

PACTS

Portland Area Comprehensive Transportation Committee

PACTS Policy Committee Meeting Notice

April 19, 2007
1:30 p.m.

PACTS, 68 Marginal Way, Portland

- 1. Call to order**
- 2. Minutes of the March 15th Meeting**
- 3. Capital Funding Topics**
 - A. Action on process to revise 2008/2009 PACTS projects list
 - B. Action on list of PACTS projects to go to bid in 2007
 - C. Action on trail projects funding
 - D. Updates on Legislative bills
- 4. Priorities for the Work of PACTS July 2007 to June 2009**
 - A. Action on results of the March 15th Committee workshop
 - B. Receive report on draft two-year work plan
- 5. Election of Officers for FY 2008**
- 6. Consent Agenda**
- 7. Adjourn**

Next Meeting: May 17th at 1:30 p.m.

The Metropolitan Planning Organization for the Portland Urbanized Area
68 Marginal Way • Portland, Maine 04101
Telephone: (207) 774-9891 • Fax: (207) 774-7149 • www.pactsplan.org

Attachments for April 19th Policy Committee Meeting

Minutes of March 15, 2007 Meeting

Members Present: Mike Bobinsky, Vice-Chair, Portland; Neal Allen, GPCOG; David Cole, Gorham; Mary Ann Conroy (for Jim Thomas), Old Orchard Beach; Dale Doughty, MaineDOT; Kathi Earley, Portland; Jim Gailey, South Portland; Judy Harris (for Jeff Monroe); Tex Haeuser, South Portland; Tony Hayes (for Nathan Poore), Falmouth; Dan Jellis (for Nat Tupper), Yarmouth; Ron Kiene (for Rick Michaud), Saco; Jonathan LaBonte, MTA; Donna Larson (for Dale Olmstead), Freeport; Tom Meyers, Public Transportation; Tom Milligan (for John Bubier), Biddeford; Ron Owens, Scarborough; John Perry, FHWA; Ed Reidman, Westbrook; Paul Schumacher, SMRPC; Bill Shane, Cumberland

Members Absent: Joe Gray, Portland; Mike McGovern, Cape Elizabeth; Anthony Plante, Windham; Scott Seaver, North Yarmouth

Staff and Guests: Greg Nadeau, MaineDOT; Mike Laberge, MaineDOT; Dean Lessard, MaineDOT; John Adams, Sebago Technics; Maddy Adams; GPCOG; Julia Dawson, PACTS; John Duncan, PACTS; Steve Linnell, GPCOG; Eric Ortman, PACTS; Ray Penfold, VIP; David Willauer, GPCOG

- 1. Call to order.** Mike Bobinsky called the meeting to order at 1:40. Introductions were made around the table.
- 2. Farewell to Eric Ortman.** Mike recognized Eric for his contributions to PACTS. John informed the Committee that Eric has worked with PACTS for six years and has decided to move on to new horizons. He has worked on a wide variety of projects especially technical analysis and EPS collector paving and he has done great work. Eric did the lion's share of writing for both of the *Destination Tomorrow* plans. He was also instrumental in the completion of the nine DT issue papers. John presented Eric with a plaque thanking him for his service to PACTS. Eric said that it has been fun working with all the communities and with the committees. Mike said that he greatly appreciates Eric's involvement in this final meeting, and added that we've all appreciated working with him. Everyone wished Eric their best.
- 3. Minutes of the February 15th meeting.** *Ron Owens moved approval of the February 15th minutes, seconded by Jim Gailey. All were in favor.*
- 4. Priorities of the Work of PACTS July 2007 to June 2009.** The Planning Committee and the Technical Committee have already listed their priorities. John gave the ground rules on this exercise. Dan Jellis asked about the ideas that were generated by the other committees. John said to generate them again today. Mike B. said the recommendations from the other three committees would be considered.

We went around the table having each person give their idea of what PACTS' priorities should be for the 2007-2009 period. When that process was over, Steve L. asked what happened to the items that were on the priority lists from the other three committees. *A motion was made and seconded to include the items on the lists from the other committees.* Since the hour was getting late and there was still more on the agenda, it was decided that the list would be compiled and sent to the Committee members for their prioritization process. David C. suggested that when ranking the projects that everyone get their list down to 10 and prioritize them from there. He suggested that the list be sent out ahead of time. Anything that doesn't score doesn't make it on the list. Jonathan L. suggested that the items be categorized so that like items are lumped together. Staff will get the list out and committee members will have so many days to get that information back so that the staff can score them. The staff will summarize the scores prior to the next meeting.

5. Capital Funding Topics. John D. reported that:

- Beth Edmunds will be announcing a major rail bond proposal tomorrow at Freeport Town hall.
- The MBTA news conference here was postponed.
- Boyd Marley is speaking to the Taxation Committee on the local option sales tax in MPO areas.
- The Transportation Committee of the Legislature is organizing a study to divert trucks between Gardiner and Scarborough.

Greg Nadeau and Dale Doughty of MaineDOT joined the Committee to provide a status report on the cash flow situation at MaineDOT. A handout was distributed about funding issues.

The year ended with \$14 million dollars less in revenues than projected. A great deal of education and awareness-raising was done in the Legislature this year regarding transportation funding and the lack thereof. There is a \$60 million shortfall; \$200 million worth of projects have been deferred in this biennium alone.

From 04-05 to 06-07 there was a big bite by inflation (+35%). Inflation is driving a lot of the problems that we are facing. In 06-07 we would need an additional \$227 million to have the same buying power that we did in the previous year. In 08-09, we would need \$876 million to have the buying power we had in 04-05. We are seeking \$651 million—that is predicated on a \$150 million bond. (A chart was distributed.) Greg said that the Governor will probably be recommending a large amount of borrowing through bonds. Our purchasing power is very limited.

Redirecting general fund revenues will probably need to occur. We can't work on a biennium to biennium basis; the cash flow problem is real. Work is being done at the state level to get as much work out the door as possible. In 08-09 we will definitely see deferrals of projects that we are currently contemplating. There is a lot of strain on the general fund budget.

PACTS will need to prioritize projects planned for this construction season. Where do we stand? There are \$260 million worth of projects that could be advertised in this fiscal year that would affect this construction season. However, looking at the cash flow, only \$75 million worth of projects will be able to be supported. Of the \$5.4 million allocated for MPO's, PACTS' share is \$2.8 million for this construction season. We currently have about \$20 million worth of projects that could go out this construction season.

PACTS will need to prioritize their projects and determine which ones they want to advertise first. Greg stated that we need to get as much work out the door as possible. Mike B. asked what the status would be for current projects that are under construction or are committed and ready to go. The response was that any project that is under construction and has been advertised is water over the dam. Dale explained that it is a new environment that we have to live in; we don't have the financial cushion.

Mike B. reiterated that the numbers are significant; we need to be creative in managing the projects. The idea of municipal/state agreements was brought up – could a municipality finance the state piece? Greg responded yes... they will be willing to do every flexible thing that can be done to get the work out the door. PE projects will remain on the books. They do want to get the projects ready in case money becomes available. Keep preparing needed projects; keep the conveyor belt going. If there are projects in the system ready to go out and the community wants to put them out the door, then communities could pay for it and get reimbursed when money is available. If the town funds a project, it doesn't make it a LAP project.

6. Consent Agenda. Bill Shane moved adoption of the consent agenda. The motion was seconded and approved.

7. Adjourn. The meeting adjourned at 3:50 p.m.

Agenda Item 3 – Capital Funding Topics

A. Process to revise 2008-2009 PACTS MPO Allocation Projects List

Staff Resource: John Duncan

Member Resource: John and Julia will review their recommendations with Rick Michaud and Mike Bobinsky before the meeting.

Recommendations: Staff recommends the following process to prepare for Policy Committee action on May 17th.

1. Recalculate the Set Aside amounts based on the reduced size of the MPO Allocation for the 2008-2009 biennium, and work to program projects by category within those Set Aside amounts.
2. Staff will work with the Transit Committee to revise the project recommendations for the Transit Set Aside.
3. Staff will work with Rick Michaud and Mike Bobinsky to develop project recommendations for the remaining Set Asides. They will work within these parameters:
 - a. PACTS will fully fund the 2006-2007 collector paving projects by cutting the required number of 2008-2009 collector paving projects (per the February 2007 vote of the Policy Committee). Note that the 2008-2009 projects are already in priority order.
 - b. Municipalities will cover all cost increases for the active pre-2006-2007 collector paving projects, and for all other active projects. “Active” means programmed with 2006-2007 and older funds.

Background

Greg Nadeau and Dale Doughty reported at last month’s Policy Committee meeting about the new cash flow reality at MaineDOT and its implications for advertising projects in 2007, and a major cut in the 2008-2009 MPO Allocation for PACTS. We focused on the first item at that meeting.

Last week MaineDOT revised upward the new 2008-2009 MPO Allocation to \$6.5 million in *federal* funds. (The bottom line is a reduction from a \$10 million federal funds amount last fall.) MaineDOT staff advised that Commissioner Cole had found the March amounts unacceptably low for the MPO’s.

MaineDOT is asking for PACTS action in May in order to make a federal deadline this summer.

Action on list of PACTS projects to go to bid in 2007

Staff Resource: Julia Dawson

Member Resource: The Technical Committee

Staff Perspective: Staff supports the recommendation – with the note that the list has \$3.9 million worth of projects, but there is only \$2.8 million available.

Recommendation: The Technical Committee recommends that MaineDOT advertise these eight projects in 2007.

PIN	Title	Scope	Advertise Date	Available Funding	Estimated Project Cost	PACTS Additional Responsibility	MEDOT Rank
10551.00	WESTBROOK, COUNTY ROAD	INTERSECTION IMPROVEMENT W/ SIGNAL	3/26/2007	\$500,000.00	\$500,000.00		1
8821.00	WESTBROOK, WAYSIDE DR.	HIGHWAY IMPROVEMENTS	5/14/2007	\$305,000.00	\$305,000.00		1
13098.00	OLD ORCHARD BEACH, OOB ROAD	LEVEL 2 HIGHWAY RESURFACING	5/14/2007	\$110,000.00	\$148,771.40	\$38,771.40	1
13099.00	OLD ORCHARD BEACH, TEMPLE ST	3/4 INCH OVERLAY	5/14/2007	\$98,508.00	\$187,850.30	\$89,342.30	1
13112.00	SACO, OLD ORCHARD ROAD	LEVEL 2 HIGHWAY RESURFACING	5/14/2007	\$230,037.50	\$238,498.75	\$8,461.25	1
13115.00	SO. PORTLAND, FODEN ROAD	3/4 INCH OVERLAY	6/15/2007	\$77,688.00	\$196,827.40	\$119,139.40	1
8725.00	PORTLAND, WEST COMMERCIAL ST.	HIGHWAY IMPROVEMENTS	6/15/2007	\$1,030,000.00	\$1,030,000.00	\$0.00	1
13090.00	CAPE ELIZABETH, SPURWINK AVE.	FOAMED ASPHALT	7/14/2007	\$1,304,874.70	\$1,290,498.32	(\$14,376.38)	1

Background

Staff will provide some updates on project information – particularly on estimated advertise dates – at the meeting.

The \$19.3 million list of active PACTS projects is attached (an 11x17 sheet). See the column on the far right for important notes.

The Technical Committee used the following italicized material at their meeting last week. It was also the “PACTS Weekly” report sent on April 6th.

The overall task is:

- 1. Make a list of projects in priority order as soon as possible so that MaineDOT can prepare to and advertise as soon as possible.*
- 2. Make the list a little longer than the available \$2.8 million.*
- 3. Look into the prospect (and implications of) our members soliciting MaineDOT for an agreement for members to construct projects with local funds in 2007 and get reimbursed with federal and state funds later. This is an option for projects that PACTS does not pick for 2007 advertising. MaineDOT will consider proposals on a case by case basis. We all would need to know what implications such deals would have upon the availability for PACTS funds for other projects in 2008 and beyond.*

4. *Pick projects that avoid “front loading” of paving projects because the bills from contractors come in to MaineDOT quickly after job completion.*

MaineDOT has given us a \$19 million list of PACTS projects. It includes some suggestions for us to consider:

1. *8 projects that are ready and “should” go to bid in 2007. These need more than the available \$2.8 million.*
2. *22 more projects that could go to bid in 2007.*
3. *23 other projects that have 2008 advertise dates, or have other loose ends.*

We recommend the following approach.

1. *Select from MaineDOT’s “Number 1” projects.*
2. *Pick projects that MaineDOT intended to put out to bid last year. Three paving projects (\$550,000) meet this criterion.*
3. *Pick projects for which the PACTS contribution is part of larger projects that MaineDOT wants to bid this year. There are two (\$780,000). In fact, we have learned that MaineDOT put one of them out to bid last week.*
4. *Pick projects with the earliest advertising dates.*
5. *Pick paving projects based on pavement condition rating.*

B. Action on trail projects funding

Staff Resource: John Duncan

Member Resources: Freeport and Portland

Recommendation: To amend the 2006-2008 TIP by adding these three projects funded under the FHWA Recreational Trails Program:

1. Trail renovation and construction of 275 feet of boardwalk along the Fore River in Portland near I-295 (\$40,000 in FHWA funds)
2. Construction of 3,200 feet of trail near the Cousins River in Freeport (\$40,000 in FHWA funds)
3. Renovation of ten miles of trail in Freeport at Vaughn Woods, Wolfe Neck and Grafton Notch State Parks (\$29,529 in FHWA funds)

Background

The Maine Bureau of Parks and Lands in the Department of Conservation administers the FHWA Recreational Trails Program funds. This is the first time that PACTS has been asked to include these projects in our TIP.

C. Updates on Legislative bills

Staff Resource: John Duncan

Member Resource: Not applicable

Recommendation: Not applicable

Background

There are many important transportation bills in the Legislature. This agenda item is an opportunity for members to share insights and ask questions

At John Duncan's request, John Melrose briefed the Technical Committee last Tuesday regarding LD 1790 and the recent revisions made in response to municipal objections about the original excise tax component. There was a lot of discussion. See below for a synopsis of the revised bill, and a sheet regarding the MBTA's proposal for a new Urban Rural Assistance Program.

A Synopsis of

LD 1790, AN ACT TO SECURE MAINE'S TRANSPORTATION FUTURE

Prepared by the Maine Better Transportation Association

April 9, 2007

1. Develops broad **Performance Goals** in statute to guide long-term transportation capital investment and measure performance:
 - Reconstruct remaining 195 miles of deficient arterials by 2017
 - Reconstruct remaining 1600 miles of deficient major collectors by 2027
 - Evenly distribute service life of arterials and major collectors by 2027
 - Evenly distribute service life of bridges by 2027
 - Set aside projects costing over \$10,000,000 for special financing
 - Maximize freight and passenger transportation benefits while mitigating energy and environmental impacts

2. Creates a **Transportation Investment Trust Fund** within the Maine Municipal Bond Bank capitalized by a dedicated stream of existing user based revenues. MBTA has offered an amendment to LD 1790 to repeal references to the motor vehicle excise tax and create a State-Municipal Assistance Program to operate with the Fund as follows:
 - The Fund is capitalized by a set aside of 20% of auto/trans sales tax revenues (phased in over 5 years) with funds automatically set aside by the State Treasurer
 - At least 80% of the Fund must finance state-aid highway reconstruction
 - Up to 20% of the Fund may finance alternate mode capital/operating costs through an amended Transit Bonus Program
 - Provides an additional 33% to 66% MaineDOT match for state-aid highway work
 - The Fund provides 50-50 match with State-Municipal Assistance funds (presently the Urban Rural Assistance Program) to improve state aid highways
 - State-Municipal Assistance can be spent on local road improvements without match
 - Debt financing available through Bond Bank issuance of revenue bonds
 - Funds not required to match municipal contributions revert to Highway Fund

3. Creates a **Bridge Investment Trust Fund** within the Maine Municipal Bond Bank capitalized by 7.5% of current motor fuel taxes (about \$18 million per year) and uncommitted Federal Bridge funds (presently about \$27.8 million per year)
 - State Treasurer automatically transfers motor fuel tax revenues to Bank
 - Bond Bank is authorized to issue GARVEE bonds for bridges to be financed by Federal Bridge funds
 - Debt financing available through Bond Bank issuance of revenue bonds

1. MaineDOT is to set priorities and financing plans for the **Extraordinary Corridor Investment Program** taking into consideration innovative federal, state and private financing and/or partnerships

Includes consideration of the following new capacity projects:

- Aroostook North-South
- Highway East-West Highway
- Gorham Connector
- Sanford Connector
- Wiscasset bypass
- I-295 South Portland to Brunswick capacity improvements
- I-295 Brunswick to Gardiner rehabilitation
- I-95 Bangor capacity and modernization improvements
- Lewiston-Auburn I-95 to downtown connector
- Portland to Brunswick passenger rail
- Maine's three-port strategy: ports of Eastport, Searsport and Portland.

Includes consideration of the following extraordinary bridge replacement, removal or rehabilitation projects:

- Carlton Bridge in Bath
- Route 1 West approach in Bath
- Beals Island Bridge in Beals
- Knickerbocker Bridge in Boothbay
- Frank J. Wood Bridge in Brunswick
- Sibley Pond Bridge in Canaan
- Aroostook River Bridge in Caribou
- Deer Isle-Sedgwick Bridge in Deer Isle
- International Bridge in Fort Kent
- Turner Center Bridge in Greene
- Bailey Island Bridge in Harpswell
- Penobscot River Bridge in Howland
- Piscataquis River Bridge in Howland
- Memorial Bridge in Kittery
- Sarah Mildred Long Bridge in Kittery
- Covered Bridge in Norridgewock
- Martin's Point Bridge in Portland
- Waldo-Hancock Bridge removal in Prospect
- Maine Kennebec Bridge in Richmond
- Kennebec River Bridge in Skowhegan
- Veterans Memorial Bridge in South Portland
- New Bridge in York

Directs MaineDOT to report to the Legislature's Transportation Committee on their recommendations by January 15, 2008

Urban Rural Assistance Program Side by Side Analysis*
Prepared by the Maine Better Transportation Association
Draft – 04/09/2007

	Current	Proposed **
Funding	9.6% of MDOT HF Budget	10% of MDOT HF Budget
Rural Formula	\$600/yr/lane mile of minor collector state-aid and local roads outside urban compact	\$2,535/yr/lane mile for all state-aid highways outside urban compact
Urban Formula	-----	Unchanged
Eligible Use	RRI is primarily for transportation capital improvement	Only for state-aid highway or local road capital improvement
	Urban funds for maintenance or improvement of public roads	Urban funds for state-aid highway or local road capital improvement
Matching Funds	RRI provision of 2/3 state 1/3 local for minor collector improvements	Equivalent matching dollars placed in name of community at Maine Municipal Bond Bank for state-aid improvements plus a one third match from MDOT for state-aid minor collectors improvements costs and a two thirds match from MDOT for state-aid major collector improvement costs.
Minor Collector Conversion	No provision	Provides 100% state financing of minor collector improvement to a community standard in exchange for community agreeing to assume jurisdiction of road after improvements.
Local Project Administration	Allowed	Allowed
Transit Bonus Program	Currently funded at about \$500,000 per year	Community can match up to 20% of funds in their name at Maine Municipal Bond Bank.

* Presented in abbreviated form. Actual, complete language should be reviewed.

** The MBTA amendment to LD 1790 replaces motor vehicle excise tax provisions and has several benefits. First, it allows for the needs across the entire state to be addressed rather than just the needs of urban compact communities. Second, it segments state and local responsibility for roads consistent with the definitions found in State law and the distribution of maintenance responsibilities. Third, local control is respected since the amendment does not require any municipal contribution of local tax revenues and does not even require that URIP funds be spent on state-aid roads. Fourth, this amendment targets those roads most in need of repair which are the state-aid major and minor collectors.

Agenda Item 4 – Priorities for the Work of PACTS

A. Action on results of the March 15th Committee workshop

Staff Resource: John Duncan

Member Resource: Policy Committee Members

Recommendation: To adopt a list of PACTS work task priorities for the coming two years, and ask staff to incorporate the priorities into a draft Unified Planning Work Program for action at the May 17th meeting.

Background

Last month the members developed a list of potential tasks for the 2008-2009 biennium. Eighteen (18) members subsequently ranked them – a great response rate! The results are shown in Tables 1, 2 and 3 below.

The tables are a work-in-progress. Today the members are free to add tasks, suggest changes in the priorities, incorporate some tasks into others, or make other changes.

Tier 1 is meant to be work items for which significant work would be done in Year 1, though not necessarily be completed during that year. Likewise, tasks in Tier 2 might get worked on during Year 1, but would definitely be worked on in Year 2.

The study ideas highlighted on Table 3 include ones that could be done in-house, others that would require outside consultant work, others that are or will soon be underway, and others that were done in the past. Only five of them are in the proposed Tiers 1, 2 and 3.

TABLE 1 -- SINGLE LIST WITH PROPOSED TIERS		
	TOTAL	TIER
Explore ways to increase funding	790	1
Implement 2007 transit coordination study	520	1
Streamline the LAP process and project delivery process	510	1
Assess PACTS MPO funding model - is it broken ?	480	1
Look at how PACTS/DOT allocates funding -	450	1
Focus on how we restructure PACTS and how it can be accomplished- may require legislative approval	340	1
Improve collector paving and road funding selection process	340	1
Investigate impact fees and developer funding for transportation	330	1
Direct more state funding directly to towns	290	1
Collaborate with MEDOT on design standards for collector paving	280	1
Continue to explore earmark funding process	270	2
Develop guideline to incorporate transit planning into municipal comprehensive planning process	270	2
Consider the addition of more toll roads	250	2
Review application of DOT design standards	240	2
Review other MPO governance and programming structures	230	2
Increase our working relationship with legislators - education/marketing & outreach	230	2
Assess the regionality of invested funds and how to improve it	220	2
Plan/ design & implement a regional map & time table for public use	220	2
Study Travel Demand Management (TDM) on a regional basis	210	2
Explore impacts of PACTS becoming a TMA after next census	200	3
Look at more transit hubs	200	3
Plan and encourage transit oriented development	200	3
Analyze connectivity between other modes and service areas	190	3
Develop a policy to limit use of TIP funds to resolve growth-induced traffic needs	170	3
Use PACTS planning funds to finance aerial photos of whole region every three years	170	3
Enhance PACTS capacity as a single source provider of data services/funding	130	3
Participate actively in proposed east-west highway and land use study	130	3
Develop methodology to implement a regional fare system	130	3
Study impact of Turnpike planned spurs	120	3
Improve access to Turnpike and create Turnpike regional toll free zone	120	3
Explore private/public partnerships	90	4
Develop regional commuter bike routes - safety/security/standards	80	4
Develop a proactive PACTS effort to encourage multi-municipal polices	80	4
Create a library of PACTS "best practices" and use it as a marketing tool in seeking funding	80	4
Explore alternative fuel use	80	4
Explore regional approach to corridors, and multi-municipal agreements	80	4
Look at increasing overlay projects - increasing maintenance and less construction	80	4
Increase traffic signal coordination	80	4
Prioritize roads on transit routes	80	4
Increase transit use to alleviate parking pressures	80	4
Develop regional commuter bike routes - safety/security/standards	80	4
Increase traffic signal coordination	80	4
Improve safety and preserve mobility of I-295	60	4
Develop a regional interstate master plan	50	4
Look at % of funding and life span of roads	40	4
Expand radio inter operability	40	4
Study signal preemption opportunities for transit and emergency vehicles	30	4
Increase regional bike/ped trail planning funding	10	4
Establish monthly task list/time table for upcoming yr - time table for goals	10	4
Perform extensive work on access management	10	4
Explore opportunities at Thompson Point Portland	10	4
Revisit bike/ped plans	0	
Develop a proactive regional sustainable approach in context of climate change	0	
Enhance relationship between Turnpike & Towns	0	
Review regional ITS opportunities	0	
Map project proposals for the TIP	0	
Identify/list PACTS roads that meet MEDOT overlay standards	0	
Coordinate health care facilities needs in public transit planning/investments	0	
Increase generator back-up to fuel vehicles	0	

TABLE 2 -- SORTED IN CATEGORIES		
	TOTAL	TIER
<u>Bike/Ped</u>		
Analyze connectivity between other modes and service areas	190	3
Develop regional commuter bike routes - safety/security/standards	80	4
Increase regional bike/ped trail planning funding	10	4
Revisit bike/ped plans	0	
<u>Funding</u>		
Explore ways to increase funding	790	1
Assess PACTS MPO funding model - is it broken ?	480	1
Look at how PACTS/DOT allocates funding -	450	1
Investigate impact fees and developer funding for transportation	330	1
Direct more state funding directly to towns	290	1
Continue to explore earmark funding process	270	2
Consider the addition of more toll roads	250	2
Assess the regionality of invested funds and how to improve it	220	2
Develop a policy to limit use of TIP funds to resolve growth-induced traffic needs	170	3
Explore private/public partnerships	90	4
<u>Process</u>		
Streamline the LAP process and project delivery process	510	1
Focus on how we restructure PACTS and how it can be accomplished- may require legislative a	340	1
Review other MPO governance and programming structures	230	2
Increase our working relationship with legislators - education/marketing & outreach	230	2
Explore impacts of PACTS becoming a TMA after next census	200	3
Use PACTS planning funds to finance aerial photos of whole region every three years	170	3
Enhance PACTS capacity as a single source provider of data services/funding	130	3
Develop a proactive PACTS effort to encourage multi-municipal polices	80	4
Create a library of PACTS "best practices" and use it as a marketing tool in seeking funding	80	4
Explore alternative fuel use	80	4
Establish monthly task list/time table for upcoming yr - time table for goals	10	4
Develop a proactive regional sustainable approach in context of climate change	0	
Enhance relationship between Turnpike & Towns	0	
Review regional ITS opportunities	0	
Map project proposals for the TIP	0	
<u>Technical/Highway</u>		
Improve collector paving and road funding selection process	340	1
Collaborate with MEDOT on design standards for collector paving	280	1
Review application of DOT design standards	240	2
Study Travel Demand Management (TDM) on a regional basis	210	2
Participate actively in proposed east-west highway and land use study	130	3
Study impact of Turnpike planned spurs	120	3
Improve access to Turnpike and create Turnpike regional toll free zone	120	3
Explore regional approach to corridors, and multi-municipal agreements	80	4
Look at increasing overlay projects - increasing maintenance and less construction	80	4
Increase traffic signal coordination	80	4
Improve safety and preserve mobility of I-295	60	4
Develop a regional interstate master plan	50	4
Look at % of funding and life span of roads	40	4
Perform extensive work on access management	10	4
Identify/list PACTS roads that meet MEDOT overlay standards	0	
<u>Transit</u>		
Implement 2007 transit coordination study	520	1
Develop guideline to incorporate transit planning into municipal comprehensive planning process	270	2
Plan/ design & implement a regional map & time table for public use	220	2
Look at more transit hubs	200	3
Plan and encourage transit oriented development	200	3
Develop methodology to implement a regional fare system	130	3
Prioritize roads on transit routes	80	4
Increase transit use to alleviate parking pressures	80	4
Expand radio inter operability	40	4
Study signal preemption opportunities for transit and emergency vehicles	30	4
Explore opportunities at Thompson Point Portland	10	4
Coordinate health care facilities needs in public transit planning/investments	0	
Increase generator back-up to fuel vehicles	0	

TABLE 3 -- STUDIES

Note: Some of these study proposals are on the "April 3rd" list of "new consultant studies".

	POINTS	TIER
Investigate impact fees and developer funding for transportation	330	1
Develop guideline to incorporate transit planning into municipal comprehensive planning process	270	2
Study Travel Demand Management (TDM) on a regional basis	210	2
Look at more transit hubs	200	3
Improve access to Turnpike and create Turnpike regional toll free zone	120	3
Study impact of Turnpike planned spurs	120	3
Develop regional commuter bike routes - safety/security/standards	80	4
Explore regional approach to corridors, and multi-municipal agreements	80	4
Increase traffic signal coordination	80	4
Explore alternative fuel use	80	4
Develop a regional interstate master plan	50	4
Study signal preemption opportunities for transit and emergency vehicles	30	4
Explore opportunities at Thompson Point Portland	10	4
Revisit bike/ped plans	0	0

B. Receive report on draft two-year work plan

Staff Resource: John Duncan and David Willauer

Background

The Policy Committee will adopt a 2-year planning/administration work plan in May. It includes work financed with FHWA, FTA, MaineDOT, municipal, GPCOG, SMRPC and other funds. PACTS, GPCOG, SMRPC and consultants will do the work. The official name of the work plan is the Unified Planning Work Program (UPWP).

Page 16 is a first draft budget of the FHWA section of the work plan. It shows that we can afford to do all the study proposals submitted last month.

Staff recently briefed the Technical and Transit Committees. The final steps in the adoption of the work plan are:

- Policy Committee completion today of the 2-year “priorities” work.
- Submit a draft 25-page UPWP to MaineDOT, FHWA and FTA for comment.
- Review of ideas submitted by members of the general public.
- Refine and then share with Rick Michaud and Mike Bobinsky the task hours and direct cost details in the FHWA-based section.
- GPCOG and SMRPC staffs finish working with the Transit Committee on the FTA-funded section. (*Apologies to David Willauer from John Duncan for not asking him for materials for today’s meeting packet.*)
- Share a final draft work plan summary with the Planning and Technical Committees.
- Policy Committee adoption on May 17th.
- Submit a final UPWP to MaineDOT, FHWA and FTA.

The primary work of PACTS staff will be:

1. Lead a regional education process related to the need for more transportation funding.
2. Organize and oversee the development of concept plans for High Priority Project proposals to be submitted by PACTS to our Congressional Delegation in 2008.
3. Improve the collector paving priority-setting and management processes – as outlined in Eric Ortman’s scope of work discussed at recent meetings.
4. Revise the PACTS TIP priority setting process with the TIP Process Committee. Coordinate a new round of enhanced project scoping – depending on future capital funding levels from the Legislature and Congress.
5. Perform access management technical assistance. *This priority of the Planning Committee is not scoring well at the Policy Committee level.*
6. Creation of a PACTS capital projects accounting system? Our existing procedures might suffice.
7. Organize and administer studies funded through PACTS. A proposed major study of traffic signal improvements will be based on Julia Dawson’s recent regional analysis.
8. Participate actively in these regional studies: a regional land use plan (?), extension of passenger rail service to Brunswick, turnpike widening, Turnpike toll policy, toll highways from South Portland to Gorham and from Biddeford to Sanford, and diversion of trucks from I-295 to the turnpike.
9. Participate with the other MPO’s and MaineDOT in the revisions to the MaineDOT Rule for the Sensible Transportation Policy Act, and in the completion of an “MPO Administrative Guide” being drafted by MaineDOT.

April 15th Rough Draft Two-Year Planning/Admin Budget

FHWA-based portion only

Available Funds

Carryover FHWA Planning Funds	\$675,000
FY 2008 FHWA Planning Funds	\$625,000
FY 2009 FHWA Planning Funds	<u>\$625,000</u>
Subtotal	\$1,925,000
Required match *	<u>\$481,250</u>
* MDOT provides \$110,000.	
Total Available	\$2,406,250

Expense Budget

Staff team (PACTS staff plus COG support staff, mapping, and COG and SMRPC planners) \$1,200,000

New "consultant" studies:

<u>Proposer</u>	<u>Study Name</u>	<u>Estimate</u>
Cape E.	Sidewalk & Bikeway Plan	\$35,000
Falmouth	Town Transportation Plan	\$32,500 * Supplements existing PACTS study funds.
Freeport	School Street Extension	\$10,000 ** Duncan estimate March 19.
GPCOG	Regional Bike/Ped Plan	\$50,000
GPCOG	Freight Planning	\$30,000
GPCOG	Transit Oriented Zoning	\$5,000
GPCOG	Bus Electronic Fare Collection	\$20,000
GPCOG	Regional Ride Guide	\$25,000
GPCOG	Regional Bus Route Study	\$60,000
GPCOG	Bus On/Off Survey	\$20,000
GPCOG	Maine Clean Communities	\$25,000
Portland	Trans. Center Expansion	\$10,000
Portland	Signal Coordination	\$100,000
Saco et al	Long Term Needs Analysis	\$80,000
Scar/S.Port.	Running Hill Road	\$40,000
Westbrook	Downtown Streetscape	\$30,000
Yarmouth	Route 1 Phase II	<u>\$35,000</u> *** \$30,000 to \$40,000.
Total		\$607,500

PACTS Model Consultant \$100,000

Reserve...potential uses listed below: \$498,750

- Context sensitive solutions consultants
- Consultant for revisions to PACTS process
- High Priority Project concept plans
- Saco area alternatives analysis (Tpke pay?)
- Gorham Corridor planning (Tpke pay?)
- Franklin/Marginal concept planning
- Riverside/Warren concept planning
- Traffic signal "maintenance"

Total Expense Budget \$2,406,250

Agenda Item 6 – Consent Agenda

Very Successful Workshop on Context Sensitive Solutions

Seventy five (75) people attended the recent day-long event. It was a great success! Julia Dawson is organizing a working group to build upon the enthusiasm expressed by participants. Great participation by MaineDOT.

FY 2007 Federal Transit Administration Funding in the Section 5307 Program

Recent Congressional appropriation has produced \$2,678,244 in federal funding for public transportation for FY 2007. In November 2005 the Policy Committee decided how these funds would be sub-allocated to six organizations in our region, so no action is required today. The \$2,678,244 is a 34 percent increase over the \$1,997,081 amount for FY 2006. Congress has increased funding in this program during the past several years.

Upcoming Studies

- The Turnpike will soon begin a major toll policy study.
- The Managers of Gorham, Scarborough, South Portland and Westbrook are drafting council resolutions to encourage the Turnpike Authority to begin a detailed study of a turnpike spur west from South Portland.
- MaineDOT and the Turnpike Authority will soon begin an I-295 truck diversion study.

Draft agenda for May 17th

1. Adopt a reduced 2008/2009 MPO Allocation projects list
2. Hear a final presentation of the Regional Transit Coordination Study
3. Adopt 2-year work plan and budget
4. Do John Duncan's annual evaluation

Recent Committee Meetings

Technical Committee:

- Established subcommittee on flexible application of MaineDOT design standards.
- Met with John Melrose on LD 1790.
- Heard presentation on the development of the UPWP.

Transit Committee:

- Discussed the development of the UPWP, and discussed a Committee work plan for the next biennium.

Regional Transit Study – Continued to put finishing touches on implementation work plan.

Planning Committee – Did not meet in April.