

PACTS

Portland Area Comprehensive Transportation Committee

Policy Committee Meeting Notice

May 15, 2008

1:30 p.m.

GPCOG, 68 Marginal Way, Portland

- 1. Call to order**
- 2. Public Comment**
- 3. Minutes of the April 17th Meeting**
- 4. Transportation Capital Funding Topics**
 - A. Existing projects
 1. Report on funding of several Cape Elizabeth, Freeport and Portland projects, and status of 2008/2009 collector projects
 2. Action on a Portland request to supplement funding for four projects with funds from a Congress Street paving project
 3. Action on a Yarmouth request for an advance of \$412,000 in 2010/2011 State funds
 - B. Adopt a list of intersection proposals which will undergo further scoping
 - C. Overview of Legislature's transportation actions this past session:
 1. \$31 million to refurbish the rail line from Portland to Brunswick
 2. Governor Baldacci's intent to include State operating assistance funds for the Downeaster in his next annual budget proposal
 3. \$160 million for bridges and \$50 million for highway reconstruction
 4. New policy on condition of highways turned over to municipalities
- 5. Elect Policy Committee officers for the next fiscal year**
- 6. Consent Agenda**
- 7. Executive Session to complete the PACTS Director performance evaluation**
- 8. Adjourn**

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

Minutes of the April 17th Meeting

Members Present: Mike Bobinsky, Chair, Portland; David Cole, Gorham; Kevin Donoghue, Portland; Judy Harris (for Joe Gray), Portland; Jim Gailey, South Portland; Steve Gunty, Old Orchard Beach; Tex Haeuser, South Portland; 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; Nat Tupper, Yarmouth; Conrad Welzel, MTA; David Willauer (for Neal Allen), GPCOG

Members Absent: Kathi Earley, Portland; Kat Fuller, MaineDOT; Anthony Plante, Windham; Paul Schumacher, SMRPC; Scott Tilton, North Yarmouth

Staff and Guests: Maddy Adams, GPCOG; Bill Bent, HNTB; John Duncan, PACTS; Carl Eppich, PACTS; Steve Linnell, GPCOG; Paul Niehoff, PACTS

(1) **Call to Order.** Mike Bobinsky called the meeting to order at 1:32 p.m.

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

(3) **Minutes of the March 20th meeting.** *David Cole moved approval of the March 20th minutes. The motion was seconded and all were in favor.*

(4) **PACTS Process Review.** Mike Bobinsky provided background on this item. The Executive Committee's role would be to coordinate the work of the four committees; it would have relatively little authority. The specific recommendations are as follows:

- Create a six-member Executive Committee
- Require a four-person quorum.
- The Policy Committee's officers will serve as the Executive Committee's officers.
- The Chairpersons, or designated members, of the Transit, Technical and Planning Committees, will serve on the Executive Committee.
- The Executive Committee members from the Transit, Technical and Planning Committees ***will not be required*** to serve on the Policy Committee.
- Effort shall be made, ***but it is not required***, that the Chairpersons of each committee represent different organizations.
- Change the Policy Committee's regular meeting schedule to bi-monthly.
- Add voting seats on the Policy Committee for the Planning and Technical Committees.
- Amend the PACTS mission statement.

Mike B. explained that the benefits of establishing this Executive Committee are that it will provide an opportunity to both assist staff and assist in the formation of the agenda and direction of items that need to appear on Policy Committee meeting agendas. It is not intended to take authority away from the Policy Committee. It is hoped that the Executive Committee will ease up the administrative tasks. ***Mike McGovern moved adoption of the changes to the Bylaws, with Bill Shane seconding the motion.*** David C. stated that if we need to go through with an Executive Committee format, then this is a good effort in that direction, but he wasn't convinced that we really need to go in that direction. A lot of cooperation is gained by attending these Policy Committee meetings. The only benefit he sees is that he will be attending six meetings a year rather than twelve. He asked what the Executive Committee will be able to do that the staff can't already do. He was concerned that it will lead to municipalities moving away from the Greater Portland regional view. When PACTS expanded to 15 communities, he was concerned that the size of the committee might be too large but that hasn't been the case. He feels nothing will be gained from this new structure. However, the efforts that were put into this effort are commendable.

Conrad said that he doesn't have a problem with the Executive Committee format, but he is not necessarily sure that it is needed. One of the greatest benefits that the Policy Committee has is that we do meet once a month and we have the benefit of all of us getting together. He fears that this process will be lost. He suggested that the Executive Committee process be transitioned in and that the Policy Committee meet more frequently than six times a year, perhaps ten times a year. Judy pointed out that we are going through some extremely difficult times and it is very important that we share our ideas during this time. We have managers and public works directors working together on this committee and this has worked well. It gives us a chance to know who to contact in other communities when there are concerns. She also recommended that the Policy Committee continue to meet approximately 10 times a year rather than six.

Nat explained that the work of the Executive Committee will be ministerial. The Executive Committee will not be taking substantive work away from the Policy Committee so the Policy Committee probably will still need to meet regularly. Mike B. further explained that because the administrative elements will be addressed by the Executive Committee, the Policy Committee meetings will be more productive.

Many committee members expressed their concern about the Policy Committee not meeting on a monthly basis and felt that it is important to get together on a regular basis (10 times/year). Several committee members also were of the opinion that the functions of the Executive Committee could just as easily be done with John Duncan and the Policy Committee Chair through the consent agenda. Mike McGovern pointed out that the Executive Committee format may not be perfect but it is the result of much dialogue and cooperation and recommended that we give the process deference. Mike M. recommended that at the first PACTS Policy Committee meeting after March 2009, the Executive Committee format be revisited to see how it is working. Bill S. stated that we have been talking about this particular topic for several months. This format will be more productive than the meetings we currently have with the Chair, Vice Chair and John D. Having all the committees tied in together is going to help with the communication. This is a step in the right direction and he agrees with Mike's recommendation to evaluate the Executive Committee format after a year. Dale said that it sounds like what is being proposed for the Executive Committee is already being done through the staff and chairs of the committees. Internal streamlining is what we need to focus on. He would like to see a provision to revisit and renew. Jim G. said that it sounds like the Executive Committee will be dealing with the minutiae and housekeeping items. His fear is that the Executive Committee would be micromanaging staff. *Mike McGovern made a motion requesting John Duncan and the PACTS Policy Committee Chair to schedule a review of the effect of the Bylaws adopted today (regarding the formation of the Executive Committee) at the first Policy Committee meeting after March 1, 2009. Bill Shane seconded the motion and all were in favor.*

Regarding the motion to adopt the changes to the Bylaws, three members were opposed and all others were in favor, so the motion to approve the Bylaw amendments passed. Mike B. thanked everyone for their participation and input.

(5) Consent Agenda. Nat *moved approval of the consent agenda, and the motion was seconded. All were in favor.*

- John has recommended that the HPP survey not be done but Rick Michaud is recommending that it be done. (An HPP meeting was held right after this meeting.)
- Please return Executive Director evaluation forms to Bill Shane. An Executive Session will be held at the next Policy Committee meeting.

(6) Adjourn. The meeting adjourned at 2:25 p.m.

Agenda Item 4 – Transportation Capital Funding Topics

A. Existing projects

1. Report on funding of several Cape Elizabeth, Freeport and Portland projects, and status of 2008/2009 collector projects

Staff Resource: Paul Niehoff

Recommendation: Accept the report.

Background

Fourteen people from Cape Elizabeth, Freeport, Portland, Yarmouth, MaineDOT and PACTS staff met here last week to review the reasons for significant cost estimate increases in ten PACTS projects. In all cases, MaineDOT and town officials have been working together to develop these projects for quite a while.

Freeport and Cape Elizabeth continue to commit to cover the cost increases for their two projects, and will meet again soon with MaineDOT to finalize them. Likewise, Portland will provide a significant infusion of additional local funds for a Warren Avenue project. Portland tabled discussion on one project.

See Items 2 and 3 below for more on the remaining projects.

Paul Niehoff reports that we have used up the \$1,500,000 in 2008/2009 funding set aside last May by the Policy Committee to cover the cost increases in our collector paving projects funded with 2006/2007 money. In fact, we need more money to cover these 2006/2007 collector paving projects so we have just begun to cut 2008/2009 collector paving projects for that purpose (per the Policy Committee's decision last May).

2. Action on a Portland request to supplement funding for four PACTS projects with funds from a PACTS Congress Street paving project

Member Resource: Mike Bobinsky

Staff Resource: Paul Niehoff

Recommendation: To endorse Portland's request to amend the PACTS TIP in order to supplement funding for four projects with funds from a PACTS Congress Street paving project in accordance with our Substitution Policy

Background

Portland requests Policy Committee action to transfer all the funds (\$339,200) from a Congress Street paving project (PIN 14805) to four other Portland projects that need more money: two Stevens Avenue paving projects, an Ocean Avenue paving project, and a Warren Avenue reconstruction project

This proposal constitutes a request under our Substitution Policy which states that: “If the substitution is approved, new funding for the withdrawn project may not be requested from PACTS during the next biennial funding cycle. There is also no future-funding guarantee ascribed to the withdrawn project.”

The Policy Committee has endorsed several substitution proposals during the last several years, and has endorsed all substitution proposals during the fifteen-plus years that the policy has existed.

3. Action on a Yarmouth request for an advance of 2010/2011 State funds

Member Resource: Nat Tupper

Staff Resource: Paul Niehoff and John Duncan

Recommendation: To advance \$412,000 against the 2010/2011 PACTS allocation of State funds in order to supplement funding for a 2006/2007 collector paving project (PIN 13124.00).

Background

See Nat Tupper’s letter (below) regarding the **complex** two-year financial and scope development history of this project.

Nat is proposing that the Policy Committee advance one-third of the \$1,125,000 in State funds that MaineDOT will provide to PACTS as match for the federal funds estimated to be available to us. The actual amount of State match provided will be a function of the actual federal funding provided.

As reported to you last fall, MaineDOT is going to provide these State funds to the PACTS Policy Committee as a lump sum (a new policy). Consequently, the Policy Committee could grant Yarmouth’s request. The implication would be that there would be less State match available to match the other projects that we intend to program.

This fall (based on an MaineDOT update) we may choose to increase the following conservative “budget” for the 2010/2011 biennium which the Policy Committee adopted several months ago:

\$ 9,000,000 in FHWA funds
\$ 1,125,000 in state funds
\$ 2,660,000 in local funds
\$12,785,000 total

TOWN OF YARMOUTH

200 Main Street
Yarmouth, Maine

Phone: (207) 846-9036

Fax: (207)846-2403

Nathaniel J. Tupper
Town Manager
Email: ntupper@yarmouth.me.us

May 8, 2008

Mr. Michael Bobinsky
Chair, PACTS Policy Committee
68 Marginal Way
Portland, Maine 04101

Dear Michael:

This is a follow-up to yesterday's meeting with Mike Laberge, Shawn Smith and others from MDOT regarding the various PACTS projects that are facing serious budget gaps. Those projects are in Portland, Cape Elizabeth, Freeport and Yarmouth. I do appreciate the time and consideration given to help with all these project challenges and especially for the Route 88 overlay. It is evident to me that all parties present, including the MDOT and PACTS staff, recognize that Yarmouth has really come out on the short end of the stick and I'm writing to the PACTS Policy committee for relief.

At the meeting it was suggested that perhaps PACTS and MDOT could approve an advance against the 2010/2011 Biennial MPO allocation of State funds or such other sources as PACTS would deem appropriate. I respectfully request the PACTS Policy Committee approve an allocation of \$412,000 to supplement the Route 88 project for PIN 13124.00 which was a 2006/2007 overlay project allocation.

For a very quick history, Yarmouth volunteered to move the Route 88 project from the normal collector paving program with a 15% local match to a 20% local match with the remaining 80% estimated project cost balance to come from State funds. There would be no federal funds committed. This was an option developed by PACTS and MDOT to help PACTS deal with one of the many MPO allocation changes facing us at that time. Yarmouth agreed to this change and increase in local share in belief and representation by MDOT officials that it would expedite the process and help control costs as federal design standards could be avoided and, it would free up federal funds for other project overruns in the PACTS area. As it has turned out, MDOT could not avoid the design standards and the project cost estimates have skyrocketed from \$818,000 to \$1.2 million. We did benefit from some procedural relief by omitting the federal funds (certain historic preservation review standards), but the hoped for construction standard flexibility, timeline expediting and cost savings were otherwise not available after all. MDOT has been most cooperative and has approved some design waivers that are

helpful and they have done a terrific job in coordinating this project with PIN 13125.00 (a companion sidewalk project that is not significantly over budget).

Because Yarmouth's project is atypical of other 06/07 collector paving projects, it is not presumed to benefit from PACTS normal policy whereby overages on other 2006/07 collector paving programs are covered by PACTS. That is because PACTS has no way to move future federal funds into this state/local only project. Moreover, since the project does not include federal funds, the Town does not have the option of covering the gap through the "substitution policy" that is normally available. We couldn't substitute another project (North Road or Cousins Street) if they were available as those federal funding shares could not be used on Route 88.

We are in a bad squeeze and we desperately need some help. The project is currently scheduled for a June 28, 2008 bid invitation but MDOT will not and cannot proceed without the funding commitment from Yarmouth and/or PACTS. I'm now faced with trying to fund \$576,000 as the local share of a project that started at \$818,000 total cost and has grown to \$1,231,000. Yet, this is an extremely high priority for Yarmouth and a project delay would be very difficult to accept.

So in essence, I'm asking PACTS to help me fund the gap. We had originally planned a local share of \$164,000 (20% of \$818,000) but need help funding the \$412,000 additional funds needed to reach the updated local share of \$576,000. We have also asked MDOT to consider any other funding assistance or sources they may be able to uncover to help close the gap but frankly it is quite unlikely that they can help.

I apologize for the late request but as you know we've all been waiting for MDOT to provide information and cost updates until yesterday. PACTS does have the ability to approve funding of the gap (or any portion of it) from the 2010/2011 next MPO allocation of State funds. Would you please help me present this request to the Policy Committee?

Thank you,

/ Nathaniel J. Tupper /

Nathaniel J. Tupper

B. Adopt a list of intersection proposals which will undergo further scoping

Member Resource: Technical Committee

Staff Resource: Paul Niehoff, Carl Eppich and John Duncan

Recommendation: To endorse the Technical Committee’s proposal to do Enhanced Project Scoping for five intersection improvement proposals

Background

The Technical Committee proposes that we do Enhanced Project Scoping (EPS) for five of the seven intersection proposals for 2010/2011 funding. The other two would be dropped from further consideration. After the completion of EPS this summer, staff would rescore the proposals, the Technical Committee would submit a revised recommendation to the Policy Committee, and then the Policy Committee would make a final list in time for the October submission to MaineDOT.

The scores in the table below are the results of scoring by Paul Niehoff and Carl Eppich using the PACTS Roadway Formula and our Destination Tomorrow Formula. Paul presented the scores to the Technical Committee last week. We were unable to share the Destination Tomorrow Formula scores with the Planning Committee (per our procedure), but we will be able to do so at a future committee meeting.

Last December, the Policy Committee “budgeted” \$500,000 for the Intersection Set Aside as part of the \$12,785,000 budget shown at the bottom of page 5 of this packet – with the understanding that the \$500,000 would be increased if we choose to increase the budget to something closer to the \$14,500,000 budget that we would have if MaineDOT’s current estimate of federal funds remains intact. *Under that scenario, there would be more than \$1,500,000 available for new intersections projects.*

| Five Intersection Proposals To Go On To Enhanced Project Scoping | | | | | |
|--|----------------------|---|--------------------|---------------|----------------------------|
| <u>Town</u> | <u>Location</u> | <u>Project Description</u> | <u>Do EPS (1)?</u> | <u>Scores</u> | <u>Total Cost Est. (2)</u> |
| Scarboro | Dunstan Corner | Major reconfiguration of two intersections. | \$577,800 | 63.7 | \$4,207,000 |
| Portland | Forest at Newton | Install new traffic signal. | \$93,500 | 55.1 | \$93,500 |
| Scarboro | Payne at Mussey | Relocate the intersection | \$337,600 | 50.8 | \$1,688,000 |
| OOB | Saco at Emerson | Replace signal. Install islands. | \$210,000 | 46.0 | \$210,000 |
| Westbrook | Cumb. Mills Triangle | Install new traffic signals. | \$260,000 | 42.0 | \$1,300,000 |
| Westbrook | Spring at Main | Replace signal. Make other geometric chan | NO | 34.9 | \$275,000 |
| Portland | Forest at Kennebec | Reconfigure intersection. Remove RR track | NO | 25.0 | <u>\$40,000</u> |
| | | Total | \$1,478,900 | | \$7,813,500 |
| 1. The smaller cost amounts for the Scarborough and Westbrook proposals are based on 2010/2011 funding of design work only in that biennium. We would fund construction in the 2012/2013 biennium. | | | | | |
| 2. These rough cost estimates omit right-of-way costs. | | | | | |

C. Overview of Legislature's transportation actions this past session

PACTS staff will ask MaineDOT staff to be prepared to assist us on these topics at our meeting.

1. \$31 million to refurbish the rail line from Portland to Brunswick

LD 2019 was adopted by the Legislature. We will give a verbal report on Thursday.

2. Governor Baldacci's intent to include State operating assistance funds for the Downeaster in his next annual budget proposal

The Governor intends to include State operating assistance funds for the Downeaster in his next annual budget proposal. This is a key step toward securing the necessary funds to keep the service running after the end of federal CMAQ funding in 2009.

3. \$160 million for bridges and \$50 million for highway reconstruction

An Act to Keep Bridges Safe provides \$160 million to supplement the \$280 million already budgeted by MaineDOT to make capital improvements to 246 bridges throughout the state (35 in PACTS municipalities) during the next four years.

The Legislature also has provided \$50 million for highway reconstruction. MaineDOT is going to decide any day now how to use that money. MPO staffs around the state have been asking MaineDOT to allocate some of it to MPO's. Kat Fuller will be able to report on this at our meeting.

4. New policy on condition of highways turned over to municipalities

One topic of discussion in last week's Technical Committee meeting related to federal, state and local road classifications, maintenance and capital improvement responsibilities and funding sources. Pete Coughlan, Director of the Community Services Division of MaineDOT, reminded the members of a potential law revision of a few years ago which would have had the potential of existing un-built state road responsibilities' being transferred to town responsibility. After successfully advocating against that change, *the current law prohibits the transfer unless the road in question is in good and acceptable condition.* Please note the opposite transfer (town to state) holds the same caveat. (Please note also that staff was unable to get a full understanding of this topic for this meeting packet, and will get a better understanding before 5/15.)

Agenda Item 5 – Elect Policy Committee Officers for the Next Fiscal Year

The Nominating Committee is composed of the existing Chair and the immediate two past Chairs – Mike Bobinsky, Rick Michaud and Nat Tupper. They will report.

New Hampshire Newspaper Article on Passenger Rail Funding Meeting

.DOVER * Regional planners, municipal and railroad officials kicked around several ideas Wednesday to help the Downeaster train develop new revenue streams to make up for an anticipated \$8 million shortfall in 2009 when it the passenger rail line loses its federal subsidy.

Some of those ideas ranged from requesting money from the New Hampshire Legislature and implementing county transit taxes to changing the state constitution to devote a portion of gas taxes which motorists pay at the pump to all intermodal transportation.

Steve Pesci, project manager for the University of New Hampshire Campus Planning office, suggested the New Hampshire Constitution needs to be amended so that a portion of gas tax revenue could be diverted away from the state's road and bridges to rail and bus transit services.

"What about the counties? The counties have taxing power. Maybe we should be looking at a county intermodal transit tax," Pesci said.

All of the counties in Maine and New Hampshire through which the Downeaster travels from Portland to Plaistow could be asked to implement the proposed tax to help the train erase the projected shortfall.

The Strafford Regional Planning Commission held a three-hour bistate transportation meeting Wednesday at Dover City Hall auditorium. The meeting occurred at a time when the Downeaster is seeing record levels of passengers because of high gasoline prices that are currently around \$3.50 per gallon.

Pesci also suggested that all of the communities that host train stations could collect the same local option fee that Dover, Exeter and Durham charge when people pay for their vehicle registrations. He said the money could be pooled and used to leverage any available federal grants to keep the Downeaster going.

Russ Dean, Exeter's town manager, suggested a 50-cent charge be added to QuikTrac ticket machines at New Hampshire's three stations in Dover, Durham and Exeter. He said the money raised could go to each municipality and be used to make necessary station area improvements and cover maintenance costs.

Dean also suggested that it would be a good idea for the Northern New England Passenger Rail Authority in Portland, which manages the Downeaster, to make lawmakers in New Hampshire and Maine understand that each state may need to come up with at least \$3 million to keep the train running.

Patricia Quinn, the authority's executive director, said the number will actually be closer to \$10 million by 2009. She said more pressure needs to be put on New Hampshire lawmakers to get the state to contribute more money toward the train.

"It would go a long way with those legislators in Augusta to say that there is some support from New Hampshire," Quinn said.

Since the Downeaster began service on December 15, 2001, New Hampshire has funded \$1.6 million to help carry out railway improvements to help the Downeaster field a fifth train, Quinn explained. Maine has provided much more

funding and support and the issue continues to be pretty contentious between the two states.

New Hampshire Department of Transportation planner Kit Morgan said the state recognizes it needs to do more to promote train travel and other forms of intermodal transportation because "the demand is growing with the price of gas."

"Unfortunately, there is no money to cover the operating cost," Morgan said.

Steve Williams, vice chairman of the New Hampshire Rail Transit Authority, a group that was created in June by the state Legislature, said they are very supportive of the Downeaster. He said the authority is also working with the Massachusetts Bay Transportation Authority in Boston to extend the MBTA commuter rail to Nashua and Manchester along what he called the "Capital Corridor."

Quinn explained new funding sources are needed because the Downeaster generates \$6.1 million in revenue toward its annual budget of \$13.6 million. Although total ridership is projected to increase this year to more than 2 million people and revenues are projected to increase another \$5.5 million * which amounts to 21 percent increase in both areas * it will not be enough to make up for \$8 million in federal subsidy money the train now receives.

Meanwhile, the Downeaster is generating some economic development projects. For example, Saco, Maine, officials are in the process of building a \$80 million commercial and residential development near its train station, Quinn said. She added that Old Orchard Beach developers constructed a \$22 million grand Victorian hotel last year.

By the year 2030, Quinn said the Downeaster could generate \$72 million in annual revenue for Maine and save \$152 million in transportation costs in New Hampshire.

Meanwhile, plans are moving forward to expand the Downeaster's passenger service to Brunswick and Rockland, Maine, Quinn said.

But without additional funding to replace the federal subsidy that will be lost in 2009, she said the Downeaster could be forced to shut down.

Steve Klein, owner of Mermaid Transportation in Scarborough, Maine, suggested the Downeaster partner with a credit card company to offer credit cards displaying the train along with discounts on various goods and services. He said 1 percent of every charge made could go to the Downeaster.

Another idea included asking employers located close to train stations along the 78-mile corridor between Portland, Maine and Plaistow to offer employees eco-passes if they use the train and public transportation to get to and from work.

Scott Bogle, a member of the Rockingham Planning Commission in Brentwood, said such a system is used in Boulder and Denver, Colo.

Copyright © 2008 Geo. J. Foster Company. Site Design: Harbour Light Strategic Marketing.

Agenda Item 6 – Consent Agenda

Action Item

MaineDOT has asked PACTS to submit an estimate of how we will program funds for the next six years for use in MaineDOT’s *Six Year Plan for FY 2010 to FY 2015*. Staff has drafted a one-page submission which states that our region will continue to need more funding even if the “higher funding level” shown in Table 1 is achieved. This higher amount is based on the statewide needs analysis in MaineDOT’s *Connecting Maine* Plan, and with MaineDOT’s *Six Year Plan’s* “Part A” and “Part B” approach. This six-year programming estimate is based directly on our Set Aside Policy which the Policy Committee has used as a guide in programming funds in 2004, 2006 and 2008.

Table 1
PACTS Six Year Plan for FY 2010 to FY 2015

| | <u>Share</u> | <u>Anticipated Funding Level</u> | <u>Higher Funding Level</u> |
|------------------|--------------|--------------------------------------|---------------------------------|
| Collector Paving | 40% | \$15,360,000 | \$23,040,000 |
| Intersections | 20% | \$7,680,000 | \$11,520,000 |
| Widen Roads | 20% | \$7,680,000 | \$11,520,000 |
| Rebuild Roads | 10% | \$3,840,000 | \$5,760,000 |
| Transit Capital | 7% | \$2,688,000 | \$4,032,000 |
| Bike/Pedestrian | <u>3%</u> | <u>\$1,152,000</u> | <u>\$1,728,000</u> |
| | 100% | \$38,400,000 | \$57,600,000 |

Information Items

David Willauer and John Duncan will meet with the Regional Chamber of Commerce May 20th meeting at 7:30 a.m. on transportation issues.

Conrad Welzel and John Duncan are organizing a presentation to PACTS members regarding the Authority’s recent Toll Equity Study. Dana Connors, the Chair of the study advisory, will present the Guiding Principles for Setting Toll Rates on the Maine Turnpike.

Congressional staff recently advised that they will report in August on Senate progress regarding our PACTS proposals for FY 2009 Annual Earmark funding.

The High Priority Projects Committee and staff have decided to proceed with a regional citizens’ opinion survey regarding our project candidates. We will use our existing \$20,000 budgeted for use in the priority setting process. Here is a reminder that we will conduct three additional public forums at 7:00 p.m. as follows:

- Thursday May 22nd Saco Saco City Hall
- Thursday May 29th Yarmouth Town Hall – Community Room
- Thursday June 5th Westbrook High School – Cafeteria

A Report on Ways to Leverage Funding for Transportation Improvements in the PACTS Area

Mark Eyerman and John Melrose recently shared their draft report with the Planning Committee. Staff and the members were very pleased, so Mark and John are finalizing it. They will present their findings and recommendations at our June 20th annual luncheon.

We asked John and Mark to limit their research and recommendations to approaches that can be undertaken under current law. The report presents ten mechanisms for local governments collectively and individually to leverage funding through partnerships with a variety of agencies:

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

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

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

Next steps are:

- Staff distributes the final draft report to all PACTS members in early June.
- Policy Committee accepts the report at the annual luncheon.
- We hold an all-PACTS-members-invited workshop with John and Mark this summer?
- Municipalities and transit organizations use the report as a toolbox for action individually or in small group partnerships. PACTS staff assists when needed.
- We at PACTS work to implement some of the report's regional-scale financing mechanisms with MaineDOT, the Turnpike Authority and others.
- We hire John and Mark to help us craft approaches that require local and/or state legislative action?

Recent Committee Meetings

Transit Committee

1. Elected Ed Clifford and Catherine Debo to serve as the Chair and Vice Chair, respectively, of the committee for the next two years.
2. Met with Biddeford's Planning Director, Greg Tansley, regarding a mixed use special transit district ordinance.
3. Continued work to implement the PACTS Transit Study adopted last year.
4. Discussed an update on their work with MaineDOT to implement a cell-phone based automatic vehicle location (AVL) pilot program.

Planning Committee

1. Had an excellent discussion with John Melrose and Mark Eyerman on their funds leveraging report.
2. The Committee is going to review staff's ranking of Bike/Ped projects in June, *and hold a joint session with the Transit Committee.*

Technical Committee

1. Heard a detailed presentation on the MaineDOT project development process by Shawn Smith.
2. Heard a presentation by Pete Coughlan regarding federal, state and local road classifications, maintenance and capital improvement responsibilities and funding sources, as referenced in Item 4C above.
3. Ranked the seven 2010/2011 intersection proposals in Item 4B above.

Staff met last week with Kimberly Fisher of the **Transportation Research Board (TRB)** and MaineDOT staff regarding planning and research topics in our region. Ms. Fisher said that daily parking rates below \$10 per day in a central business district undermine the potential success of bus service.

There are now 17 vans in the GO Maine statewide **vanpool fleet**. A year ago there were 8. See GPCOG's Carey Kish for more information.

Maine Medical Center TDM Plan

As a condition of approval for their recent expansion at the Bramhall Campus in Portland, MMC was required by the City of Portland to complete a travel/transportation demand management (TDM) plan. A *Draft First Year* TDM plan has been approved with the goal of reducing single occupancy vehicle (SOV) trips with specific strategies such as ridesharing, using transit, bicycling and walking. MMC employs close to 4,500 people at the main hospital alone. The purpose of this first year plan is to implement an initial (year one) plan with the understanding that it will need to be updated based on the findings of the ongoing initiatives mentioned in this initial TDM plan. Revisions will take place in future years as methods and practices are refined and additional information, such as employee surveys, the Peninsula Transit Study, and the METRO Bus Route Study become available. The first year plan includes provisions to appoint a transportation coordinator at MMC, implementation of a rideshare program with preferential parking for participating employees, and incentives to use public transportation, and other initiatives.

GPCOG Planning and Programs Status Report

May 2008 – David Willauer Planning Director

GO Maine Program

- 17 Vans in service, 3 new lift-equipped – future ADA outreach
- Commute Another Way Week is 12-16 May 2008
- Extensive employer outreach, Mid Coast, Maine Med, LL Bean, Loring

Economic Development and CDBG

- CEDS Committee met April 16,
- Sebago elderly and disabled special needs survey CDBG
- Brownfields funding application
- Westbrook Biotechnology Cluster project
- Parson Smith Farm Incubator
- Yarmouth Economic Impact Study focused on the Waterfront

Kids and Transportation Program

- Transition to new joint program with SMRPC funded by MaineDOT and MTA
- With GO Maine launched new “bikes on bus” video on U-Tube.
- Explore Maine Map of statewide bus, rail, ferry, airline systems

Land Use Planning

- Technical assistance to municipalities
- Portland Zoning Revisions
- Chebeague Island assistance
- West Bath Zoning Map

Maine Clean Communities Program

- CNG paper for METRO
- Hydrogen Energy Center project
- Bio-Diesel collaboration with towns
- Cape Elizabeth Alternative Energy Committee

Regional Corridor Coalitions

- Lakes Region Transit Service – presented to 7 out of 12 towns, soliciting for local matching funds totaling \$50,000. Total projected annual operating cost is \$172,400.
- Small Starts Rail Planning Study started by MaineDOT to demonstrate feasibility of rail service north of Portland – 18 month study.
- Exit 63 Master Plan – revised scope of work with MaineDOT and MTA
- Route 113 Corridor Study – Scenic Bypass Status

Safe Kids Maine Program

- New PTE Coordinator Staci Fortunato started in March
- Child Passenger Safety training, events and workshops
- Funded by BHS, State Farm Insurance, DHHS and Safe Kids Worldwide

Special Projects

- Starting Two Evacuation Planning efforts with Cumberland County EMA
- Portland Traffic Calming Study
- GPCOG Economic Development Forum Series on Sustainability

Transit Planning for PACTS

- Portland Peninsula Transit Study is underway
- Started Regional Map and Timetable
- Scored \$800,000 in new transit capital projects to include AVL, SPBS Garage, regional signage and shelter program, 2 new RTP buses.
- AVL Pilot Program planning
- TIDS Screen Ocean Gateway