

Attachments for July 20th Policy Committee Meeting

Minutes of May 18th and June 2nd Meetings

Minutes of June 2, 2006 Annual Meeting

The Policy Committee met with all the standing PACTS committees for an “annual meeting” on June 2nd at the South Portland Community Center. Sixty people attended. Nat Tupper called the meeting to order and welcomed everyone. Peter Morelli, the Planning Committee Chair, gave an overview of the final recommendations of our 2006 Destination Tomorrow Plan. A motion was made and seconded to adopt the Plan. The motion passed.

Incoming Chair Rick Michaud made a brief presentation regarding the year ahead at PACTS. He introduced Congressman Allen. Congressman Allen shared some remarks with the group, and then introduced Congressman Michaud. Congressman Michaud gave a speech on federal transportation policies and responded to several questions. Rick Michaud thanked the Congressmen for their attendance and for their remarks, and closed the annual meeting.

Minutes of May 18, 2006 Meeting

Members Present: Nat Tupper, Yarmouth, Chair; Neal Allen, GPCOG; Mike Bobinsky, Portland; Jerre Bryant, Westbrook; John Bubier, Biddeford; Peter Cavanaugh, Public Transit; David Cole, Gorham; Dale Doughty, MaineDOT; Kathi Earley, Portland; Tex Haeuser, South Portland; Larry Mead (for Joe Gray), Portland; Tom Meyers, Public Transit; Dale Olmstead, Freeport; Rick Michaud, Saco; Ron Owens, Scarborough; John Perry, FHWA; Ed Reidman, South Portland; Bill Shane, Cumberland; Jim Thomas, Old Orchard Beach; Conrad Welzel, MTA

Members Absent: Mike McGovern, Cape Elizabeth; Paul Schumacher, SMRPC

Staff and Guests: Maddy Adams, GPCOG; Julia Dawson, PACTS; John Duncan, PACTS; Steve Linnell, GPCOG; Tom Milligan, Biddeford; Eric Ortman, PACTS; Dave Sherlock, MaineDOT; David Willauer, GPCOG

- 1. Call to Order.** Nat Tupper called the meeting to order at 1:40 p.m.
- 2. Minutes of April 27th meeting.** *Ron Owens moved approval of the April 27th minutes. Mike Bobinsky seconded the motion and all were in favor.*
- 3. MaineDOT’s I-295 Corridor Study.**
A motion was made and seconded to endorse the recommendations in MaineDOT’s I-295 Corridor study. Larry Mead stated that the City of Portland has been working with MaineDOT regarding Exits 6 and 7. The City was concerned that MaineDOT wasn’t really getting at some of the safety issues that exist in a timely manner. They are concerned that they will be waiting a long time for a new exit. They met with MaineDOT and talked about some long-term improvements. An amendment was made to the motion to widen the northbound off ramp at Exit 7 and improve the intersection to fully address inefficiencies of intersections -- make the intersections fully workable. Dale Doughty added a caveat that the improvements be evaluated to determine their efficiency to 295, and to consider the extent to which the improvements are eligible under the earmark.

An amendment was made to two of the bullets in the draft motion and the final motion reads as follows:

To amend the 2006-2008 PACTS Transportation Improvement Program to specify that the I-295 Congressional Earmark of 2005 be used as follows:

- *Build a southbound auxiliary lane between Exits 4 and 3 in South Portland*
- *Build a northbound auxiliary lane between Exits 3 and 4 in South Portland*
- *Lengthen the northbound on-ramp from the Falmouth Spur onto I-295 in Falmouth*
- *Extend the southbound auxiliary lane from Tukey's Bridge to the Franklin Street off-ramp*
- *Widen the northbound off-ramp at Exit 7 to include improvements to integrate with Marginal and Franklin Arterial*
- *Replace the existing southbound on-ramp at Exit 15 in Yarmouth with a new one on a different alignment*
- *Improve Exit 6 (Forest Avenue) off-ramps and their intersections with Forest Avenue in order to improve safety conditions.*

Mike Bobinsky seconded the amendments.

It was asked if there was a breakdown of funding or if there was a total amount of earmark money. Dale responded that it is a total amount. Bill Shane mentioned that all of the items listed in the bullets would have similar issues and they are all dumping onto other roads. Is this the intent of the earmarks? They should be focused on 295 improvements. Nat noted that the 295 study has some rough graphics of what is envisioned. Dale stated that the eligibility will restrict it greatly. They will need to justify what improvements can be made. It needs to be directly related to the improvements being made on the ramp. The Forest Avenue off-ramp piece is still being worked on with MaineDOT and Portland's consultant. Two lanes will bring more traffic coming onto Forest Avenue and could present a stacking problem.

All were in favor of the TIP amendment, as amended. All were in favor of the motion to endorse the study.

4. **Destination Tomorrow.** John Duncan reviewed this item. An air quality conformity analysis will be conducted but for now we can meet the requirements with a memo in the plan. *Ron Owens made a motion to advance the adoption of Destination Tomorrow to the June 2nd meeting for final adoption. Bill Shane seconded and all were in favor.*

John mentioned that Tex Haeuser will be taking Jeff Jordan's place on the Policy Committee. Tom Meyers now represents the Transit Committee on the Policy Committee.

5. **Selection of Committee Officers for FY 2007.** Rick Michaud was nominated to serve as Chair, and Mike Bobinsky as Vice-Chair. *Bill Shane made a motion to approve the slate of officers as proposed. Ron Owens seconded the motion and all were in favor.*

6. **Consent Agenda.** The Bus Transit Summit on May 16th was very successful.

7. **Transportation Improvement Program Topics.**

7A. Nat reported that a committee has been working on the issue to address the \$6,000,000 shortfall. He provided some background on how this shortfall has come about. We started with \$18 million, which dropped to \$12 million, and dropped one more time to \$11 million. We now have a \$6 million shortfall. A working group has met twice to work through this. There are five paving projects that are being held up right now. We would like to recommend that we come back

a week from today to go over the recommendations that the working group decided upon, but today we would like to ask for the Committee's approval to deal with five paving projects.

Some 04/05 projects were given additional money in the 06/07 budget. It is now being recommended that they not be given additional inflationary costs. If a community can't afford the project, they have the following options:

- Pull some components from the project
- Change scope of project and not do certain parts
- Not do the project at all.

There was a list of projects recommended for deferral or funded with no inflationary funds allocated. The deferred projects would be funded in the 08/09 budget.

Defer Route 77 (\$260,000)
Defer Forest Avenue construction (\$975,000)
No transit projects would be inflated (\$310,000)
Defer Saco/Biddeford bike/ped project (\$380,000)
Defer South Portland Bus Garage (\$238,153)
Defer CBITD vessel (\$500,000)
Cut collector paving by \$600,000±

Five paving projects are somewhat underway. *Ed Reidman made a motion to approve the revised funding of the five paving projects. John Bubier seconded the motion and all were in favor.*

Bill Shane made a motion to approve the above recommendation as presented. Dale Olmstead seconded the motion. The Committee complimented Nat on his clear presentation of the information.

It was asked if a project could piggyback on another. Dale D. explained that the community would need to determine how the project would be structured; execution of the project would be same. Internally a lot would need to be done at MaineDOT. *All were in favor of the motion to approve the above recommendations.*

7B. Westbrook proposal. Jerre Bryant explained that the project involves a major corridor in Westbrook. It is a four-lane road segment, with very high traffic volume, poor pavement conditions, and a high occurrence of accidents. There were three projects along this roadway segment. Westbrook put together a locally funded initiative and the project was redesigned and rebid. The City has raised \$700,000 in local funding. One million dollars in earmark has been allocated. The project will not begin until the Stroudwater Bridge over the Turnpike is completed. It doesn't change the TIP that was just approved. Rick Michaud asked if this intersection project had been scored. Jerre responded that it is a roadway segment, not an intersection project. *John Bubier moved that the Policy Committee allow this project to go forward at the amount listed in the PIN. The motion was seconded by Larry Mead. Jerre mentioned that the total funding has been at \$1.7 million but probably \$2 million has already been spent.* All were in favor of the motion except Rick Michaud.

8. **Executive Director evaluation.** Executive Session.
9. **Adjourn.** The meeting adjourned at 3:30 p.m.

Agenda Item 3 – 2009 High Priority Projects

Motion

To endorse the following proposal for the development and promotion of a list of PACTS High Priority Projects for submission to our Congressional Delegation in 2008 for the 2009 federal transportation reauthorization.

General Approach

1. Develop a “\$150 million” list of projects that each cost at least \$5 million.
2. Coordinate closely with MaineDOT.
3. Include projects in four themes: access to the interstate, bridges, alternative modes and “green” transportation.
4. Individual municipalities and others may continue to pursue federal earmarks.

Scope of Work

The Policy Committee will establish a 7-member “2009 High Priority Projects Committee” and direct the Policy Committee Chair to appoint four members of the Policy Committee and one member each from the Planning, Transit and Technical Committees to it. This committee will replace the existing group. (See notes from June 16th meeting on page 3.)

Staff and the 2009 High Priority Projects Committee will report to the Policy Committee on a monthly basis and do the following by December 2006:

1. Develop a project selection process.
(The resulting process might include help from the Planning and Technical Committees. Also, the process will include coordination with the recent project proposals of the Southern Maine Corridor Committee.)
2. Develop a projects list.
3. Develop a promotion plan.

In 2007, 2008 and 2009 PACTS staff and members will do the following:

1. The Policy Committee adopts the projects list and promotion plan by February 2007.
2. Promote the projects list to the 15 PACTS area councils and transit system boards, and get their endorsements by June 2007.
3. Promote the projects list to all relevant interested parties.
4. Work with MaineDOT and our Congressional Delegation in 2008 and 2009 as Congress develops the 2009 federal transportation reauthorization act.

The spreadsheet below is a point of departure for the process. It is a work-in-progress tool for use during the next six months.

A PACTS Area Major Projects Worksheet

June 27th

This list offers some potential projects and ballpark costs for use during the organizing of a process to develop a 2009 PACTS High Priority Projects List.

The Committee established in July 2006 will develop a project selection process.

Overview

1. The Federal list below exceeds by far what our region could get in 2009. We would have to cut it back, or establish priorities within it.
2. The concepts below all cost at least \$10 million. We may want to use a \$5 million threshold instead.
3. The ballpark costs below are in millions.

2009 Federal High Priority Project Concepts

<u>Line</u>	<u>Cost</u>	<u>Concept *</u>	<u>Earmark Theme</u>	<u>Proposal Source</u>	<u>Comment</u>
1	\$80	Passenger Rail Ptd to Brunswick	Alt. Mode	MaineDOT	\$\$ to operate?
2	\$50	Falmouth Spur at 295	Interstate	MaineDOT	
3	\$35	Rehabilitate Veterans Bridge	Bridge	MaineDOT	Need earmark?
4	\$35	Gorham Bypass Phase 2...see Line 12 and comments below.			
5	\$30	Rehabilitate Martin's Point Bridge	Bridge	MaineDOT	Need earmark?
6	\$30	Widen 295 in Portland	Interstate	MaineDOT	
7	\$20	Eastern Trail projects	Green	East. Trail Mgt. Dist.	
8	\$15	Widen Freeport 295 Bridge	Bridge/Interstate	Freeport	
9	<u>\$10</u> \$305	Buy 25 new or replacement buses	Alt. Mode	Duncan	\$\$ to operate?

* Many are consistent with Southern Maine Corridor Committee's recent recommendations to MaineDOT.

Turnpike Toll Highway Concepts -- NOT Federal High Priority Concepts

The Turnpike Authority does not use federal funds, so would not participate in the federal process.

The Authority, MaineDOT and Gorham have discussed financing a Turnpike spur to Gorham. Would an Authority commitment to develop a toll highway to Gorham obviate the need for a PACTS earmark for the bypass? Could the Authority commit by late 2007?

<u>Line</u>	<u>Cost</u>	<u>Concept</u>	<u>Comment</u>
10	\$65	Widen Tpke. from Exit 44 to 53	In Tpke Authority's 10-Year Plan
11	\$25	Turnpike bridges and climbing lane	In Tpke Authority's 10-Year Plan
12	\$60	Build toll highway to Gorham *	Not in Authority's Plan
13	<u>\$50</u> \$200	Build 2 new interchanges **	Not in Authority's Plan

* Obviates need for 2nd bypass? Would have significant regional land development impact.

** One might be in northern Saco or southern Scarborough per recent meeting?

PACTS Subcommittee Regarding 2009 Reauthorization High Priority Projects

Notes from June 16, 2006 Meeting

Attendance: Mark Ouellette, Gary Williams, John Bubier, Tom Milligan, Bob Burns, Donna Larson, Rick Michaud, Eric Ortman, Julia Dawson and John Duncan

The group discussed the status of the three PACTS FY 2007 Congressional earmark proposals. Mark reported that the House bill does not include them. He gave some insights on how his office works on earmarks. Donna encouraged PACTS to begin work now to prepare for a PACTS annual earmark submission next year.

Mark and Gary led a discussion of the Congressional processes on “high priority projects” and “earmarks”.

- Gary described the shrinking Highway Trust Fund and two federal commissions which are at work. He encouraged us to join MaineDOT on the work to increase transportation funding.
- Gary asked Mark if the Congressional Delegation would prefer a “smorgasbord” of 2009 High Priority Project proposals, or a focused list. Mark emphasized that he looks for “good projects”. Gary spoke of MaineDOT’s corridors strategy.
- John B. espoused the importance of rail transportation. He also spoke of focusing on economic development in our High Priority work. He described a recent SMRPC meeting discussion about a “ring road”.

John D. reviewed the staff proposal for developing a 2009 High Priority Projects list. Rick suggested aiming for \$150 million (and possibly three times that over 15 years), and possibly reducing the minimum threshold for each high priority project to \$5 million. The group discussed the proposal at length. Rick liked the staff proposal and suggested two tasks for the Planning and Technical Committees.

Rick said that he heard Congressman Michaud say at the PACTS annual luncheon that the best prospect for increasing the 2009 High Priority dollars for our region would be to increase overall federal transportation funding. Gary agreed with Rick. Rick concluded that we should include a \$30 million “top tier” (approximately) in our \$150 million list.

Agenda Item 4 – Transportation Improvement Program

4A – Action on CBITD Request

To: PACTS Policy Committee
From: Patrick R. Christian, CBITD General Manager

The Casco Bay Island Transit District respectfully requests that the following item be adopted at the July 20, 2006, PACTS Policy Committee meeting:

Amend the 2006/2007 TIP to include \$413,592 in Federal Transit Administration funds to be used by the Casco Bay Island Transit District for Phase 1 of the expansion of the Casco Bay Municipal Ferry Terminal.

As background, the Phase 1 expansion of the Ferry Terminal is designed to enhance customer safety and service, berthing for the Aucocisco III, CBITD's newest vessel, and to better facilitate inter-modal connections. Initial planning for this project began in the early 1990's. The Gate 4 portion of the project is currently underway. The requested funds became available through the Maine Department of Transportation. .

Thank you for your consideration.

4B – Schedule for TIP Decisions in July, August and September

	<u>July</u>	<u>Aug</u>	<u>Sept</u>
<u>2006/2007 Projects Selection</u>			
1 Act on special \$1,300,000 from Legis./MDOT \$1,625,000 with 20% match	X		
2 Finish review of EPS reports		X	
3 Pick one or more for 06/07 PCE funding 1. \$200,000 available...Build with 2010/2011 funds 2. Projects not funded will compete for 08/09 funds		X	
4 MaineDOT advise on final FY 2007 funding			X
<u>2008/2009 Policies and Projects Selection</u>			
5 Staff submits Safety program proposals	X		
6 Establish 25% cap cost increase policy	X		
7 Revise Set Aside amounts for 2008/2009	X		
8 Set a \$1,500,000 project funding upper limit on 08/09 roadway projects?	X		
9 Select collector paving projects		X	
10 Learn of Senate earmarks decisions (House results: No PACTS projects.)		X	
11 Vote on final 08/09 projects list			X

4C – Action on TIP Process Committee Recommendations

On June 6th I sent an email invitation to Policy Committee members to join with the TIP Process Committee to work on several topics. On June 23rd the TIP Process Committee met. Mike Bobinsky, John Bubier, Bill Shane, Tom Reinauer, Sara Behr, Tex Haeuser, Dave Sherlock, Bob Burns, Kathi Earley, Mike Laberge, Julia Dawson, Eric Ortman and John Duncan attended.

a) Special allocation of State funds from the Legislature and MaineDOT

Motion

1. To thank MaineDOT for allocating the \$1,300,000 via PACTS.
2. To require a 20% local match (thereby creating a \$1,625,000 resource).
3. To program the projects recommended on the following page

Background

The Legislature has provided \$30 million in cash to MaineDOT to reinstate projects deferred last year. MaineDOT is asking PACTS to allocate \$1.3 million of it. There are no federal funds involved.

MaineDOT requires that we pick projects by the end of July, and that we program a project cut or deferred from our original 06/07 projects list (or which experienced a significant scope reduction) and which can be put out to bid by June 30, 2007.

The members discussed the conundrum of funding projects on the meeting's deferred/cut candidates list while facing the possibility that some already funded paving projects might have to get dropped in the future due to escalating prices.

The members recommend a 20 percent local match for these State funds. The result is a \$1,625,000 resource.

After the meeting staff found an error in the project candidates list. (We have removed the Portland project on Ocean Avenue because it is already a MaineDOT project, PIN 11312.) As a result of this correction staff has also worked with Rick Michaud and Mike Bobinsky to make additional recommendations.

Staff also developed a proposal to use some of the State funds to resurface Route 88 in Yarmouth. MaineDOT supports the proposal. (Yarmouth was reviewing the idea when this meeting packet was sent out on Friday.) A key benefit is that the region saves money by doing the projects with State funds rather than Federal funds. We will explain this further at your meeting.

Staff will present the recommendations on the next page at your meeting.

Recommendation for the Use of \$1,625,000

Based on 80% State Funds and 20% Local Funds

MaineDOT Conditions

1. Must program for a project cut or deferred from our original 06/07 projects list, or which experienced a significant scope reduction.
2. Must be able to put the project out to bid by June 30, 2007.
3. Must pick projects by the end of July.

Projects Recommended To Be Funded

<u>PIN</u>	<u>Description</u>	<u>Amount</u>	<u>Proposer</u>
na	Falmouth, Blackstrap Road paving	\$60,500	TIP Process Committee
na	Saco, Bayview Road paving	\$231,250	TIP Process Committee
na	Saco, Industrial Park Road paving	\$125,000	TIP Process Committee
na	South Portland, Pickett Street paving	\$18,750	TIP Process Committee
13122.00	Yarmouth, Route 88 paving (E. Main to Pl. St.)	\$248,875	Staff
na	Yarmouth, Route 88 paving (Pr. Pt. to Pl. St.)	\$232,375	TIP Process Committee
13124.00	Yarmouth, Route 88 paving (Rt. 1 to E. Main)	<u>\$165,000</u>	Staff
	Subtotal	\$1,081,750	
13087.00	Cape Elizabeth, Route 77 intersection	\$95,546	* Staff, Michaud and Bobinsky
13107.00	Portland, Forest Avenue reconstruction	\$354,887	* Staff, Michaud and Bobinsky
13109.00	Saco, Bayview Road sidewalk	<u>\$92,817</u>	* Staff, Michaud and Bobinsky
	Subtotal	\$543,250	
	Total	\$1,625,000	

* These amounts will reduce the PACTS 2008/2009 financing for these projects. (Note that we programmed 06/07 PCE funds for these projects in May 2006.)

Projects Not Recommended

	<u>Amount *</u>	<u>To bid by June '07?</u>	
Freeport, Main Street reconstruction	\$510,000	Possible	Cut in Oct. 2005 **
Old Orchard Beach roundabout	\$1,000,000	Possible?	Cut in Oct. 2005 **
Westbrook, Cumberland St. intersection PCE	\$150,000	Possible?	Cut in Oct. 2005 **
South Portland bus garage project	\$238,153	Not possible	Deferred to 08/09
CBITD Ferry Replacement project	\$500,000	Not possible	Deferred to 08/09

* Original program amount.

** These projects were on the "B List" cut in October 2005. As such, they ranked below the Cape, Saco and Portland projects recommended above.

Note also that PACTS submitted these three projects for FY 2007 Congressional "appropriations" earmark. None were funded by the House. A Senate committee might act this week. There is a chance that the full Senate will postpone action for several months.

b) Amendments to our project cost increase policy

Motion

Build a 25% contingency into the amount programmed for all future PACTS projects. There will be no inflation adjustments. Right-of-way will be excluded from the 25% contingency limit. This will represent the maximum that PACTS will fund for a particular project.

- The 25% contingency for projects programmed in one biennium will be based on the estimate produced during the MaineDOT field visit or during enhanced project scoping (EPS).
- Funding for construction for two biennia projects (those for which we fund PCE in one biennia and construction in the biennia following completion of PCE) will be based on the estimate developed by MaineDOT in their Preliminary Design Reports (PDR) plus a 25% contingency.

This change will be incorporated into pages 25 to 29 in our March 2006 TIP Policies and Procedures document.

Background

The TIP Process Committee members discussed a variety of ideas at length on this subject. They agreed from the start to strive to simplify our existing process. Led by Bill Shane and John Bubier, the group ultimately agreed on the 25% contingency policy recommendation.

c) Amendments to our Set Aside policy for the 2008/2009 biennium

Motion

To amend the Set-Aside Policy for the 2008/2009 Biennium as follows:

- To eliminate the Rebuild Road (10%) and Widen Road (20%) categories, and to distribute the 30% as follows:
 - Increase Collector Paving category from 40% to 54%.
 - Increase Intersection category from 20% to 34%.
 - Increase Transit category from 7% to 8%.
 - Increase Bike/Ped category from 3% to 4%.
- To limit the scopes of Bike/Ped projects to the enhancement of the region's existing bike/ped system rather than to allow the use of the funds for projects that expand the existing system.

Background

The TIP Process Committee recommendation is based on efforts to follow the *Destination Tomorrow* top priorities of maintaining the existing transportation system and addressing critical intersection needs. The recommendation also attempts to address the reality of transportation needs far outstripping resources and PACTS inability, under the current funding scheme, to keep up with the top priorities of *Destination Tomorrow*.

Several members of the Technical Committee have expressed the following concerns about the Process Committee's recommendation. Eliminating the widen and rebuild set-aside would mean that: (1) we would maintain certain roads and let other roads continue to fall apart, (2) the burden of fixing the roads would increasingly fall upon the municipalities, and (3) while paving a road costs less, in the long run it may not be the most cost effective method to manage the roadway network.

See the spreadsheet on the next page. Please note that the proposed changes in the Set Aside shares for 2008/2009 are applied to the balance available after the \$2,768,153 deferred from our 2006/2007 program by the Policy Committee two months ago.

4D – Action on Proposal to Establish a PACTS Project Cap

Motion

To establish a \$1,500,000 cap on the PACTS contribution to all future projects.

This change would be incorporated into the Programming Policies section of our March 2006 TIP Policies and Procedures document.

Background

The primary rationale for the proposal is the relatively small amount of money available through the PACTS MPO Allocation versus the large cost of many proposals submitted to PACTS.

This idea has been discussed several times. Most recently it was dropped because of the FHWA policy that requires a constant FHWA percentage share for a project from the time of project funding obligation. We have learned recently of ways to administer projects within the FHWA rules early on in the project development process through use of specific language in city/state agreements.

Proposed New Set-Aside Categories and Amounts

For Allocation of \$11,250,000 for the 2008/2009 Biennium

\$11,250,000 minus \$2,768,153 equals \$8,481,847.

<u>Set-Aside Categories</u>	<u>Existing Policy</u>		<u>Deferrals* from 06/07</u>	<u>Proposal for Shares of \$8,481,847</u>		<u>Proposal for Shares of \$11,250,000</u>	
	<u>Percent</u>	<u>Amounts</u>		<u>Percent</u>	<u>Amounts</u>	<u>Percent</u>	<u>Amounts</u>
Preserve Collectors	40%	\$4,500,000	\$0	54%	\$4,580,197	41%	\$4,580,197
Intersections	20%	\$2,250,000	\$350,000	34%	\$2,883,828	29%	\$3,233,828
Widen Existing Roads	20%	\$2,250,000	\$0	0%	\$0	0%	\$0
Rebuild Roads	10%	\$1,125,000	\$1,300,000	0%	\$0	12%	\$1,300,000
Public Transportation	7%	\$787,500	\$738,153	8%	\$678,548	13%	\$1,416,701
Bicycle/Ped/Other	<u>3%</u>	<u>\$337,500</u>	<u>\$380,000</u>	<u>4%</u>	<u>\$339,274</u>	<u>6%</u>	<u>\$719,274</u>
Totals	100%	\$11,250,000	\$2,768,153	100%	\$8,481,847	100%	\$11,250,000

* Deferrals from 06/07 (per May 18th action)

\$350,000 for Cape Elizabeth intersection

\$1,300,000 for Portland Forest Avenue

\$500,000 for CBITD vessel

\$238,153 for South Portland bus garage

\$380,000 for Saco bike/ped project

Agenda Item 5 – Consent Agenda

Action Item

MaineDOT’s Office of Passenger Transportation needs the endorsement of PACTS in amending several FTA Section 5307 projects in the 2006-2008 STIP. Our action on this constitutes a PACTS TIP Amendment. This item is a work-in-progress on July 14th. Staff will share the details on this with our transit providers before the Policy Committee meeting.

Information Items

Old Orchard Beach, Saco and Scarborough met recently with Turnpike staff to discuss the concept of a Flag Pond Road interchange study funded by the municipalities and the Turnpike. Proponents will meet again here after today’s Policy Committee meeting. The study would begin after completion of the PACTS “Saco East-West Study” which has not started yet.

Committee Reports

- The Regional Transit Study advisory committee held two productive meetings in June and July. A subcommittee will draft study recommendations in August and present them at the September meeting.
- The Transit Committee met in June and July. Topics included our Transit Set Aside, a first draft of a Transit System Flexibility Protection Act of 2006, and an Annual Report which will be distributed this week to Policy Committee members.
- The Planning Committee did not meet in June or July.
- The Technical Committee met in July to work on a 2008/2009 collector paving projects list. The members also decided to look into the potential benefits and cost of the creation of a PACTS pavement management system.

Julia Dawson will submit several proposals for 2008/2009 FHWA Safety project funding to MaineDOT this month.

In response to Rick Michaud's initiative, the four MPO Directors and Policy Committee Chairs from around the state are going to meet next month.

MaineDOT, with input from MPO staffs, has drafted a 45-page MaineDOT/MPO Manual. It might have some policy implications. MaineDOT will request endorsement of the final manual by the Policy Committee later this year.

Upcoming Policy Committee topics

- Allocate 06/07 PCE funds in August based on results of EPS reports and related scores
- Finalize 08/09 TIP projects list in September
- Make a PACTS Land Use Policy case study scope decision this fall.
- Update the PACTS Public Participation Policy and our Title VI Plan.

FHWA and the State's four MPO's will meet here next week regarding self-certification and Transportation Management Area topics.