Program (UPWP).
- Attended several meetings related to the I-295 Study and the Portland-North Study.
- Conducted a review of Jobs Access and Reverse Commute (JARC) funded projects for a amendment to the Transportation Improvement Program (TIP).
- Representatives continued to attend meetings of the High Priority Projects committee and the TIP Process committee. Committee representatives also participated on other PACTS Committees, and reported to the Transit Committee on important items.
- Summarized for the Policy Committee the collaborative effort of PACTS providers, Maine Transit Association and MaineDOT to streamline the process for procuring buses.
- The Committee viewed a DVD of Charlie Stephen's presentation "'Toward a Sustainable Energy Future'" at the September meeting. The presentation took place at GPCOG's Sustainability Forum on Energy.
- Held twelve (12) Committee meetings during the fiscal year.

## PACTS Region Studies Status Report -- October 2009

<u>Primary</u>		<u>Regional</u>		
<u>Funder</u>	<u>Study</u>	<u>Consultant</u>	<u>Staff</u>	<u>Status</u>
MTA	Gorham East West Corridor	HNTB team	All	Well underway. Finish next year.
MDOT	I-295 Corridor Study	na	Duncan	MaineDOT will finalize soon.
MDOT	Portland North Small Starts	AECOM	Linnell	Well underway. Finish next year.
MDOT	Central York County Corridor	TBD	TBD	Has just started.
PACTS	East Deering Bicycle Access	Gorr-Palmer	Niehoff	Almost done.
GPCOG	Google Transit	NextInsight	Linnell	Almost done.
PACTS	GPCOG Planning Services	GPCOG	Linnell	An on-call service to PACTS staff.
PACTS	Maine Clean Communities	GPCOG	Linnell	See Steve for update on this program.
PACTS	PACTS Model Consultant	Hooper	Duncan	Oct 22nd presentation to members.
PACTS	Regional Bike/Ped Plan	Hyman	Niehoff	Almost done.
GPCOG	Regional Transit AVL	GPCOG	Linnell	Ongoing with Transit Committee members AVL is automatic vehicle location.
GPCOG	Regional Bus Pass program	GPCOG	Linnell	Ongoing with Transit Committee members
PACTS	Regional Signal Study I	VHB	Eppich	Almost done.
PACTS	Regional Urban Finance Study	Melrose	Duncan	Melrose helping with joint-MPO's work.
PACTS	Scarboro Running Hill Road	G-P team	Eppich	Almost done.
PACTS	SMRPC Planning Services	SMRPC	Reinauer	PACTS meetings attendance, and tech work.
PACTS	Tri-Community Transpo Plan	G-P team	Eppich	Slow progress recently while waiting for municipalities to provide land use data.
PACTS	TIF TOD Outreach	Axon	Eppich	Almost done.
PACTS	Veterans Bridge Facilitation	Plumb	Eppich	Will be called upon if/when needed.
<b><u>Start Later</u></b>				
PACTS	DestinationTomorrow Update	TBD	Eppich	No consultant needed yet.
PACTS	Enhanced Project Scoping	TBD	Niehoff	Do in 2010 for short listed TIP proposals.
GPCOG	Portland Cong. Bus Priority	TBD	Linnell	Start in 2010.
PACTS	Portland Forest Ave Land Use	TBD	Eppich	Start in 2010.
PACTS	Portland Franklin Arterial	TBD	Eppich	Portland has drafted a scope. Will propose merge of scope and budget with other effort.
GPCOG	Regional Bus Riders Survey	GPCOG	Linnell	Do concurrent with METRO and SPBS counts.
GPCOG	Regional Bus Route Study	TBD	Linnell	Will start soon.
METRO	Bus Riders On/Off Count	GPCOG	Linnell	Do in 2010.
So. Ptd.	Bus Riders On/Off Count	GPCOG	Linnell	Do in 2010.
So. Ptd.	Maine Mall Circulator Update	TBD	Linnell	Start soon.
GPCOG	Regional Bus Signs + Shelters	GPCOG	Linnell	Do in 2010.
PACTS	Regional Signal Study II	TBD	Eppich	Do in 2010 after finish Phase I above.
PACTS	Regional Planning Software	TBD	Eppich	Do in 2010.
PACTS	Regional Traffic Counts	TBD	Niehoff	Paul is organizing.
PACTS	Regional Aerial Photo Flight	TBD	Niehoff	Paul is organizing with Donna Tippet.
PACTS	Regional Fixed Guideway	TBD	Eppich	Scope is being refined per Policy Committee request at May 2009 meeting.
PACTS	Regional Collector Study II	G-P	Niehoff	Paul is organizing.
PACTS	Windham Route 302 Study	TBD	TBD	Start in 2010.
PACTS	Windham Comp. Transpo. Stud	TBD	TBD	Start in 2010.
PACTS	Yarmouth Route One Phase III	TBD	Eppich	Start in 2010.