

PACTS

Portland Area Comprehensive Transportation System

Executive Committee Meeting Notice

May 4, 2010
8:00 a.m.

GPCOG, 68 Marginal Way, Portland

Agenda

1. Call to order
2. Public Comment
3. Minutes of March 2nd meeting
4. Executive Committee Process Check-In (8:05)
5. TIP Project Amendments (8:15)
6. 2012/2013 TIP Priority Setting Status (8:45)
7. Status Report on Highway Simplification Study (9:00)
8. Status Report on our 2-Year UPWP (9:15)
9. Updates from Staff and Committees (9:30)
10. Finalize agenda for Policy Committee's May meeting (9:50)
11. Reschedule June Executive Committee meeting (9:58)
12. Adjourn at 10:00

Next meeting: June xx at 8:00 a.m.

The Metropolitan Planning Organization for the Portland Urbanized Area
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Minutes of March 2nd Meeting

Attendance: Kathi Earley, Vice-Chair; Bob Burns; Ed Clifford; Judy Harris; Mike Laberge; Greg Tansley; John Duncan; Carl Eppich; Paul Niehoff; Maddy Adams

1. **Call to Order.** Kathi Earley, Vice-Chair, called the meeting to order at 8:05 a.m.
2. **Public Comment.** None.
3. **Minutes of January 5th meeting.** *Bob Burns made a motion to approve the January 5th minutes and the motion was seconded. Motion passed.*
4. **FTA 5307 Formula.** The Policy Committee sent this item to the Executive Committee. Nat Tupper moderated two meetings on this subject with the Transit Providers and other interested parties. The first meeting provided members with an opportunity to vent, and at the second meeting they looked at the formula again. The base year got changed from 2007 to 2009. In doing so, it evened out the disparities among the agencies. Using the base year of 2007 appeared to be the problem. The performance factor was based on boardings and vehicle miles. It was decided that 20% of any additional funds would go to regional programs and projects up to \$40,000 (\$31,551 is projected). Judy noted that the cooperation among the group was very good. In the near future, the Transit Committee will go back and re-examine the weighting to determine if it should be based on vehicle miles and boardings or something else. Currently the formula is a 30/70 split; 30% vehicles miles and 70% percent boardings. There is no STIC money this year. It was asked if anyone was upset by the outcome. Ed explained that the Transit Committee has always worked by consensus and a subcommittee had been formed to develop this formula. In the end, the vote was unanimous. Judy touted the value of the PACTS Regional Transit Coordination Study. *Bob Burns made a motion to forward the revised FY 2010 PACTS FTA 5307 formula to the Policy Committee for endorsement. Greg Tansley seconded the motion and all were in favor.*
5. **PACTS Credit Program.** John D. explained that the Policy Committee generally endorsed the program, and asked the Executive Committee to address some details. Ken Sweeney was also at that Policy Committee meeting and said that the towns can take care of their roads without always having to meet state standards. Greg said he likes the concept of not having to meet state standards and asked how loose that was. Mike L. explained that as long as you don't make the road any worse than it was before, then it can be done. An MOU will need to be signed. Greg pointed out that an appropriation of local money has to go through Council; it could become more of a political decision. Mike L. explained that OOB wanted to elevate West Grand Avenue and MaineDOT said no. They don't want the character of the road or the geometrics to be changed. The plans need to be stamped by a professional engineer. If the town wants the road to be eligible for certain funds, then the state and federal standards will need to be met. It was asked if the current Route 88 project meets state standards. Paul responded that they are looking for a few design exceptions. Bob asked if a town would get a PACTS credit for a non-state-blessed project. Kathi suggested that perhaps the percentage should be decreased for those roads that are fixed with a wink and a nod. Bob thought it should meet state standards to get a credit. John D. noted that a minimum of \$500,000 also needs to be spent to be eligible for the credit. Our original discussion evolved around state standards. There is a difference between MaineDOT saying that the road is fine compared with meeting state standards. Kathi stated that our goal was to try to get roads up to state standards. Mike thought the credit should only be applied to those roads that meet state standards; we want to try to improve the PACTS network. Greg said we can let each town decide if they want to go for the credit and make the road improvements to state standards or to fix the road with a nod and a wink and not be eligible for the credit. Mike noted that a road can get a design exception and still

meet the state standards. Brook Road has design exceptions but it still meets state standards. **Bob Burns made a motion to change #2 under Eligibility Requirements as follows: The rehabilitation or reconstruction project needs to be completed to State standards, which may include design exceptions. Consequently the roadway sections improved to State standards will be added to the PACTS preservation list of collector roads which are built to standards. The road will then be eligible for future PACTS collector road preservation funding. The motion was seconded and passed.**

The proposed change to #1 was accepted (remove the text with the strike-through).

There was much discussion about #4 under Eligible Uses of Credit Program Funds (A municipality may not “bank” a credit toward a future project proposal. This will ensure that our Holding PIN funds get used soon.) This is a pilot program because we won’t have the money to sustain the credit program. Mike mentioned that PACTS projects get a 5% to 10% match from MaineDOT. If you reduced that to a 5% match, that would give PACTS \$650,000 to use toward the credit program. The 5% would be picked up with the federal match. Kathi pointed out that the Policy Committee recommended this as a one-time pilot program. Greg noted that if towns can bank their money past 2012-13, then how would you know that the project was successful? Ed suggested changing it to the funds should be used within the next fiscal year. Paul explained that we are trying to spend the money and keep it contained. **Bob B. made a motion to change #3 as follows: To help finance any federally eligible transportation project which has been proposed and ranked for the 2012-2013 process – though not necessarily funded – through the PACTS MPO Allocation process... Number 4 was eliminated. The motion was seconded by Greg and it passed.**

6. **Status Report on Highway Simplification Study.** John Duncan provided an introduction. This is an opportunity for us to take a look at many of the aspects, especially regarding the responsibility of the state and towns. The Committee and Subcommittees are doing good work but they have a fair way to go. The Urban Subcommittee is looking at urban compact issues and rationale. They are looking at determining if certain roads should be state responsibility all the time or the town’s responsibility all the time. The subcommittees meet every other week. URIP funding is also being looked at. They are looking to find a balance. Who does what in the compact area is what they are trying to determine. Bob asked what the big themes are. John D. responded that they are looking at if urban compacts should exist in the future. The consensus is that they are a good thing. Municipalities like to have control of their roads. Do we like the way they are defined? Should municipalities have an option to have an urban compact? If a certain section of road is urban compact now and is being determined that it will no longer be, what happens then? What is a fair reimbursement? A survey regarding the cost of maintaining state roads within compact areas was recently sent to municipalities but Paul said that only two or three PACTS towns have responded. A final report is due in July.
7. **TIP Amendments.** These are MaineDOT housekeeping issues. **Ed Clifford made a motion to amend the PACTS 2010-2013 Transportation Improvement Program for the following projects:**
 - ***Somerset Street extension feasibility study and alternatives analysis (\$200,001);***
 - ***Somerset Street extension PE and right of way (\$433,000);***
 - ***Improvements to the International Marine Terminal in Portland (\$5,000,000);***
 - ***Scarborough to Freeport, I-295 Construction of Beam Guardrail (\$400,000);***
 - ***“JARC” Job Access Reverse Commute Program action to enable the York County Community Action Corporation to use an additional \$130,937 for operations purposes (5316 – federal grant # ME-37-X009).***

Bob Burns seconded the motion. The International Marine Terminal work is for infrastructure improvements under the Casco Bay Bridge and for improvements for the freight terminal, using a TIGER grant. **The motion passed.**

John D. reported that the PACTS Transit Committee has two projects that have money left over and they have been trying to determine what to do with that STP money. According to PACTS rules, the money would go back into the big pot. The Transit Committee is likely to propose a transit project to the Policy Committee. That would be an exception to the policy. Ed thought it would just be a substitution. Mike L. stated that we will have to look into the federal rules because it is now FTA money.

8. **The PACTS Video.** John introduced the item. The reason this video has been developed is because committee members thought we should use television to get the word out about PACTS. The video is about 99% done and it was done by a Falmouth Public Access TV person. John and the person doing the video went up in an airplane to get some aerial shots but some of that footage wasn't useable so some areas are not shown very much (Biddeford, Saco, OOB). They will get more footage of those areas. The target audience is the public. The video is 7.5 minutes long.

After the video was shown, members offered comments. Bob thought it was a really good synopsis. It was mentioned that the \$500 million that is needed to fix the roads should be spelled out more clearly. It is not just PACTS that needs the \$500 million – it also includes MaineDOT and the Turnpike. Regarding the part where it talks about the gas tax versus wear and tear on a vehicle, Ed asked if the text could be added on the screen about how it would cost \$40/year for the gas tax versus the additional \$260/year in costs to repair your car. It was asked if the viewer would get the impression that the five-cent gas tax would cover the \$500 million, because it doesn't. A one-cent gas tax equals \$6,000,000. It was also noted that it the Portland Transit Plan, not Portland Transportation Plan. The part of the video showing the plane landing might imply that PACTS is responsible for aviation, which it isn't. Paul thought there were quite a few shots of the Eastern Prom Trail; it would be nice to show some other trails as well. Mike L. said not to give the impression that PACTS is responsible for everything. Kathi mentioned that the Veterans Bridge is being repaired due to stimulus funding and wondered if that should be noted. The Committee members agreed that it was a very good video. It was suggested that member municipalities post a link to the video on their web sites. It could also be shown at the PACTS Annual Meeting. Judy said she could put it on the agenda for the Portland Transportation Committee. The video could also be shown at Council meetings prior to budget discussions. It cost between \$3,000-\$4,000 to put the video together; it should be finalized this month.

9. **Updates from Staff and Committees.** Carl and Paul reviewed the highlights.
10. **Finalize agenda for Policy Committee's March meeting.** The Committee felt that there were too many items on the agenda so they suggested eliminating either #8 or #5. The Franklin Study is completed so it might make more sense to have that presentation stay on the agenda. The Committee agreed to move Item 8 to a future Policy Committee agenda, unless arrangements have already been made with the presenters. Another item was added to the agenda: Consider a recommendation for use of STP transit funds in the amount of \$140,000.
11. **Adjourn.** The meeting adjourned at 10:20 a.m.

Agenda Item 4: Executive Committee Process Check-In

Staff Resource: John Duncan

Recommendation: Forward comments to the Policy Committee

Background

We are coming to the end of the second year of the Executive Committee. Last spring the Policy Committee's first review was positive, and the members asked for an annual check-in.

Staff feels that the process is going very well. The Policy Committee is meeting less often, is able to focus on larger issues, and is relying on the good work of the Executive Committee.

One of the reasons for creating the Executive Committee was to foster more interaction between our various committees. While we see this being achieved to some extent in the Executive Committee process, we think that this is being achieved at least as much through our numerous joint committee meetings.

On July 1st we will welcome four new members – replacements for Greg, Bill, Bob and Ed. The new membership will surely bring fresh ideas to the process.

Finally, staff periodically considers suggesting new authority for the Executive Committee – but the ideas remain on the backburner. More on that later!

Agenda Item 5: TIP Project Amendments

Staff Resource: Paul Niehoff

Recommendation: See below for action items and information items

Mike Laberge and Paul have been collaborating on all these items. Mike recently advised Paul of a MDOT/FHWA new policy to NOT require a TIP amendment for funding requests when the amount is below \$250,000.

Need Executive Committee Action

Baxter Boulevard Collector Paving Project TIP Amendment

After field reviewing with Portland and DOT the current project will be revised to complete the adjacent section instead. The funded section requires much more than a mill and fill. *The money does not change.* See letter on the next page. Executive Committee has the authority to do this.

I-295 Guardrail Request

Approve MaineDOT TIP amendment request. Mike will explain. PACTS staff should “just do it” in future?

For Your Information

Read Street Situation

Portland is considering full completion of their Read Street CSO project to include finish pavement thereby qualifying it for the credit program and freeing up the funds (\$567,755) in the current Read Street project. *Details will be available for the meeting.*

Bow Street

Because of a PACTS TIP funding error when programming the Bow Street project we have requested a transfer of approximately \$28,000 in federal and state funds to cover the gap between available funds and the low bid amount. Freeport is OK with the additional funding to match the \$28,000.

Credit Program Status

Falmouth has submitted a request to use the Johnson Road and Middle Road projects for the credit program. The credit amount totals \$135,000 of which approximately \$39,000 has been used towards the Falmouth Route 88 sidewalk program. This was fast tracked because it was holding up the design of the project.

As mentioned above, Read Street is being considered.

Bracket and Libby Overruns

PACTS staff is working with Gorham to determine how to cover the project overruns. The overrun occurred when excess funds in the Bracket Road project, which was under contract, were used to fund multiple collector projects in 2008.

PACTS

Portland Area Comprehensive Transportation System



May 4, 2010

Mike Laberge, MPO Coordinator
Bureau of Transportation Systems Planning
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

**2010/2011 TIP Amendment for the Portland, Baxter Boulevard Project PIN
17337.00**

Dear Mike,

This letter is a request from PACTS to amend our 2010/2011 TIP to revise the scope of the Portland Baxter Boulevard project PIN 17337.00 from the current scope, “from Preble Street Extension approximately 1.37 miles northerly”, revised to “from 1.37 north of Preble Street Extension to Bates Street for a project length of approximately 0.7miles. The funding amount is to remain the same.

The justification for the amendment is based on the rapid deterioration of the pavement structure of a significant portion of the originally programmed project. The condition change is significant enough to warrant a more substantial rehabilitation than the original mill and fill pavement preservation project. The City of Portland and the MaineDOT are in agreement on the change.

Thank you for your attention to this matter. If you have any questions please call.

Sincerely,

John Duncan,
Director, PACTS

cc: Cheryl Martin, FHWA
John Duncan, PACTS

Agenda Item 6: Status Report on 2012/2013 TIP Priorities

Staff Resource: John, Paul, Carl and Steve

Recommendation: Forward report to Policy Committee

Background

1. Budget estimates for MPO Allocation for 2012/2013 biennium

Last fall we adopted a \$15,000,000 budget – slightly more than the \$14,600,000 that we programmed two years ago for the 2010/2011 biennium. Staff wishes to advise members that MaineDOT’s current estimate for federal funding available for the 2012/2013 biennium is the same as for the 2010/2011 biennium, so our \$15,000,000 estimate might be high.

Staff is comfortable for now with this relatively small difference because we can make final adjustments between Set Asides as we approach October, and we might have Holding PIN funds available to fill a gap between the current budget and the actual funding available.

We cannot determine the actual total amount that we program (federal funds plus match) until October when we decide how much to program at the three different match ratios that we use for NHS, STP and STP Transit projects.

Maybe Congress will reauthorize federal transportation funding (later this year?) at a higher level – and thereby increase our MPO Allocation.

2. Collector Road Projects (\$8.55 million budget)

Paul is working with Gorrill-Palmer on an update of our Regional Collector Roads Study. He and the Technical Committee and MaineDOT will use the results this summer to develop a list of projects for programming by the Policy Committee this fall.

3. Bike/Ped Projects (\$600,000 budget)

In March, the Policy Committee endorsed a short list of proposals to undergo further scoping (EPS). We have hired Sebago Technics to do the EPS work. They will finish their work in May.

4. Intersections (\$3,000,000 budget)

We are going to use the entire amount (plus) on the Dunstan Corner project per the Policy Committee vote in January.

5. Rebuild Roads (\$1,500,000 budget)

Paul and Carl are scoring the proposals, and will propose a short list of proposals for EPS to be done this summer. We need to discuss scheduling of this.

6. STP Transit Capital Projects (\$1,350,000 budget)

Steve Linnell and the Transit Committee are working on this.

Agenda Item 7: Status Report on Highway Simplification Study

Staff Resource: John Duncan and Paul Niehoff

Recommendation: Forward report to Policy Committee

Background

- The focus so far has been on changes in state road maintenance responsibilities, the minor collectors “fix and swap” concept, more funding for minor collectors, and the need for money funding for transportation in general.
- The study will be completed by July.
- Gorham’s Dave Cole is on the Policy Working Group. BACTS is a member. John Duncan has attended several of their meetings.
- John Duncan and Mike Bobinsky are on the Urban Issues Subcommittee. Paul Niehoff has attended several of the Urban and Standards Subcommittees’ meetings.
- John Bubier, Dave Cole, Rick Michaud, Al Presgraves and John Duncan attended the recent Sounding Board meeting
- The Standards Subcommittee includes several people from our region. They are comparing State and municipal road standards of many kinds.
- The Urban Issues Subcommittee has reached a consensus that the 1913 legislative basis for urban compacts is irrelevant, but that urban compacts remain a good concept. “Locally Maintained Highways” is the provisional name for the replacement of state urban compacts.

John Melrose is a consultant to MaineDOT and the MPO’s for this effort, and serves on the Urban Subcommittee. The next page is a John Duncan email to MaineDOT’s Dale Doughty in preparation for the May 3rd Urban Subcommittee meeting. John Duncan will meet to discuss this with Dale *after* sending out this meeting packet.

Hi Dale,

I talked today with Rob Kenerson and John Melrose about priorities for the work of the Urban Subcommittee as we wrap up the Simplification Study. We reviewed the items on the list that I shared at last week's Subcommittee meeting and have winnowed down the list. Do you want to discuss before we meet on Friday? Feel free to contact me.

Here is what we suggest that the Urban Subcommittee focus on and/or possibly recommend:

1. We suggest that MaineDOT share your **new local match policy** with us now so that we can consider the implications for our Simplification work at our next meeting.
2. We suggest the Urban Subcommittee be given the opportunity **to share our recommendations with a wider group of urban-oriented people** before the Policy Working Group makes their final recommendations to the Legislature.
3. Create the Locally Maintained Highways (**LMH**) system.
4. **Maximize the opportunities for LMH towns to be LMH's town-wide or city-wide.** The potential benefits are simplicity, and increased potential for adjoining town-wide-LMH's to collaborate as multiple-town LMH's. This will probably be easy for municipalities that are mostly LMH's to begin with. For municipalities with less LMH status it might be desirable for them to go LMH-town-wide if the state revenue sharing and fix/swap dollars are attractive.
5. Have two **labeling systems for collectors** in LMH areas that are in federal urban areas and MPO's:
 - Distinguish state major and minor collectors for the purposes of the state LMH concept
 - Keep the existing Urban Collector classification for federal capital purposes. This will enable us to cope with the federal rule that minor collectors are not eligible for federal capital funding.
6. **Eliminate the URIP Hold Harmless provision** in the LMH process. It is my understanding that it has a negative implication on more populated communities.
7. Provide state funds for both urban and rural **town ways**.

We also suggest that MaineDOT consider how much this will cost, and **consider eliminating completely the provision of state funds for town ways** in the event that other state priorities would suffer measurably as a result. In the event that such an elimination disproportionately impacts a small number of towns then take care of those towns in another way.

8. **Amend the Constitution** in order to guarantee that the Legislature provides funding to MaineDOT to address all highway systems in proportion to each system's share of the state's vehicle miles of travel.
9. Promote increasing the **gas tax** as the primary strategy to increase funding.

See you on Friday. Thanks for coming.

Agenda Item 8: Status Report on our 2-Year UPWP

Recommendation: Accept report and plan to consider budget changes in July

April 2010 Status of the PACTS Planning/Administration Budget

<u>Budget Items</u>	<u>Budget</u>	<u>Current Estimate</u>	<u>Change Estimate</u>	<u>Comments</u>
PACTS Staff and GPCOG support	\$989,000	\$989,000	\$0	
Maine Clean Communities	\$30,000	\$30,000	\$0	
SMRPC Planning Services	\$30,000	\$30,000	\$0	
GPCOG Planning Services	\$30,000	\$30,000	\$0	
PACTS Model Consultant	\$43,459	\$43,459	\$0	
Portland Forest Avenue	\$100,000	\$100,000	\$0	Local match???
Portland Franklin Street	\$100,000	\$100,000	\$0	
Regional Aerial Photo Flight	\$20,000	\$20,000	\$0	Do by Spring 2011?
Regional Collector Study II	\$20,000	\$20,000	\$0	Draft report due next week.
Regional Dest. Tomorrow Update	\$25,000	\$25,000	\$0	
Regional Enhanced Project Scoping	\$25,000	\$20,000	-\$5,000	
Regional Signal Study II	\$25,000	\$25,000	\$0	RFP send soon.
Congress Street Bus Priority might get merged with Signal Study II. Discuss with Steve. Is funded with FTA \$\$.				
Regional Transit Focused Initiative	\$40,000	\$40,000	\$0	Hired firm recently.
Regional Urban Finance Study	\$10,000	\$10,000	\$0	\$4,000 spent so far.
Simplification MPO's/MaineDOT	\$20,000	\$20,000	\$0	Melrose work
Windham Comp. Transpo. Study	\$40,000	\$40,000	\$0	RFP send soon.
Yarmouth Route One Phase III	<u>\$40,000</u>	\$40,000	<u>\$0</u>	Hired Gorrill-Palmer
Pre-Carryover Subtotal	\$1,587,459	\$1,582,459	-\$5,000	

Carryover from 2008/2009 UPWP

John D. and Mike L. need to confer on John's figures below.

Portland Libbytown Trail	\$2,000	\$1,765	-\$235	
Regional Bike/Ped Plan Update	\$5,000	\$4,669	-\$331	
Regional Planning Software	\$16,000	\$0	-\$16,000	No longer a priority.
Regional Signal Study I	\$28,500	\$26,966	-\$1,534	
Regional Traffic Counts	\$16,000	\$16,000	\$0	
K.E. wants bike counts? Carl wants ped counts? Hooper's needs for the model. Windham...				
Scarborough Running Hill Road	\$13,000	\$4,600	-\$8,400	Carryover est. was high.
TIF TOD Outreach	\$2,000	\$1,954	-\$46	
Transit Bus Route Study	\$30,000	\$30,000	\$0	RFP sent recently.
Transit Regional Ride Guide	\$3,000	\$0	-\$3,000	Finished June 2009.
Tri-Community Transportation Plan	\$53,290	\$48,702	-\$4,588	Carryover est. was high.
Veterans Bridge Facilitation	\$3,000	\$0	-\$3,000	Study finished June 2009.
Westbrook Downtown Streetscape	\$2,210	\$0	-\$2,210	Study finished June 2009.
Windham Route 302 Study	<u>\$3,000</u>	<u>\$645</u>	<u>-\$2,355</u>	
Carryover Subtotal	\$177,000	\$135,301	-\$41,699	
Total	\$1,764,459	\$1,717,760	-\$46,699	

Staff's ideas for reallocation of planning funds

Bicycle Coalition of Maine proposal

Promotion of "Urban and Rural" concept in the Gorham East West Corridor Study

Agenda Item 9: Updates from Staff and Committees

Topics from Staff

1. Great workshop here last week on “Urban and Rural” land use scenario in the Gorham East West Corridor Study.
2. Senator Collins to speak at our annual meeting? Still working on that. (John, John and Kathi will meet with Congresswoman Pingree’s staff at 10:00 today.)
3. The PACTS video is being aired on ten (10) community television stations!
Other stats include
 - 500 viewings on YouTube at the PACTS and other website
 - Linked in the recent Greater Portland Chamber newsletter
 - Article in the Forecaster
 - On websites of MBTA, MAST, PACTS....and any towns?
4. We will complete the 35-page PACTS TIP Policies and Procedures for FY 2012 and 2013 Biennium document this week, distribute it to all members, and put it on our website.
5. GPCOG and PACTS staff are working with others to organize a \$1,000,000-plus study proposal under the HUD/EPA/DOT Sustainable Communities Planning Grant Program.
6. We need to revisit our HPP proposals.
7. Carl Eppich is focused on:
 - Regional Traffic Management System
 - Tri-Community Transportation Plan
 - Destination Tomorrow Update
 - Transit-Oriented Region Initiative
 - Scoring recent TIP proposals
 - Lots of other topics
8. Paul Niehoff is focused on:
 - Existing TIP project scoping, adjustments, amendments, etc. The items in Agenda Item 5 above are the tip of the iceberg.
 - The PACTS Credit Program proposals
 - Scoring recent TIP proposals
 - Traffic count program
 - Northeast ITE Conference presentation (plus) here this month
 - Highway Simplification
 - Highway Design Standards Innovation Report...see next page
 - Lots of other topics

9. Steve Linnell continues to work as the region's Clean Cities Coordinator. PACTS provides \$30,000 over two years to support this effort.

Topics from Members

1. Planning, Transit and Technical Committees are working to get new officers for the next two years. Paul, Steve and Carl are assisting.
2. Freeport will extend School Street over to Bow Street this year! See PACTS study on this for details.
3. MaineDOT will share new local match policy in May.
4. MaineDOT will share 5-Year Strategic Plan to implement their 20-year plan in May.
5. There are discussions etc underway on highway design standards on at least three fronts in Maine:
 - Bill Shane is in conversation with MaineDOT regarding their reluctance to grant him design exceptions for his \$4,500,000 locally-funded Route 88 improvements.
 - Mike Laberge is writing a Highway Design Standards Innovation Report per the work done with the PACTS/MDOT/FHWA/ATRC/ETC working group.
 - The Highway Simplification Standards/Cost Subcommittee has developed standards for the proposed minor collector Fix and Swap plan.
 - Carl Eppich is working closely with MaineDOT and Portland on the Franklin Street Corridor Study Phase II.
 - John Duncan is going to serve on MaineDOT's Windham River Road context sensitive solutions study advisory committee.

Draft Executive Committee agenda for June xx

1. Consider changes to the UPWP consultant budget
2. Updates on:
 - Highway Simplification
 - Destination Tomorrow
3. Staff and committee members information exchange
4. Other

Agenda Item 10: May 20th Policy Committee Agenda

1. Select officers for Policy Committee next year
2. Check-in on Executive Committee process
3. Steve Landry present his traffic movement policy change concepts
4. MaineDOT overview on Portland North Study process and recommendations – to proceed to further study of six alternatives (three bus options and three rail options)
5. Accept Executive Director's Report
 - Report on Highway Simplification Study
 - Other

Agenda Item 11: Reschedule June Meeting

Staff has a conflict on June 1st. Do we need to meet? Staff will advise.