

PACTS

Portland Area Comprehensive Transportation Committee

PACTS Policy Committee Meeting Notice

July 19, 2007
1:30 p.m.

PACTS, 68 Marginal Way, Portland

- 1. Call to order**
- 2. Minutes of the May 17th Meeting**
- 3. Capital Funding Topics**
 - A. Act on Transit Committee recommendations regarding STP and FTA funds
 - B. Adopt for public comment a draft PACTS TIP for Fiscal Years 2008 to 2011
 - C. Report on costs of collector paving projects
 - D. Report from 2009 High Priority Projects Committee
 - E. Report on the results of the Legislative session
- 4. Unified Planning Work Program**
 - A. Act on a recommendation to reduce by \$1 million our two-year \$3 million planning and administration work program
 - B. Add FTA 5307 funding for the Shuttlebus and South Portland Bus Service route studies
- 5. Consent Agenda**
- 6. Adjourn**

Next Meeting: August 16th at 1:30 p.m.

The Metropolitan Planning Organization for the Portland Urbanized Area
68 Marginal Way • Portland, Maine 04101
Telephone: (207) 774-9891 • Fax: (207) 774-7149 • www.pactsplan.org

Attachments for July 19th Policy Committee Meeting

Minutes of May 17th Meeting

Members Present: Rick Michaud, Chair, Saco; Mike Bobinsky, Portland; David Cole, Gorham; Kathi Earley, Portland; Joe Gray, Portland; Tony Hayes (for Nathan Poore), Falmouth; Tex Haeuser, South Portland; Chris Mann (for Dale Doughty), MaineDOT; Tom Meyers, Public Transportation; Tom Milligan (for John Bubier), Biddeford; Dale Olmstead, Freeport; Ron Owens, Scarborough; Ed Reidman (for Jerre Bryant), Westbrook; Bill Shane, Cumberland; Jim Thomas, Old Orchard Beach; Nat Tupper, Yarmouth; David Willauer (for Neal Allen), GPCOG

Members Absent: Jim Gailey, South Portland; Mike McGovern, Cape Elizabeth; Jeff Monroe, Portland; John Perry, FHWA; Anthony Plante, Windham; Paul Schumacher, SMRPC; Scott Seaver, North Yarmouth; Conrad Welzel, MTA

Staff and Guests: Maddy Adams, GPCOG; John Duncan, PACTS; Mike Laberge, MaineDOT; Steve Linnell, GPCOG; Jon McNulty, RTP; Paul Niehoff, PACTS; David Redlfsen, METRO

- (1) **Call to Order.** Rick Michaud called the meeting to order at 1:35 p.m. Introductions were made.
- (2) **Minutes of April 19th meeting.** Rick Michaud asked that Tables 1, 2 and 3 be added to page 4 of the minutes. *A motion was made to approve the minutes, and Mike Bobinsky seconded the motion. All were in favor.*
- (3) **Regional Transit Coordination Study.** Tom Meyers explained that the next step in the process would be for the Study to be adopted by the Policy Committee and made an addendum to *Destination Tomorrow 2006*. The Transit Coordination Study Advisory Committee would be dissolved and the PACTS Transit Committee would be the agent to implement the recommendations of the study. We learned through the course of the study that it would be important to have some sort of resolution or informal agreement to get the buy-in of the different agencies. Tom suggested that a formal vote could be taken at the Policy Committee meeting in June. The Transit Committee would be the implementation body going forward on the various recommendations, and they have already moved forward on some of the recommendations. The Joint Resolution would give the buy-in of the transit boards. Mike B. suggested that updated reports from the Transit Committee would be helpful to the Policy Committee.
- (4) **Capital Funding Topics.**
 - 4A. **Adopt a reduced 2008/2009 PACTS MPO Allocation Projects List.** Table 1 lists the projects that were funded last fall by the Committee and the related amounts are in the column labeled October 06. The next column reflects the news that we got in February regarding the collector paving cost increases and this Board allocated \$1.3 million of the 08/09 money to cover the estimated increases in the 06/07 collector paving; a couple of projects were deferred. The 08/09 collector paving would be cut significantly. Portland believes a developer will cover the costs to handle the needs on the Stevens to Bell project. The Portland Forest Avenue reconstruction project would be deferred. Some 08/09 numbers will have implications in future years.

A revised collector paving project list was distributed and John recommended accepting the revised list. Joe G. asked what rationale was used for the project selection process. John responded that the projects were ranked and the list was cut where the funding ran out. Nat asked what commitments are implied for the following bienniums. John responded that numbers 13 and below have no commitment – even for 2010/2011. Bill asked why we didn't use the entire \$3.5 million to fund as many projects as possible, rather than putting some money back. Mike B. explained that with all the

unknowns in the asphalt contracting world, we didn't want to have to come back to make more cuts. Bill pointed out that there is already money in contingency. **Bill made a motion to maximize the project list to expand it to \$3.5 million by including Yarmouth project #15 to the 08/09 collector paving list. Joe Gray seconded the motion.** Mike L. clarified the amount that is in the motion for the Yarmouth project is \$285,000 if you include the contingency. Nat asked if we could keep track of the condition rating for these roads because we know that delays are costing us more money. Some projects will change from a mill and fill to a reconstruction project; it is important for us to track the scope changes on these projects. It was asked if PACTS is keeping track of all the projects that are being deferred or where we stand on various projects. It would be nice to have this information on the PACTS web site. **All were in favor of the motion.**

4B. Adopt a set of guidelines regarding the "local advance" funding for PACTS projects in 2007. Proposals would be needed for the projects that are considering following this route. John further explained. It would be necessary for each community that is interested in pursuing this route to meet with MaineDOT regarding each project to reach an agreement regarding when they would be reimbursed. Mike L. explained that MPOs would get a piece of the highway money through the bond – some of which might be used for reimbursement purposes. John asked if the bond passes and the Garvee bond is endorsed, if things would be back to normal. Mike L. responded that if we get \$160,000,000, then things will flow again. Bill was concerned that there will not be any money left for other projects. What about the towns that have important projects but don't have the money to go this route? Those projects that have a PIN will have the chance of being funded, and then with whatever money is left we can fund other projects. Mike L. noted that all the projects would go out on their original schedule (whether it is 2008, 2010, 2015). We would have \$10 million in new funds if the bonds get passed, and we have just voted on \$10 million worth of projects. Through the reimbursement process, an 08/09 project which gets done in 10/11 would get refunded in 10/11. When it gets reimbursed would be spelled out in an MOA between the community and MaineDOT.

Rick stated that he is strongly opposed to putting this in place. He is not sure that we are properly maintaining our network. Until we know that definitively, we should keep as much money available as we can. The more he hears about the reimbursement option, the less he likes it. It was suggested that we probably should wait until the bonds are determined, and many committee members agreed. David C. was concerned that this reimbursement idea could distort the PACTS process. Nat said that he didn't understand what pot of money this is coming from. If it is not upsetting the priority setting process, he'd be okay with that but he doesn't get exactly how the whole process would work. Mike L. responded that it shouldn't affect the PACTS process because the projects have PINs. Instead of a project being done in 2010, it could be done in 2007. Mike L. said it shouldn't affect other projects at all. Some projects might be done sooner rather than later if the projects are paid for by the community upfront and reimbursed later. Bill disagreed with Mike because we aren't going to be getting additional money. **Ron Owens moved to table this item, seconded by Ed Reidman. There were 7 in favor and 4 opposed; motion passed.** Rick noted that if the item is not brought forward at the next meeting, it is a dead item.

4C. Legislative updates. John provided an update. LD 1790 – An Act to Secure Maine's Transportation Future -- excise is off the table, according to Greg Nadeau. Tony added that LD 1790 would need municipal support and municipal understanding. We need to take the time to learn about the bill. LD 1720 – western connector roads – this bill is in workshop this afternoon. David Willauer mentioned that LD 1719 is also in a work session this afternoon. It is to expand the Gorham USM bus system to include the public.

4D. Report on Monday's meeting of MPOs and Commissioner Cole. Rick reported that they were briefed about LD 1790. Dale talked about the long range program. The "Connecting Maine

Booklet” was also distributed. FHWA reauthorization doesn’t look good. They spent some time discussing locally administered projects (LAPs). Rick said that he was encouraged by the meeting. Mike B. was also encouraged by the conversation regarding LAPs. MaineDOT said they didn’t want to be LAP police -- they want to be providing LAP assistance. Rick added that LAPs are getting centralized – one division will deal with them for the whole state.

5. **Two-Year Unified Planning Work Program.** John reviewed Table 1 which shows the budget for staff, 14 local studies, 15 regional studies, and a reserve account. The Planning Committee suggested turning the latter into capital money but it did not work out. Table 2 shows a breakdown of the budget for PACTS staff and COG support. Table 3 is the transit planning budget showing work planned for GPCOG and SMRPC. Table 4 deals with municipal dues.

Ron asked about the Regional Signal Coordination Study. John responded that it will build on the work that Julia has done to date. **Ron Owens moved approval of the UPWP. The motion was seconded.** Nat asked about the passenger train issue and which track it will be on. This plays into what should be planned in Yarmouth should the train come through there. He asked how he could address this issue. John responded that studies such as that could be done with money from the reserve account. David mentioned a study that is being started at MaineDOT to study both rail lines. AVCOG and GPCOG have been invited to participate on this study. David will keep the committee apprised of those meetings. **All were in favor of approving the UPWP.**

6. **Consent Agenda.** The consent agenda was accepted.
7. **Executive Director Evaluation** – Executive Session.
8. **Adjourn.** The meeting adjourned at 3:30.

Agenda Item 3 – Capital Funding Topics

- A. Act on Transit Committee recommendations regarding STP and FTA funds

Staff Resource: David Willauer

Member Resource: Connie Garber and Tom Meyers of the Transit Committee

Recommendation 1: To finish our programming of the PACTS 2008/2009 MPO Allocation funds as follows, as recommended by the Transit Committee.

PACTS Transit Committee 08-09 STP Allocation Summary
13-Jul-07

Provider	Project	Total	Federal	Local
METRO	Downtown Transportation Center	\$ 90,283	72,226	18,057
GPCOG	TIDS, Monitors, CPUs, Installation	\$ 36,000	28,800	7,200
RTP	Two Paratransit Vehicles	\$ 140,000	112,000	28,000
METRO	Regional Communication System w/ AVL	\$ 333,717	266,974	66,743
CBITD	Passenger Ferry	\$ 200,000	160,000	40,000
	Total Transit STP Allocation	\$ 800,000	640,000	160,000

Background 1

Two months ago the Policy Committee revised our \$14,084,246 list of MPO Allocation projects for the 2008/2009 biennium down to \$10,210,500 based on a reduction in available federal funds. This reduction included a \$204,436 reduction under our Transit Set Aside. However, in May the Transit Committee needed more time to recommend which projects to fund under this new scenario. Earlier this month the Transit Committee was able to make the recommendation above at the \$600,000 level. (Note that the Policy Committee's October 2006 action still stands to use 2008/2009 funds to program a \$200,000 contribution toward the future purchase of a replacement vessel for the CBITD, as shown in the table above.)

Recommendation 2: To amend the PACTS TIP for Fiscal Years 2006 to 2008 as shown in the table below, as recommended by the Transit Committee.

Background 2

In August 2005 when we adopted the TIP for FY 2006 to FY 2008, the MaineDOT provided estimates for several FY 2007 FTA programs. This TIP amendment acknowledges the actual figures as provided through the Federal Register.

**Maine Department of Transportation 2006 - 2008 STIP
Adjustment/Amendment #1 FFY 2007
7/5/2007 draft**

PIN	Program	Recipient (Op/Cap/Admin)	Previous Amount	Change +/-	Revised Amount	Description Budget increase/decrease
13291.00	JARC	GPCOG (Operating FY 06)	\$0	\$25,000	\$25,000	Budget Increase
13291.00	JARC	GPTD (Operating FY 06)	\$0	\$30,000	\$30,000	Budget Increase
13291.00	JARC	YCCAC (Operating - Portland FY 06)	\$0	\$36,446	\$36,446	Budget Increase
13291.00	JARC	YCCAC (Capital - Portland FY 06)	\$0	\$152,000	\$152,000	Budget Increase
13260.00	5307	BSOOB (Operating)	\$136,945	\$31,426	\$168,371	Budget Increase
13260.00	5307	BSOOB (Planning)	\$0	\$10,000	\$10,000	Budget Increase
13265.00	5307	CBITD (Capital)	\$340,816	\$123,592	\$464,408	Budget Increase
13269.00	5307	GPTD (Operating)	\$1,401,356	\$168,363	\$1,569,719	Budget Increase
13274.00	5307	RTP (Operating)	\$151,186	\$45,667	\$196,853	Budget Increase
13289.00	5307	SPBS (Operating)	\$109,419	\$48,058	\$157,477	Budget Increase
13288.00	5307	SPBS (Capital)	\$34,650	(\$4,006)	\$30,644	Budget Decrease
13281.00	5307	YCCAC (Operating - Portland)	\$0	\$81,419	\$81,419	Budget Increase
13283.00	5307	YCCAC - Portsmouth	\$0	\$84,090	\$84,090	Budget Increase
13283.00	5307	YCCAC - Dover/Rochester	\$76,971	(\$31,608)	\$45,363	Budget Decrease
		TOTAL	\$2,251,343	\$ 800,447	\$3,051,790	

B. Adopt for public comment a draft PACTS TIP for Fiscal Years 2008 to 2011

Staff Resource: John Duncan

Member Resource: Dale Doughty and Mike Laberge

Recommendations: To adopt for public comment the attached draft PACTS Transportation Improvement Program (TIP) for Years 2008 to 2011. This action is taken with the following understanding.

- Staff will hold a public hearing on the draft TIP, and share the public's comments with the Policy Committee.
- Staff will continue to work with MaineDOT to finalize the list of projects, and to write the TIP document narrative.
- Staff will distribute a draft final document to the Policy Committee a week before the August 16th meeting.
- The Policy Committee intends to endorse a final document at the August 16th meeting.

Background

It is time for the biennial submission by MaineDOT and the four MPO's to submit the Statewide Transportation Improvement Program (STIP) and the four MPO Transportation Improvement Programs (TIP's) to the Federal Highway and Transit Administrations. The Dale Doughty July 6th letter on the next page provides additional background.

The 27-page draft list of projects is a separate attachment with this meeting packet. It is the FHWA-funded list of projects. Note that MaineDOT and PACTS staff are aware of some errors in it and are working to fix them.

When this meeting packet was sent (Friday, July 13th) the list of FTA-funded projects was not available. That list will be sent on Monday.

As Dale's letter states, the amounts listed in the federal fiscal year columns are the amounts that MaineDOT estimates they will "obligate" in those years for each project. It is important to remember that MaineDOT finances practically all projects with State monies – the "advance construction process – prior to seeking federal reimbursement. For instance, this means that a project might get built in FY 2008 with State monies and then the federal funds might get obligated in FY 2009. Consequently the federal fiscal year amounts in the document are not the project "advertise years".

PACTS staff, Kevin Hooper (the PACTS Model consultant), and MaineDOT did the required air quality conformity analysis during May and June.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACC
GOVERNOR

July 6, 2007

DAVID A. COLE
COMMISSIONER

John Duncan
PACTS
68 Marginal Way, 4th Floor
Portland, ME 04101

Dear Mr. Duncan:

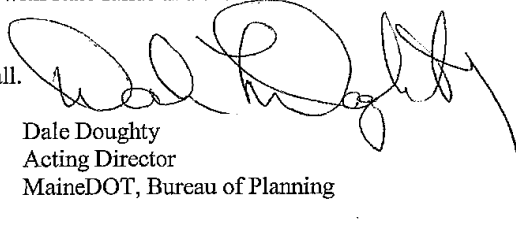
Enclosed is a draft of the Transportation Improvement Program (TIP) for PACTs for federal fiscal years 2008-2011. As you know, the development, public review, and adoption of a TIP in each MPO is a federal requirement to secure Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding. The TIP's for each MPO must include all FHWA and FTA projects within the MPO area that will have federal obligations during the STIP period. The MPO TIP's must be approved and incorporated into the Statewide Transportation Improvement Program (STIP) before the projects may advance. Maine must have an FTA and FHWA approved STIP no later than October 1, 2007 in order for all existing projects to continue in a seamless manner and for new projects to begin as early as possible. The draft TIP's are broken into the following sections FHWA MPO sponsored, FHWA MaineDOT sponsored, and FTA projects.

To meet these requirements without delaying the availability of funding for those projects we request you take the following steps:

- Over the next two weeks, please review the following lists for funding levels, ensure all projects that must be in your TIPs are included, and ensure that the funded stages in each project in your TIP are correct.
- By the end of July, approve TIP and send out for 30 day public comment.
- By September 3rd conclude public comment period, review and respond to public comment, and formally adopt your TIP.

When reviewing your draft TIP please note that the timing of the obligation of funds is indirectly related to the project schedule. Most projects are built with state funds and the federal funds are recovered later as federal cash becomes available.

If you have any questions, do not hesitate to call.



Dale Doughty
Acting Director
MaineDOT, Bureau of Planning

Enclosure

Cc: John Perry, FHWA
Mike Laberge
Marty Rooney
David Oakes
Bill Croce



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C. Report on costs of collector paving projects

Staff Resource: Paul Niehoff

Member Resource: Not applicable

Recommendations: To accept the report

Background

During the past several months we have taken action, per direction from the Policy Committee, to cover cost increases in our 2006/2007 collector paving projects. We will send you a status report on how this is going.

We will also report on the recent “44% high” low bid (and the only bid) on two paving projects in Old Orchard Beach and Saco.

D. Report from 2009 High Priority Projects Committee

Staff Resource: John Duncan

Member Resource: Rick Michaud, Chair of the Committee

Recommendations: To accept the Committee’s report

Background

Eleven people attended a May 30th meeting. Gary Williams, of MaineDOT, reported on two national commissions at work regarding the 2009 federal transportation reauthorization. Dale Doughty gave an update on MaineDOT’s long range plan and its connection to the development of 2009 High Priority Projects. The attendees agreed on the importance of collaboration between PACTS and MaineDOT on this work. The members elected Rick Michaud to serve as the Chair of the Committee. The Committee will meet again next week.

On a related note, the Legislature has asked the MaineDOT to report in January 2008 with recommendations pertaining to a list of numerous extraordinary transportation investment projects each exceeding \$10 million.

A second note on earmarks: The three PACTS earmark proposals for FY 2008 Congressional appropriations are in the bills recently supported by the House (and Senate?) subcommittees. Congressional leaders hope to pass the bills this month.

E. Report on the results of the Legislative session

Staff and Member Resources: Dale Doughty, Conrad Welzel, David Willauer and John Duncan

Recommendations: To accept a report

Background

LD 1790: An act to secure Maine's transportation future – This was the last bill passed by the Legislature in June. (The Governor has not signed the bill due to a last minute staff \$10 million error in the bill.) In addition to setting goals for the state's transportation system, the bill directs excise tax revenues to a new Trans Cap Trust Fund to be administered by the MMBB. Follow-up activities include:

- an assessment by MaineDOT by January 2008 of what it will cost to achieve the goals set out in the bill,
- further action by the Legislature on General Fund funding the operations of the Downeaster after CMAQ funds become no longer available for operations,
- further action on how much Highway Fund to allocate to the State Police, and
- a Transportation Committee study of the jurisdiction and funding of the state's collector and state aid road network.

LD 1720: An act to direct MaineDOT and the Turnpike Authority to study possible western connector roads in Cumberland and York Counties – The MaineDOT and the Turnpike Authority have completed a draft scope of services for the York County study only.

Conrad, Dale and David may wish to brief the members on other actions of the Legislature.

Agenda Item 4 – Unified Planning Work Program

A. Act on a recommendation to reduce by \$1 million our two-year work program

Staff Resource: John Duncan

Member Resource: Dale Doughty

Recommendations: To direct staff to develop a reduced budget for adoption at the August 16th meeting.

Background

On May 17th the Policy Committee adopted a two-year \$3,038,150 planning and administration budget. It was composed of FHWA-funded tasks (\$2,569,150) and FTA-funded tasks (\$469,000). Shortly thereafter, the MaineDOT advised that they had chosen to use their statewide federal funding obligation authority in a way that cut our \$2,569,150 FHWA-funded budget to \$1,570,459. MaineDOT's action applied to all of Maine's MPO's.

The following two pages provide further background on the PACTS/MaineDOT budgeting process.

A third page is the budget adopted on May 17th.

Federal Funding for PACTS Planning/Administration Before and After May 2007

In the context of the upcoming reduction in the PACTS two-year planning and administration budget, here is an overview of how MaineDOT and Maine's MPO's have worked since 1975 to access and use the federal MPO planning funds.

1. Congress authorizes funding for MPO planning in Maine on an annual basis. These "PL" funds can be used only by MPO's.
2. MaineDOT generously tells the four MPO's that 100% of the PL funds authorized* by Congress are available to them. (The amounts are always estimates because Congress acts on an unpredictable schedule.) See lines 1 and 7 on next page.

* Congress sets an obligation limitation on the entirety of the FHWA funds authorized for Maine each year. While MaineDOT must work within that overall limit, MaineDOT has the authority to differentially apply percentages to the expenditures of the several FHWA programs. For instance, as MaineDOT has allowed the MPO's to get 100% of the authorized amounts of PL funds MaineDOT has had to spend less in another FHWA program than they could otherwise.

3. MaineDOT applies a formula to allocate Maine's PL funds to the four MPO's.
4. MaineDOT and PACTS confer on how many PACTS PL dollars from prior years are still unspent.
5. PACTS develops a biennial budget using PL funds from prior years and new funds. MaineDOT, FHWA and FTA approve the budget. See lines 15 and 26 on next page.
6. MaineDOT distributes the PL funds to PACTS based upon monthly invoices submitted for costs incurred.

In January of this year MaineDOT advised the MPO Directors that MaineDOT would start to apply the overall obligation limitation percentage (described above) to new PL funds starting in FY 2008. See lines 8 and 9 on next page.

In mid-May, the Policy Committees of the four MPO's adopted their two-year planning and administration budgets based on:

- Estimates of PL funds for FY 2008 and FY 2009 which were only 86% of the amounts authorized by Congress, and
- Some or all of the PL dollars still unspent from prior years.

In late May, MaineDOT advised that the PL dollars still unspent from prior years are no longer accessible to the MPO's – at least in the short term – due to the very tight need for FHWA funds from other FHWA programs for capital purposes. A result is that all the MPO's have to reduce their planning/administration budgets. See line 17 on next page.

PACTS Planning (PL) Funds -- Carryover, Authorized and Obligated Amounts

	<u>Congressional Authorizations</u>	<u>Notes</u>	
1	Unobligated balance*	\$836,036	Estimate for end of FY 2007
2			* Called "carryover" for years
3	FY 2008	\$723,905	Latest estimate
4	FY 2009	\$736,987	Latest estimate
5		\$2,296,928	
6	<u>Original amounts available to PACTS</u>		
7	Unobligated balance	\$836,036	Based on 100% obligation
8	FY 2008	\$622,558	Latest estimate based on 86% obligation
9	FY 2009	\$633,809	Latest estimate based on 86% obligation
10		\$2,092,403	
11	<u>Amounts in PACTS Budget</u>		
12	Unobligated balance	\$805,320	John Duncan estimate
13	FY 2008	\$625,000	John Duncan estimate
14	FY 2009	\$625,000	John Duncan estimate
15		\$2,055,320	
16	<u>Revised amounts available to PACTS</u>		
17	Unobligated balance	\$0	A MaineDOT decision
18	FY 2008	\$622,558	
19	FY 2009	\$633,809	
20		\$1,256,367	
21			
22			
23		Adopted	Revise
24	<u>PACTS Budget</u>	<u>on May 17th</u>	<u>in August</u>
25			
26	PL funds	\$2,055,320	\$1,256,367
27	MaineDOT Match for PL funds	\$110,000	\$110,000
28	Local Match for PL funds	\$403,830	\$204,092
29	Subtotal	\$2,569,150	\$1,570,459
30			
31	FTA 5303 funds	\$339,200	\$339,200
32	Match for 5303 funds	\$84,800	\$84,800
33	FTA 5307 funds	\$36,000	\$36,000
34	Match for 5307 funds	\$9,000	\$9,000
35			
36	Total	\$3,038,150	\$2,039,459

Adopted on May 17, 2007
PACTS 2-Year Planning Budget for July 2007 to June 2009

<u>Line Items</u>	<u>08+09 Budget</u>	<u>Fed.</u>	<u>Match</u>	<u>Sources of Match</u>
PACTS Staff and GPCOG Support	\$950,000	\$760,000	\$190,000	Dues + MDOT
PACTS Model Consultant	\$100,000	\$80,000	\$20,000	Dues/Municipals
Maine Clean Communities	\$25,000	\$20,000	\$5,000	GPCOG
SMRPC Planning Services	\$30,000	\$24,000	\$6,000	SMRPC
GPCOG Planning Services	\$50,000	\$40,000	\$10,000	GPCOG
Reserve Account	<u>\$295,000</u>	<u>\$236,000</u>	<u>\$59,000</u>	Municipalities
Subtotal 1	\$1,450,000	\$1,160,000	\$290,000	
<i>New consultant studies</i>				
Cape E. Sidewalk/Bikeway Plan	\$35,000	\$28,000	\$7,000	Cape Elizabeth
Falmouth Town Transpo. Plan	\$70,000	\$56,000	\$14,000	Falmouth
Freeport School St Extension	\$25,000	\$20,000	\$5,000	Freeport
PACTS Regional Bike/Ped Plan	\$50,000	\$40,000	\$10,000	GPCOG
GPCOG Freight Planning	\$30,000	\$24,000	\$6,000	GPCOG
GPCOG Transit Oriented Zoning	\$5,000	\$4,000	\$1,000	GPCOG
GPCOG Electronic Fare Collection	\$20,000	\$16,000	\$4,000	GPCOG
GPCOG Regional Ride Guide	\$25,000	\$20,000	\$5,000	GPCOG
GPCOG Regional Bus Route Study	\$60,000	\$48,000	\$12,000	GPCOG
GPCOG Bus On/Off Survey	\$30,000	\$24,000	\$6,000	Transit Providers
Impact Fees	\$25,000	\$20,000	\$5,000	Dues
Old Orchard Beach Downtown	\$60,000	\$48,000	\$12,000	Old Orchard Beach
Portland Transpo Center Expansion	\$10,000	\$8,000	\$2,000	Portland
Regional Education and Training	\$20,000	\$16,000	\$4,000	Dues
Regional Enhanced Project Scoping	\$40,000	\$32,000	\$8,000	Municipalities
Regional High Priority Projects	\$50,000	\$40,000	\$10,000	Dues
Regional (subregion) Land Use Plan	\$100,000	\$80,000	\$20,000	Municipalities
Regional PACTS Process Review	\$10,000	\$8,000	\$2,000	Dues
Regional Signal Coordination	\$100,000	\$80,000	\$20,000	Municipalities
Saco Area Regional Transpo Study	\$80,000	\$64,000	\$16,000	Municipalities
Scarborough Running Hill Road	\$40,000	\$32,000	\$8,000	Scarborough
Westbrook Downtown Streetscape	\$30,000	\$24,000	\$6,000	Westbrook
Yarmouth Route 1 Phase II	<u>\$35,000</u>	<u>\$28,000</u>	<u>\$7,000</u>	Yarmouth
Subtotal 2	\$950,000	\$760,000	\$190,000	
Subtotals 1 plus 2	\$2,400,000	\$1,920,000	\$480,000	
<i>Carryover from 2006/2007 biennium</i>				
Portland Peninsula Alt. Modes	\$75,000	\$60,000	\$15,000	Portland
Portland Eastern Waterfront	\$5,000	\$4,000	\$1,000	Portland
Portland Libbytown Trail	\$10,000	\$8,000	\$2,000	Portland
Portland Wayfinding Plan	\$25,000	\$20,000	\$5,000	Portland
Portland Woodford's Corner	\$40,000	\$32,000	\$8,000	Portland
Stormwater User Fee Structure	<u>\$14,150</u>	<u>\$11,320</u>	<u>\$2,830</u>	Municipalities
Subtotal 3	\$169,150	\$135,320	\$33,830	
<i>FHWA-Based Total</i>	\$2,569,150	\$2,055,320	\$513,830	
<i>FTA-Based Total</i>	<u>\$469,000</u>	<u>\$375,200</u>	<u>\$93,800</u>	
<i>May 17th PACTS Grand Total</i>	\$3,038,150	\$2,430,520	\$607,630	

B. Add FTA 5307 funding for the Shuttlebus and South Portland Bus Service route studies

Staff Resource: David Willauer

Member Resource: Connie Garber and Tom Meyers of the Transit Committee

Recommendation: To amend the 2006-2007 and 2008-2009 UPWPs to include the ShuttleBus/SPBS Route Study using 5307 funds for planning purposes and amend the 2008-2009 UPWP to describe transportation and human services planning, as recommended by the Transit Committee. There is \$19,360 in FTA Section 5307 funds involved in these two studies.

Background

At the May 10, 2007 Transit Committee Meeting, committee members approved the draft 2008-2009 Unified Planning Work Program (UPWP). The ShuttleBus/SPBS Route Study was not listed in either the 2006-2007 or 2008-2009 UPWP. Staff has produced revised pages for the 2008-2009 UPWP to include the study identifying the use of 5307 funds for part of this study.

In the 2008-2009 UPWP, staff identified “Welfare to Work Planning” as a task under Long Range Planning. This is more accurately described as “Coordinated human service and transportation planning.”

Agenda Item 5 – Consent Agenda

Action Items

1. To confirm the late May email vote in support of MaineDOT’s plan to seek FTA earmark funds for replacement buses for the METRO.
2. To withdraw funding from PIN 13105, highway resurfacing of a section of Bates Street in Portland, and put the funds in the PACTS Contingency PIN for programming in the future. The balance in the PIN is \$24,626. (PACTS programmed \$25,781.) Portland is going to fund the paving with local funds.

Information Items

Leadership and staff have begun organizing the **PACTS Process Review**.

Staff has begun organizing for the development of the 2010/2011 TIP priority setting process. A first step will likely be a **TIP Process Review**.

MaineDOT and GPCOG have signed a contract to collaborate on the next FTA-funded study for **passenger rail service north of Portland.**

The City of Portland recently **tabled adoption of the Portland Peninsula Traffic Study** until after completion of the Portland Peninsula Transit Study. The Traffic Study, a \$250,000 study funded through PACTS, began in 2001.

Shaw Brothers got the major contract for the **construction of the Gorham Bypass.**

MaineDOT is doing an internal review of a draft final report for their 2006 **I-295 Corridor Study.**

People News

1. MaineDOT has hired a new Region One Manager.
2. Norm Baker is the new manager of MaineDOT's Local Project Administration.
3. Tony Hayes has retired from Falmouth.
4. Joe Ziepniewski has retired from Scarborough.
5. David Pineo is the new Portland Deputy City Engineer (was in South Portland)
6. Brooks More is the new Windham Town Planner (was in Westbrook).
7. Molly Just is the new Westbrook City Planner (was in Virginia).
8. Sandra Mowery is the new Kittery Town Planner (was in OOB).

Recent Committee Meetings

The Locally Administered Projects Subcommittee of the Technical Committee recently met for the second time. Paul Niehoff is the staff contact.

Technical Committee's July meeting topics: **discussed MaineDOT's request for input on the scheduling of PACTS projects.**

Transit Committee July meeting topics: developed TIP and UPWP recommendations for today's Policy Committee meeting, and discussed implementation of the Transit Coordination Study.

The Planning Committee took June and July off.