

PACTS

Portland Area Comprehensive Transportation System

Executive Committee Meeting Notice

January 5, 2010
8:00 a.m.

GPCOG, 68 Marginal Way, Portland

Agenda

1. Call to order
2. Public Comment
3. Minutes of December 1st meeting
4. Reports on Intersection Set Aside proposals, Holding PIN funding status, Dunstan Corner project funding, and proposal to reconsider recent Policy Committee vote on Credit Program. (8:05)
5. Report on member and staff proposals for PACTS FY 2011 Congressional Annual Appropriations earmark proposals (8:30)
6. Report on staff recommendation for PACTS Outreach, Media and Education Work (8:45)
7. Reports on proposals to amend UPWP to: (1) to hire a consultant to assist MPO's and MaineDOT with Highway Simplification Study, and (2) to do a regional transit oriented strategic initiative instead of fixed guideway study approved last May (9:00)
8. Updates from Staff and Committees (9:20)
9. Finalize January agenda for Policy Committee meeting (9:50)
10. Adjourn at 10:00

Next meeting: February 2nd at 8:00 a.m.

The Metropolitan Planning Organization for the Portland Urbanized Area

68 Marginal Way • Portland, Maine 04101

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Minutes of December 1st Meeting

Attendance: John Bubier, Chair; Dan Bacon; Bob Burns; Kathi Earley; Tom Hall; Judy Harris; Mike Laberge; Bill Shane; Greg Tansley; John Duncan, Carl Eppich; Paul Niehoff, Maddy Adams

1. **Call to Order.** John Bubier called the meeting to order at 8:08 a.m.
2. **Public Comment.** None.
3. **Minutes of November 3rd meeting.** *Kathi Earley made a motion to approve the November 3rd minutes, seconded by Bill Shane. All were in favor.*
4. **Report on the PACTS FY 2012/2013 biennium contribution to the Dunstan Corner project, and implication for Intersection Set Aside.** John Duncan provided some background. PACTS funded PCE for this project a year ago. Since October 2008, the town has done further study looking at the Dunstan Corner intersection and the intersection of the Haigis Parkway and Route 1. The intent with improving Haigis is that Scarborough has been receiving more and more complaints about the Haigis intersection. They want to de-emphasize Payne Road as a commuter route. Dan displayed a map. The intent is for people to use Haigis Parkway to get to the mall. They spent eight months with the public and the businesses on this plan and they have political support.

There was a lengthy discussion about the match and costs of the project. Scarborough is putting in 60%. Greg pointed out that Haigis was never part of the plan. However, Scarborough has modified the plan and they are willing to do Haigis on their own. Tom added that their process does not require voter approval. Mike said that the MaineDOT portion would be available in 2012. Gorrill Palmer and MaineDOT did estimates and they were very similar. However, the estimates haven't been refined yet.

It was asked what type of engineering was done to determine the \$3.35 cost estimate. Dan responded that Gorrill Palmer formulated a cost estimate from aerials and their analysis of the infrastructure. It also received MaineDOT peer review. Through the public process, sidewalks have been added. John B. asked what would happen if the costs increased dramatically. What is the political tolerance? Tom responded that he has political support in the near term and that is why they would like to get moving. They will know more once a three-party agreement is in place. Greg pointed out that this reduces the costs to PACTS and it puts the risk on the town. *Greg moved the recommendation to approve the project as described (\$3.35 million.) Bill Shane seconded the motion.* This is an important regional project.

There was a discussion about PACTS Holding PIN money and collector roads at the last meeting. Tom urged that the intersection money from Cape and OOB remain with intersections. Bill suggested that Tom put that in writing. Kathi said she supported the request but wanted to hear more about the bottom part of the chart that John had displayed on the white board. John explained. The bottom line is that \$750,000 would still be left in the Holding PIN. Kathi asked if we should be making an amendment to make sure that the \$750,000 remains in intersection funding. Judy added that we do need to determine if there is money available because intersection applications will be coming in soon. *The motion passed.*

	PACTS October 2008	Scarborough November 19th	Scarborough Today	Notes
Dunstan Corner	Yes	Yes	Yes	
Haigis Intersection	No	Yes	No	
Cost Estimate	\$5m (EPS)	\$6.2m (MDOT)	\$3.35m	
PACTS \$ Fixed?	No*	Yes	Yes	*Preliminary Design Report due in summer 2010
PACTS (Fed&State)	40% **	40%	75%	**Or includes some Scarborough match?
PACTS \$\$	TBD*	\$2.48 m	\$2.51 m	
Scarborough share	60%	60%	25%	
Scarborough \$\$	TBD*	\$3.72 m	\$.84 m	
Scarboro \$\$ for Haigis intersect	NA	See above	\$2.85 m	

Fed & State of \$3m for
2012/2013 Intersection set aside

	\$2.25 m	\$ 2.25 m	\$ 2.25m
Dunstan Corner share	TBD	- 2.48 m	- \$ 2.51 m
Balance "A"	TBD	- .23 m	- \$.25 m
Holding PIN Funds	TBD	+\$1.0 m	+ \$1.0 m
Balance "B"	TBD	\$.77 m	\$.75 m
Local Match for "B"	TBD	+ .26 m	+ \$.25 m
Revised Balance in Holding PIN	TBD	\$1.03 m	\$1.00 m

Figures in yellow
are fed and state

December 31st staff note: The \$3.35 million in the table above includes the \$263,500 already programmed for MaineDOT design work. This detail was addressed during the subsequent development of the Partnership Agreement for this project later in December. This reduces the project's demands on the Holding PIN.

- Draft "Partnership Agreement"**. Mike L. reported that the document has been revised. Funding ratios will be project specific. Mike explained that the primary intent is to make sure that everyone is on the same page when a project gets started. Collector paving will probably have two checkpoints. Major milestones will require a check-in. Greg suggested putting a footnote: *template that is subject to change. It was asked how staff time would be paid for. John responded that we are paying for our time with planning funds. Paul explained that PACTS has become more involved in projects; this will codify more communication regarding project status. PACTS will be involved in the planning stage and MaineDOT in the construction stage. Paul will be the staff person doing the third party work. Judy was concerned that if something happened to Paul, there was no back-up person. Tom noted that there probably has been a huge amount of staff time trying to track where projects are and this might actually use less staff time. Bill asked what would happen regarding reimbursement if MaineDOT cancels the project. Mike responded that that has never come up.

Some changes were made to the wording of the document. On #5, change the word "hearings" to "meetings". On #8, change State funds to local funds at end of sentence. On #9 change to "If the MUNICIPALITY cancels the Project before executing a construction MOU because of shifting political priorities, insufficient funding or other for reasons not

supported by technical data...” and add a footnote about what technical data means. **Bill Shane made a motion to recommend this to the Policy Committee with the changes noted above. Kathi seconded the motion and it passed.**

Intersection set-aside money. John D. explained that we told the communities that we have \$1 million for intersections but we now don't. The money doesn't exist because of the funding of the Dunstan corner project. We don't have money for intersections unless we use Holding PIN money. After some discussion, it was decided that an abbreviated application form be expedited so that we can have some answers prior to the Policy Committee meeting. Staff will modify the preliminary application process for intersections to a short form application with a purpose and needs statement.

6. **Current and proposed PACTS media activities.** We are developing a video for public access stations about our regional transportation needs. The goal is to articulate our needs to the general public. This will be discussed further at the January meeting.
7. **Amend TIP for new bicycle and pedestrian project.** Carl explained that this request is to provide a bicycle and pedestrian facility from Main Street in South Portland to the end of the Veteran's bridge project in Portland. Kathi said that it needs to spell out that it starts from an existing bike/ped facility and ends at a bike/ped facility. **Bill made a motion to amend the PACTS 2010 to 2013 Transportation Improvement Program by adding PIN 17606. Bob seconded the motion and it passed.**
8. **January agendas for Executive and Policy Committee meetings.** It was decided that rather than having an agenda item for the Transit Holding PIN and another item for the Holding PIN in general, that the item be changed to a discussion of the Holding PIN. Kathi said she would like to see a list of what's next to be funded on the collector road list and the intersections list. Mike said that nothing is shovel ready – some can just be done quicker than others.
9. **Updates from Committees and staff.** The Portland North presentation and PACTS Transit Committee meeting will be on December 10th.
10. **Adjourn.** The meeting adjourned at 10:10.

Agenda Item 4: Intersection Set Aside, Holding PIN funding, Dunstan Corner project, and proposal to reconsider vote on Credit Program

Staff Resource: Paul Niehoff

Recommendation: Discuss and send to Policy Committee for action on January 21st.

Intersection Set Aside

At our December 1st meeting the members decided to recommend to the Policy Committee in January that we use all of the federal and state funds in 2012/2013 Intersection Set Aside for the Dunstan Corner project – plus additional funds in federal and state funds from our Holding PIN.

We also decided to ask members for intersection proposals in order to gauge the demand for new Intersection Set Aside projects. Staff has received three proposals from Portland – total estimated cost at \$570,000 – and expects to receive one from Yarmouth after sending out this meeting packet. Portland would have submitted more if given enough time to vet the additional proposals with their Council’s Transportation Committee. It is also possible that some municipalities did not submit proposals because of the probability of no funding in this set aside.

Holding PIN funding status

In a recent email John wrote that the balance in the Holding PIN is “shrinking”. Subsequent calculations show that NOT to be the case. Paul Niehoff and Mike Laberge agree that the Holding PIN will soon have a \$950,000 balance (after some pending accounting actions at MaineDOT). This balance also reflects some new expenditures for some “06/07 collector” projects that need more money. This is consistent with our policy for those projects.

Dunstan Corner project funding

Paul, MaineDOT and Scarborough staffs have successfully completed a draft Partnership Agreement for this project based on the Executive Committee’s recommendations on December 1st. Some of you may have seen a recent series of emails which ultimately led to confirmation by all parties on details consistent with the Executive Committee’s recommendations. A copy of the draft agreement is on the next three pages.

Proposal to reconsider recent Policy Committee vote on Credit Program

Tom Hall would like to request reconsideration by the Policy Committee members of their November vote that defeated (7 to 6) the proposal to create the Credit Program. Tom is in a position to make this request as a member of the prevailing side.



MAINE DEPARTMENT OF TRANSPORTATION
THREE-PARTY PARTNERSHIP AGREEMENT

PIN 17343.00, “Scarborough, Dunstan Corner”

This agreement (the “Agreement”) is entered into among the State of Maine Department of Transportation (the “MaineDOT”), the Portland Area Comprehensive Transportation System (“PACTS”) and the Town of Scarborough (the “Town”), collectively known as the “Parties.”

Whereas, The Dunstan Corner intersection located in Scarborough is in need of improvements that will facilitate local and regional travel, improve pedestrian movements, address safety issues in high crash locations, and allow for future growth and development. See Attachment A.

Whereas, PACTS programmed PIN 17343.00 for inclusion in the Maine Department of Transportation (“MaineDOT”) Biennial Capital Work Plan for FY 2010-2011, using federal and state capital improvement funding allocated through MaineDOT;

Whereas, the Town supports the PACTS decision to program PIN 17343.00 (the “Project”); and

Whereas, the Parties have a mutual interest in ensuring that the Project is delivered on a reasonable schedule and within the budget programmed, using a process that maximizes communication and cooperation.

Now Therefore, the Parties agree that this document will cover the responsibilities of each during the design, permitting and right-of-way stages of the Project through completion of final Plans, Specifications and Estimate (“PS&E”), as follows:

- 1.) The total estimated cost of the Project is \$3,350,000, and the Parties agree to share costs – for the duration of the Project – as follows:
 - **PACTS** (federal share) – 65% of federally participating costs, capped at \$2,177,500. PACTS will program \$170,950 in FY 2010-2011 and \$2,006,550 in FY 2012-2013.
 - **MaineDOT** (state share) – 10%, of federally participating costs, capped at \$335,000. MaineDOT will program \$26,300 in FY 2010-2011 and \$308,700 in FY 2012-2013.
 - **Town** (local share) – 25% of federally participating costs, or \$837,500. The Town will program \$65,750 in FY 2010-2011 and \$771,750 in FY 2012-2013. Additionally, the town agrees to cover with local funds 100% of all Project costs exceeding \$3,350,000.
- 2.) MaineDOT will develop construction plans and specifications for PIN 17343.00 within the scope provided by PACTS, following MaineDOT’s standard project

development process to ensure optimum federal participation and adherence to federal and state regulations.

- 3.) After the final PS&E package is prepared, MaineDOT and the Town will execute a formal Municipal/State Agreement covering the advertising, award, construction and construction engineering phases of the Project. The Municipal/State Agreement will include a schedule for collection of the Town's share of Project costs.
- 4.) MaineDOT will share information about the status of the Project with staff from PACTS and the Town at significant milestones to make sure the Parties remain in agreement about the scope, schedule and budget. This "check-in" process shall include the following, at a minimum:
 - Project kickoff/initial team meeting;
 - Preliminary alignment complete;
 - Preliminary design report (PDR);
 - Formal public meeting;
 - Plans, specifications and estimate (PS&E) complete.
 - Changes in the Project schedule or engineer's estimate.
- 5.) MaineDOT will consult with staff from PACTS and the Town before adjusting the Project scope. Additionally, PACTS and the Town will notify MaineDOT of any proposed changes in the Project limits or scope.
- 6.) The Parties will participate as partners in public meetings held to discuss the Project.
- 7.) If MaineDOT withdraws from the Project before it has been advertised for construction, and that action was not directed either by PACTS or the Town, MaineDOT will cover 100% of the Project costs incurred to date with state funds.
- 8.) If the Town withdraws its financial support for the Project as described in Section 1 above and MaineDOT, as a result, must cancel the Project before it has been advertised for construction, the Town will cover with local funds 100% of all preliminary engineering and right-of-way costs incurred by MaineDOT in reliance on the Town's commitment.

IN WITNESS WHEREOF, the parties hereto have executed this **AGREEMENT** effective on the date last signed.

_____ Date _____

John Duncan, Director,
Portland Area Comprehensive Transportation System

_____ Date _____

Thomas Hall, Town Manager,
Town of Scarborough

_____ Date _____

Kenneth L. Sweeney, Director, Bureau of Project Development
Maine Department of Transportation

Attachment A

SCOPE OF WORK

MaineDOT PIN 17343.00, “Scarborough, Dunstan Corner.”

Dunstan Corner consists of two tightly spaced, major intersections on U.S. Route 1 in Scarborough. These two intersections are the crossroads of Route 1 and three major collector roadways – Broadturn Road, Payne Road and Pine Point Road. These intersections exhibit poor levels of service, congestion, high levels of crashes and a high critical rate factor.

The Dunstan Corner intersections require improvement to facilitate local and regional travel, pedestrian provisions and movement, to remedy the high crash locations, and to enable future growth and development in this area of Scarborough and the northern portion of the Route 1 corridor in Saco.

PIN 17343.00 is intended to improve the level of service at the Dunstan Corner intersection and emphasize the use of Route One and Haigis Parkway as the preferred commuter route over Payne Road by:

- Separating the two intersections that make up Dunstan Corner to add capacity and improve the level of service of all of the legs of the intersections; and
- Designing the Dunstan Corner intersections in a way that maintains full access to Payne Road, but discourages the use of Payne Road as a commuter route.

Agenda Item 5: Proposals for FY 2011 Annual Earmark Funds

Staff Resource: John, Paul and Carl

Recommendation: Discuss and send to Policy Committee for action on January 21st

Background

Congresswoman Pingree's office held a briefing on the process on December 8th. On the 11th we solicited proposals from our members. We asked for them by the 31st. The Delegation's staff recently set a January 22nd deadline for submissions. This is the day after our Policy Committee meets.

Bobby Reynolds at Senator Collins's office calls these "plus up" projects.

The following proposals came in before this meeting packet was sent out. We will consider additional proposals that come in on the 31st after we send this meeting packet. The amounts requested include the 80% federal share and the required match. We have been advised to keep our PACTS application at or below \$1,000,000.

Staff will offer a recommendation to the Executive Committee at Tuesday's meeting. We will use the following criteria:

- Sustainable "green" (such as bike/ped and transit) projects are popular earmark topics.
- Job creation and regional economic benefit
- PACTS would not likely fund with our MPO Allocation funds.
- Projects with a lot of regional support and a lot of regional benefit.
- Do not ask for more funding for our regional signal system (we just got \$800,000) unless it is a very strong top regional priority.

In addition to the detailed proposals submitted, we also heard from:

- Ed Clifford wrote to staff and the Transit Committee: "I'd recommend a request for vehicles in coordination/concert with MaineDOT. Should we have this on the PACTS Transit agenda?" We have not seen any responses yet.
- Jim Wendel (Scarborough Engineer) offered three ideas, but ultimately did not submit any of them.
- Elizabeth Trice (Cumberland County) and Hilary Frenkel (League of Young Voters) offered these three suggestions:
 - Libbytown Trail construction (\$540,000)
 - Portland peninsula sidewalks and crosswalks ADA accessible (\$200,000)
 - Fore Creek Trail bridge (\$3,000,000?)
- Elizabeth Trice also suggested bus shelter and/or park 'n ride in Windham for future bus service.

Detailed descriptions of the following proposals are at the end of this meeting packet.

Freeport: Proposal for \$1,000,000 to upgrade the I-295 exit 20 interchange that is currently functioning at a service level F by signaling the northbound and southbound I-295 ramps at Desert Road and coordinating the new traffic signals with the existing signal at U.S. Route One. Widen the westbound Desert Road approach to add a second left-turn lane, widen the southbound I-295 on-ramp to accommodate double left turns from Desert Road.

GO MAINE Program: Proposal for \$850,000 to purchase 20 vans for their vanpool program. The Maine Turnpike Authority will provide the 20% match.

Portland: Proposal(s) expected during the afternoon of December 31st.

Scarborough: Proposal for \$1,000,000 to build a bridge for the Eastern Trail multi-use trail over the Nonesuch River, and for the trail linkage from the bridge to the Wainwright Fields in South Portland.

Westbrook: Proposal for \$935,000 to implement the Westbrook Downtown Streetscape Study with roadway and sidewalk work on Main Street.

Agenda Item 6: PACTS Outreach, Media and Education Work

Staff Resources: John, Paul and Carl

Recommendation: Discuss today and submit to Policy Committee for discussion and support at January 21st meeting

Background

In October the Policy Committee members had a brief conversation about the use of television and “new media”, and asked staff to describe a PACTS media strategy. This topic was on our November and December Executive Committee agendas, but we did not discuss it due to time constraints.

Staff proposes that our goal of our outreach, media and education work is **to articulate the region’s transportation needs and priorities to the general public and elected and appointed decision makers**. A key component of this work is to generate credibility for and **awareness of PACTS** in order to get people’s attention when we/they speak about the region’s needs and priorities.

The following three lists highlight our existing and new work in outreach, media and education.

Regular/Continuous Efforts

1. The PACTS **website**. Staff is reviewing its purpose and effectiveness.
2. **News releases** on PACTS activities. We have done few lately, but will do several soon.
3. New: We are experimenting with a **blog**, and posting items to **You Tube**.
4. New: We are contemplating a PACTS **Face book** connection.

Once or Multiple Times Per Year

1. Our **Annual Report** in June.
2. Our **Annual Meeting** in June.
3. Three or four “**sandwich symposia**”. Recent topics were “complete streets”, traffic calming and Peninsula Transit Study. Ideas for future topics?
4. PACTS quarterly **electronic newsletter**. We have done few lately, but intend to return to quarterly production.
5. PACTS staff and members meet periodically with state and federal elected officials or their staff **to discuss regional needs and priorities**. Attendance and presentations at committee meetings in the **Legislature**. Staff also attends meetings of the County Delegation, MBTA Legislative Committee, MaineDOT’s Highway Simplification Study, Greater Portland Chamber
6. New: A **Delegation member** attend a Policy Committee meeting every year

7. New: Do a brief periodic **email to many at MaineDOT** on items on which we are collaborating with MaineDOT. Purpose will be to keep PACTS in front of many MaineDOT staff and remind them of our work with many parts of that organization.

When Needed

1. New: **Videos** on regional transportation (first one now in production). Show on **public access TV** stations throughout the region, and on **You Tube**. We will do more of them in 2010, including for the Destination Tomorrow Update.
2. **Speak to city and town councils** on regional transportation needs and about the PACTS process.
3. PACTS **Legislators Forums** every two years
4. **Brochures** – like the 2009 Collector Roads study summary, the 2009 “System is Crumbling” report, and our draft “Transportation Opportunities for Greater Portland”.
5. Letters to the editor, and “**Maine Voices**” pieces
6. Attend **editorial board** meetings.
7. **News conferences**...do for upcoming PACTS Bike/Ped plan
8. **Public forums**, such as for High Priority Projects in 2008. Might do in 2010 for Destination Tomorrow Update.
9. Transportation session on local **public access TV**.
10. PACTS votes to support referendum proposals, such as 2009 decision to be on MBTA list as **supporter of state transportation bond**.

Agenda Item 7: Amend UPWP for Two New Study Efforts

1. To budget \$20,000 to hire a consultant to assist MPO's and MaineDOT with Highway Simplification Study

Staff Resource: John Duncan

Recommendation: Discuss and send to Policy Committee for action on January 21st.

Background

MaineDOT has offered to add \$20,000 to our UPWP so that we can hire Maine Tomorrow to assist the Urban Issues Subcommittee. Here is a draft scope.

The Consultant is retained by PACTS to assist it and other Maine MPO's as well as the full membership of the Urban Issues Subcommittee in undertaking the charge of that Subcommittee as adopted through MaineDOT's so-called Highway Simplification Study. The consultant agrees to attend up to seven meetings of the Subcommittee to be conducted over the first six months of 2010. The consultant will assist the MPO's in further refining the "Policy Topics" summarized from the proceedings of two MPO workshops held in the fall of 2009 and will present these proposals to the Subcommittee. The consultant will then take the feedback from the Subcommittee on these topics as well as topics the Subcommittee chooses to add and consolidate all proposals into a draft presentation of the Subcommittee for its review and action.

The consultant further agrees to work with MaineDOT staff in analyzing data depicting current conditions such as demographics, state and local fiscal capacity, transportation systems and jurisdictional responsibilities. The consultant will work with MaineDOT staff in preparing forecasts of likely outcomes under various alternative policy scenarios articulated by the Subcommittee.

The consultant will be available to the MPO's for up to two discussion workshops to gather feedback on the deliberations of the Subcommittee. In addition, the consultant will be available to make a technical presentation on behalf of the Subcommittee to the Highway Simplification Policy Working Group, the Maine Service Centers Coalition and the Maine Municipal Association to support their deliberations and consensus building.

The consultant agrees to set aside up to 20 % of contract resources to support MaineDOT efforts to integrate the work of the Subcommittee with the overall final work product of the Policy Working Group.

The charter for the Urban Issues Subcommittee is on the next page. The subcommittee will meet for the first time on January 7th.

The Charter for the Urban Issues Subcommittee

The Policy Working Group (PWG) for the Highway Simplification Study is chartering this subcommittee to evaluate the current systems of urban highway classifications and make recommendations to the PWG.

The Urban Issues Subcommittee group includes the following persons:

- Dale Doughty, MaineDOT, Co-chair
- Michelle Beal, Ellsworth
- Mike Bobinsky, Portland
- Jerry Dostie, Augusta
- John Duncan, PACTS
- Rob Kenerson, BACTS & PWG
- John Melrose, Maine Tomorrow
- Mike Roy, Waterville
- Chip Swan, Hampden

There are several separate and distinct definitions of boundaries that are applicable to urban areas: federal urbanized areas, state urban compacts, federal Metropolitan Planning Organization areas, and state winter compacts. A given municipality may have two or more different urban boundaries or a municipality may qualify as “urban” under one set of criteria but not the other. Associated responsibilities for highway capital and maintenance are frequently unclear and confusing. The Urban Subgroup will:

1. Identify conflicts between the various urban classifications including the potential for confusion regarding maintenance and capital responsibilities and potential for roads to fall through the maintenance and capital cracks.
2. Evaluate the initial purpose of each classification and assess whether the criteria will support their respective purpose.
3. Make recommendations to the PWG regarding simplified criteria, grouping the urban classifications into as few boundaries as possible. These recommendations would need to comply with federal law. State law changes could be recommended.
4. Evaluate the way in which maintenance and capital improvements are funded within urban areas. Begin this evaluation with the recent study completed by Maine Tomorrow on the behalf of Maine’s four MPOs.
5. Investigate revenue sharing strategies and possible financing tools to assist urban areas finance much needed capital projects.
6. What other urban issues should the PWG consider?

This subcommittee will make reports to the PWG at each of their meetings. Any findings and recommendations will be approved by the PWG before they are published

2. **To fund a Strategic Initiative to move Greater Portland to become a Transit Focused Region**

Staff Resource: Carl Eppich

Recommendation: Discuss and send to Policy Committee for action on January 21st.

Background

Last May the Policy Committee adopted a \$40,000 budget for South Portland's proposal to do a "Fixed Guideway" study. The decision included a provision that a final scope of work be endorsed by the Policy Committee before consultant help is sought. During the past several months PACTS and GPCOG staff have worked with area planners on an outline for the revised scope of work below. The description below is a summary of a 4-page scope for this initiative. (Last spring South Portland committed to provide the \$8,000 local match. Given the change in scope we now propose that the 15 PACTS municipalities share in paying the local match.)

The intent of this study and planning initiative is to develop a regional vision for Greater Portland to promote economic growth and development by building on existing transit service, and to create realistic and cost effective strategies to do so. Building on past plans and studies, this effort will evaluate the potential within the "core" areas and districts of our urban communities (Portland, South Portland, and Westbrook) where compact development already exists and transit service is provided. The study effort in the core will be complemented with evaluation for potential future expansion into the surrounding suburban areas. The intent is to explore methodologies for reaching regional goals such as a regional SWOT analysis -Strengths, Weaknesses, Opportunities, and Threats, and SROI, -Sustainable Return On Investment for example, and others to be determined.

This study initiative is consistent with *Destination Tomorrow's Goal II: Mobility Safety and Accessibility: To improve the movement of goods and the mobility, accessibility and safety of people throughout the region.* This goal contains Objective 3: *To expand accessibility in the region by non-automobile users*, which has two strategies that this study would utilize:

- Strategy 23: Increase Transit
- Strategy 25: Transit Oriented Development.

This planning study is also consistent with Objective 4. *To direct through-traffic to use higher functionally classified roadways*, through:

- Strategy 35: Increase Transit to Centers.

Overarching purpose

The regional integration and coordination of transportation mobility, land use/urbanism, affordability and cost avoidance, and energy and resources efficiency for economic growth.

1. Identify and evaluate the regions “core” identifying geography/districts slated for or under consideration by local communities for compact, mixed-use, Transit Oriented Development (TOD) in: South Portland, Portland, and Westbrook
2. Create strategies that will promote growth and solve transportation/mobility issues (congestion, costs –fuel-, road maintenance, etc.):
 - a. By building on existing transit service through “Enhanced Service Districts”
 - b. Coordinate with ongoing regional transit route study and transit providers
3. Develop Plan for economic growth, while reducing “growth-induced” increases in climate-changing pollutants and increases in vehicle-miles-traveled which lead to congestion in urban areas
4. Based on an evaluation and correlation of mixed-use and higher density development, determine the optimal or potential balance between such development activity and the establishment of enhanced and new transit services.
5. Evaluate the projected future financial *and* ridership feasibility of enhanced transit service within these corridors under various development and funding scenarios, for alternative enhanced transit service strategies.
6. Include an evaluation of the economic benefits and viability within the study geography of existing routes, new routes on conventional urban buses, bus rapid transit, and the potential for fixed-guideway streetcar type transit.

Agenda Item 8: Updates from Staff and Committees

New Topics from Staff

- Paul has secured a **\$10,000 grant** from MaineDOT to do an assessment of pedestrian safety and access to bus stops. This is a recommendation in our new Bike/Ped Plan.
- RTP's Sara Trafton has secured funding from a national non-profit for technical assistance in organizing a **new bus service to Windham**.
- Maine Tomorrow and the Maine Affordable Housing Coalition have contacted us about submitting a joint application for funding under the new federal **Sustainable Communities initiative**.
- PACTS to participate in research project at University of Vermont and Transportation Research Center regarding the **decision making processes of PACTS and the MPO's in Burlington (VT) and Manchester (NH)**. *This will involve signing a Memorandum of Understanding, and interviews of our members.*
- The House of Representatives recently passed a **second stimulus bill** (Jobs for Main Street Act). We are monitoring this.
- John Bubier, Kathi Earley and John Duncan met recently at the Biddeford office of **Senator Collins** with Jennifer Duddy and Bobby Reynolds. Highlights include:
 - The Senator has just submitted a climate change bill.
 - We asked if the Senator might be our annual luncheon speaker.
 - We discussed the upcoming FY 2011 annual earmarks – or “plus ups”. Her presence on the Appropriations Committee is important for Maine.
 - We discussed our High Priority Projects proposals submitted six months ago.

Just before we were ready to send the meeting packet on December 31st MaineDOT asked us for two TIP “adjustments”. We will describe them at the meeting and ask for Executive Committee endorsement (per existing policy). They appear to be quite minor in scope. We will suggest that staff act on these in the future.

Old Topics from Staff

- We have completed our regional traffic signal coordination study, and our regional bicycle/pedestrian plan update. **Congratulations to all!**
- Paul and Mike Laberge are working on a summary report from their Innovative Projects Work Group.
- Update on statewide collectors funding bond proposal
- Portland North study preliminary findings: bus rapid transit option is more cost effective than commuter rail options.
- Kathi Earley update on Franklin Arterial Corridor Study Phase II
- Kathi and/or Carl update on ranking the proposals for the design-build of the replacement for the Veterans Bridge.
- Gorham East West Corridor Study is proceeding at very good pace.

Personnel Changes

- Henry “Hank” Berg starts as new CBITD General Manager on January 18th.
- Anna Price to leave in March for a new FHWA position in Maryland
- Mary Ann Conroy to Kittery
- Mimi Cerveney to New Jersey
- Sara Behr to Bill Croce’s job

Agenda for January joint meeting of Planning and Technical Committees

1. MaineDOT policy (if it’s ready) on use of state standards by municipalities if they are spending 100% local funds on a “state” road. Paul is pushing MaineDOT to articulate a policy asap.
2. Steve Landry presentation on MaineDOT’s work to revise traffic movement permit policy
3. Regional Bicycle/Pedestrian Plan final recommendations
4. Regional Signal Coordination Study final recommendations
5. Report on progress on Update of Destination Tomorrow
6. Proposal to amend UPWP to do a regional transit oriented strategic initiative instead of fixed guideway study approved last May

Transit Committee’s December Meeting

1. Continued work on regional route study, regional pass system, transit in comprehensive planning, and regional automatic vehicle location project
2. Continue work on FTA Section 5307 sub-allocation

In November the Transit Operators created a new operators-only monthly meeting process. They held their first meeting in December.

Draft Executive Committee agenda for February 2nd

1. Study updates on:
 - Innovative Projects analysis
 - Highway Simplification
 - Destination Tomorrow
2. Show our 6-minute video (if done) on Transportation Opportunities for Greater Portland
3. Committees information exchange

Agenda Item 9: January Agenda Policy Committee

1. Welcome Eric Pandora, new Freeport member
2. Action on request for reconsideration of November vote on proposed Credit Program
3. Action on draft Partnership Agreement Template
4. Actions on Dunstan Corner funding AND the 2012/2013 Intersections Set Aside
5. Action on FY 2011 earmark proposals...proposals are due the next day
6. Action on PACTS outreach, media and education work
7. Amend UPWP regarding regional transit oriented strategic initiative, and \$20,000 for Maine Tomorrow work on Highway Simplification Study
8. Accept separate “Executive Director’s Report” (new item per recent Policy Committee consensus)
9. Accept Consent Agenda
 - Endorse Regional Bicycle/Pedestrian Plan
 - Endorse Regional Traffic Signal Coordination Study
 - Do these TIP amendments:
 - Add the recent FY 2010 earmark for our traffic signal coordination project (\$800,000 fed)
 - Add the recent FY 2010 earmark for the Bayside Trail (\$200,000 fed)
 - Amend for FTA 5307 for RTP
 - Amend for CBITD project scope change

**Proposal for FY 2011 Congressional Earmarks for Transportation
Town of Freeport, Maine**

Location: Exit 20 improvements of Interstate 295 (Desert Road)

Cost Estimate: \$1,000,000

Project Description: to upgrade the exit 20 interchange that is currently functioning at a service level F by signaling the northbound and southbound I-295 ramps at Desert Road and coordinating the new traffic signals with the existing signal at U.S. Route One. Widen the westbound Desert Road approach to add a second left-turn lane, widen the southbound I-295 on-ramp to accommodate double left turns from Desert Road.

All of the proposed work can be done within the existing right-of-way. Without the improvements, growth and development around the interchange will be significantly restricted.

How project meets criteria

Project readiness – Traffic modeling and conceptual level design is complete. Vanasse Hangen Brustlin has been working on the project for LL Bean and has presented the proposal to MDOT in Summer 2008. Several alternatives were developed and tested; the proposal being submitted was selected as the option that provided the greatest benefit for least amount of money.

The next step is to advance to survey and preliminary design. That work can be started immediately. With that information Design Build documents can be ready within 3 months after funding is secured. The advantage of the Design Build approach is that permits and Design Build package agreements can be prepared at the same time that the preliminary designs are being completed. The selected contractor would have to have an engineer on the team to take the preliminary design to final design during the course of construction.

Using this approach all work can be completed by Fall 2010 or Spring 2011 depending on when funding is secured. It is also estimated that the project can be completed for less money using this approach. Freeport is confident that town staff and private design professionals and contractors can make this process work to our benefit.

Expected job creation – In addition to all of the jobs created by designing and constructing these improvements, LL Bean has been planning and designing an Outdoor Adventure Center just west of exit 20. They have acquired over 700 acres of contiguous land for this project and have been exploring options for over two years; implementation is expected to start within the next couple of years. The project is quintessential Maine featuring world class courses for cross country skiing, snowshoeing, mountain biking and the like. The Center will be used for recreational purposes and for a variety of competitions. The Outdoor Adventure Center will be year round and will provide a variety of jobs at different levels. This project is important to Freeport; however, it is

also a very important project for the state as it represents why so many people want to visit our fine state each year.

In addition to the Outdoor Adventure Center, a 33,000 s.f. LEED certified office building has been proposed adjacent to the exit. That building is expected to start construction when the economy starts to improve. Zoning amendments have also been approved in the Route One South corridor (the east side of the exit) to allow for more small business and higher density residential development.

These exit improvements will serve many development opportunities. Without the traffic improvements, development in this area will be severely constrained.

Level of current funding – 20% of the project cost will be raised privately. This is a public/private partnership.

Contact information: Donna Larson, Town Planner
30 Main St.
Freeport, ME 04032
865-4743 ext. 103
dlarson@freeportmaine.com



December 30, 2009

PACTS
Attn: John Duncan, Executive Director
68 Marginal Way
Portland, ME 04101

RE: Request for FY 2011 Congressional Earmark – GO MAINE Commuter Vanpool Vehicles to Serve PACTS Region Commuters and Employers

Dear John:

GO MAINE hereby submits the following regionally important transportation project for review and consideration by PACTS staff, the PACTS Executive and Policy Committees as a FY 2011 Congressional Earmark project:

Project

Twenty (20) GO MAINE Commuter Vanpool Vehicles to Serve PACTS Region Commuters and Employers

Location

Commuters traveling to work into and out of the PACTS Region; Employers located within and outside of the PACTS Region

Cost Estimate

20 13-Passenger Vanpool Vehicles @ \$42,500 each = \$850,000. Matching funds: \$170,000, Maine Turnpike Authority.

Description

GO MAINE commuter vanpools, driven by a volunteer commuter driver, are a very cost effective and efficient means of reducing traffic congestion, improving air quality, conserving energy, recruiting and retaining employees, and saving commuters money on their commute. GO MAINE, the statewide commuter program, currently administers a fleet of 30 commuter vanpools. Of these, only 11 currently operate into or out of the PACTS Region. Commuters and employers in the PACTS Region are therefore underserved in terms of commuter vanpools. GO MAINE vanpools are unique because once capital funding is initially obtained, the GO MAINE rider pricing structure allows for the vanpool to be operated, maintained and replaced without any further funding. Vanpool demand has been identified and documented for every major travel corridor in the region, including I-95 north and southbound and I-295 north and southbound into and out of Greater Portland; Route 302 from the Lakes Region into Greater Portland; Route 25 and Route 22 east into Greater Portland; Route 111 east into Biddeford and Saco.

Implementation

GO MAINE will work with stakeholders and partners throughout the PACTS Region to market and ultimately place the 20 commuter vanpools into service for the

commuting public as part of its toolkit of commuting options, which also includes carpools, and transit and bicycle commuting.

The GO MAINE Commuter Connections program would like to thank PACTS for their review and consideration. We appreciate the opportunity to be considered for a Congressional Earmark. Please contact me if you need have any questions or require additional supporting information.



Contact

Carey M. Kish, Program Manager
GO MAINE, Greater Portland Council of Governments
68 Marginal Way, Portland ME 04101
207.774.9891 * ckish@gpcog.org

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Town of Scarborough Maine

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December 22, 2009

Mr. John Duncan, Executive Director
PACTS
68 Marginal Way,
Portland, Maine 04101

**Re: Request for FY 2011 Congressional Earmark –
Eastern Trail Bridge and Trail Segment, Town of Scarborough**

Dear John:

In response to your e-mail dated December 11, 2009, we are submitting the following regionally significant transportation project for consideration by PACTS staff, the Executive Committee as well as the Policy Committee as a Fiscal Year 2011 Congressional Earmark project:

Eastern Trail Bridge and Trail Segment

Location

The Eastern Trail crossing of the Nonesuch River in the Town of Scarborough and the trail linkage from a new river crossing to the existing trail at the Wainwright Fields in the City of South Portland

Cost Estimate

\$1,000,000

Project Description

The Eastern Trail is a multi-purpose trail for pedestrians, bicyclists and general recreation that traverses Scarborough as well as a number of other southern Maine communities. The majority of the Eastern Trail in Scarborough is complete, but a final segment from the Nonesuch River north to South Portland is not. This last link will connect Saco, Old Orchard and other points south to the trail's terminus at Bug Light in South Portland. The installation of a bridge over the Nonesuch River is currently the most significant barrier to accomplishing this. The cost estimate would fund the installation of a bridge that utilizes the current abutments as well as the construction of new trail and road crossings to complete the final trail linkage to the existing trail in South Portland. This project has significant local and regional benefits and also is part

of the east coast greenway that runs from Florida to Maine. This project would be a cooperative effort between the Town of Scarborough, the Eastern Trail Management District, Maine DOT, and the City of South Portland.

The Town of Scarborough appreciates the opportunity for this project to be considered for a Congressional Earmark. If you, your staff, the Executive Committee or the Policy Committee need additional information on this project in order to make a decision please don't hesitate to contact me.

Sincerely,

Thomas J. Hall
Town Manager

cc: Rick Michaud, City of Saco
James Gailey, City of South Portland

Implementation of the Westbrook Downtown Streetscape Study

Draft - December 27, 2009

Westbrook Streetscape Study - Preliminary Cost Estimate

Main Street between Mechanic Street and Bridge Street - South Side (including two Riverwalk Crosswalks)

Item	Quantity	Unit	Unit Cost	Cost
Roadway Cost (curb to curb)				
Flush Concrete Island	0	SF	\$ 20.00	\$ -
Raised Concrete Island (8 ft wide x 55 ft long)	0	SF	\$ 50.00	\$ -
Raised Concrete Island (10 ft wide x 110 ft long)	1110	SF	\$ 50.00	\$ 55,500.00
Thermoplastic Painted Crosswalk (10 crosswalks - 160 SF @ \$15)	3	EA	\$ 2,400.00	\$ 7,200.00
Signs	1	LS	\$ 500.00	\$ 500.00
Granite curbing	450	LF	\$ 40.00	\$ 18,000.00
Drainage Adjustments at Westbrook Commons	0	LS	\$ 10,000.00	\$ -
Drainage Adjustments at Other curb adjusted areas	0	LS	\$ 10,000.00	\$ -
Drainage Adjustments at curb extensions	1	LS	\$ 5,000.00	\$ 5,000.00
Upgrade Existing Main/Bridge Traffic Signal	1	LS	\$ 125,000.00	\$ 125,000.00
Pavement for Parking at Westbrook Commons (8 ft x 100 ft)	0	SF	\$ 20.00	\$ -
ADA Ramp (half on north side)	3	EA	\$ 2,500.00	\$ 7,500.00
Subtotal				\$ 218,700.00

Sidewalk Area (Curb to Building)				
Fly Ash Concrete Sidewalk (12 ft x 450 ft)	6,750	SF	\$ 12.00	\$ 81,000.00
Tree (3" Calp.) Decorative Tree Grate & Accent	15	EA	\$ 4,000.00	\$ 60,000.00
Street Light- Matching Riverwalk - LED Fixture	7	EA	\$ 6,979.00	\$ 48,853.00
Street Light Installation*	7	LF	\$ 3,000.00	\$ 21,000.00
Subtotal				\$ 210,853.00
Contingency @ 20%				\$ 85,910.60
Design @ 10%				\$ 29,676.36
Total Cost				\$ 545,139.96

Draft - December 27, 2009

Westbrook Streetscape Study - Preliminary Cost Estimate

Main Street between Mechanic Street and Bridge Street - North Side (and two Riverwalk crosswalks)

Item	Quantity	Unit	Unit Cost	Cost
Roadway Cost (curb to curb)				
Flush Concrete Island	0	SF	\$ 20.00	\$ -
Raised Concrete Island (8 ft wide x 55 ft long)	0	SF	\$ 50.00	\$ -
Raised Concrete Island (10 ft wide x 110 ft long)	0	SF	\$ 50.00	\$ -
Thermoplastic Painted Crosswalk (10 crosswalks - 160 SF @ \$15)	0	EA	\$ 2,400.00	\$ -
Signs	1	LS	\$ 500.00	\$ 500.00
Granite curbing	400	LF	\$ 40.00	\$ 16,000.00
Drainage Adjustments at Curb Extensions	3	LS	\$ 5,000.00	\$ 15,000.00
Drainage Adjustments in curb adjusted areas	0	LS	\$ 10,000.00	\$ -
Upgrade Existing Main/Bridge Traffic Signal	0	LS	\$ 125,000.00	\$ -
Pavement for Parking at Bank (none assumed)	0	SF	\$ 20.00	\$ -
ADA Ramp (half on south side)	3	EA	\$ 2,500.00	\$ 7,500.00
Subtotal				\$ 39,000.00

Sidewalk Area (Curb to Building)				
Fly Ash Concrete Sidewalk (15 ft x 450 ft)	6,750	SF	\$ 12.00	\$ 81,000.00
Tree (3" Calp.) Decorative Tree Grate & Accent	15	EA	\$ 4,000.00	\$ 60,000.00
Street Light- Matching Riverwalk - LED Fixture	7	EA	\$ 6,979.00	\$ 48,853.00
Street Light Installation*	7	LF	\$ 3,000.00	\$ 21,000.00
Street Light Pedestal Control Cabinet	1	EA	\$ 10,000.00	\$ 10,000.00
Subtotal				\$ 220,853.00
Contingency @ 20%				\$ 51,970.60
Design Fee @ 10%				\$ 27,282.36
Total Cost				\$ 339,105.96