

PACTS

Portland Area Comprehensive Transportation System

Policy Committee Meeting Notice

December 18, 2008
1:30 p.m.

GPCOG, 68 Marginal Way, Portland

Agenda

1. **Call to order**
2. **Public Comment**
3. **Minutes of the October 16th Meeting**
4. **Capital Funding Topics**
 - A. Briefing by representatives of our Congressional Delegation and MaineDOT regarding the Federal Economic Stimulus
 - B. Adjustments to the PACTS 2010/2011 MPO Allocation Projects List
 - C. Action regarding our *Leveraging Increased Funding* report
 - D. Report from TIP Process Committee
5. **Unified Planning Work Program**

Action on adjustments to our two-year planning and administration work program
6. **Consent Agenda**
7. **Adjourn**

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Minutes of the October 16th Meeting

Members Present: Bill Shane, Chair, Cumberland; Neal Allen, GPCOG; Mike Bobinsky, Portland; Dan Bacon, Planning Committee; John Bubier, Vice-Chair, Biddeford; Bob Burns, Technical Committee; Ed Clifford, Public Transportation; David Cole, Gorham; Catherine Debo, Public Transportation; Sara Devlin, (for Conrad Welzel) MTA; Kevin Donoghue, Portland; Eric Dudley, (for Jerre Bryant) Westbrook; Kathi Earley, Portland; Kat Fuller, MaineDOT; Jim Gailey, South Portland; Joe Gray, Portland; Steve Gunty, Old Orchard Beach; Tex Haeuser, South Portland; Donna Larson, Freeport; Mike McGovern, Cape Elizabeth; Rick Michaud, Saco; Ron Owens, Scarborough; Nathan Poore, Falmouth; Britta Stein (for Anna Price) FHWA; Nat Tupper, Yarmouth.

Members Absent: Anthony Plante, Windham; Paul Schumacher, SMRPC; Scott Tilton, North Yarmouth.

Staff and Guests: Art Handman; John Cannell, MDOT; Mary Ann Conroy, Old Orchard Beach; John Duncan, PACTS; Carl Eppich, PACTS; Tom Gorrill, Gorrill-Palmer; Judy Harris, Portland; Rosemary Kulow, GPCOG; Steve Linnell, GPCOG; Sue McIntyre, GPCOG; Tom Milligan, Biddeford; Paul Niehoff, PACTS; Ralph Norwood, Gorrill-Palmer.

(1) **Call to Order.** Bill Shane, Chair called the meeting to order at 1:34p.m.

(2) **Public Comment.** None.

(3) **Minutes of September 18th, 2008 meeting.** *David Cole moved for approval of the September 18th, 2008 meeting minutes, seconded by Mike Bobinsky. Vote taken and all were in favor.*

(4) **Regional Collector Road Assessment Study.**

Bob Burns, Chair of the PACTS Technical Committee, provided a short history on the group work with the Regional Collector Road Assessment Study. Several BTIPs ago, it was recommended that there was not enough detailed information for prioritizing collector roads that needed to be maintained. As a result, during the early part of this past spring the group saw the need for a study. Subsequently, the services of Gorrill-Palmer were procured and the consultants proceeded with the study.

Once the report is finalized, it will be brought to the PACTS Policy Committee. It is an ongoing document and will be used as a guide for future decisions. It will also be updated every two years. The results of this final regional transportation report will be shared with MDOT, towns and the public in terms of needs for the region.

Tom provided an overview of the draft report with a PowerPoint presentation. He noted that the study was worthwhile doing and that every town is currently struggling on how to prioritize roadways, especially collector roads. It is hoped that the methodology applied in compiling this report can be utilized in other areas as well. Tom acknowledged the assistance of Ralph Norwood and Brian Barnes for their work on the report, as well as, Paul Niehoff who helped with the prioritization process.

Among key items noted in the presentation:

- The list of collector roadways totals 200 miles.
- Meetings were held with each town to review the accuracy of the information provided; to gain some history and background information on the roadways; and to see whether other projects were pending.
- Meetings were also held with MaineDOT for GIS files as well as to review the ARAN files.

- A field review of each road was done which resulted in the development of a field data sheet.
- The field data sheet provides information on items such as what should the shoulder width be, given the level of traffic and also provides PCR information as well as specific design exceptions.
- This information was compiled in a Collector Priority Index (CPI) format, comprising of different elements such as a condition index with PCR and FWD rankings, service index, AADT index, etc.
- The importance of the PCR ranking and pavement maintenance was noted.
- An explanation of the pavement cycle was given. It is best to “catch” the drop at 75% of the pavement’s lifespan because afterwards its condition declines very quickly. At this point, an overlay might be in order. If not, it may end up as a reconstruction project.
- Roadway categories and the types of treatments that are appropriate were described.
- Clarification on design standards was provided. Either a road met these or didn’t.
- Design exceptions might refer to items such as adequate shoulders.
- Substantially meets standards includes small roads where poles may be too close to roadways.
- Rehabilitation might include a road that has a good travelway but not good shoulders.
- Reconstruction would include roads that need to be rebuilt.
- A pie chart depicting a summary of the roadway categories was displayed.
- The preliminary opinion of construction costs which was developed by using MaineDOT unit prices was provided. (An increase of 5% was included for 2009).
- Field checks were done with MaineDOT. Their biggest input came with overlays vs. mill and fill.

Tom referred to the list entitled “Final \$5 Million – Collector List to October 16, 2008 Policy” that describes the roadway segments recommended for funding. There is essentially \$5 million that could go toward covering ten of the projects listed. The remaining projects were very close. It is hoped that this is a good methodology that can be used in an ongoing way. All of the information has been inventoried. If any work is done to roads it is recommended that towns update and notify the MaineDOT.

A question and comment period followed the presentation. Among topics discussed were design exceptions; the 95 miles of road that are not built to standards; the assignment of points with respect to the PCR, FWD, the AADT; and, truck and transit point assignments. In the long-term, Mike McGovern felt that the inclusion of a transit and/or truck route as part of the average daily traffic would make many of the collector roads un-fundable, and, with the many roads being turned over to towns by MaineDOT, it additionally places the towns at a strong disadvantage. For instance, Cape Elizabeth would not get funding for collector roads. He suggested that some attention should be given as to how PACTS would be dealing with collector roads that do not rise to the top of the list. David C. felt it did raise a point as to what PACTS policy should be in this case. What should PACTS policy be if there are not enough monies? Should we try to get the most for our money, or, go down to the very poor road and bring that road up? Tom G. replied that if all things being equal, it might be the case that the road couldn’t be milled and overlay. So it would then move into a different category within that category. The question would probably apply if they are in the same category rather than being in two different categories. Subsequently, how do you fund these different categories? The group agreed that it is a policy issue. But Dave C. said he would recommend that we increase funding in the reserve piece as well as in reconstruction.

Tom G. referenced costs and that the costs had been bumped up by approximately 5%. He would recommend that if a town envisions that a project may go longer than 2009, that it uses the Engineering News Record index. Tom pointed out that they had calculated the costs from the MaineDOT unit prices and had added 5%. MaineDOT staff came out to double check those on that list. It was imperative that they saw the same methodology. Mike B. asked whether these “tools” would be made available to the towns. Bob B. added that he would want to see a higher rating if trucks use some of those roads and that with regards to the PCR condition, that it goes into the reconstruction category.

Rick M. said he felt it was a great report and was pleased with the data coming before the group. It provides a rational base. With respect to the policy, we have a certain number of miles in different categories. Is that okay? Do we want to keep them in the same category through time? What do we need to spend to keep in the same category if there is no further deterioration? He wondered if that information could be provided in the report as well. Tom G. replied "yes". With regards to Policy, do we stay stable, improve, or get worse? Bill S. spoke of categories. With the PCR fund, if you drop it, it will be on a 50 year paving cycle. A brief discussion took place on the big difference in costs between a road that needs a simple overlay and one that needs reconstruction. This is what happens if we don't choose to repair a road and then it goes down to a failed road. It was pointed out that the general public might not understand as to why a certain road is not repaired. Subsequently, towns might need to prioritize their own "priorities".

The group will meet again in January to review the report. It can be referred to the Process Committee and the Policy Committee will need to accept the study at some point. In summary, Tom told the group that they might be able to run a few more scenarios with different ranking systems.

(5) 2010/2011 Biennium PACTS MPO Allocation Projects

Mike Laberge has sent John Duncan some information that the Old Orchard Beach roundabout would be available for CMAQ funding.

John D. noted that one correction was needed in reference to Table 1 on page eleven in the meeting packet, towards the end of the list. The funding amounts regarding "Transit (new), Regional Bus Sign and Shelters, should read \$399,000 not \$379,000. The South Portland Transit hub: should read \$40,000 more and be closer to \$154,000. John then directed the group to page 12. With regards to the "remaining balance" line, Kat Fuller is suggesting that \$51,000 of that \$194,000 be used to address the over-programming.

Mike McGovern made a motion to adopt the recommendations as described in Table 1 and Table 2, on pages 11 and 12 of the meeting packet, with the slight correction made, seconded by Jim Gailey. Discussion followed. Mike B. spoke of collector paving. One amendment that we are voting is on the separate list. As Portland has reflected on this along with the report, and has seen as well as recognized that the broad needs of Portland's other projects, especially the Forest Avenue project, might have to be funded with local shares. As a result, Mike would recommend that "Baxter Boulevard_4" be deferred to 2012/2013. Jim Gailey asked if this would allow for Westbrook and Freeport to move up the list. Mike B. replied "yes". Westbrook and Freeport would move up and would be part of the \$5 million. Bill clarified that the group would be voting on the \$5 million. Mike Mc. pointed out that under this proposal, we are still keeping all the monies in collector paving and that Forest Avenue would stay at \$2,110,000.

With reference to new transit projects, was there any sort of "carrot or stick" for implementation of our Regional Transit Coordination Study? John D clarified that the first item is from the Regional Coordination Study. Councilor Donoghue asked if the South Portland bus garage investment was redundant infrastructure? Jim replied that this was for current buses. Nat noted that there had been talks that towns would be putting in more monies. He asked if there was a minimum of a 50% share and whether this had been discussed with the towns on the list. John replied "yes".

John D. noted that the Executive Committee had also spent much time on the Biddeford, OOB and Forest Avenue projects at the last meeting. His understanding is that all the other

projects were capped. With these collector road projects, there is a cost estimate and an additional 25%. This is all you get. Bill pointed out that this is an artificial cap. It comes back every time because circumstances beyond our control come up. ***Vote taken on Mike McGovern's motion. All in favor of original proposal. Motion passed.***

Mike Bobinsky moved that with respect to the Collector Paving List, that Baxter Boulevard_4 be deferred to 2012/2013, seconded by Councilor Donoghue. Discussion took place pertaining to the local match and the implication of a delay. Mike Mc. said he wondered that if the project went to the top of the list at the next biennium whether it would go at the 125% cost of re-estimate. Bill felt it would be re-estimated again. Mike Mc. said he would rather fund it now and that Portland put it in a TIP in two-years out. Joe G. said he felt it was a local issue and that there were other projects ready to go. There are additionally local implications where there would be an opportunity to defer one of those projects and for other projects to move forward. They felt it an appropriate amendment. A question was asked as to whether it was being "deferred" or was it being "cut"? ***Tex H. moved to amend the motion to remove Baxter_4 off the list and to include the addition of the Westbrook and Freeport projects to this year's funding, seconded by Jim Gailey.***

Mike McGovern requested that the minutes reflect that the relisting of the other projects on this sheet such as the Portland Capisic Street project as well as the Portland Cumberland AV_2 project was being done for information purposes only and that these projects are not to be given priority in the future, and that they will be rated and scored at the appropriate time.

Vote taken on the amendment by Tex Haeuser to add Westbrook and Freeport projects to this year's funding. . All in favor. Motion carried.

Vote taken on main motion by Mike Bobinsky to move the Baxter Blvd_4 off this year's B-Tip priority funding. All in favor. Motion passed.

6. High Priority Projects

Rick Michaud directed the group to page 14 of the meeting packet and provided an overview of the High Priority Projects. He referenced the scoring list on page 16 noting that staff had done an excellent job. Perhaps this approach could be used again in the future.

Rick Michaud made a motion that the Policy Committee adopt the list of proposals as described on page 13 of the meeting packet and to request staff to seek support for these projects from our 15 city/town councils, 7 transit boards and the Portland Regional Chamber of Commerce, seconded by Councilor Kevin Donoghue. Discussion followed. Councilor Donoghue requested that the third item in the list, described on page 13 of the meeting packet, reflect a change in the words "commuter rail" to "commuter service" and that the words "potential routes" in the last line in the same paragraph, be changed to "options".

Vote taken for change in wording, requested by Councilor Donoghue. All in favor. Motion carried.

Vote taken for motion made by Rick Michaud. All in favor. Motion carried.

John Duncan praised the group for a job well done. Paul thanked the MaineDOT for being instrumental in helping PACTS with the Gorrill-Palmer study. The information exchange was excellent and good discussions took place pertaining to the HAI vs. the CPI.

7. Consent Agenda

John Duncan provided an overview of the Consent Agenda as described on page 16 of the meeting packet. He reminded the group of the upcoming November 4th workshop that will focus on the implications of being in a Transportation Management Area (TMA).

On behalf of the group, Bill Shane wished Ron Owens the best in his retirement!

8. Adjourn

Meeting adjourned at 3:00 p.m.

Agenda Item 4 – Capital Funding Topics

A. Briefing on Federal Economic Stimulus

Representatives of our Congressional Delegation and MaineDOT will brief us on the latest developments at the federal level and at MaineDOT. We appreciate their meeting with us on this very important topic.

Rough estimates of transportation funds coming to Maine range between \$65 and \$80 million. There is also talk of multiple stimulus packages.

On December 3rd PACTS staff submitted \$110 million in transit, highway and sidewalk proposals based on proposals from our members and staff application of MaineDOT's eligibility criteria. Two fundamental criteria are project readiness and the Maine job creation. (Maine's three other MPO's submitted \$80 million in proposals.)

On December 11th the Press Herald printed a \$220 million MaineDOT statewide draft candidates list. It includes several I-295 paving projects, and projects on Route 112* in Saco/Buxton, Route 100/26* in Falmouth, Falmouth Road* in Falmouth, and Broadway in South Portland (* on PACTS list).

PACTS staff is encouraging MaineDOT to work with PACTS staff and our members during the coming weeks to decide which projects to do – whether or not the Department decides to sub-allocate a portion of the federal funds for priority setting by PACTS. Our December 3rd submission (attached) had to be compiled very quickly. We hope that this economic stimulus decision-making process will involve a partnership discussion.

December 3, 2008

PACTS Transit Submission to MaineDOT for Economic Stimulus

1. PACTS 2009 High Priority Projects List

<u>Provider</u>	<u>Item</u>	<u>Vehicles</u>	<u>Unit Costs</u>	<u>Vehicle Total</u>	<u>ITS Factor</u>	<u>Grand total</u>
						\$ -
METRO	Buses	18	\$ 400,000	\$ 7,200,000	\$720,000	\$ 7,920,000
SPBS	Buses	7	\$ 400,000	\$ 2,800,000	\$280,000	\$ 3,080,000
ShuttleBus	Buses	9	\$ 400,000	\$ 3,600,000	\$360,000	\$ 3,960,000
RTP	Vans	19	\$ 50,000	\$ 950,000	\$95,000	\$ 1,045,000
YCCAC *	Vans	12	\$ 80,000	\$ 960,000	\$96,000	\$ 1,056,000
CBITD **	Ferry	<u>1</u>	<u>\$ 5,000,000</u>	<u>\$ 5,000,000</u>	<u>\$500,000</u>	<u>\$ 5,500,000</u>
Total		66		\$ 20,510,000	\$2,051,000	\$ 22,561,000
* YCCAC alt 1		12	\$55,000	\$660,000	\$66,000	\$ 726,000
* YCCAC alt 2		12	\$120,000	\$1,440,000	\$144,000	\$ 1,584,000

** See attached letter.

Vehicles subtotal with YCCAC Alt 2: \$ 23,089,000

2. YCCAC Needs for FY 2009 received at PACTS on December 3, 2008

See vehicle details on other spreadsheet from YCCAC: \$1,396,000

See facility details on other spreadsheet from YCCAC: \$2,000,000

Note: Due to time constraints we are submitting this before

3. NNEPRA Rehabilitation of rail lines between Portland and Brunswick

See attached NNEPRA document for details: \$33,886,996

Grand Total on December 3, 2008: \$60,371,996

Cumberland, Tuttle Road Rt 9 to Middle Road \$4,700,000

Reconstruction a portion of Tuttle from Rt 9 to Middle Road

Falmouth, Falmouth Road Bucknam Rd to Merrill Rd \$3,500,000

Project is a deferred DOT project with plans complete and ready for bid. Project was submitted by town of Falmouth and also by PACTS under the challenge grant program

Falmouth, Rt 26/100 Leighton Rd to Libby Bridge \$3,700,000

Project is a deferred DOT project with plans complete and ready for bid. Project was submitted by town of Falmouth and also by PACTS under the challenge grant program

Freeport, Exit 20 and Desert Road Exit 20 and Desert Road \$1,000,000

Upgrade and improve exit/interchange area of exit 20 of I-295

Freeport, Flying Point Road Wolfe's Neck to Lower Flying Point \$750,000

Rehabilitate and/or reconstruct 6,900' of roadway, design/build

Freeport, Bow Street Dennison Ave to Mast Landiing School \$627,500

Reconstruction of existing roadway for approximately 2500', design/build

Freeport, South Street West Street to Porter's Landing Rd. \$1,184,500

Reconstruct roadway, design build

Gorham, Village Street Scape Downtown Gorham \$350,000

Drainage, sidewalk, street and traffic lighting project

Gorham, Rt 112 Reconstruction Rt 25 to Buxton townline \$1,000,000

Reconstruction Rt 25 to Buxton townline

Gorham, Rt 237	South of Little Falls circle	\$500,000
	Road Rehabilitation	
Gorham, Rt 202	South of Little Falls circle	\$400,000
	Road Rehabilitation	
Gorham, Rt 202	Rt 114 intersection to Scarborough town line	\$750,000
	Road Rehabilitation	
Old Orchard Beach, Eastern Trail	1- mile of shared use trail to complete trail	\$500,000
	Will close remaining one mile gap which is designed but had been deferred for lack of funds	
Portland, Rt 302/Forest Avenue	Riverside Industrial Parkway to Riverside Street	\$2,100,000
	Reconstruction of Rt 302. Project has prelim design in progress and project would be considered a design build possibly managed as an LAP by PACTS or City of Portland. Project is of significant regional value. PDR has been completed.	
Portland, Brighton Avenue	Applebees to MTA bridge	\$400,000
	Road rehabilitation current project underfunded by \$350,000	
Portland, Warren Avenue	Applicator sales to MTA bridge	
	Partial design may be complete and would be most likely design/build to meet the time frames.	
Portland, Warren Avenue	MTA bridge to Riverside Street	
	Partial design may be complete and would be most likely design/build to meet the time frames.	
Saco, Route 112	Rocky Hill Road to Buxton townline	\$7,900,000
	DOT project "on the shelf" and ready to bid. Project was deferred	

Scarborough, Running Hill Road	New Road to Rt 114 Reconstruction, plans complete by the town and could be LAP or design/build project.	\$750,000
Scarborough, Pleasant Hill Road	Gibson Road to Highland Ave. Rehabilitation and paving, plans complete by the town and could be LAP or design/build project.	\$525,000
Scarborough, Sawyer Road	Herbert Road to intersection of Rt 114 Reconstruction, plans complete by the town and could be LAP or design/build project.	\$1,600,000
Scarborough, Eastern Trail bridge	Bridge over Nonesuch River Bridge is designed and ready to bid. Completes trail connection.	\$550,000
Scarborough, Eastern Trail and bridge	Final trail connection between Scarborough and S. Portland Scarborough/S. Portland trail connection. 1.4 miles and includes bridge referenced above. Completes trail connection.	\$3,300,000
Scarborough, Pine Point Road	East Grande Ave to King Street Bike/ped improvements and road paving. Design/build	\$110,000
Scarborough, Old County Road	Winnocks Neck area Road rehabilitation. Design/build	\$1,100,000
Scarborough, Dunstan Corner	Intersection Project has study complete, PACTS EPS Report and concept plans. EPS indicates project may be completed for less than current estimate.	\$6,250,000
South Portland, Lincoln Street	Lincoln Street Connection to Veterans Memorial Bridge Project would be completed in conjunction with bridge replacement and would include bike/ped bridge component estimated at \$550,000.	\$1,000,000
South Portland, Broadway	Sidewalks Exit 3 to Cash Corner	\$50,953,000

B. Adjustments to the PACTS 2010/2011 MPO Allocation Projects List

We are making some changes to the list adopted in October.

We are in communication with the affected municipalities.

We will send a revised list and explanation before the meeting.

We briefed the Executive Committee at their meeting, but more changes are needed.

We need Policy Committee endorsement.

C. Action regarding our *Leveraging Increased Funding* report

Member Resources: Mike McGovern, Nat Tupper, Joe Gray, John Bubier, Jerre Bryant, Bill Shane and Rick Michaud

Staff Resources: John Duncan

Recommendation: Ask PACTS staff and members to do the following in order to put our *Leveraging Increased Funding through Transportation Investment Partnerships* report to work:

- 1) Pilot Projects – PACTS staff to work with MaineDOT, South Portland and Freeport to determine if two proposed new roads in those municipalities qualify for the existing New Road Construction State-Municipal Partnership option listed in the report. (This MaineDOT program will need state funding in the coming biennium in order for this to work.) PACTS and MaineDOT staff will work also with other communities if other candidates are suggested. Any project that successfully generates new revenue will be documented.
- 2) Policy Research – Staff to monitor our existing consultant studies budget during the coming months to determine if there is any unused money that could be used to pay for continued work with John Melrose and/or Mark Eyerman to pursue implementing various options on a municipality by municipality basis during the last six months of our budget biennium. Staff will also propose this spring continued funding to keep John and/or Mark under contract in our next budget (July 1st start). Note that BACTS has just hired John Melrose for this purpose.
- 3) Local Match Policy – Staff to work with the TIP Process Committee in 2009 to reevaluate our local match policy as follows:
 - To consider a recommendation whereby projects with a regional benefit – clearly connected to *Destination Tomorrow* or ones that preserve the existing system – receive a lower match than others.
 - To consider a recommendation to develop at least one proposed local match scenario that generates significant new revenue.
- 4) Private/TIF/Partnering Sessions – PACTS staff to work with MaineDOT and developers to create a process to facilitate opportunities for public-private partnerships. A prime example is when developer happens to be doing work where a publicly funded transportation project is scheduled, and where the timing and communication work out such that funds may be pooled that not only meet the needs of the private sector but result in a greater benefit to the transportation system than would have been possible with the previously allocated public sector funds

alone. This has been done recently in Topsham, Sanford, Ellsworth and Augusta.

Background

MaineDOT's Marty Rooney, Mike McGovern, Nat Tupper, Joe Gray, John Bubier, Jerre Bryant and John Duncan met recently to draft suggestions to the Policy Committee on options to pursue based on the *Leveraging Increased Funding through Transportation Investment Partnerships* report prepared for us by Mark Eyerman and John Melrose.

Marty suggested at the meeting that PACTS's significant status in state and federal law is underutilized in policy making, particularly for efforts where multiple municipalities would dedicate or raise revenue for a common purpose such as regional investments or a revolving loan program.

Final copies of our report will be available at our meeting.

D. Report from TIP Process Committee

The TIP Process Committee, under the leadership of John Bubier, met for the first time last week. Their job is to review our TIP priority setting and administration policies and procedures in preparation for the FY 2012/2013 biennium, and to submit a final set of recommendations to the Policy Committee by next September. The 15 committee members are:

- John Bubier, Chair, Biddeford City Manager and Vice Chair of the Policy Committee
- Jim Gailey, South Portland City Manager
- Nathan Poore, Falmouth Town Manager
- Steve Gunty, Old Orchard Beach Town Manager
- Mike Bobinsky, Portland Public Services Department Director
- Judy Harris, Portland Manager of Transportation Policy
- Duane Scott and Mike Laberge, MaineDOT Augusta
- Bob Hough, MaineDOT Region One
- Tom Meyers, South Portland Bus Service Manager and representative of the Transit Committee
- Greg Tansley, Biddeford Planning Director and Chair of the Planning Committee
- Tom Milligan, Biddeford City Engineer
- Jennie Franceschi, Biddeford Planning Engineer (serving as a substitute for Greg Tansley and Tom Milligan)
- Molly Just, Westbrook City Planner
- Brooks More, Windham Town Planner
- Dan Jellis, Yarmouth Town Engineer and representative of the Technical Committee

John Duncan reviewed the following topic areas:

1. PACTS Set Aside Policy
2. Project Cost Control and PACTS Contribution Control
3. Our Policy on Match Ratios and Multiple Funding Sources
4. Our Inefficient Development of Projects
5. Using and Improving Existing State Transportation Policies
6. Working with MaineDOT to make changes
7. Local project administration via PACTS
8. Tweaks to several PACTS policies and procedures

Paul Niehoff reported on the work of an inter-agency group which he initiated several months ago. See his report on the next page on this group whose goal to improve the development and delivery of projects.

December 2008 Status Report for the

FHWA/MPO's/MaineDOT Innovative Project Work Group

In December 2007 the Technical Committee wrote to MaineDOT listing three items of concern. It turned out that MaineDOT was either in the process of, or as a result of our letter, working on all three concerns:

- developing a project “kick-off” process including the new “3-Party Agreement”
- State and Federal standards and guidelines, and design exception process, and
- the cost implications of MaineDOT’s existing QA/QC process.

Beginning in mid-summer PACTS and MaineDOT organized a 12-member working group consisting of the MPOs, MaineDOT, and FHWA. We have met five times so far at MaineDOT, ATRC and PACTS. PACTS participants include Paul Niehoff, Jennie Franceschi, Jim Wendel and Mary Ann Conroy.

We began with the MaineDOT’s Flexible Design Practices process. We discovered that although the “process” was in place for flexible design, many MaineDOT designers were either not aware there was a process or that the process appeared “broken”. The group studied the flexibility-in-design process, and developed a much better understanding of the process which utilizes the existing design guidelines for determining the best design given certain project parameters and on site project restrictions. We also reviewed the design exception process which is used when the guidelines cannot be met even with the built-in flexibility. As a result of our work, Jeff McEwen of FHWA has developed a training presentation on the process with the intent to conduct workshops with the MaineDOT Regions and main offices, the MPOs and for the MaineDOT design consultants.

Our next order of business is looking at three “case studies” to determine:

- why costs vary widely between municipal and MaineDOT projects when similar scope and designs are utilized,
- reviewing project scoping and methods of construction to determine the most economical way to construct projects and
- to delve into municipal/state project partnerships.

We anticipate that improvements to the process of project design and scoping and construction management will occur and that reports related to the various topics will be generated after the group’s work is complete.

The next meeting is scheduled for January 21st to allow time to work on the “case study” specifics. We anticipate work related to this group will be complete by April or May.

Agenda Item 5 – Unified Planning Work Program

Member Resource: Executive and Transit Committees

Staff Resources: John Duncan and Steve Linnell

Recommendation: To amend our planning and administration budget (for July 2007 to June 2009), as recommended by the Executive and Transit Committees, as follows:

1. Grant a variance to Portland regarding the delayed start of the Woodford's Corner Traffic Study.
2. Adjust the budgets of the five PACTS staff UPWP Tasks – a net zero dollar change.
3. Cut/reduce \$18,467 in three study budgets (see next page)
4. Fund a Windham \$9,800 traffic impact fee study
5. Fund a contribution of \$8,667 to a regional outreach effort to educate the general public, city and state officials about the benefits of transit oriented development, and how TOD tax increment financing could work
6. Increase the FTA-5303-funded transit planning component from \$339,200 to \$516,280 based on an increase in funding by FTA and matched by GPCOG

Background

Based on the Policy Committee's "study time clock" policy adopted in 2006, staff recommended withdrawing the \$40,000 funding for the Portland Woodford's Corner study. We funded this originally in 2005, and Portland has not started it yet. We have reminded Portland many times that they risk losing the money. The Executive Committee recommends that the Policy Committee grant a variance from our policy.

Staff has taken a strict position on this subject because our "study time clock" and because we and other MPO's have too often under spent the federal planning funds that we have budgeted for consultant studies. As a result, in 2007 MaineDOT warned that they would reduce our future budgets if we significantly under spend. Therefore staff has focused on putting our budgeted study resources to work during this biennium.

The Windham study, which will be their first PACTS study since becoming a member in 2003, will produce estimates of future traffic volumes on Route 302 in North Windham and the improvements necessary to handle those volumes.

The TIF TOD outreach effort is part of the effort spearheaded by Tex Haeuser. He can explain at our meeting. He requested \$10,000.

The Transit Committee unanimously supports Steve Linnell's proposed FTA-funded budget change described above. He provided considerable details to them.

Recommendation to revise FHWA-based portion of PACTS UPWP

December 12th to Policy Committee

UPWP Task	Two Year Budget	FY 2008 Actual	Estimate Spend in FY 2009	Proposed Revised Two Year Budget	Proposed Budget Increase or Reduce
<i>Regional Staff Efforts</i>					
1 Coordination/Administration	\$640,000	\$313,210	\$346,790	\$660,000	\$20,000
2 SAFETEA and Air Quality	\$20,000	\$1,651	\$8,349	\$10,000	-\$10,000
3 TIP	\$210,000	\$140,946	\$109,054	\$250,000	\$40,000
4 Travel Demand Model	\$50,000	\$2,435	\$17,565	\$20,000	-\$30,000
5 Data Management	\$50,000	\$11,662	\$18,338	\$30,000	<u>-\$20,000</u>
	The total proposed budget for Tasks 1 to 5 no net change.				\$0
6 Maine Clean Communities	\$25,000	\$21,176	\$3,824	\$25,000	\$0
6 SMRPC Planning Services	\$25,000	\$13,657	\$11,343	\$25,000	\$0
6 GPCOG Planning Services	\$40,000	\$22,948	\$17,052	\$40,000	\$0
<i>Consultant Efforts</i>					
6 PACTS Model Consultant	\$50,000	\$8,550	\$30,000	\$50,000	\$0
6 Portland Wayfinding Plan	\$25,000	\$24,118	\$882	\$25,000	\$0
6 Regional Bike/Ped Planning	\$20,000	\$0	\$20,000	\$20,000	\$0
6 Regional Collector Paving Study	\$75,000	\$22,038	\$52,962	\$75,000	\$0
6 Regional Education and Training	\$20,000	\$878	\$10,000	\$10,878	-\$9,122
6 Regional EPS	\$20,000	\$0	\$20,000	\$20,000	\$0
6 Regional Priorities Survey	\$20,000	\$0	\$20,000	\$20,000	\$0
6 Regional Funds Leverage Report	\$10,000	\$10,000	\$0	\$10,000	\$0
6 Regional PACTS Process Review	\$10,000	\$5,655	\$0	\$5,655	-\$4,345
6* Regional Signal Coordination	\$60,000	\$0	\$60,000	\$60,000	\$0
6* Saco Area Regional Transpo Plan	\$80,000	\$0	\$80,000	\$80,000	\$0
6 Transit Study Portland Peninsula	\$75,000	\$46,015	\$28,985	\$75,000	\$0
6 Transit Bus Route Study	\$30,000	\$0	\$30,000	\$30,000	\$0
6 Transit Regional Ride Guide	<u>\$15,000</u>	<u>\$0</u>	<u>\$15,000</u>	<u>\$15,000</u>	<u>\$0</u>
<i>Original Budget Subtotal</i>	<i>\$1,570,000</i>	<i>\$644,939</i>	<i>\$900,144</i>	<i>\$1,556,533</i>	<i>-\$13,467</i>
<i>Local studies funded in January 2008:</i>					
6 Portland Woodford's Corner	\$40,000	\$0	\$0	\$40,000	\$0
6 Yarmouth Route 1 Phase II	\$35,000	\$0	\$35,000	\$35,000	\$0
6 Freeport School St Extension	\$25,000	\$0	\$25,000	\$25,000	\$0
6 Cape E. Sidewalk/Bikeway Plan	\$35,000	\$0	\$35,000	\$35,000	\$0
6* Wsbk Downtown Streetscape	\$30,000	\$0	\$30,000	\$30,000	\$0
6 Portland Libbytown Trail	\$10,000	\$0	\$10,000	\$10,000	\$0
6 Portland Eastern Waterfront	\$5,000	\$0	\$0	\$0	-\$5,000
6* Scarborough Running Hill Road	<u>\$35,000</u>	<u>\$0</u>	<u>\$35,000</u>	<u>\$35,000</u>	<u>\$0</u>
<i>"January 2008 Studies" Subtotal</i>	<i>\$215,000</i>	<i>\$0</i>	<i>\$170,000</i>	<i>\$210,000</i>	<i>-\$5,000</i>
<i>Total for Existing Budget:</i>	<i>\$1,785,000</i>	<i>\$644,939</i>	<i>\$1,070,144</i>	<i>\$1,766,533</i>	<i>-\$18,467</i>
<i>Proposed New Studies</i>					
Windham Impact Fee Analysis	\$0	\$0	\$9,800	\$9,800	\$9,800
TIF TOD outreach	\$0	\$0	\$8,667	\$8,667	\$8,667
Grand Totals	\$1,785,000	\$644,939	\$1,088,611	\$1,785,000	\$0

* Started recently. Will finish in FY 2010.

Agenda Item 6 – Consent Agenda

1. John Duncan has made two presentations to councils (Falmouth and South Portland) so far regarding our **High Priority Project** three final candidates, and is scheduled in Saco and Portland (almost). Do others want a presentation?
2. Carl Eppich and Paul Niehoff are playing an active role in the fast track planning of the reconstruction of the **Veterans Bridge**. We are going to host a series of workshops with MaineDOT, Portland, South Portland and bicycling enthusiasts.
3. John Duncan recently attended the **annual meeting in Seattle** of the national Association of MPO's (AMPO).
4. PACTS outreach/visibility work:
 - Our three recent very successful “**sandwich symposia**” on bicycling topics (July), traffic calming (Sept) and “complete streets” (Nov). Average attendance has been 21 people.
 - Bill Shane, Rick Michaud and John Duncan are highlighted in the current issue of **Maine Trails**, the MBTA magazine, in an article about PACTS.
5. Our **Transportation Management Area** workshop in November attracted 34 people.
6. Policy Committee members are invited to the January 13th Technical Committee meeting (8:30 a.m.) to participate in a discussion of the final report of our **Regional Collectors Assessment Study**.
7. The **Gorham Bypass** opened on December 5th!
8. Next month we will begin the development of **our next two-year planning budget**. Highlights will include:
 - Hire a PACTS staffer (or consultant) to do local project administration work?
 - Hire a PACTS staffer (or consultant) to manage a PACTS regional traffic signal management system?
 - Invest in an improved version of the PACTS regional travel demand model with enhanced graphics functions?
 - Preparation in 2010 of an update of *Destination Tomorrow*
 - We will solicit study proposals from members.
9. Go to this website to sign up for reports on federal reauthorization from Congressman Michaud:
http://www.michaud.house.gov/index.php?option=com_content&task=view&id=143&Itemid=37

Recent Committee Meetings

- Executive Committee
 - Initiated the December 19th PACTS Legislators' Forum
 - Prepared Policy Committee agenda
 - Members and staff shared between committees

- TIP Process Committee
 - See agenda item 4D

- Technical Committee
 - Reviewed proposed changes to 2010/2011 projects list
 - Discussed at length the concept of local project administration by PACTS staff or consultant
 - Discussed federal economic stimulus
 - Discussed PACTS regional traffic signal management system with Carl Eppich

- Planning Committee did not meet in November nor in December

- Transit Committee's November and December meetings
 - Both 3 hours long – as usual!
 - Continued work on regional route study and regional map/timetable
 - Long discussion of possible changes to the PACTS formula for allocation \$2,500,000 in FTA 5307 funds
 - Discussion of UPWP planning tasks and budget
 - Much exchange of information on many topics of interest to all at the meeting
 - Prepared annual report to the Policy Committee – **See next page.**

To: PACTS Policy Committee Members and Staff

From: Ed Clifford, PACTS Transit Committee Chair

Subject: PACTS Transit Committee Accomplishments FY 2008

The following is a synopsis of PTC activities and actions that took place over the course of Fiscal Year 2008. This has been an exciting year for the Committee, as we have moved from completing the Transit Coordination Study to implementing its key recommendations. We will continue to work on these, and many other projects in the coming year. Please feel free to contact me or staff if there are any questions.

- Twelve PTC meetings were held during the fiscal year. One joint meeting was held with the Planning Committee.
- Appointed new Chairperson and Vice Chairperson for the Committee.
- Participated in the “2009 High Priority Projects Committee”, including public meeting. Reviewed project lists and continued to give input on the process.
- Participated in two PACTS reorganization retreats.
- Worked with MaineDOT to make several revisions and amendments to the PACTS Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP).
- A subcommittee worked with staff to develop a new funding formula for FTA 5307 urban funds and STIC funding (Small Transit Intensive Cities). Formula was recommended to/approved by the Policy Committee.
- Members attended several meetings related to PACTS projects, such as the I-295 study and Portland-North rail effort.
- Received presentation on a mixed-use/special transit district model land use ordinance (MUST) from the Biddeford City Planner.
- Received a presentation on the Lakes Region Transit project.
- Received a presentation on the ShuttleBus and South Portland Bus Service Route Study.
- PTC members attended all other PACTS Committee meetings and gave reports to the PTC on important items.
- Discussed and shared information regarding transit passenger behavior and standards of conduct.
- Worked collaboratively to develop plans for Automatic Vehicle Location (AVL) systems for providers in the region.
- Revisited and made changes to timeline/work plan for future Transit Committee tasks
- Allocated the STP Transit Set-Aside funds for FY 2008.
- Worked with PACTS and others to organize a transit summit, which included a signing ceremony by all providers, MaineDOT, and others regarding the Regional Transit Coordination Study.
- Began implementing tasks in the Regional Transit Coordination Study, including:
 - Regional Map and Timetable
 - Regional Route Study
 - Transit Planning in Comprehensive Planning Process
 - Regional Pass System