

PACTS

Portland Area Comprehensive Transportation Committee

PACTS Policy Committee Meeting Notice

March 15, 2007
1:30 p.m.

PACTS, 68 Marginal Way, Portland

- 1. Farewells to Eric Ortman**
- 2. Call to order**
- 3. Minutes of the February 15th Meeting**
- 4. Priorities for the Work of PACTS July 2007 to June 2009**
Workshop session (attachments)
- 5. Capital Funding Topics**
Status report on transportation bills in the Legislature
- 6. Consent Agenda**
- 7. Adjourn**

Next Meeting: April 19th at 1:30 p.m.

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Attachments for March 15th Policy Committee Meeting

Minutes of February 15, 2007 Meeting

Members Present: Rick Michaud, Chairman, Saco; Neal Allen, GPCOG; Mike Bobinsky, Portland; Bob Burns (for David Cole), Gorham; Dale Doughty, MaineDOT; Kathi Earley, Portland; Jim Gailey, South Portland; Judy Harris (for Jeff Monroe), Portland; Dan Jellis (for Nat Tupper), Yarmouth; Jonathan LaBonte (for Conrad Welzel), MTA; Mike McGovern, Cape Elizabeth; Tom Meyers, Public Transit; Tom Milligan (for John Bubier), Biddeford; Dale Olmstead, Freeport; Ron Owens, Scarborough; Nathan Poore, Falmouth; Jim Thomas, Old Orchard Beach

Members Absent: Joe Gray, Portland; John Perry, FHWA; Anthony Plante, Windham; Ed Reidman, Westbrook; Paul Schumacher, SMRPC; Scott Seaver, North Yarmouth; Bill Shane, Cumberland

Staff and Guests: Maddy Adams, GPCOG; Julia Dawson, PACTS; John Duncan, PACTS; Tony Hayes, Falmouth; Tex Haeuser, South Portland; Mike Laberge, MaineDOT; Steve Linnell, GPCOG; Eric Ortman, PACTS; Dave Sherlock, MaineDOT; David Willauer, GPCOG

1. **Call to Order.** Rick Michaud called the meeting to order at 1:35 p.m. Introductions were made.
2. **Minutes of January 18th, 2007 meeting.** *The minutes of the January 18th meeting were approved by the Committee.*
3. **PACTS Title VI and Public Participation Plan.** David Willauer explained that the development of this plan was a joint GPCOG/PACTS effort. David gave an overview of the Plan through a PowerPoint presentation. He reviewed the statistics of the various populations – minority, elderly, poverty, etc. Julia showed maps displaying where PACTS projects are taking place. PACTS, as well as consultants for PACTS, need to be in compliance with Title VI. Title VI is the Civil Rights Act of 1964.

There were some questions concerning the definition of disabled as the percentage of disabled persons for the PACTS area appeared high. The Census Bureau defines disability as a long-lasting physical, mental, or emotional condition.

Mike Bobinsky moved adoption of the Title VI plan. Judy Harris seconded the motion and all were in favor.

4. **Capital Funding Topics.**
 - 4A. Action on proposal for resolution of new cost increases in 06/07 collector paving projects. Eric Ortman recommended accepting draft motions 3 and 4, and explained why. This would amend the cost increase policy and fully fund the 06-07 collector paving projects. The Technical Committee discussed this at length and they came up with a vote of 10-2 for PACTS to support the recommendation that cost increases for 06-07 paving projects be paid for through the PACTS allocation.

It was asked if MaineDOT could put out a single large bid for projects. Eric responded that the Department believes that by putting out one very large contract, they will get only one bidder. There was a question about the ID numbers on Table 1. Eric explained that the “Old ID” number is in there for internal bookkeeping purposes -- it means nothing regarding priority. The ID number in the first column does indicate priority order. Tony Hayes explained that the Technical Committee has reviewed these projects. He pointed out that MaineDOT doesn't have a maintenance paving budget. He spoke of a \$175,000 project where the paving costs were only \$45,000 but, because it

was considered a capital improvements project, they had to meet state requirements and that significantly increased the cost of the project. You almost have to look at each project individually. If you have a roadway that is in good condition, it doesn't make sense to pay four times the amount of paving to do the project.

Mike McGovern moved draft motions 3 and 4, with Dale Olmstead seconding the motion. Mike amended the motion to adopt Technical Committee recommendation #3 and staff recommendation #4. Dale seconded the amendment. Mike B. added that the cost increases are the result of market forces and standards requirements. PACTS staff and the Technical Committee have an ongoing relationship with MaineDOT and FHWA. Mike encouraged more effort in that regard. Nathan pointed out that two out of three of the Falmouth projects are probably not over budget because the lengths of the projects did not equal their numbers. They are waiting for clarification before they send in their letter of intent. Nathan asked whose policy it was to spend money on guard rails, etc. Dave Sherlock responded that it is on the part of the Department. If it is a capital project, then it must meet those standards. If it is an overlay project, then the guardrails, etc. would need to be improved. The only time they wouldn't have to spend that money would be if it is a maintenance project. Mike McGovern stated that the Cape Elizabeth project is on target. Ron Owens noted that a letter of intent had been submitted for Scarborough.

Table 2 (06-07 projects) is what would be approved if the motion above is approved. The money would come from the projects on Table 1 (08-09 projects); the projects would be cut from the bottom. Since there are a few streets that still don't have estimates, John Duncan will be given the discretion to cut from the bottom of the list as needed. Kathi asked that municipalities be contacted before any final estimates are spelled out in case there is anything that the towns can do. Dave Sherlock and Dale Doughty would be willing to work with a smaller group to go over this information in more detail. Jim G. said that South Portland would be very interested in being at the table with MaineDOT.

Kathi asked if the Technical Committee had any discussion about the projects that will fall off the list and won't become a priority project next year. She was concerned that by the time those roads get done, they may be so bad that they won't be able to be considered paving projects anymore but instead they would be reconstruction projects. Eric responded that the Technical Committee was very strong about taking this funding issue back to the Policy Committee.

The Committee voted in favor of draft motions 3 and 4 as follows: To fully fund the 2006-07 collector paving projects through the MPO allocation by cutting the required number of 2008-09 collector paving projects, and to adopt the amended title to the PACTS Cost Increase Policy.

A motion was made and seconded to approve motions 1 and 2 as follows: To defer \$238,153 for South Portland garage replacement from 2008-09 to 2010-11, and to defer \$300,000 (of the total \$500,000) for Casco Bay Lines vessel replacement from 2008-09 to 2010-11. South Portland and Casco Bay Lines are in the process of securing funds for fairly large projects. The PACTS funding constitutes a portion of this funding. South Portland's project will not be ready to build during the 08-09 biennium. Tom Meyers has indicated South Portland's willingness to again defer the \$238,153 in funding. Casco Bay Lines needs \$200,000 (of the total \$500,000) for design work on the new vessel during the 08-09 biennium and is willing to defer the other \$300,000 to the 2010-11 biennium. **The Committee approved motions 1 and 2 above.**

In motions 5 and 6, change the word "direct" to "request". Motion 5 is to request staff to develop an improved process for estimating the cost of collector paving projects. Bob B. asked how that could be done. Eric explained how a windshield survey used to be done but a much closer look will

be taken at each of the projects. Motion 6 is to request staff and the Technical Committee to work with MaineDOT and FHWA to develop recommendations for future cost efficiencies in our region. ***A motion was made and seconded to approve Motions 5 and 6. The motions were approved by the Committee.***

4B. Report on efforts to increase transportation funding in Maine. Representative Boyd Marley wants to amend his bill (LD 26) “to authorize counties to adopt by referendum a local option sales tax on sales within the county that are subject to the state sales tax.” He now wants it designed around the four MPO’s in the state, rather than the County. The towns that are in the MPO’s would be the players in the local option tax. John explained further. Mike M. suggested that the Policy Committee not expend too many resources on this effort because it probably won’t go very far.

4C. Action on recommendation for PACTS submission for FY 2008 Congressional earmarks. Julia reviewed the criteria used in selecting the projects, one of which was that the project have the support of MaineDOT. Three recommendations have come forward from staff and municipalities:

- Reconfiguration of the Old Orchard Beach intersection of Smithwheel Road and Ocean Park Road (\$400,000 cost);
- Coordination and interconnection of four traffic signals in Portland (\$500,000 cost); and
- Coordination and interconnection of seven traffic signals in South Portland (\$838,000 cost).
(This could be broken down into two projects if necessary by funding the three higher priority signals at a cost of \$359,000.)

Jim Thomas noticed that the background information on this item indicated that MaineDOT would also be submitting a statewide list of earmark proposals, and he was concerned that our priorities could be very different than theirs. Dale Doughty responded that MaineDOT concurs that these are important projects, but they also have a statewide list. Julia explained that MaineDOT received a list with seven priority projects from PACTS and they viewed the three projects listed above as the highest priorities from the list. Mike Bobinsky noted that the City of Portland would also be submitting projects that may not be transportation-related projects such as improvements to Deering Oaks; the extension of Somerset Street in Bayside is another possible project that Portland might submit.

Mike McGovern noted that we are missing the boat by not submitting any clean cities alternatives for this region because there is support in Washington for this type of initiative. Julia noted that only \$1-2 million is available for the entire state to work with. She mentioned that Gary Williams recommended looking at projects that have sought funding before and that have public support.

4D. Action on staff proposal to reduce the length and funding of a PACTS collector paving project in Freeport. ***Dale moved the motion to reduce the funding from \$220,000 to \$165,000 for PIN 13094 (Mallett Drive), and to shorten the project length by moving the western endpoint from Route 125 eastward to the PACTS boundary, and to return the \$55,000 difference to the PACTS reserve account. The motion was seconded and all were in favor.***

5. **Consent Agenda.** ***Dale Olmstead made a motion to approve the consent agenda, seconded by Tom Meyers. All were in favor.***
6. **Adjourn.** The meeting adjourned at 2:50.

Agenda Item 4 – Priorities for the Work of PACTS

Today we will conduct a brainstorming session on priorities for the work of PACTS – to be followed by a review of today’s work at our April meeting. The results of this exercise will be a principal part of our two-year work program. This is a good opportunity for us all to consider:

- How regional should be the work of PACTS?
- How much will we use *Destination Tomorrow* in our work? For instance, should we establish a policy to require that we only do studies that are consistent with or directly part of our new “Tier One” list of priorities?
- What shares of our staff’s work will be on planning/policy development and implementing/administering/developing projects and programs?
- What will be priority activities for the standing committees?

Connections between our Work Program and our Regional Plan

In 2004 the Policy Committee adopted a set of “Tier One” *Destination Tomorrow* Strategies in order to give the PACTS standing committees, staff and members a focus in terms of implementing the Plan adopted in 2003. In 2006 we adopted a major update of *Destination Tomorrow*.

One key step in organizing to implement the Plan is the development of our two-year work plan, whose formal name is the “Unified Planning Work Program” (UPWP). This May we will adopt a new UPWP for the two years that start in July.

Today’s Process and Ground Rules

Staff will facilitate and record the members’ ideas. The members will rank them after all the ideas have been recorded. *We will explain the ranking logistics at the meeting.*

Each member, in turn, offers a work plan idea for consideration. Members continue to offer work plan ideas until no further ideas are offered. We will follow these guidelines:

1. Policy Committee member ideas will be recorded on the flip chart. Members may choose to offer ideas from the Technical Committee (list coming), Transit Committee (list attached) and Planning Committee (list attached).
2. No criticisms or debate at this point.
3. The more ideas the better.
4. Okay to build upon the ideas of others.

At the April Policy Committee Meeting

1. Members ask clarification questions regarding ideas on the March list.
2. Members add new work plan ideas.
3. Members suggest changes to ideas on the March list.
4. Members suggest changes in the rankings on the March list.

5. The members vote on a final list of high priority work plan ideas.

Completion of the UPWP for July 2007 to June 2009

1. Staff presents a draft UPWP at the April Policy Committee meeting – based in great part upon the March list of priorities.
2. The Policy Committee adopts a final UPWP on May 17th – as needed by MaineDOT and our federal partners. Please note that we can amend it later.

Note: Staff will submit a draft UPWP to MaineDOT, FHWA and FTA by April 30th in order to share with our funding partners per their schedule needs.

Background Materials for Today

1. Suggestions from the:
 - Planning Committee (per February meeting)
 - Transit Committees (per March meeting)
 - Technical Committee (will meet on March 13th)
2. The PACTS Mission Statement (from the bylaws)
3. The PACTS Goals (from the bylaws)
4. The *Destination Tomorrow* Guiding Policies
5. The *Destination Tomorrow* Goals, Objectives and Strategies

The attached 11x17 sheet presents the 27 objectives and 88 strategies. For details consult Chapter 5 of your copy of *Destination Tomorrow*, or visit www.pactsplan.org.

Planning Committee Priorities

- 1 Investigate impact fees and developer funding for transportation
- 2 Implement the PACTS Regional Transit Coordination Study
- 3 Develop a policy to limit use of TIP funds to resolve growth-induced traffic needs
- 4 Develop a proactive regional sustainable approach in context of climate change
- 4 Develop a proactive PACTS effort to encourage multi-municipal policies
- 6 Plan and encourage transit oriented development
- 6 Perform extensive work on access management
- 8 Improve safety and preserve mobility on I-295
- 9 Participate actively in proposed east-west highway and land use study
- 10 Investigate the potential for travel demand management initiatives
- 11 Increase use of transit to alleviate parking pressures
- 12 Increase PACTS connections with traffic law enforcement

Transit Committee Priorities

In general, the PACTS Transit Committee's overarching priority is to implement the recommendations from the Transit Coordination Study, particularly those that improve customer service.

We expect to submit the final study report to the Policy Committee for their May 2007 meeting. The Study Advisory Committee multi-voted and prioritized the 33 recommendations. It's worth noting that many of the transit-oriented strategies in *Destination Tomorrow* are captured in the following list of suggestions to be considered for the next UPWP.

1. Prepare a joint publication that presents a regional map and timetable for multi-agency travel, including public and private providers.
 - Review current regional publications and individual schedules/maps.
 - Develop a regional publication
 - Collectively approve and fund a regional publication.
 - Investigate collective method to market transit.
2. Comprehensive analysis and redesign of the public transit service fixed routes, including coordination with other public and private systems and modes.
 - Locate new transit hubs with fewer routes, more frequent service to downtown centers
 - Design common headway times (e.g. 15, 30, 60 minutes)
 - Coordinate routes such that transfers at hubs are timed, consistent, easy to understand, and reliable.
 - Identify under-served locations that would benefit from intermodal connections.
 - Coordinate services between major origins and destinations.
 - Expand transit service beyond the present network.
3. Develop a template and guideline for PACTS, RPC, and municipal officials to incorporate transit service planning into municipal comprehensive planning process.
 - Include transit oriented development in major land use decisions.
 - Explore the range of possibilities for Regional Transit Impact Fees.
 - Identify opportunities and promote transit incentives with major employers.
4. Develop methodology to implement a regional fare system.
 - Gather current methods of fare collection and multi-ride passes.
 - Identify shared fare systems and a regional fare card.
 - Develop an equitable payment system among providers to share revenue.
 - Develop application for ITS funds for a pilot program.
 - Identify electronic fare collection systems and a system-wide fare card.

We would be remiss not to note the support we have received in the list of work priorities from the Planning Committee. It's heartening to see that public transit is being seen more and more as a key piece of the overall transportation system and part of the overall solution to meet the goals of *Destination Tomorrow*.

PACTS Mission Statement (from our bylaws)

The PACTS planning process is a cooperative effort of local, regional, State and Federal levels of government, reflective of and responsive to the needs and desires of local and regional agencies and the region's citizens, as well as the programs of the Maine Department of Transportation (MaineDOT). PACTS is a "metropolitan planning organization" as established in accordance with Federal rules described in 23 CFR Part 450.

The level of study within the PACTS area shall reflect the goals and objectives of the region that will be based on current and anticipated conditions and needs of the study area. Through representation of implementing agencies on the PACTS committees, a strong link between planning and implementation will be maintained. A continually updated database shall be maintained that can assist in validating the plans and which can be used in developing project priorities through the PACTS organization.

The priorities detailed in the Transportation Improvement Program shall be drawn from the Transportation Plan and shall be consistent with the overall development goals of the region. A key objective of the planning process shall be to coordinate the planning activities as provided for under Section 134, Title 23 U.S.C. (FHWA); Sections 1602, 1603, and 1604 under Title 49, U.S.C. (FTA).

PACTS Goals (from our bylaws)

1. To fulfill our role to set priorities with MaineDOT for federally funded local and regional transportation planning projects to deal with the region's transportation infrastructure.
2. To enhance our role in the overall development planning process in Cumberland and York Counties so that transportation and land use development decisions are better interlinked.
3. To enhance our role in the resource allocation process in order to generate more local, State, Federal and private investment in the region's transportation system.
4. To expand our role as an advocate of solutions for the region's transportation issues.
5. To enhance our planning role in our multi-modal transportation system by increasing our attention to passenger and freight issues related to transit, rail, rideshare, air and marine transportation, as well as the relationships between transportation developments and economic growth, air and water quality, land use, natural resources, and quality of urban, suburban and rural life.
6. To enhance our role as an information-sharing resource for all transportation planning at the county, local, regional and State level for this region so that coordination and comprehensiveness can be better achieved in the study and development process.
7. To serve as a liaison to address interregional transportation issues, such as those shared by York and Cumberland Counties and the Southern Maine Corridor Committee.
8. To secure more money for transportation improvements.

Eight Guiding Policies from Chapter 5 of Destination Tomorrow

Policy 1. Maintain the Condition, Safety & Efficiency of the Existing Transportation

System – Ensuring that an adequate and safe transportation system is maintained, preserved, and appropriately improved is critical to the region’s future economic vitality and quality of life. The Planning and Policy Committees have made maintaining and improving the existing transportation systems the highest priority of PACTS. Historically, approximately 60% of the transportation investments in the PACTS region have been for maintaining and improving the existing systems. Forecasts of required future investments to maintain the systems anticipate this same level of investment. Many of the Plan’s recommendations and strategies are focused on this policy and include:

- Roadway and bridge preservation.
- Improvements to locations that experience crashes at a higher than average rate.
- Improvements to congested locations including intersections and interchanges.
- Maintaining existing and extending new transit routes and services where appropriate.
- Replacing transit fleets in a timely manner.

Policy 2. Focus Roadway Improvements on Safety and Congestion “Hotspots” at

Intersections – Another area of major emphasis is on eliminating safety and congestion problems at major intersections. These intersection projects are a higher priority than widening roadway segments and other roadway capacity increasing projects. The Plan also calls for these projects to incorporate transit, bicycle and pedestrian accommodations where appropriate and feasible.

Policy 3. Strategically Expand the Transportation System – Where appropriate, this policy recommends capacity expansions to the transportation system that will enhance accessibility and mobility with better-coordinated land use policies. These expansions may include increased roadway capacity, new roadways, and new passenger transportation services and routes for buses, rail and bus rapid transit. Actions taken under this policy must also incorporate Access Management measures (Policy 6) where feasible.

Policy 4. Avoid Building New Highways – Constructing new highways is costly and often controversial. *Destination Tomorrow* contains a number of complementary recommendations that can be used to reduce traffic demand and increase the efficiency of the existing system. These recommendations will help to reduce the need for building new highways and conserve the limited available funding.

Policy 5. Strengthen the Link between Transportation Investments and Land Use Policies and Decisions – Strengthening the link between transportation and land use policies and decisions is one of the most complex and important public policy challenges facing local

governments, PACTS members and the State. *Destination Tomorrow* includes 21 largely incentive-based recommendations designed to improve this connection and, in particular, a policy statement adopted by the Policy Committee in February 2003. Ensuring that land development occurs in locations where it is supported by an adequate transportation system and preserving existing roadway capacities are two benefits that may be realized by this policy.

Policy 6. Implement Access Management Measures – Implementation of access management measures is one of the most effective ways to preserve the capacity, traffic flow and safety on arterial roads. Important actions include coordinating access control when roadways and intersections are widened or retrofitted and when new roads are built. Another effective access management strategy is to increase the connectivity of the street network by creating through streets when development or redevelopment occurs.

Policy 7. Enhance Passenger Transportation – Enhance, maintain and, where appropriate, expand passenger transportation services to meet changing needs. Many people depend on public transportation to meet their daily travel needs. For passenger transportation to effectively contribute to congestion relief, transit must attract riders that have the option of using an automobile.

Policy 8. Promote Community and Neighborhood Livability and Reinvestment - Recommendations and strategies stemming from this policy are designed to create transportation facilities that are sensitive to community and neighborhood needs and cohesiveness. Many arterial streets in the PACTS area create barriers within or between neighborhoods. Strategies for this policy include bicycle and pedestrian-facility improvements, public transportation investments, investments to increase the efficiency of the arterials to minimize cut-through traffic in neighborhoods, and redesigning arterial roads to increase their compatibility with adjacent land uses.

Agenda Item 5 – Capital Funding Topics

Transportation Bills in the Legislature

Staff Resource: John Duncan

Member Resource: Rick Michaud, Conrad Welzel, Dale Doughty, Neal Allen, Mike Bobinsky

Background

1. MBTA news conference

The MBTA held a news conference here on Tuesday regarding the need for a large bond proposal to address the state's bridge "bubble".....postponed to possibly March 21st just before sending out this meeting packet.

2. MBTA's bill to use excise tax revenues

Several of us met with John Melrose regarding this bill a month ago. Rick Michaud will report on the results of the Service Center Coalition meeting last week on this.

3. Local option sales tax in MPO areas

As reported last month, Representative Boyd Marley, a Co-Chair of the Transportation Committee, has submitted a bill (LD 26) to authorize MPO areas to adopt by referendum a local option sales tax. John Duncan and the other MPO Directors are working with him. The Taxation Committee is holding a public hearing on this today.

4. Transportation Committee to study ways to divert trucks to Turnpike from I-295

The Transportation Committee is going to conduct a study regarding the potential to divert more trucks to the Turnpike from I-295 between Gardner and Scarborough. PACTS and the ATRC will be involved. *It is possible that the scope of this study will expand to a larger examination of the Turnpike Authority's overall toll policy.*

The Turnpike is currently doing a study of current diversion by trucks to avoid existing tolls.

5. Other Transportation Bills

LD 320: An Act to allow the widening of a portion of the Maine Turnpike

[LD 1180 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=1180>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=1180)

An Act To Promote Transportation Planning, Increase Efficiency and Reduce Sprawl

[LD 1018 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=1018>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=1018)

An Act To Require That a State Road Be in Good Condition before Being Turned over to a Municipality

[LD 788 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=788>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=788)

An Act To Dedicate 20 Percent of the Sales Tax on Motor Vehicles to the Highway Fund

[LD 1270 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=1270>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=1270)

Resolve, To Clarify the Definition of Smart Growth

[LD 901 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=901>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=901)

An Act To Require Legislative Review before a Road's Designation or Classification May Be Changed

[LD 1202 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=1202>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=1202)

An Act To Amend the Laws Governing Access to State and State Aid Highways To Permit a Traffic Safety and Rest Area Exception

[LD 1277 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=1277>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=1277)

Resolve, To Study the Feasibility of Off-road Bike and Walking Paths along the Busiest Commuting Corridors in the State

[LD 897 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=897>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=897)

An Act Relating to Trains and Train Service in the State (re: no-idling)

[LD 1061 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=1061>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=1061)

An Act To Accept the Determination of Public Opinion on Municipal Projects by request

[LD 860 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=860>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=860)

An Act To Amend Certain Laws Affecting Transportation

[LD 873 <http://www.mainelegislature.org/legis/bills/LD.asp?LD=873>](http://www.mainelegislature.org/legis/bills/LD.asp?LD=873)

An Act To Require Economic Analysis and Public Comment for Road Construction Projects

Agenda Item 6 – Consent Agenda

Potential Relaxation of Standards in Urban Areas

Staff is working with Dale Doughty to explore with MaineDOT's Engineering Council the feasibility of relaxing certain construction standards that might reduce the cost of projects in urban compact areas. This is a follow up to our discussion last month.

PACTS Proposals for FY 2008 Earmarks

Julia Dawson submitted our three proposals to the Delegation recently.

Draft agenda for April 19th

1. Follow up on today's work plan priority setting exercise.
2. Presentation of first draft two-year work program and budget.
3. Presentation of final draft MaineDOT long range plan.

Meeting with Commissioner Cole

The Chairs and Staff of the four MPO's will meet again with Commissioner Cole in April to discuss opportunities for enhanced collaboration.

MaineDOT's Long Range Plan

The MaineDOT has set April 16th to May 31st as the final public comment period on their *Connecting Maine* plan. GPCOG, SMRPC and PACTS staff are collaborating with MaineDOT staff to seek public comment.

Recent Committee Meetings

Planning Committee:

- Met with Kathy Fuller, Director of MaineDOT's Environmental Office, regarding the cutting edge Gateway 1 planning process and the upcoming proposals to revise the MaineDOT Rule regarding the Sensible Transportation Policy Act.
- Heard a presentation on the Maine Mall Evacuation Plan by David Willauer.

Technical Committee:

- Discussed PACTS collector pavement management system scope of work
- Prepared work plan priority ideas for the Policy Committee's workshop today

Transit Committee:

- Discussed the scope and objectives of upcoming regional transit studies
- Prepared work plan priority ideas for the Policy Committee's workshop today

Regional Transit Study:

- Continued work on an implementation work plan.