

PACTS

Portland Area Comprehensive Transportation Committee

Policy Committee Meeting Notice

September 18, 2008
1:30 p.m.

GPCOG, 68 Marginal Way, Portland

- 1. Call to order**
- 2. Public Comment**
- 3. Minutes of the May 15th Meeting**
- 4. Setting the Stage for October 16th Programming of \$14,500,000**
Act on final steps to be taken to prepare for October 16th decisions
- 5. Greater Portland Regional Transportation Investments**
Update by MaineDOT's Kat Fuller regarding six major regional transportation studies and related projects
- 6. Opportunities for Increased Collaboration between METRO and RTP**
Update from Mike Bobinsky and Neal Allen
- 7. Rising Asphalt Prices**
Update from MaineDOT and PACTS staff
- 8. New TIP Process Committee**
Act on proposal to convene a TIP Process Committee to prepare for next biennium
- 9. Consent Agenda (includes two action items)**
- 10. Adjourn**

The Metropolitan Planning Organization for the Portland Urbanized Area

68 Marginal Way • Portland, Maine 04101

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Minutes of the May 15th Meeting

Members Present: Mike Bobinsky, Chair, Portland; Neal Allen, GPCOG; John Bubier, Biddeford; David Cole, Gorham; Kathi Earley, Portland; Kat Fuller, MaineDOT; Jim Gailey, South Portland; Joe Gray, Portland; Steve Gunty, Old Orchard Beach; Judy Harris (for Kevin Donoghue), Portland; Mike McGovern, Cape Elizabeth; Tom Meyers, Public Transportation; Rick Michaud, Saco; Dale Olmstead, Freeport; Ron Owens, Scarborough; Nathan Poore, Falmouth; Ed Reidman (for Jerre Bryant), Westbrook; Bill Shane, Cumberland; Nat Tupper, Yarmouth

Members Absent: Tex Haeuser, South Portland; Anthony Plante, Windham; Paul Schumacher, SMRPC; Scott Tilton, North Yarmouth; Conrad Welzel, MTA

Staff and Guests: Maddy Adams, GPCOG; Mary Ann Conroy, Old Orchard Beach; John Duncan, PACTS; Carl Eppich, PACTS; Steve Linnell, GPCOG; Tom Milligan, Biddeford; Paul Niehoff, PACTS; David Willauer, GPCOG

- (1) **Call to Order.** Mike Bobinsky called the meeting to order at 1:30 p.m.
- (2) **Public Comment.** None.
- (3) **Minutes of the April 17th meeting.** *Bill Shane moved approval of the April 17th minutes. Jim Gailey seconded the motion and all were in favor.*

(4) Transportation Capital Funding Topics.

4A. Existing projects

1. Report on funding several Cape Elizabeth, Freeport and Portland projects, and status of 2008/2009 collector projects. Paul Niehoff provided an update on the collector projects that have overruns. The member town is responsible for the costs beyond what PACTS has already funded. Fourteen people from Cape Elizabeth, Freeport, Portland, Yarmouth, MaineDOT and PACTS staff had met recently to determine why the costs were so high. The towns in question have made commitments to move the projects forward.

The question was raised as to whether the costs were associated with unbuilt roads, built or both. In Freeport, a historic sidewalk project and the retaining wall were the cause for the costs. Paul added that the costs of construction, traffic control and scope were some of the reasons for the cost increases.

2. Action on a Portland request to supplement funding for four projects with funds from a Congress Street paving project. Mike Bobinsky explained that this TIP amendment is in accordance with the PACTS Substitution Policy. The City will not be able to submit the Congress Street project for funding in the next biennium. *Bill Shane moved approval 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 the substitution policy. The motion was seconded by Judy Harris and all were in favor.* Dale stated that this is the type of item that should be reviewed by the Executive Committee, rather than the Policy Committee.

3. Action on a Yarmouth request for an advance of \$412,000 in 2010/2011 State funds. As background, Yarmouth had 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 MaineDOT to help PACTS deal with one of the many MPO allocation changes we were being faced with at that time. Yarmouth agreed to this change and increase in local share in belief and representation by MaineDOT 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, MaineDOT could not avoid the design standards and the project cost estimates have skyrocketed from \$818,000 to \$1.2 million. This request from Yarmouth is for PACTS to help fund the gap. Yarmouth had originally planned a local share of \$164,000 (20% of \$818,000) but now they need help funding the \$412,000 additional funds needed to reach the updated local share of \$576,000. They have also asked MaineDOT to consider any other funding assistance that might possibly be available.

Mike B. explained that there have been discussions with MaineDOT and PACTS about the miscommunications regarding how the funds could be used and MaineDOT has agreed to fund \$100,000 as an acknowledgment of the situation and recognition of the miscommunication. Advancing \$312,000 of funds is what we would be agreeing to if we approve this motion. Nat further explained that this started out as four different PINS. This was supposed to go out to bid last year and now they are looking at June 08. MaineDOT had offered a solution to fund some projects and an agreement was made that the projects would go from 15% local to 20% local. They were working with state dollars rather than federal so they thought that would be okay. Kat stated that there were some unfortunate statements that were made that some standards didn't apply and there was good faith that cost savings would happen. Nobody knew that there would be an additional need for funds. Mike McGovern stated that these standards have been known for quite some time. Cape Elizabeth looked at putting in bikeways but learned of the standards. He mentioned several projects in Cape including Shore Road where Cape foot the bill themselves because of the standards; they didn't look for special exceptions.

Mike M. went on to say that our collector roads are in deplorable condition and we cannot afford to take 25% of the funds from 2010/2011. This does not fit the substitution policy. We cannot put the burden on all the other towns for the local match; it is not a precedent we want to begin. Joe Gray asked if there are other projects that may be faced with this same issue or if this is a unique situation. He also asked about Yarmouth's ability or inability to make up the difference. (John D. explained that with the 2006/2007 money, they funded about 12 collector paving projects. In February 2007 the Policy Committee addressed the collector paving problem and decided to fund the projects with \$1.5 million of 08/09 funds. Last May we determined that the \$1.5 million would not cover the collector paving projects of 06/07. This Yarmouth project is an 06/07 project but we cannot use federal money to do this project.) Nat explained that this is not an exception. They agreed during the funding of the 06/07 project to take a larger local share; they cooperated in a mutually beneficial approach and now the money is not available. Yarmouth is already losing one project off of last year's project list. Yarmouth agreed to an additional 5% local share instead of going through the federal route. The reason MaineDOT decided they could help with this project is because they contributed to the error.

What is the impact of this decision to our funding? John D. explained MaineDOT's new "state funds lump sum" policy for MPOs which starts in the 2010/2011 biennium. The money to fund this project would be taking money from the 2010/2011 funding. Dale O. stated that Yarmouth gave up the federal portion and that money went to other projects. Yarmouth went into this in good faith. Dale recommended that we use the \$312,000 from the 2010/11 money to fund the project. David C. agreed that Yarmouth should not be punished for acting in good

faith. We are talking about giving away future funds and Yarmouth is talking about doing this project now. How would that work? Nat responded that not doing the road is not an option. MaineDOT will bill Yarmouth. Kat stated that MaineDOT will look at the scope (which has already been reduced) to see if it can be cut back further but they will still give the \$100,000. She is not prepared to say that they would go above the \$100,000.

Bill Shane made a motion that 2010/2011 State funds not to exceed \$312,000 be used to fund the Yarmouth project. The motion was seconded by Joe Gray. Dale added that if the bids come in below budget that any savings come back to PACTS and that Yarmouth should continue to work with the State to get more money. ***Mike McGovern made an amendment to the motion that the local share from Yarmouth be a minimum of 25%. The amendment was seconded by Joe Gray.*** Another amendment was made by Nathan to match whatever MaineDOT puts in with no more than \$175,000 from PACTS but there was no second to the motion. ***There were 12 in favor of the amendment regarding the 25% local share and 3 opposed; amendment to motion passed. The main motion to fund \$312,000 for the Yarmouth project from the 2010/2011 funds was approved.***

Kat mentioned that it is not the first time that she has heard about things being broken in the project development arena. They are now trying to work with the Technical Committee to get scopes more clear. A subcommittee perhaps should sit with Ken Sweeney, Manager of Project Development, so that he can hear your concerns and you could hear how things work. Mike B. said that we will definitely take Kat up on that offer.

4B. Adopt a list of intersection proposals which will undergo further scoping. Paul reported that the top five projects have been recommended to move forward. The Scarborough projects are requesting design only, so they would go into the 2012/13 biennium. ***Dale Olmstead made a motion to approve the five intersection improvement proposals recommended by staff. The motion was seconded and all were in favor.***

4C. Overview of Legislature's transportation actions this past session.

1. \$31 million to refurbish the rail line from Portland to Brunswick. Auto rental proceeds add up to \$31 million over time. Regarding refurbishing the rail line, Mike M. asked if PACTS has ever formally endorsed that. Kat responded that it is a federal loan from the Federal Railroad Administration. Mike M. pointed out that by accepting this report that should not mean that we are endorsing the project.
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. No official announcement on the \$50 million. The criteria includes: deferred projects; the reconstruction project must be delivered within the next season; needs to have a useful life of 20 years; has to have some measure of public support; some opportunity for economic stimulus; has to improve safety and mobility with a quality of life component. One Freeport project is eligible. About \$4 million will be put out to urban areas for projects that meet the criteria mentioned above.
4. New policy on condition of highways turned over to municipalities. A capital and maintenance plan needs to go along with it. Dale O. explained. Legislation was introduced to have MaineDOT get the roads to a certain standard before they are turned back to the municipality. This is huge for communities.

Discussion of items 4.C.1 and 4.C.2 will be put on a future agenda for further discussion.

5. **Elect Policy Committee officers for the next fiscal year.** The Nominating Committee, composed of Mike Bobinsky, Rick Michaud and Nat Tupper, have nominated Bill Shane to serve as Chair and John Bubier as Vice-Chair. *Mike McGovern moved approval of the slate of Officers as recommended by the Nominating Committee, with David Cole seconding the motion. All were in favor.*

A status report on the Executive Committee was distributed for the Policy Committee's information. Rick M. was concerned that four of the members of the Executive Committee could be from Biddeford and encouraged the Technical and Planning Committees to be mindful of that when they place their incoming chairs.

6. **Consent Agenda.** The consent agenda was approved.
7. **Executive Session to complete the PACTS Director's performance evaluation.** *A motion was made and seconded to move into Executive Session at 3:10 p.m. After some discussion, a motion was made by Mike McGovern that the Director's salary be increased by 3%. The motion was seconded by David Cole and all were in favor of the motion except Dale Olmstead.* There was a brief discussion about PACTS dues.
8. **Adjourn.** The meeting adjourned at 4:15 p.m.

Agenda Item 4 – Setting the Stage for October 16th

Member Resource: All of our Committees, and MaineDOT

Staff Resources: John Duncan

Recommendation 1: Staff work with our advisory committees to prepare for October Policy Committee action to program funds for our “MPO Allocation” projects for FY 2010/2011 biennium as follows:

1. Make a projects list worth \$14,545,368.
2. Increase the amounts for the Transit and Bike/Ped Set Asides to the amounts shown in the Notes lines in the Budget Worksheet below.

Recommendation 2: Staff work with the following committees on these specifics:

1. Executive Committee (October 7th): Recommend funding amounts for the “complex projects” in Biddeford and Old Orchard Beach. A by-product of this recommendation will be a revised amount available for the Intersections Set Aside.
2. Technical Committee (October 14th): Finish the \$5,000,000 list of collector paving projects that they are working on, and recommend funding for Intersection projects based on the amount recommended by the Executive Committee.
3. Planning Committee (October 2nd): Recommend funding for Bike/Ped projects.
4. Transit Committee (October 9th): Revise their existing Transit Set Aside recommendations based on an additional \$53,000 if Recommendation 1 above passes.

Background

- A. Funds Overview and Budget Worksheet
- B. Key PACTS and MaineDOT Policies
- C. Complex Projects
- D. Collector Set Aside
- E. Intersection Set Aside
- F. Transit Set Aside
- G. Bike/Ped Set Aside

A. Funds Overview and Budget Worksheet

Last December we assumed a conservative \$9,000,000 federal amount for our MPO Allocation priority setting work up until now. MaineDOT was estimating a federal allocation of approximately \$10,000,000.

MaineDOT currently estimates a federal allocation at \$10,243,217. The actual amount will be set based on Congressional action in 2010.

The MaineDOT federal estimate produces \$14,545,368 to program based on the PACTS policy of programming most of the federal funds at a 70% share. (We program the Transit Set Aside federal share at 80%).

See our “budget worksheet” below.

Budget Worksheet for 2010/2011 MPO Allocation

The amounts here are the sum of federal, state and local funds.

	<u>Set Asides</u>	<u>Notes</u>
Collectors	\$5,000,000	Amount is 39% of \$12,785,000. Our Set Aside Policy calls for 40%.
Intersections	\$500,000 *	
Biddeford Route 1 (A)	\$2,086,000	Current estimate is \$3,000,000?
OOB Roundabout (B)	\$860,000	Current estimate is \$4,000,000?
Reserve for A and B	\$1,000,000 **	
Forest Avenue reconstruction	\$1,300,000	This is the PACTS cap for this project (deferred from 08/09 biennium)
Transit (deferred projects)	\$538,000	Deferred from 08/09 biennium
Transit (new projects)	\$787,000	7% of our larger basis is \$840,000.
Bike/Ped (deferred projects)	\$329,000	Deferred from 08/09 biennium
Bike/Ped (new projects)	<u>\$385,000</u>	3% of \$14,545,368 is \$436,000.
 Total based on conservative federal estimate (Dec. 2007)	 \$12,785,000	
 Add per current MaineDOT estimate of federal funding	 <u>\$1,760,368</u> *	
 Current amount to program	 \$14,545,368	

* In December 2007 the Policy Committee voted to allocate up to \$1,000,000 more to Intersections if the conservative \$9,000,000 federal amount increases.

** Reserve account in case the Preliminary Design Reports for these two projects come in higher than our 2006 estimates (plus our 25% contingency) for construction.

B. Key PACTS and MaineDOT Policies

1. We require a local share of 25% for all projects except transit.
2. We program 125% of the estimated cost of each project (except for Transit). This 125% is the limit of the PACTS contribution to each project.
3. We do enhanced project scoping of all short-listed Intersection and Bike/Ped candidates.
4. “Complex projects” are those that MaineDOT needs to design in one biennium, and then build in the next biennium. When we program funds for design in one biennium we also commit to program construction funds in the next biennium based on the cost estimate in the MaineDOT’s Preliminary Design Report (PDR) for each project.

In December 2007 the Policy Committee voted “that the policy of agreeing to fund any design projects as construction projects in the next TIP be revisited prior to the adoption of the TIP in September 2008.” *We have not done this. Given our existing situation with the rising costs of our Biddeford and Old Orchard Beach complex projects, we will begin a “revisiting” before the October Policy Committee meeting.*

5. Last fall MaineDOT told us to try to program one-third of our MPO Allocation funds for projects on the National Highway System (NHS). We are way short of that in our Budget Worksheet above. The Forest Avenue project is the only one on the NHS. We will have a map of NHS highways at our meeting.
6. Last fall MaineDOT increased the State match for our 2010/2011 MPO Allocation by about \$350,000 (up to a new total of roughly \$1,000,000) and changed their policy to now provide the funds as a block grant rather than tied to projects after we program them. (MaineDOT will let us use these State funds to match federal funds as we always have – or to match local funds only.)

PACTS staff feels that this increased flexibility for us is great, but that it has no major impact on our decisions this fall. We propose to distribute the additional \$350,000 in State match evenly throughout all of our projects.

C. Complex Projects

See Key Policy 4 above for an overview of our complex projects policy.

On September 15th MaineDOT is going to give us **draft** Preliminary Design Report information for the Biddeford Route One and the Old Orchard Beach roundabout projects. PACTS and municipal staff have been working with MaineDOT staff since last fall to get the information by last month. *We expect the cost estimates from MaineDOT to exceed the amounts in our Budget Worksheet by a lot.*

See the memorandum from Mary Ann Conroy on the next page.

D. Collector Set Aside

Paul Niehoff and the Technical Committee are developing a list of projects from analysis done by Gorrill-Palmer Consulting Engineers for our Draft Regional Collector Road Assessment Study. Tom Gorrill will present the report at your October meeting.

Staff and the Committee recommend that we program the \$5,000,000 budgeted for the Collector Roads Set Aside to pave roads that are high up on the pavement degradation curve and that meet State standards (or substantially meet the standards). They recommend this as the most cost effective approach to improve and preserve our highway infrastructure with our limited resources.

This recommendation is a departure from the Policy Committee's "Tiers 1, 2 and 3" vote of last fall to apportion the \$5,000,000 between roads that meet modern mobility and safety standards and require only a pavement overlay, and to those requiring either substantial work to meet those standards or more expensive treatment methods.

Department of Public Works
1 Portland Ave. Old Orchard Beach, Maine 04064
Telephone: 207-934-2250 **Fax:** 207- 934-5323



TO: PACTS Policy Committee Members
FROM: Mary Ann Conroy, Director of Public Works
DATE: September 12, 2008
RE: Status Update on the Traffic Improvements for Halfway Rotary

The proposed traffic improvement for Halfway Rotary, a hybrid roundabout, remains a high priority for the Town of Old Orchard Beach. This concept design continues to best meet our primary goals of (1) improving safety conditions, (2) reducing speed, (3) considering the least amount of property impacts, and (4) providing the lowest cost alternative.

In my experience as a Traffic Engineer for the past twenty years, I believe there will always be a bit of uncertainty with this new type of design; however, this location yields itself to a near perfect location. As a major entrance to our tourist community and the region at-large, a roundabout sets a clear change in a kinder, gentler, safer traffic flow into our community from all directions. We are also providing MDOT/FHWA with a clear report detailing strong community support for this improvement since 2002.

MDOT is responsible for completing an updated design and cost estimate (PDR) for this project. Although we have had a few group meetings, I have not yet seen any updated estimates or accurate plan layouts to date. Our joint goal is to provide a clear understanding of any increases in cost. The unconfirmed estimate from MDOT is approximately 4 million including right-of-way takings. The original amount for right-of-way taking alone was grossly underestimated at only \$200,000; the approximate estimate is closer to 800,000 to 1 M. The scope of work has not changed considerably from the hybrid version outlined in 2006; therefore the remaining increases are unclear at this point.

We are also attempting to create a marriage between the Smithwheel Intersection Improvements (already studied and pre-designed) and the new roundabout. A recommendation may be to separate this project into a Phase I and II for construction. Prior to the next Executive Committee meeting, we will have a complete Preliminary Design Report including a detailed review of the current estimate and how it compares to the 2006 EPS report.

Old Orchard Beach has supported many large projects in other areas of the PACTS family. This traffic improvement is the first and last "large project" for our community; I am asking for continued support for this top ranked project. Construction in the 2010-2011 is critical to the needs of our community; serious discussions have been in place with PACTS since 2004. Safety hazards occur at this location throughout the year on a daily basis.

Lastly since 2006, OOB has contributed close to 3 Million in municipal dollars alone for major improvements on roads covered under the PACTS umbrella (East Grand Ave, Temple Ave and West Grand). I believe this shows our commitment to maintaining and improving state owned roadways in our community as a team player in the PACTS family. This gateway has significant regional benefits as OOB is a desired destination for many visitors from our surrounding towns throughout the year.

E. Intersection Set Aside

We are currently doing Enhanced Project Scoping (EPS) on the following five candidates based on the Policy Committee's short listing action in May. They are shown in rank order per our technical analysis process.

- Scarborough: Dunstan Corner: \$345,000 for design
- Portland: Forest Ave/Newton: \$150,000 for construction
- Scarborough: Payne/Mussey: \$230,000 for design
- Old Orchard Beach: Saco Rd/E. Cummings: \$210,000 for construction
- Westbrook: Cumberland Mills Triangle: \$130,000 for design

The EPS reports will provide refined cost estimates and highlight key issues. PACTS staff will re-rank these candidates based on the revised cost estimates in the EPS reports.

The three design candidates above are "complex projects" that need design funding in one biennium, and then construction funding in the next biennium. As described earlier, when we program funds for design in one biennium we also commit to program construction funds in the next biennium based on the cost estimate in the MaineDOT's Preliminary Design Report for each project (plus our 25% contingency).

The construction costs for the design candidates above would consume quite a bit of our 2012/2013 program. We will factor this into our recommendations to the Policy Committee next month.

F. Transit Set Aside

The Transit Committee completed its recommendations last spring based on the estimated \$787,000 available. If the Policy Committee votes to day to add the proposed \$53,000 then the Transit Committee will address this at their October 9th meeting.

G. Bike/Ped Set Aside

Paul Niehoff is working with our consultant on finalizing the draft EPS reports received for the two remaining short-listed candidates (in Old Orchard Beach and Falmouth). He will advise the Planning Committee in preparation for their action on October 2nd.

Agenda Item 5 – Greater Portland Regional Transportation Investments

Staff Resource: John Duncan

Member Resources: Kat Fuller and Conrad Welzel

Recommendation: Information only

Background

Kat Fuller will provide an update on these six planning and investment topics:

- The continuation and extension of the Downeaster
- MaineDOT's Small Starts Study
- MaineDOT's I-295 Corridor Study and related capital projects
- The Turnpike Authority's Portland Area Turnpike widening analysis
- The Turnpike Authority's Gorham East-West Corridor Study
- MaineDOT's Central York County Corridor Study

The Portland and South Portland City Councils are going to hold a joint workshop on September 22nd regarding the I-295 Corridor Study and related studies and capital projects.

Agenda Item 6 – Opportunities for Increased Collaboration between METRO and RTP

Staff Resource: John Duncan

Member Resources: Mike Bobinsky and Neal Allen

Recommendation: Information only

Background

Mike Bobinsky and Neal Allen will update the members on the results of a recent meeting with the leadership of METRO and RTP. John Duncan has been involved, but was on vacation when the meeting was held.

Agenda Item 7– Rising Asphalt Prices

Staff Resource: Paul Niehoff

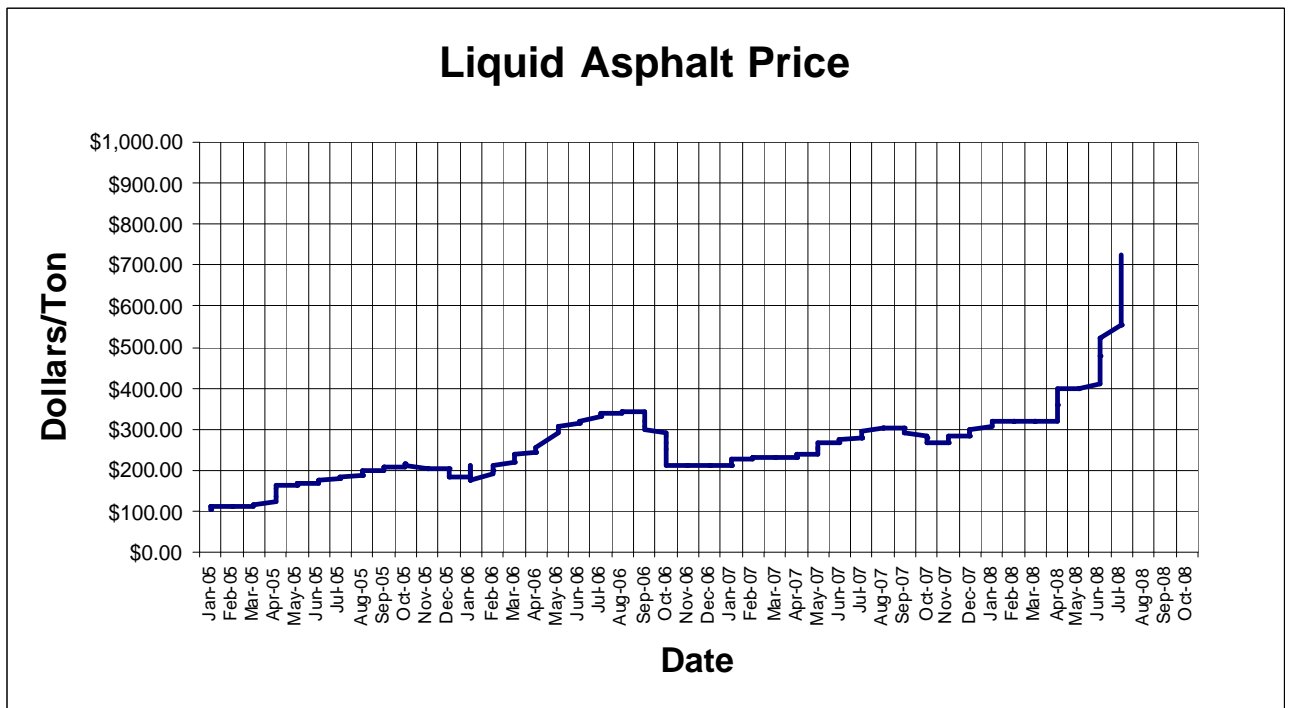
Member Resources: Bob Burns, Bill Shane and Kat Fuller

Recommendation: Information only

Background

In early August MaineDOT decided to stop awarding bids for paving projects statewide in response to skyrocketing liquid asphalt prices. Paul Niehoff sent an email to all members with background information from MaineDOT. Here is the early August chart (2005 to current) from MaineDOT.

Bob Burns and other members of the Executive Committee discussed this situation at our meetings in August and September. We will discuss the situation today.



Agenda Item 8 – New TIP Process Committee

Staff Resource: John Duncan

Member Resources: Executive Committee

Recommendation: To direct the Policy Committee Chair to convene a new TIP Process Committee and charge the members:

- To review our TIP priority setting and administration policies and procedures.
- To report on their progress at each Policy Committee meeting.
- To submit a final set of recommendations to the Policy Committee by September 2009.

Background

The Executive Committee recommends that the TIP Process Committee be reconvened this fall in order to begin to prepare for the FY 2012/2013 biennium. The Committee will meet approximately six times between this fall and next summer/ fall. They will focus on:

- our level of regional emphasis (per a recent dialogue between John Duncan and several members of the Policy Committee)
- changes in our projects-related coordination with MaineDOT,
- funding ratios,
- limits on PACTS contributions to projects, and
- any other topics which they deem appropriate.

In recent years the Vice Chair of the Policy Committee has led this process. Therefore, John Bubier will lead the group.

Staff and the Executive Committee have drafted the following list of members:

- John Bubier, Vice Chair of the Policy Committee
- Mike Bobinsky, a veteran of the committee
- Jim Gailey, per his recent statement of interest in learning more about PACTS
- Nathan Poore, if he is willing
- Steve Gunty, if he is willing
- Greg Tansley, Chair of the Planning Committee
- Tom Meyers, representative of the Transit Committee
- A Technical Committee representative
- Mimi Cervený, MaineDOT Project Designer and member of our Technical Committee (per Kat Fuller)
- Other members who wish to volunteer

Agenda Item 9 – Consent Agenda

Action Items

1. Change the name of PACTS officially (in our bylaws) to the “Portland Area Comprehensive Transportation System”.

Fifteen years ago we changed the name of PACTS to the Portland Area Comprehensive Transportation Committee. Before that the “S” stood for Study based on the 1963 regional “PACTS” study. The objective is to have the “S” stand for a word (not study) that starts with “S”. The “S” in BACTS in Bangor is for system.

2. Accept the report prepared by John Melrose and Mark Eyerman

At our annual meeting in June, Mark Eyerman and John Melrose presented their report, Leveraging Increased Funding Through Transportation Investment Partnerships.

Here is a status report on implementation of the mechanisms in the report:

- Our municipalities are using it? We have not asked.
- John Duncan met with MaineDOT staff, Mark Eyerman and John Melrose last month to discuss doing a pilot project.
- MaineDOT has shared the report with their task force reviewing the Maine Traffic Movement Permit process.
- John Duncan is going to present the report at a national MPO’s conference next month.

Information Items

On November 4th (time to be determined) we will host a workshop on the implications of being in a Transportation Management Area. The workshop will involve a panel of experts from FHWA and FTA, and two consultants who work with MPO’s throughout the country.

Draft Policy Committee agenda for October

1. To adopt a final 2010/2011 projects list for submission to MaineDOT.
2. To take action based on “short list” projects recommendations from the High Priority Projects Committee (per their October 2nd meeting).
3. To hear a presentation on, and accept, our Regional Collector Road Assessment Study.
4. To get a report on the work of the Executive Committee after four months.

Paul Niehoff is meeting monthly with the PACTS/MaineDOT/FHWA working group to develop innovative and streamlined ways to develop and complete projects. Paul initiated this working group.

Bill Shane, Mike Bobinsky and John Duncan will meet with MaineDOT Commissioner Cole, his staff and the other MPO's on September 24th for a semi-annual check-in.

Kat Fuller has been recognized as the Planner of the Year by the Northern New England Chapter of the American Planning Association.

Carl Eppich is now staffing the Planning Committee.

Federal funding topics

- The House and Senate have voted to fix the \$8,000,000,000 short term problem with the federal Highway Trust Fund. President Bush will sign the bill (or has by now).
- The Bush Administration recently proposed a cut in planning funds for MPO's. John is monitoring this via the national Association of MPO's.
- John has spoken with the staff of Senator Collins about a proposal by Senator Byrd, the Chairman of the Senate Appropriations Committee, to develop a second economic stimulus package.
- The Bush Administration recently presented to Congress a position paper for the 2009 to 2014 federal transportation authorization that would set a minimum population for MPO's at 500,000. Given that we are now at 188,000, PACTS would no longer be required by the federal regulations.

High Priority Projects Committee

- Our High Priority Projects Committee will meet next on October 2nd.
- We have received a draft report for our telephone survey.
- MaineDOT is "fast tracking" the design and build of the Veterans Bridge – currently our HPP Committee's top ranking candidate.

Quarterly Projects Status Report from MaineDOT

A copy of the status report (provided by MaineDOT's Mike Laberge) is attached for your information, as requested by the Executive Committee.

Recent Committee Meetings

- Technical Committee's August meeting
 - Excellent meeting with great participation (26 people)... Gorrill-Palmer update on collector road study...and much talk of how to decide which collector segments to fund, and next steps.

- The members voted to recommend that PACTS program the entire \$5 million budget for “Tier 1” paving rather than for Tiers 1, 2 and 3 as the Policy Committee voted last fall.
- Planning Committee’s August meeting
 - Presentation by MaineDOT on their transportation-planning handbook.
 - Reached consensus on Committee work plan goals for the year.
 - Prepared further for the October joint meeting with the Transit Committee. They are discussing a regional approach to travel demand management (TDM) and transit oriented development (TOD). Staff is developing maps for with these members’ ideas in mind:
 - How to integrate TOD land use at the Town level (Amanda Stearns, Tex Haeuser South Portland comprehensive planning)
 - What would transit lines look like? *Destination Tomorrow* and individual Towns’ growth- where’s it *really* happening (Donna Larson’s question)
 - A regional understanding of what we’re doing in land use and compatibility with transit. Portland focused on being the hub, TDM (Alex Jaegerman)
 - Education to communities, especially smaller ones as to better futures and growth patterns [with TDM/TOD] (Robert Kahn)
- Transit Committee’s August workshop
 - Held another workshop on collaborating on automatic vehicle location (AVL) projects. They are trying to regionally integrate their separate AVL investments. This is a major challenge, the likes of which no other PACTS committees are attempting.