

PACTS

Portland Area Comprehensive Transportation Committee

PACTS Policy Committee Meeting Notice

December 20, 2007
1:30 p.m.

GPCOG, 68 Marginal Way, Portland

1. Call to order

2. Minutes of the September 20th Meeting

3. PACTS Organizational Change

A report from the Transition Team

4. Capital and Planning Topics

- A. Report on MaineDOT funding initiatives for MPO's
- B. Action on recommendations from the TIP Process Committee
- C. Adopt new formula for sub-allocation of FTA 5307 funds
- D. Adopt three projects to resubmit to Congress for '09 annual earmark candidates
- E. Report from the High Priority Projects Committee
- F. Report on work in the Legislature, the STPA Rule Revisions and MPO bonding research
- G. Act on proposals to finance two new studies regarding:
 - 1. Regional collector roads assessment
 - 2. Portland Franklin Arterial corridor

5. Consent Agenda

6. Adjourn

Next Meeting: January 17th at 1:30

The Metropolitan Planning Organization for the Portland Urbanized Area

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Attachments for the December 20th Policy Committee Meeting

Minutes of the September 20th Meeting

Members Present: Mike Bobinsky, Chair, Portland; Neal Allen, GPCOG; Bob Burns (for David Cole), Gorham; Dale Doughty, MaineDOT; Kathi Earley, Portland; Jim Gailey, South Portland; Tex Haeuser, South Portland; Dan Jellis (for Nat Tupper), Yarmouth; Mike McGovern, Cape Elizabeth; Tom Meyers, Public Transportation; Rick Michaud, Saco; Tom Milligan (for John Bubier), Biddeford; Dale Olmstead, Freeport; Ron Owens, Scarborough; Nathan Poore, Falmouth; Ed Reidman (for Jerre Bryant), Westbrook; Bill Shane, Cumberland; Jim Thomas, Old Orchard Beach; Conrad Welzel, MTA

Members Absent: Joe Gray, Portland; Jeff Monroe, Portland; John Perry, FHWA; Anthony Plante, Windham; Paul Schumacher, SMRPC; Scott Tilton, North Yarmouth

Staff and Guests: Maddy Adams; GPCOG; Julia Dawson, PACTS; John Duncan, PACTS; Mike Laberge, MaineDOT; Steve Linnell, GPCOG; Paul Niehoff, PACTS; David Willauer, GPCOG

(1) **Call to Order.** Mike Bobinsky called the meeting to order at 2:00 p.m. Two items were added to the agenda under Item #3 as follows: 3F. Western Avenue Funding Question, and 3G. METRO bus.

(2) **Minutes of August 16, 2007 meeting.** *Bill Shane made a motion to approve the August 16th minutes, seconded by Jim Thomas. All were in favor.*

(3) **Capital Funding Topics**

3A. Act on a recommendation regarding our Collector Paving Set Aside. Julia Dawson provided background on this issue. The collector paving set-aside has become a source of funding to rebuild collector roads that do not score well in the Rebuild set-aside. Also there are inconsistencies in the terminology – primarily the definition of maintenance. The result has been that collector paving projects are costing significantly more than originally estimated with cost increases that PACTS has agreed to cover. There is also a misunderstanding of the state and federal requirements/standards that are applied when state and federal funds are used. How should collector roads be treated? Should we move away from “maintenance” work? Should we create a hybrid set-aside? The Committee needs to decide this issue. Staff drafted three options in an attempt to eliminate the confusion and inequity.

Option 1: Better define a Pavement Preservation Program (built/standard roads only).

Option 2: Develop a Collector Highway Improvement Program (no preservation work). Bring roads up to standard. The burden of preservation would be put on municipalities.

Option 3: Develop a Hybrid program (built and unbuilt roads). This option blends both options 1 and 2 together.

Bob Burns explained that the Technical Committee has been struggling with the issue of preservation versus rebuild and would appreciate guidance and direction from the Policy Committee. The TIP Process Committee is also working on this issue. Dale Doughty explained that federal highway funds are eligible for preserving or taking an unbuilt road and upgrading it but not eligible for maintaining existing structures. Something that could be considered would be to apportion a pot of state money and a pot of federal money and have PACTS determine which projects the money should be applied to. Bill Shane pointed out that if we don't work on the collectors then those projects will become rebuild projects. Rick Michaud distributed a handout entitled “Introduction to RSMS” (Road Surface Management System). He suggested that the Policy Committee put an item on a future agenda to take a position that members take a course on RSM. Consider a change of orientation – PACTS staff working with MaineDOT should look at

roads that need to be overlaid. Currently we respond with requests from communities and perhaps it should happen the other way around. Towns are already paying for overlays.

Rick Michaud made a motion to adopt the draft motion, eliminating the two bullets, and maintaining Option 3 (develop a hybrid program – built and unbuilt roads). Tex Haeuser seconded the motion.

Mike McGovern asked why we don't just ask the Technical Committee to develop a funding recommendation rather than going with Option 3. There was some discussion about URIP money and the rules that apply. Mike M. mentioned that Cape Elizabeth received \$20,000 to maintain their entire collector system. Pete Coughlan will be giving an overview of the URIP program next week in Augusta.

Nathan Poore made an amendment to the motion to delete the words “use the following guidelines” and add at the end – such policy to include a combination of preservation and highway improvements for built and unbuilt roads. The motion would read as follows:

To request that the Technical Committee (possibly in collaboration with the TIP Policy Committee) develop collector road funding policy recommendations this fall in preparation for setting priorities during 2008 for the programming of 2010/2011 capital funds -- such policy to include a combination of preservation and highway improvements for built and unbuilt roads.

The motion was seconded and all were in favor.

3B. Act on a recommendation regarding the future programming of MaineDOT projects that are not part of the PACTS MPO Allocation. The intent of the draft motion is to ensure stronger collaboration between MaineDOT and PACTS regarding their lists of projects. ***Mike McGovern made a motion to accept the recommendation adding the words “and PACTS” as follows: To request that staff and the TIP Process Committee work with MaineDOT to agree on language to be added to our TIP Policies and Procedures document and to the MPO Administrative Guide (being drafted by the four MPO's and MaineDOT) regarding a schedule for when MaineDOT and PACTS will share their pool of candidates for all FHWA and FTA projects under consideration for funding in the next biennium. The motion was seconded and all were in favor.*** Rick mentioned the need to identify which areas are in PACTS and which are outside the PACTS boundaries.

3C. Report from the September 5th meeting of the High Priority Projects Committee.

Rick Michaud listed the top 10 projects -- #1 being rebuilding the Veterans Bridge. The criteria used included: (1) has an estimated budget of over \$10 million; (2) is a feasible project; (3) the project has public support; (4) has regional benefit; and (5) has support from MaineDOT. The list is still a preliminary draft list. We need to set our priorities and stick to them. We also need to build some strong relationships with the Congressional Delegation.

The question was raised as to what impact the funding of these major projects would have on the PACTS allocation. Rick explained that earmarks refer to funding that comes available every year for various projects but high priority projects funding is a designated part of the six-year reauthorization. We are going after the high priority project funding. Dale Doughty also explained about the equity bonus and how MaineDOT and PACTS do not receive the equity bonus funds under SAFETEA.

Ron Owens moved to accept the report of the High Priority Projects Committee. The motion was seconded and all were in favor.

3D. Report from the September 19th meeting of the TIP Process Committee. Bill Shane briefed the Committee on the first TIP Process meeting held yesterday. The Committee is looking at a number of items including cost overruns, allocation funding formula, and collector paving maintenance. Dean Lessard was very helpful at yesterday's meeting. It will probably be January before they get something back to the Policy Committee. *Judy Harris moved to accept the report of the TIP Process Committee. The motion was seconded and all were in favor.*

3E. Report on the Legislature's LD 1790 Study Group. John will be attending the URIP presentation next week. John and Rick will be meeting with Representative Boyd Marley next week. It is important for all of us to follow the progress of LD 1790 – An Act to Secure Maine's Transportation Future. Mike B. mentioned that there is a gas tax issue about point of sale which the working group will be taking up. Dale mentioned that LD 1790 sets goals for the Department and identifies needs. It studies all of the smorgasbord of how to grow the pie. Conrad mentioned that it recognizes that the fuel tax will have a receding value and something will be needed to augment that. *Ed Reidman moved to accept the report of the LD 1790 Study Group. The motion was seconded by Judy Harris and all were in favor.*

3F. Western Avenue Funding Question. Jim Gailey explained that they have two alternatives with Grondin for paving treatment – full grind and overlay. The cost has come in at \$177,000 more than the contract. The only alternative that South Portland has is to give up the Foden Road project to do the Western Avenue project. The City may look to do Foden Road themselves in a couple of years. What South Portland is requesting to do is within the PACTS Substitution Policy (page 30). It was asked if South Portland has impact fees and Jim responded that they typically have a sidewalk impact fee and impact fees have been imposed. *Bill Shane made a motion to move the money from Foden Road to the Western Avenue project. The motion was seconded and all were in favor.*

3G. METRO redesignation of funds. The proposal is to shift \$232,000 in FTA 5307 funds from operations to capital. *A motion was made by Bill Shane to shift the funds from operations to capital. The motion was seconded and all were in favor.*

- (4) **PACTS Process Retreat.** The Retreat is scheduled for October 19th from 8:30-12:30 at the Val Halla Banquet Center. Steve Schuit will serve as facilitator. Mike B. reviewed the agenda. It was suggested that it would be helpful if the models regarding structure were sent out prior to the retreat. Dale Olmstead suggested that restructuring should also be considered and offered to put his ideas in writing prior to the meeting.
- (5) **The Portland Explorer Bus Service.** David Willauer reviewed the five-year report. The Explorer served largely as a visitor shuttle. An AVL Pilot Program was installed in 2004. NNEPRA funded the last month of Explorer service to provide services for Downeaster passengers to get Downtown Portland. However, the NNEPRA Board has decided not to get into the bus business so the service will end on October 8th. It was a good opportunity for private partnerships. The 28-passenger buses were leased. The Explorer attracted different patrons than the METRO; the hotels favored a smaller more comfortable bus. The Transit Committee is working on this issue and will take the lessons learned from this to determine the next step.
- (6) **Consent Agenda.** The Consent Agenda was accepted.
- (7) **Adjourn.** The meeting adjourned at 3:45 p.m.

Agenda Item 3 – PACTS Organizational Change

Member Resources: Nat Tupper and the “Transition Team”

Staff Resource: John Duncan, Neal Allen and David Willauer

Recommendation: To accept the report

Background

A “Transition Team” has begun work to follow up on our process review retreats in October and November. The members met first on December 5th. Weather permitting, they will meet a second time on the 17th. Nat Tupper will give a summary of the two meetings.

The purpose of the Transition Team is to review the issues and ideas shared at the two retreats and to develop recommendations for structural change to the Policy Committee. The members will build on the themes and elements common among the four proposed organizational structures, possibly update the PACTS mission statement, and recommend implementation actions and schedule.

The Transition Team is aiming to present recommendations in February. The members are:

Mike Bobinsky, Policy Chair
Bill Shane, Policy Vice Chair
John Bubier, Policy Member
Mike McGovern, Past Policy Chair
Rick Michaud, Past Policy Chair
Nat Tupper, Past Policy Chair
Bob Burns, Technical Chair
Donna Larson, Planning Chair
Tom Meyers, Transit Chair

We will also seek assistance from MaineDOT when needed.

Agenda Item 4 – Capital and Planning Topics

A. Report on MaineDOT funding initiatives for MPO’s

Staff Resource: John Duncan

Member Resource: Dale Doughty

Recommendation: To accept the report and thank MaineDOT staff

Dale Doughty will brief the Committee on the following initiatives (reported in a recent email to all members):

- MaineDOT will increase the State match for the 2010/2011 PACTS Allocation by about \$350,000 – up to a new total of roughly \$1,000,000. This match will come to us as a block rather than tied to projects after we program them. MaineDOT will let us use these State funds to match federal funds as we always have – or to match local funds only.
- MaineDOT will double their State match in the 2010/2011 PACTS planning work program. MaineDOT will give us the option to use these funds as capital match.
- MaineDOT has reserved \$198,000 in federal funds in response to our recent request for \$232,000 in federal funds for local studies. After some MaineDOT internal administrative actions, the funds will become available in January.

B. Action on recommendations from the TIP Process Committee regarding the 2010/2011 PACTS MPO Allocation

Member Resource: Bill Shane and the TIP Process Committee

Staff Resource: John Duncan and Paul Niehoff

Recommendation: To adopt the following recommendations:

1. To assume during the next six months that we will get **\$9,000,000 in federal funds** in the PACTS MPO Allocation to program in the 2010/2011 biennium – and make adjustments next summer before we make our final programming decisions next September.

MaineDOT staff has advised that we would be safe to estimate \$10,000,000 in federal funds. Based on the past two years of “surprises”, staff has recommended a more conservative approach for the next six months.

2. **To drop our Widen Road and Rebuild Road Set Asides** for the 2010/2011 biennium. This means that we will not fund any new projects in these two categories.

A significant component of this recommendation is that our May 2007 commitment to use a portion of our 2010/2011 Allocation in these two categories have reduced the balance available for new projects to practically zero. The May 2007 commitment was for construction funding for the Halfway Rotary in Old Orchard Beach and a widening of a section of Route One in Biddeford.

3. **To budget \$1,500,000 in our Intersection Set Aside** for new projects in the 2010/2011 biennium. This means that we will program a small number of new intersection projects – conceivably only one.
4. **To retain our Transit and Bike/Ped Set Asides** in the 2010/2011 biennium.

5. To be advised that MaineDOT is asking PACTS and the other MPO's **to try to program 1/3 of our MPO Allocations on National Highway System highways** starting with the 2010/2011 biennium. MaineDOT or PACTS staff can explain this further at the meeting. The key is that this is not a requirement.

The following items are on the December 19th agenda of the TIP Process Committee.

6. To add a caveat that the Policy Committee will **not guarantee** construction funding for a two-biennium project if MaineDOT's Preliminary Design Report estimate for the project exceeds our Enhanced Project Scoping report cost estimate by 25 % or more (or the most refined estimate at time of PCE programming by 25% or more). That is to say that the Policy Committee (and staff) will review the cost estimate and determine if we wish to proceed – or not – to fund the project for construction in the next biennium. The Biddeford Route One and Old Orchard Beach rotary projects are affected by this proposal.

Our current policy (in our August of 2006 Policy and Procedures document) guarantees that we will fund potentially greater amounts.

There is a chance that the TIP Process Committee will change this recommendation at their meeting on the 19th. John Duncan also notes that he is working with Biddeford and Old Orchard Beach staff to address misunderstandings on this subject that he created last week.

7. **To establish a fixed \$5,000,000 budget for Collector projects** in the 2010/2011 biennium, and **to adopt a three-tiered approach** based on the Policy Committee's September policy decision on collector paving.
8. **To stick with our existing policy to cover all costs of 2006/2007 collector paving projects** based on the following history and status report.

In February 2007 the Policy Committee voted: "to fully fund the 2006/2007 collector paving projects through the MPO allocation by cutting the required number of 2008/2009 collector paving projects..." In May 2007 the Policy Committee allocated \$1,520,000 in 2008/2009 funds to address the latest MaineDOT cost estimates for our 2006/2007 collector paving projects. The Committee also programmed that month \$3,552,000 in new collector paving projects for the 2008/2009 biennium with the understanding that we would cut from that list of projects if necessary per the February vote.

The current status of costs of our 2006/2007 collector paving projects is that we have used up \$1,133,000, **and we will need to cut (or perhaps defer) at least \$600,000 in 2008/2009 collector paving projects – and probably more by the time these projects go out to bid next year.**

Staff also notes that the figures above include the addition of funding for some shoulder work that was not intended to be eligible, but which we feel should be funded. The figures also include an additional \$285,000 for the Spurwink Road project in Cape Elizabeth. This is a 2006/2007 collector paving project which staff feels should be treated as all the others despite Cape Elizabeth's January 2006 commitment to not ask for more money for it.

C. Adopt three projects to resubmit to Congress for '09 annual earmark candidates

Staff Resource: John Duncan

Member Resource: Rick Michaud and the High Priority Projects Committee

Recommendations: To ask staff to resubmit the three proposals described below to our Congressional Delegation as Federal Fiscal Year 2009 annual earmark candidates

Background

This will be our third set of proposals for annual earmark funding. We have been unsuccessful twice. We propose to submit again because we might get funded, and because we keep PACTS visible in the work of our Congressional staffers. The resubmission of these proposals emphasizes our regional priority for these three and thereby enhances our prospects for success.

Proposals need to be submitted before a February deadline. If funded, the federal funds would become available in late 2008 at the earliest. Here they are (not in priority order).

1. Smithwheel Road and Ocean Park Road Intersection in Old Orchard Beach. \$400,000 (possibly increase for inflation). Intersection improvements including the construction of a 75ft right turn lane from Smithwheel Rd to Ocean Park Rd. The new intersection is expected to improve traffic safety in the area by eliminating the merging conflict. This project fits with the Old Orchard Beach strategic plan for a new industrial park road which will divert truck traffic from local streets. Due to its proximity to I-95 it is also an integral part of the strategic plan for interstate access.

2. Portland Traffic Signal Coordination, \$500,000. To coordinate and interconnect four signals (to be determined) in Portland at intersections not currently coordinated. Signal coordination lessens the idling time of vehicles resulting in lower emissions and cleaner air. Pedestrian safety is also improved by providing consistent gaps in traffic flow. Mobility is improved, bus services will better be able to run on schedule and cut through traffic will be reduced.

3. South Portland Traffic Signal Coordination (alternative 1), \$358,920. To coordinate the intersections of Cottage/Highland, Waterman/Market and Ocean/Highland Avenue. These intersections would connect into the coordinated system the MaineDOT is currently

installing along Broadway. In addition to the benefits listed above the regional benefits include efficient routes for residents of South Portland and Cape Elizabeth to commute into and out of Portland.

D. Report from the High Priority Projects Committee

Staff Resource: John Duncan

Member Resource: Rick Michaud (Chair of the Committee) and Dale Doughty

Recommendation: To accept the report

Background

The Committee met last in early September. The members are currently working to submit a recommendation to the Policy Committee for a final list of two or three projects in February. Here is a status report.

1. Drafted a list of ten candidates.
2. Shared the list with all PACTS committee members in late September.
3. Received 20+ email comments (unsolicited).
4. Met with staff of Senator Collins and Congressman Allen.
5. Will hold a public forum in January.
6. See article in the business section of last Sunday's Maine Sunday Telegram.

E. Adopt new formula for sub-allocation of FTA 5307 funds

Staff Resource: David Willauer, Steve Linnell and Tom Reinauer

Member Resource: Tom Meyers, Transit Committee Chair; Catherine Debo (CBITD)

Recommendation: Approve FTA Section 5307 allocation methodology

Background:

In the past, the PACTS area transit agencies met and established an equitable process to allocate FTA Section 5307 funds each year. The Policy Committee subsequently approved the percentages and dollar amounts distributed to each agency. Prior to expansion of the PACTS region in 2003, the basis of the allocation included a composite calculation of passenger trips and revenue vehicle miles. When the two York County agencies were added in 2003, the agencies agreed on a new allocation formula with consideration given to the eight federal metropolitan planning factors. Again, the percentages and dollar amounts were approved by the Policy Committee each year.

Last summer a Transit Committee subcommittee developed the following new allocation formula that was accepted by the full Transit Committee on September 13, 2007:

Based on the expectation that the FY2008 allocation will be equal to or greater than FY2007, each agency will receive, at a minimum, the same amount of funding as was allocated in FY2007. Section 5307 funding above the FY2007 base year will be distributed among the providers using a performance based formula. In subsequent years they will continue to use the FY2007 allocation as the base. Each agency's allocation will change incrementally depending on how they performed.

The performance based portion of the allocation will be determined by a combination of growth in Revenue Vehicle Miles (weighted at 30%) and growth in Passenger Trips (weighted at 70%) compared to the previous year. Only services and routes that rely on urban funding are eligible. Services that are funded with Rural, Job Access Reverse Commute, Congestion Mitigation Air Quality, or other federal sources will not be included in the calculation. GPCOG and SMRPC staff will collect the mileages and trip data from the agencies and calculate the agency allocations as soon as the FTA Section 5307 funding amount is known. The Policy Committee is required to approve the allocation prior to submission to MDOT and/or FTA

On September 13th, the Transit Committee also approved a one-time allocation to Northern New England Passenger Rail Authority (the Downeaster) to help fund the operation of the Portland Explorer bus service from Labor Day through Columbus Day, 2007. On December 13th NNEPRA provided documentation showing an additional total cost of \$17,100, making them eligible for \$8,550.00 of Section 5307 funds (based on the requirement of a 50% local match for operating costs). The Transit Committee recommends this amount be taken off the top of the performance based funding and allocated to NNEPRA prior to the calculating to the allocations to the other agencies.

F. Reports on work in the Legislature, the STPA Rule Revisions and MPO bonding research

Staff Resource: John Duncan

Member Resource: Dale Doughty and Conrad Welzel

Recommendation: To accept the report from Dale, Conrad and/or John.

Background

1. A report on progress with LD 1790 and other funding policy work in the Legislature.
2. An update on the development of changes to the MaineDOT Rules to implement the Sensible Transportation Policy Act.
3. MaineDOT is doing an assessment of the potential that PACTS and the other MPO's could bond transportation improvements, and whether PACTS could put out its own GARVEE bond in the future.

G. Act on proposals to finance two new studies

1. Regional Collector Roads Assessment

Staff Resource: Paul Niehoff

Member Resource: Technical and TIP Process Committees

Recommendation: To amend the PACTS Unified Planning Work Program by adding a \$50,000 regional collector roads assessment study and financing it as described below

Background

Based on a lengthy discussion last week, the Technical Committee and staff recommend a \$50,000 (or \$75,000) budget for a regional collector road assessment study. Staff is discussing the merits of the two budget options, and will explain at your meeting. The TIP Process Committee will also act on this on the 19th.

The proposal is to hire a consulting firm to conduct a comprehensive review of existing data and field conditions for the PACTS MPO region collector roads. The data analysis shall include existing pavement condition, structural analysis, modern design standards deficiencies and current traffic counts. The consultant will submit both an interim report and final report indicating the overall condition of the collector road network and recommend a program to both maintain and improve the collector road network. The reports will also include proposed project scopes of work and current and project cost estimates.

Staff proposes to fund this \$50,000 effort as follows:

1. Use the \$20,000 Reserve Account in our planning budget
2. Reduce our Enhanced Project Scoping budget by \$30,000.
(This would leave \$10,000 in the EPS account.)

In the event that we go with a \$75,000 budget, then staff recommends that we reduce the Regional Traffic Signal budget by \$15,000 and the Regional Impact Fees study by \$10,000.

2. Portland Franklin Arterial Corridor Study

Staff Resource: John Duncan

Member Resource: Mike Bobinsky

Recommendation: To amend the PACTS Unified Planning Work Program by adding a Franklin Arterial corridor study and financing it as described below

Background (from a letter from Mike Bobinsky)

The City of Portland has been participating in discussions with local developers, City officials, and neighborhood advocates about the future of Franklin Arterial. While we have a need to combine the work of MDOT's Exit 7 safety improvements with that of the above referenced project to meet improved intersection design and capacity consideration, we also have a need to evaluate how the rest of the Franklin Arterial Corridor should function in light of initiatives to knit the neighborhood together, improve use of open space, consider potential for mixed use development and improve the safety for pedestrians, bicyclists and motorists. A "visioning" event took place in late May 2007, whereby community sponsors, including Munjoy Hill Neighborhood Organization, Bayside Neighborhood Association, Portland Trails, and Greater Portland Landmarks, got together to map out desires and goals to consider for the future of Franklin Arterial.

To complement those previous efforts, which were eventually documented in a report titled "Revision Workshop for Franklin Arterial, May 31, 2007, the City of Portland desires to add consultation services to this "visioning" effort and consider how best to integrate these new concepts with current and planned land use development processes and current transportation planning and design projects such as the Exit 7 and the intersection improvements project on Franklin at Marginal Way. This project has the support of the City Council Transportation Committee and the City Manager's office. The City requests that \$30,000 be allocated from the current Franklin and Marginal Way Intersection preliminary engineering design project (PIN 14815), which has a project budget of \$486,000. It is our belief that the allocation of the \$30,000 for this work will not have an adverse impact on the PCE work for the Franklin Arterial, Marginal Way, Somerset, and Fox Street intersection project.

The \$30,000 proposal would be used as follows:

Preliminary Scope of Work

Select a transportation planning consultant team to work with the City of Portland staff and stakeholders, including the Franklin Arterial Reclamation Authority representatives, MDOT, property owners, business officials on developing concepts and strategies to improve the safety function of Franklin Arterial for pedestrians, bicyclists and motorists while considering future land use development along this corridor. Process will use a "Context Sensitive Solutions" approach as a design model for addressing the various objectives and concerns with the Arterial. In addition, the Study will complement the design development efforts of the Franklin Arterial Intersection work at Marginal Way, Somerset and Fox Streets. The Study will recommend short, medium and long term goals of achieving the goals of improving the functions of Franklin Arterial.

Proposed Project schedule:

Finalize RFP-February-2008
Solicit Proposals-February –March 2008
Select Consultant-March 2008
Project Begins-April 2008
Preliminary Report-May 2008
Final Report-June 2008

I am requesting that this item be placed on the December 20, 2007 PACTS Policy Committee meeting for consideration and action. Should you have any questions or need further information, please let me know.

Agenda Item 5 – Consent Agenda

Paul Niehoff and John Duncan are interviewing candidates to fill Julia Dawson's position. We have a very good field of candidates.

Staff and the Officers met in October with MaineDOT Commissioner Cole and his staff and representatives of Maine's three other MPO's.

MaineDOT personnel changes:

1. Kat Fuller is the Chief of MaineDOT's new Bureau of Transportation System Planning.
2. Dale Doughty is the Director of the Office of Highway and Bridge Planning.
3. Dean Lessard has left MaineDOT to become the York Public Works Director.
4. Kyle Hall is the new Region Engineer in MaineDOT's Scarborough Office.

MaineDOT request for endorsement of STIP Amendment

The Maine Department of Transportation is requesting an amendment to the current STIP. This amendment will first create PIN 16329.01/FHWA Project No. BACS-1632(901)E in South Portland in the amount of \$175,000 in the Construction stage for the installation of median cable guardrail on I 295-S. This new PIN is associated with PIN 11231.00. The funding will be transferred from PIN 16329.00. *Adoption of today's Consent Agenda is a PACTS vote to endorse this as an amendment to the PACTS TIP.*

Recent Committee Meetings

Recent Planning Committee meetings included presentations by MaineDOT's Assistant State Traffic Engineer (Steve Landry), Mark Eyerman and Tom Errico regarding research into new funding for transportation.

Recent Technical Committee meetings included presentations by MaineDOT's Environmental Office, and actions on collector paving topics in this Policy Committee meeting packet.

Recent Transit Committee meetings included preparations for the November 27th Regional Transit Summit, our 2009 High Priority Projects work, the FTA Section 5307 sub-allocation formula, and work to implement the PACTS Transit Coordination Study.