

PACTS

Portland Area Comprehensive Transportation System

Policy Committee Meeting Notice

1:30 p.m.
April 21, 2011

GPCOG, 68 Marginal Way, Portland

Agenda

1. Call to Order
2. Public Comment
3. Minutes of the February 17th Meeting
4. Receive a report on the work of the TIP Projects Efficiencies Team
5. Create 2011 TIP Process Committee
6. Create 2011 Credit Program
7. Receive a report on the development of our next 2-year Unified Planning Work Program in preparation for adoption next month
8. Executive Director's Report
9. Adjourn

Next meeting: May 19th at 1:30

Annual meeting on June 23rd at noon at USM

The Metropolitan Planning Organization for the Portland Urbanized Area

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Minutes of the February 17th Meeting

Members Present: Kathi Earley, Chair, Portland; Neal Allen, GPCOG; Hank Berg, Public Transportation; Mike Bobinsky, Portland; Jerre Bryant, Westbrook; Bob Burns (for David Cole), Gorham; Sara Devlin (for Conrad Welzel), MTA; Jim Gailey, South Portland; Tex Haeuser, South Portland; Tom Hall, Scarborough; Judy Harris, Portland; Donna Larson, Freeport; Mike McGovern, Cape Elizabeth; Rick Michaud, Saco; Tom Milligan (for John Bubier), Biddeford; Carlos Pena, FHWA; Nathan Poore, Falmouth; Joyce Taylor (for Peggy Duval), MaineDOT; Sara Trafton, Public Transportation; Nat Tupper, Yarmouth

Members Absent: Marnie Diffin, North Yarmouth; Pat Finnigan, Portland; Dan Jellis, Technical Committee; Brooks More, Planning Committee; Tony Plante, Windham; Tom Reinauer, SMRPC; Bill Shane, Cumberland; Jack Turcotte, OOB

Staff and Guests: Maddy Adams, GPCOG; Brad Foley, MaineDOT; John Duncan, PACTS; Paul Niehoff, PACTS; Carl Eppich, PACTS; Rebecca Schaffner-Tousignant, GPCOG; Steve Linnell, GPCOG

- **Call to order. Welcome new members.** Kathi Earley called the meeting to order at 1:30 p.m. New members were welcomed: Donna Larson, Pat Finnigan, Peggy Duval, Carlos Pena.
- **Public Comment.** None
- **Minutes of December 16th minutes.** *Mike Bobinsky moved approval of the December 16th minutes. The motion was seconded and all were in favor.*
- **Southern Maine Partnership for Sustainable Development.** Neal explained that the proposal in itself was a very challenging exercise; many people were involved. We were one of 45 successful grantees nationwide. We were funded at \$1.6 million (we requested \$2 million), and we've received approximately \$1.6 million of in-kind match. A consortium partnership has been developed; there is still room for more partners. The region included in the proposal goes from Kittery to the Midcoast Region Redevelopment Authority. The focus of our proposal is on trend versus choice. We are cognizant of the plans and work that have taken place in the past and that are currently happening (i.e., Gorham East/West study). It will be a very bottoms-up program.

Neal introduced Rebecca Schaffner-Tousignant. Rebecca presented a brief PowerPoint. GPCOG submitted an application on behalf of 26 organizations. Forty-one towns are involved in the "geography". The MPO planning and study areas were used as the region. We worked to create a collaboration that develops strategies and policies that work across boundaries while keeping the communities in mind. We are looking at something that can be implemented at the local level. Subregional plans will be created but we won't be able to do one for each town in this first three-year work plan, but subregional plans will be done (Lakes Region group, tri-community group in Biddeford/Saco, for example). USM is one of our partners and they will be heading up the regional planning institute and data commons (collecting and generating data and making it available to others).

HUD had eight desired outcomes and we added seven more. A work plan is due April 1st, and the final partnership agreement is due March 31st. We've had interest from several more agencies to become part of the consortium. The Grant Management Team includes GPCOG, Paul Schumacher (SMRPC), Aaron Shapiro (Cumberland County) and Jack Kartez (Muskie School). A small group is putting together the work plan. The final partnership agreement will spell out what each partner is contributing. The role of the MPOs is pronounced. Both Cumberland and York Counties are involved. Aaron Shapiro serves as the Project Director and Rebecca as the Project Manager. We do plan on getting the Chamber involved also.

- **Adoption of Destination Tomorrow 2010 Update.** Carl Eppich provided an introduction. The 2006 efforts were really innovating and award winning. The update plan acknowledges that the information in the other two plans is still good. However, we tried to make the new plan transforming and equitable to all modes. We went from 88 strategies down to 36. *Nat Tupper moved approval of the adoption of the Destination Tomorrow 2010 update. Tex seconded the motion. All were in favor of the motion.*
- **Report on the work of the High Project Costs Team.** Nathan provided an introduction. Tom Gorrill has prepared a list of discussion points for that meeting. Paul has been pulling together some examples. There was a request that the Policy Committee members receive a copy of the materials that will be brought to the Commissioner prior to that meeting. John D. explained that the Executive Committee and PACTS staff have held three meetings on this topic, and have pulled information together. BACTS will also be represented at this meeting.

Joyce suggested that missed schedules should probably also be on the list. She stated that we all have to be credible together. She noted that FHWA is under a lot of pressure also. Joyce suggested also exploring the LAP process more. We have to find ways to do projects less expensively.

- **Capital Improvements Programming**
7A. Finalize 2012/2013 MPO Allocation Projects List as revised.
Paul explained that parts A and B are combined. The only substantive change is that we have moved a Saco collector paving project originally on this list to the current (10/11) program and then moved an OOB collector project which was next on our "unfunded" list into its place, as the funding amounts were very similar.

Sara T. moved approval of the 2012/2013 MPO Allocation Projects List, seconded by Judy H. Mike McGovern asked for an update on PACTS financing over the last 10 years. Nat noted that many of the PACTS member communities are not listed on the list; our outcomes don't seem to be geographically balanced. *All were in favor of the motion.*

7B. Re-program funds from the Holding PIN. The Executive Committee talked at length about this at their February meeting. They tried to mimic the categories from which the Holding PIN funds came. Paul met with MaineDOT finance people earlier this week.

- \$225,000 is for the Old Orchard Road (in Saco) collector paving project that we just moved to 2012;
- \$260,000 is to fund a 2011 PACTS Credit Program similar to the 2010 program;

- \$240,000 is for four transit capital projects.
- \$95,000 is to do preliminary design and right-of-way work on four projects in the 2012/2013 projects list in order to get them ready for construction later this year (Marty Rooney idea)
- \$125,000 to use toward a pilot project to be determined after our upcoming meeting with the Commissioner.

Steve L. provided some background on the four transit capital projects. The South Portland project is to put surveillance equipment on the buses. Mike McGovern stated that a problem with the Credit Program is that it requires that you get another project funded in order to get the credit money. Judy noted that a few communities keep getting shut out, and suggested looking at the Credit Program as a way to perhaps give some of those communities some of the funding. Holding PIN money may be a place to see that some of those communities get some of the funding. ***Mike McGovern moved approval of reprogramming the Holding PIN funds as shown above with one change: #2. \$260,000 is to fund a 2011 PACTS Credit Program similar to our 2010 program. Nat seconded the motion.***

It was asked why the \$125,000 was being put toward a pilot project. Nathan explained that the idea was to send some money along with a message for our conversation with the Commissioner but there wasn't any thought as to what project the money would be applied. When it is determined what pilot project will use the \$125,000, the committee would like to be advised. ***All were in favor of the motion*** (full list on page 13 of meeting packet).

7C. Program FTA 5307 Formula Funds for FY 2011 and FY 2012. *Rick M. moved to accept the Transit Committee's recommendation, seconded by Mike B. All were in favor.*

- **Report on Development of our next Unified Planning Work Program.** A final UPWP needs to be adopted on May 19th. This topic has been discussed with the Executive Committee and they will be working on it again at their next few meetings. We will be working with the Transit Committee and GPCOG staff on the two-year work plan.

John D. briefly reviewed the 10 items. We are hoping for positive support for our carryover money – money for studies that began in this biennium but will finish in the next. Joyce said that they are not assuming steady state funding; there will be some challenges. The green sheet (handout) provides information on carryover projects. If we don't get carryover funds, there is no assurance that these projects (on the green sheet) will be fully funded. However, the studies are prioritized studies so they should get funded first. It was asked when MaineDOT might make a decision regarding carryover funds. Joyce responded that the Commissioner has only been in his job for a week. There are some big unanswered questions; we are looking at reduced resources. She suggested we add this item to the agenda for the meeting with the Commissioner. Joyce pointed out that if a project is not under contract, it will have to go back and compete for funds. The Committee will have to determine if the current projects are more important than “new” planning projects.

The Worksheet on page 18 is a work in progress. Regarding the aerial flight buy-ups, John explained that this 2010/2011 budget item was dropped in December because there wasn't an aerial flight planned before June 30th. Recently there was a meeting with MEGIS about doing an aerial flight at a higher resolution. Paul explained that COG is working with MEGIS to try to determine the buy-up costs. Nathan added that this will be the topic of discussion at the March 10th Managers meeting. Judy asked for detail on COG and PACTS staff budget numbers. It was explained that the numbers reflect a 3% budget increase over the next two years; more information will be available at the March 8th meeting. Nat asked if we should be terribly concerned about the federal share (page 18). John D. explained that the federal funding cannot be greater than an 80% share. The federal dollar amount is something we should work with for now.

- **Adoption of Bylaws Amendment.** Pg 24. This was reviewed by the Policy Committee in October. *Nathan moved adoption of the bylaws amendment, seconded by Jim G.* Any action taken should be reported to the Policy Committee. *All in favor.*
- **Consent Agenda.** John D. reported that MaineDOT came to us last fall and asked if we wanted to do some traffic incident management coordination. A meeting was held at GPCOG this week and there was a lot of interest (20 representatives from state and local police, fire, Turnpike, County, EMS, MaineDOT, etc.) John has proposed using some money (\$4,000) from the existing budget to get the work done in March, April, May and June. (MaineDOT is developing a budget that will begin in July.) The money would be to pay COG staff (Eben Marsh) to work with this group. The COG role would be to convene meetings, encourage people to come to meetings, write minutes, etc., and serve as an unbiased party. There is a set of incident management guidelines that SMRPC has developed and the idea is to take those guidelines and refashion them for this area. SMRPC has been paid \$35,000 over the past two years for traffic incident management work. What we are being asked to fund is the follow-up meetings. *Mike B. moved and Nat T. seconded approval of the incident management funds. All in favor.*
- **Executive Director's Report.**
 - John has been to Augusta a couple of times recently and has met with the legislative delegation.
 - River Road in Windham – MaineDOT is asking that PACTS consider funding a share of the estimated cost to improve a PACTS section of the River Road. PACTS will consider a proposal only if Windham initiates the request.
 - Southern Maine Regional Transit Coordination Study. Several town and city managers met last week to get up to speed on the project. There was discussion about expanding the regionalization of this study but that won't occur right now. Phase I will not include METRO but they will be invited to the table and receive the meeting notices. Phase II will get a little more serious about looking at consolidation. Then there will be Phase III when METRO can join in. The RFP for Phase I went out yesterday. Phase II is in our UPWP proposal for the next biennium.
- **Adjourn.** The meeting adjourned at 3:35 p.m.

Agenda Item 4: TIP Projects Efficiencies Team

Member Resources: Jim Gailey, Bill Shane and Peggy Duval

Staff Resource: John Duncan and Paul Niehoff

Recommendation: Receive report.

Background

We briefed the Policy Committee on this in February.

We subsequently met with Dave Bernhardt, the new MaineDOT Commissioner, and Ken Sweeney, the MaineDOT's Chief Engineer. We recommended a working group process. They concurred and subsequently drafted the charter (shown with two additional positions that we suggested) shown on the next page.

The Project Efficiencies Team met here last week. We will meet approximately four more times in May and June.

We need to reduce the cost of future federally-funded projects by:

- Getting project scopes and estimates “right” from day one.
- Achieving a clear public understanding and support of the project very early on.
- Having the city/town fully support and focus on completing the project.
- Reducing the amount of design needed.
- Reducing the administrative cost and construction risks that contractors experience.
- Keeping project development and construction on schedule.

We expect to recommend an increased municipal effort in the preparation of project proposals and scopes.

PACTS and MaineDOT staff are starting this process with interest in the feasibility and potential benefits of PACTS doing local project administration.

We expect that our 2011 TIP Process Committee (next agenda item) will continue to work on some of the recommendations from the Project Efficiencies Team.

The charter is on the next page.

Review of MPO project prioritization, selection, scoping,
engineering and construction delivery of federally funded projects

Background: Over the past few years, there are concerns by MPO's and MaineDOT that more needs to be done to streamline the process and reduce the costs of MPO Federally Funded projects. In furtherance of this need, PACTS established a working group to come up with ideas for consideration of the Department and FHWA. These ideas were shared with MaineDOT Commissioner David Bernhardt and Chief Engineer Kenneth Sweeney on February 28, 2011. It was agreed that a team would be formed to review the ideas presented and expand the review to the entire process of identifying and delivering transportation improvements in the MPO areas with Federal and State transportation funding.

Mission: The team will examine the present process of delivering transportation improvements from planning/selection through completion and audit of Federally Funded improvements and make recommendations for changes with documented benefits to the Commissioner for his consideration by July 15, 2011.

Team: Joyce Taylor, P.E., Director of Project Development, MaineDOT
Peggy Duval, Acting Director of Planning, MaineDOT
Cheryl Martin, FHWA Assistance Maine Division Administrator
John Duncan, PACTS Director
Bill Shane, P. E., Cumberland Town Manager
Jim Gailey, South Portland City Manager
Tom Gorrill, P. E., Gorrill-Palmer Engineers
Jim Hanley, Pike Industries, Inc.
Mark Barnes, Shaw Brothers

Resources: The MaineDOT will provide staff support and funding for this effort within available budgets. If other resources are necessary, the requests will be sent to the Director of Planning, MaineDOT for approval.

Agenda Item 5: 2011 TIP Process Committee

Member Resource: Executive Committee

Staff Resource: John Duncan

Recommendation: To direct the Policy Committee Chair to convene a new TIP Process Committee and charge the members:

- to review our policies and procedures in preparation for our selection next year of \$15,000,000 in FY 2014/2015 projects – and for the development/administration of our projects,
- to report on their progress at each Policy Committee meeting, and
- to submit a final set of recommendations to the Policy Committee by September.

Background

For many years now we have convened a TIP Process Committee every other year. Staff recommends the following topics for 2011:

- To consider Gorham East-West corridor study recommendations to reward communities with transportation funding in return for certain land use policies and practices.
- To consider the recommendations from the TIP Projects Efficiencies Team due to finish their work by July 15th (see today's Agenda Item 4).
- A local project administration function at PACTS (see staff proposal in Agenda Item 7 below).
- Review/revise the eight scoring factors in our Road Formula, and review/revise our other proposal scoring procedures.
- Any other topics which they deem appropriate.

Two years ago 16 people served on the TIP Process Committee. They met nine times.

- John Bubier, Vice Chair of the Policy Committee and the TIP Process Chair
- Five volunteers from the Policy Committee
- Representatives of the Planning, Technical and Transit Committees
- MaineDOT representatives
- Tom Milligan, Biddeford City Engineer (volunteered)

Staff suggests five monthly meetings between May and September.

Agenda Item 6: 2011 Credit Program

Member Resource: Executive Committee

Staff Resource: Paul Niehoff

Recommendation: Create a 2011 Credit Program similar to our 2010 Program – with the following changes:

1. Reduce the minimum 100% locally-funded expenditure to \$300,000 from \$400,000.
2. Clarify that 100% locally-funded expenditures on arterials are also eligible (see eligibility requirements on next page).
3. Use the Credit Program federal and state funds for any federally eligible transportation project. See note below.
4. Update the years references below as appropriate.

Background

The 2010 Program was well received by our members. In February, the Policy Committee budgeted \$260,000 in state and federal funds (currently in our Holding PIN) for a 2011 program, and asked staff to offer guidance in response to the suggestion that we drop the requirement that Credit Program funds be spent on projects already proposed to or funded by PACTS.

Note that the FHWA requires that a FHWA-funded project have a minimum 50% FHWA contribution. For instance, a \$300,000 100% locally-funded project would produce a “PACTS credit” of \$30,000. That could be used to support a project with a budget no larger than \$60,000.

The Credit Program *as adopted in March 2010* (and amended and implemented in October 2010)

Context

Recently adopted PACTS policy is to program PACTS funds to preserve the region’s 83 miles of collector roads which are in good condition and meet (or almost meet) MaineDOT standards.

Our municipalities have been spending 100% local funds to rehabilitate and reconstruct some of our 121 miles of collector roads in poor condition and/or do not meet MaineDOT standards – and they are likely to continue to do so.

Program Goal

To help compensate our members for using 100% local funds spent to rehabilitate or reconstruct collector roads which are in poor condition and/or do not meet MaineDOT standards.

A 10% Credit and a Cap per Municipality

The Policy Committee will program \$10,000 in federal and/or state funds – up to a limit of no more than \$250,000 – for every \$100,000 in local funds spent by the municipality. For example, the Town of Cumberland, which might spend \$3 million on Route 88, would get a maximum of \$250,000.

Policy Committee Action in October 2010

The Policy Committee will program the credit funds in October 2010 for locally-funded projects completed in calendar 2009 and 2010. Staff recommends that the Policy Committee also program any remaining balance in the Holding PIN in October 2010 to other projects in order to put all the Holding PIN funds to work.

PACTS staff will develop an “application form” for this Program this spring.

Eligibility Requirements

1. A municipality must spend at least \$400,000 in local funds on one or more of our collectors. This minimum enables staff at PACTS and MaineDOT to avoid administering small credits on small projects.
2. The rehabilitation or reconstruction project needs to be completed to State standards (which may include design exceptions). Consequently the roadway sections improved to State standards will be added to the PACTS preservation list of collector roads which are built to standard. The road will then be eligible for future PACTS collector road preservation funding.
3. The local projects must have been substantially completed in 2009 or 2010, and the dollars must have been spent primarily in calendar 2009 and 2010.

Eligible Uses of Credit Program Funds

1. To increase the federal/state share (and thereby reduce the local match) on an existing PACTS project which is still unobligated. See example below.
For instance, the federal funds could be used to increase the project’s share from the existing 65% federal to 80% federal (the maximum allowed). This example also applies to the next situation described below.
2. To increase the federal/state share (and thereby reduce the local match) on a 2012/2013 PACTS project (to be programmed in October 2010).
3. To help finance any federally eligible transportation project which has been proposed and ranked for the 2012/2013 programming process – though not necessarily funded – through the PACTS MPO Allocation process. See example below. (Note: MaineDOT policy prohibits less than 50% federal participation in a project.)

PACTS Holding PIN

The Policy Committee will finance up to \$1 million in federal and state funds for the Credit Program from our Holding PIN. MaineDOT and PACTS staff estimate that the Holding PIN will have an approximate \$1 million balance in October 2010.

Agenda Item 7: UPWP for the Next Biennium

Member Resources: Executive, Planning, Transit and Technical Committees

Staff Resource: John Duncan and Steve Linnell

Recommendation: Briefing on the following:

1. Opportunities for the Next Two Years
2. Schedule
3. Budget worksheet for PACTS staff and GPCOG support
4. Budget worksheet for all FHWA-funded work
5. Budget worksheet for FTA-funded Work
6. PACTS Assessment history and proposal for next two years
7. Study Carry Over Needs
8. Proposal for new Studies Time Clock
9. Staff scores of proposals for new studies
10. Responses to public comments
11. Coordination of future land use, highway and transit planning
12. 15-page scope of work (see separate attachment)

Opportunities for the Next Two Years

PACTS during the next two years will continue to be a challenging and multi-faceted organization. We will mix project, planning and policy work within our local, regional, state and federal contexts. Your staff thanks you for the opportunity to lead, to listen and to collaborate with our many partners.

We will work in the following environment:

- Rising prices for fuel, asphalt and construction materials
- Belt-tightening governments and public
- Policy changes at MaineDOT, the Turnpike Authority and in Congress
- Public demands for a community-friendly transportation system

We will make major contributions to these initiatives:

- Reduce the cost of federally-funded projects
- Streamline the administration of projects
- Regionalize our traffic signal systems
- Implement our regional bicycle/pedestrian plan
- Improve funding for transportation
- Promote throughout the PACTS region the land-use-transit-highway “3-legged stool” investment approach initiated during the recent Gorham East-West Corridor planning process

See details in the attached 15-page scope of work.

Schedule

- April 7th: Planning and Technical Committees reviewed scores of proposals for new studies.
- April 14th: Transit Committee meeting
- TODAY: Policy Committee comments on materials in today’s packet
- May 3rd: Executive Committee recommends final UPWP budget and tasks to Policy Committee.
- May 12th: Transit Committee puts final touches on FTA-funded budget.
- May 19th: Policy Committee takes final action.
- May 27th: Staff submits draft 60-page UPWP to MaineDOT, FHWA and FTA for comment.
- June: Staff finalizes UPWP document. Policy Committee Chair and MaineDOT Chief Planner sign agreement.

Budget worksheet for PACTS Staff and GPCOG Support

John will explain this at our meeting. See notes in the table below. Note also that the hourly rates used reflect a *significant reduction* in the GPCOG Indirect Cost Plan rates for the next two years. The Executive Committee met with GPCOG and PACTS staff several times on this in March and April.

April 15, 2011 Forecast for next biennium for PACTS staff plus GPCOG support

Staff	FY 09 Actual Hours	FY 10 Actual Hours	FY 11 Est. Hours	FY 12 * Est. Hours	FY 12 Budget Cost **	FY 13 Budget Cost **	Two-Year 12+13 Budget Total
PACTS	5,491	5,306	5,304	5,305	\$451,576	\$460,422	\$911,998
GPCOG Support	486	496	528	512	\$27,696	\$28,208	\$55,904
GPCOG Planning***	<u>219</u>	<u>28</u>	<u>95</u>	<u>0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Subtotals	6,196	5,830	5,927	5,817	\$479,272	\$488,630	\$967,902
Direct Costs		\$17,500	\$17,500		<u>\$16,278</u>	<u>\$16,279</u>	<u>\$32,557</u>
				Total Costs	\$495,550	\$504,909	\$1,000,459

* Based on average of FY 10 actual hours and FY 11 estimated hours. Assume same hours in FY 2012 and FY 2013. 10+11 budget: \$989,000
 Difference: \$11,459
 12+13 % increase: 1.2%

** Hourly rate budget assumptions include 2% annual salary increases, and an additional increase for the PACTS Transportation Planner position.

*** These technical support services will be billed in 12/13 to GPCOG Planning Services, but the budget for GPCOG Planning Services will be same as 10/11 biennium. This is a reduction in the budget for this function in the next biennium.

Budget worksheet for all FHWA-funded work

John will review this at our meeting. Changes made since the recent Executive Committee meeting:

- Reduced PACTS Staff amount
- Increased the amount for locally proposed studies
- Increased by \$5,000 each the collector study and the bike/ped plan implementation

April 15 Budget Worksheet For The Next 2-Year UPWP

This sheet omits current and future carryover budgets. See table later in meeting packet.

This sheet also does not show our current and proposed assessment/contingency budgets. See assessment table later in meeting packet.

Revenue Budget	Current Biennium	Draft 2012/2013 Budget	12/13 %'s
New FHWA Planning funds *	\$1,256,367	\$1,256,367	80%
MaineDOT match	\$212,012	\$157,046	10%
Other match	<u>\$102,080</u>	<u>\$157,046</u>	<u>10%</u>
Total	\$1,570,459	\$1,570,459	100%

* We could ask MaineDOT for more.

<u>Uses Budget</u>	Current Biennium	Draft 2012/2013 Budget	<u>Sources of match for federal funds</u>			
			<u>MaineDOT</u>	<u>GPCOG SMRPC</u>	<u>Single Muni's</u>	<u>PACTS Assess- ment</u>
PACTS Staff and GPCOG Support	\$989,000 1	\$1,000,459	\$157,000			\$43,092
PACTS Model Update and Applications	\$38,500	\$40,000				\$8,000
GPCOG Planning Services	\$32,500 1	\$30,000		\$6,000		
GPCOG Maine Clean Communities	\$30,000 1	\$30,000		\$6,000		
SMRPC Planning Services	\$30,000	\$30,000		\$6,000		
Regional Signal Study II	\$25,000 1	\$0	na	na	na	na
Regional Collector Study	\$17,000 1	\$25,000 2				\$5,000
Regional Dest Tomorrow Update	\$12,500 1	\$0	na	na	na	na
Regional EPS	\$9,500 1	\$10,000			\$2,000	
Regional Transportation Funding Policy	\$7,000 1	\$10,000				\$2,000
MaineDOT Air Quality Analysis	\$3,000 1	\$0	na	na	na	na
Locally proposed consultant studies	\$376,000	\$230,000 3			\$46,000	
Regional traffic signals management	na	\$80,000			\$16,000	
Local project administration at PACTS	na	\$30,000 4			\$6,000	
Regional Aerial Flight	na	\$30,000 5				\$6,000
PACTS Bike/Ped Plan Implementation	<u>na</u>	<u>\$25,000 6</u>				<u>\$5,000</u>
Total	\$1,570,000	\$1,570,459	\$157,000	\$18,000	\$70,000	\$69,092

Notes

1. These items will be completely spent by June 30th.
2. The \$25,000 is for a regional arterials study and an update of our 2010 collectors study.
3. The \$230,000 fully funds the top five ranked study proposals from our members.
4. Placeholder amount. Finance mostly from capital project budgets.
5. A contribution to the cost of the basic regional flight cost.
6. A staff proposal drawn from the 2009 PACTS Regional Bicycle/Pedestrian Plan.

Scope and budget for FTA-funded Work for the Next Two Years

Steve Linnell has shared draft budgets with both the Transit and Executive Committees at least twice so far. He and the Transit Committee will finalize the scope and budget on May 12th. The next three pages are the latest budget worksheet and scopes of work, as revised after last week's Transit Committee meeting.

GPCOG FTA 5303 Transit Planning Projects – FY 2012-2013

6 Program Support - XX01

- Administration
 - To provide coordination and consideration of transit and travel demand management measures within the SAFETEA-LU and/or next Transportation Authorization planning process and to ensure effectiveness and accountability in FTA planning activities. To participate in PACTS, MDOT, FHWA and FTA planning programs; and to respond to other local, state, and federal agencies - and to concerned citizens - on mobility issues.
- PACTS Committee Support
 - Provide staff support to the Transit Committee, organize meetings, prepare agendas and meeting packets, monitor and report on the progress and flow of funding, requirements, Surface Transportation Program set-aside funds, TIP/STIP, 5307 allocation, etc. Participate in other PACTS Committees as appropriate

7 Short Range Support - XX02

- Traveler Information
 - Coordination with MaineDOT 511 and MODES projects, data maintenance for Google Transit on-line travel planner, assistance in the integration of AVL data for use in real-time transit arrival and departure information to the riding public
- Optimize Funding Opportunities
 - Look at options for the PACTS area to utilize funding from FTA funded programs including New Freedom and Job Access Reverse Commute (JARC) to enhance service to transit customers.
 - The New Freedom program currently covers capital and operating expenses that support new public transportation services and public transportation alternatives beyond those required by the ADA, in order to assist individuals with disabilities, including to and from jobs and employment support services. JARC funding focuses on the same type of destinations, but not limited to any particular rider segment. New or modified programs are expected with the advent of the next iteration of the Transportation Equity Act.
- Regional Sign & Shelter
 - Continue to provide technical assistance to the transit providers in the implementation of their STP funded sign and shelter project. Work may include identification and verification of high use stops and significant transfer points for eligibility, coordination of time point data, shelter location, property acquisition/negotiation, permitting, etc.

8 Long Range - System - XX03

- Transit Coordination Implementation - Further development of priority recommendations identified in the Regional Transit Coordination Study.

- Regional Pass Phase II
 - Continue work on the Regional Fare Card to expand it to additional operations. This will include a Regional Transfer Study to determine a baseline.
- Regional Transit & Land Use
 - Continue Joint Committee meetings with Planning Committee to promote incorporation of transit planning in the comprehensive plan process and inclusion of transit in major land use development. May include implementation of the Lakes Region Bus Study and elements of Phase II of the Gorham East/West Corridor Study. Pursue additional opportunities that promote and enhance transit use and funding through land use decision making, zoning and site plan.
- Regional Branding & Marketing – Improve ridership, revenues and customer service by promoting a seamless, customer focused, service oriented transit system with coordinated marketing and promotional initiatives.
 - Develop a common branding campaign including logo, color schemes, website and distribution of information materials.
 - Create common marketing materials, coordinate collective advertising, events and outreach.
- Maine Clean Communities
 - Continue to educate fleet operators and decision makers for the purpose of promoting and deploying alternative fuel vehicles, fuels and other technologies and strategies that reduce dependence on petroleum in transportation.
- State & federal assistance
 - Participate in and assist FTA and Maine DOT with initiatives related to education, planning, data collection, policy development and implementation that enhance the goal of improving public transit and ridership.
- Trans/Human Service Planning
 - Assist regional human services transportation providers in areas including but not limited to: efficient use of resources, demographic analysis, data analysis, funding applications, etc.

9 Long Range - Project - XX04

- Update Regional ITS Architecture
 - The existing architecture is several years old and needs to be brought up to date with current technology and practice.
- Regional Transit Authority
 - Continue to explore the best course of action for consolidation of administration and services of all the regional transit operations that will derive optimum efficiencies while maintaining or improving customer service. This is a recommendation of the Regional Transit Coordination Study, and will continue the work of the Gorham East/West Corridor Study and the Southern Maine Regional Transit Coordination Study, Phase I.
- Maintenance/Admin Implementation
 - Develop and implementation plan and complete additional study as necessary to carry out the recommendations of the Southern Maine Regional Transit Coordination Study, Phase I.

10 Technical Support - XX05

- Maintain and develop GPCOG and PACTS web sites and pages, short term continuation of Transportation Information Display System
- Data management and development of GIS Maps, technology advances, and updated databases: Databases, Training, Mapping & GIS Support and ITS Planning/AVL Support

Task	GPCOG FTA 5303 Transit Planning Budget FY 2012-2013				DRAFT		Estimated	
	14-Apr-11				FY 12	FY 13	Carry	Total
		Total	Federal	Local			Forward	
6	Program Support - XX01							
	Administration	\$50,000	\$40,000	\$10,000				\$50,000
	PACTS Committee Support	\$60,000	\$48,000	\$12,000				\$60,000
	Total Administration	\$110,000	\$88,000	\$22,000	\$63,000	\$47,000	\$0	\$110,000
					\$50,400	\$37,600		
7	Short Range Support - XX02				\$12,600	\$9,400		
	Traveler Information	\$43,730	\$34,984	\$8,746			\$20,000	\$63,730
	Optimize Funding Opportunities	\$12,500	\$10,000	\$2,500				\$12,500
	Regional Sign & Shelter	\$48,642	\$38,914	\$9,728			\$40,000	\$88,642
	Total Short Range Support	\$104,872	\$83,898	\$20,974	\$60,000	\$44,872	\$60,000	\$164,872
					\$48,000	\$35,898		
8	Long Range - System - XX03				\$12,000	\$8,974		
	Transit Coordination Implementation	\$25,000	\$20,000	\$5,000				\$25,000
	Regional Pass Phase II	\$25,000	\$20,000	\$5,000				\$25,000
	Regional Transit & Land Use	\$40,000	\$32,000	\$8,000				\$40,000
	Regional Branding & Marketing	\$45,000	\$36,000	\$9,000				\$45,000
	Maine Clean Communities	\$60,000	\$48,000	\$12,000				\$60,000
	State & federal assistance	\$10,000	\$8,000	\$2,000				\$10,000
	Trans/Human Service Planning	\$20,000	\$16,000	\$4,000				\$20,000
	Total Long Range System	\$225,000	\$180,000	\$45,000	\$100,000	\$125,000	\$0	\$225,000
					\$80,000	\$100,000		
9	Long Range - Project - XX04				\$20,000	\$25,000		
	Update Regional ITS Architecture	\$50,000	\$40,000	\$10,000				\$50,000
	Regional Transit Authority	\$60,000	\$48,000	\$12,000				\$60,000
	Maintenance/Admin Implementation	\$24,000	\$19,200	\$4,800				\$24,000
	Total Long Range Project	\$134,000	\$107,200	\$26,800	\$94,000	\$40,000	\$20,000	\$154,000
					\$75,200	\$32,000		
10	Technical Support - XX05				\$18,800	\$8,000		
	Databases, Training	\$12,500	\$10,000	\$2,500			\$12,500	\$25,000
	Mapping & GIS Support	\$12,500	\$10,000	\$2,500			\$12,500	\$25,000
	ITS Planning/AVL Support	\$25,000	\$20,000	\$5,000				\$25,000
	Total Technical Support	\$50,000	\$40,000	\$10,000	\$40,000	\$10,000	\$25,000	\$75,000
	Total Planning Budget	\$623,872	\$499,098	\$124,774	\$357,000	\$266,872	\$105,000	\$728,872
	PROPOSED FY 2012-2013 ACTIVITIES for Transit Providers (5307 Funds):							
7	Providers, proposed projects	Total	Federal	Local				
	CBITD					DRAFT		
	METRO: On/Off Survey - Task 7	\$25,000	\$20,000	\$5,000				
	NNEPRA							
	RTP Shopper Shuttle - Task 7		\$0	\$0			\$5,000	
	SPBS							
	ShuttleBus							
	YCCAC							
	5307 Totals	\$25,000	\$20,000	\$5,000	\$16,000	\$9,000	\$5,000	\$30,000
	5303 plus 5307	\$648,872	\$519,098	\$129,774	\$373,000	\$275,872	\$110,000	\$758,872

PACTS Assessment History and Proposal for Next Two Years

The PACTS Assessment is the contributions which the member municipalities pay to support the federally-eligible *regional* work of PACTS staff and 15-municipality consultant work, plus the work that is not eligible for federal funding. See column in table on page 13.

The PACTS Assessment supplements the significant MaineDOT contributions every two years. *Thank you, MaineDOT.*

In a March email to municipal managers I estimated a \$75,000 two-year need for match for the UPWP, plus a \$25,000 contingency. See the \$100,000 amount below. *On page 13 we show a \$69,092 amount. The Policy Committee will adopt a final amount on May 19th.*

PACTS Assessment Budgets and Invoices History

<u>Biennium</u>	<u>FY 2008+2009</u>		<u>FY 2010+2011</u>		<u>FY 2012+2013</u>	
MDOT \$\$ in UPWP	\$110,000		\$212,000		\$157,000	
Assessment Budgets	\$92,087		\$92,000 *		\$100,000 (proposed)	
	FY 2008 Invoice	FY 2009 Invoice	FY 2010 Invoice	FY 2011 Invoice	FY 2012 Estimate**	FY 2013
Biddeford	\$2,957	\$2,658	\$2,150	\$0	\$2,806	TBD
Cape Elizabeth	\$2,344	\$1,998	\$1,616	\$0	\$1,991	TBD
Cumberland	\$1,599	\$1,165	\$942	\$0	\$1,263	TBD
Falmouth	\$3,055	\$2,259	\$1,827	\$0	\$2,423	TBD
Freeport	\$2,684	\$1,559	\$1,261	\$0	\$1,735	TBD
Gorham	\$1,651	\$1,531	\$1,239	\$0	\$1,611	TBD
North Yarmouth	\$805	\$461	\$373	\$0	\$508	TBD
Old Orchard Beach	\$2,375	\$1,610	\$1,303	\$0	\$1,712	TBD
Portland	\$13,155	\$8,530	\$6,900	\$0	\$9,148	TBD
Saco	\$3,489	\$2,233	\$1,806	\$0	\$2,375	TBD
Scarborough	\$5,999	\$3,633	\$2,939	\$0	\$4,040	TBD
South Portland	\$7,125	\$3,955	\$3,200	\$0	\$4,325	TBD
Westbrook	\$2,230	\$1,926	\$1,558	\$0	\$2,098	TBD
Windham	\$3,205	\$1,898	\$1,536	\$0	\$2,140	TBD
Yarmouth	<u>\$2,329</u>	<u>\$1,670</u>	<u>\$1,351</u>	<u>\$0</u>	<u>\$1,824</u>	TBD
Regional Total	\$55,000	\$37,087	\$30,000	\$0	\$40,000	TBD

* Note that actual invoices were for only \$30,000.

** See March 7, 2011 email to city and town managers from John Duncan.

Note in the table above that we will spend only \$30,000 of the \$92,000 assessment budget in this biennium. I described this to the municipal managers in another email in March:

PACTS Assessment contribution to UPWP work	\$14,743
Creation of PACTS Daily and Truck Models in 2010	\$6,400
PACTS Video preparation during the spring of 2010	\$3,700
PACTS staff work on federal earmark applications in 2010	<u>\$4,900</u>
Total	\$29,743

Study Carryover Needs Estimate

In early March, MaineDOT advised that they would not provide federal funds to pay for current studies still underway on June 30th. This 11th hour decision was a reversal of decades of providing enough federal MPO Planning funds for this purpose. The change reflects a belt-tightening and a less-planning orientation at MaineDOT.

Staff worked with the affected organizations and the Executive Committee on this in March and April. On March 22nd the Executive Committee directed staff to advise the affected organizations to do what needed to be done to finish the studies by June 30th. Consequently, the municipalities and GPCOG all set in motion the completion of the studies underway – often sacrificing quality of product in the process.

PACTS staff has been pushing our members for many months to get the studies listed below underway. We warned MaineDOT would limit our carry over budget for the next UPWP, and we mentioned our Study Time Clock policy (see next page).

On April 13th MaineDOT advised that they would consider requests for “carry over” funding. This change came in response to pressure from MPO staffs and in response to a meeting with FHWA officials. On April 14th we submitted the following request.

PACTS Request for Carryover into 12/13 UPWP

April 14, 2011

Originally funded by	PACTS	Activity	UPWP Budget	Expenses Through February	Estimate Spend by June 30th	Needs after June 30th	Study Status
		May 2007 Transit Bus Route Study	\$30,000	\$3,100	\$20,000	\$10,000	Study began in February
		May 2009 Regional Signal Study II	\$25,000	\$0	\$15,000	\$10,000	Study started in March
		May 2009 Portland Forest Avenue	\$100,000	\$0	\$25,000	\$75,000	Study started in March
		May 2009 Windham Comp. Transpo. Study	\$40,000	\$450	\$20,000	\$20,000	Study began in February
		May 2009 Yarmouth Route One Phase 3 *	\$35,000	\$27,600	\$30,000	\$5,000	Study began in April 2010
		Dec. 2010 Scarborough Oakhill Pedestrian Plan	\$40,000	\$0	\$30,000	\$10,000	Study started in March
		Dec. 2010 Southern Maine Transit Coordination	\$30,000	\$0	\$10,000	\$20,000	Proposals due April 15
		Total	\$270,000		Total	\$150,000	
				80% Federal Share:		\$120,000	

* Contract amount (\$40K in UPWP).

MaineDOT will consider requests from the MPO’s, but has not guaranteed a positive outcome. MaineDOT action will come next week at the earliest. *In the meantime, the studies listed above continue to proceed toward a June 30th completion.*

The proposal on the next page is a result of the delays in starting studies during this biennium.

Proposal for new Studies Time Clock

In 2006, in response to the slow and no progress on the performance of some studies funded by PACTS, the Policy Committee adopted the following policy.

1. *Study proponents will work to start each PACTS-funded study within a year of adoption of the PACTS UPWP. If a year passes without the signing of a consultant contract, then the study proponent will provide monthly progress updates to PACTS staff. If 18 months passes without the signing of a consultant contract, then the Policy Committee will withdraw the funding.*

The definition of “start” is the signing of a contract with a consultant. The 18-month clock starts on the date of adoption of the PACTS planning budget.

2. *This policy also applies to future consultant studies added to the PACTS planning budget at other times during future biennia.*
3. *After the withdrawal of funds, the study proponent is eligible to submit the study proposal for funding in the next PACTS planning budget.*
4. *The Policy Committee may make exceptions to this policy for good cause.*

PACTS staff has been pushing our members for many months to get the studies listed on the prior page under contract.

Staff recently proposed to the Executive Committee that the 18 months time be shortened to 9 months, and that all studies adopted as part of the biennial UPWP (i.e. May 2011) lose any remaining PACTS funds at the end of the subsequent biennium (i.e. June 30, 2013).

After considering the staff proposal, the Executive Committee proposes the following policy for the future:

1. That the 18 months time be shortened to 6 months (starting at the beginning of the new biennium (July 1st) rather the date of UPWP adoption), and
2. That all studies adopted as part of each new UPWP (i.e. July 2011) lose any unspent funds at the end of the biennium (i.e. June 30, 2013).

We will request Policy Committee action on this at your next meeting.

Responses to public comments on the planning work of PACTS in next two years

Carl Eppich sent an email to the 150 people on our Interested Parties email distribution list on January 19th. He asked for ideas for transportation planning work to be done in our region during the next two years. Here is a summary of the comments from ten people, and staff responses. We have shared our responses with them.

- 1. Portland businessman – Four priorities for the region: METRO to buy some new buses, a connection west from the turnpike to the Gorham bypass, commuter bus service on I-295 to Freeport, and high speed tolling.**

Response: METRO will be in receipt of 7 new buses in 2011.

Phase 1 of the Gorham East-West Corridor Study included analysis of two scenarios for roadway capacity expansion to the west. However, further land use planning and transit expansion are a necessary first step Phase 1 concluded.

Phase 2 will further evaluate the necessary land use and transit routes to develop, as well as determine the feasibility of a preferred roadway improvement.

As for a commuter bus on I-295, a recently completed MaineDOT study called “Portland North Alternative Modes” is due to report out this spring. Commuter bus expansion from Brunswick was a leading recommendation.

As for high-speed tolling on I-295, it is likely that if tolling were added to the corridor a modern high-speed tolling facility would be a studied alternative.

- 2. Area resident – Develop a better marketing campaign that will help expand the use of our public bus systems.**

Response: This is included in the FTA portion of the UPWP by GPCOG.

- 3. Portland resident – Two ideas. Reduce the speed limit on I-295 in order to make it safer and less congested. Also, consider tolls on I-295 north of Portland. Use some of the toll revenues to fund the recommendations in the Portland North Study**

Response on I-295 speed limit idea: PACTS has spoken with MaineDOT Planning staff on the I-295 speed limit idea, and has done some internet research on existing traffic engineering studies on this general concept. We have not added this to our planning work program, and nor has MaineDOT.

Response on I-295 toll idea: PACTS has included this concept in its 2010 regional transportation plan *Destination Tomorrow*. PACTS will pursue an analysis of this concept, and will reach out to the MaineDOT and Maine Turnpike Authority regarding the possibility of doing such an analysis.

- 4. Portland resident – Three ideas. Reduce the speed limit on I-295 in order to make it safer and less congested. Create a bus service for commuters from the suburbs and Portland’s neighborhoods. Run a commuter ferry service between South Portland and Portland.**

Response on I-295 speed limit idea: See above.

Response on bus service idea: Commuter bus service is a component of the Phase 2 Gorham East-West Corridor Study for the western suburbs. The area includes

Gorham, Scarborough, South Portland, and Westbrook. Portland will need to be involved as well.

Response on commuter ferry idea: South Portland is exploring this in their comprehensive planning process. PACTS is not aware if Portland or the Casco Bay Ferry line has seriously considered it. It would require some origin and destination study and cost-benefit analysis.

5. Portland resident – Host a presentation by an MIT professor on the future mobility implications of our aging population.

Response: This topic is surely a relevant one. The PACTS 2010 Regional Transportation Plan *Destination Tomorrow* documents that our region does not currently have a transportation solution for the growing elderly population. 1 in 4 in Maine will be over 65 by 2035 – Maine will be second only to Florida by 2035 in percentage of its citizens over age 65. This will likely be explored through the HUD grant process.

6. Portland city councilor – Create a regional rail plan to determine the best future use of rail infrastructure in the region.

Response: The MaineDOT completed a state rail plan in 2010, which included the Greater Portland/PACTS area. No report has been made available yet. PACTS began a regional transit visioning study in early 2011, called “Moving Greater Portland...Towards a Transit Focused Region” with the intent of developing a regional plan with appropriate rail infrastructure (including streetcars, light rail, and commuter rail) for the first half of the 21st Century. A major regional transit planning effort is still needed as called for in the Gorham East-West Feasibility Study Phase 1.

7. Bicycling advocate – Three ideas. Create an aerial tramway or a monorail from South Portland to Congress Street. Build shoulders on Route 77 in Scarborough. Creation of a PACTS network of designated bike routes that are required by policy for funding to include 4 foot shoulders for durability, 11 foot travel lanes, wayfinding signage.

Response: No response yet.

8. UNH Special Projects Director – Create a process whereby the five MPO’s between Portland and Haverhill think of rail/transit corridor improvements in a coordinated fashion.

Response: PACTS responded directly to the respondent, and talked with Southern Maine Regional Planning Commission (SMRPC) staff about this, but there was little traction in NH, and with SMRPC

9. Westbrook resident – Proposes monorail, maglev trains and a new highway to Connecticut. Long email.

Response: Until Disney arrives in Maine, along with its fortunes, this is all highly unlikely. The Amtrak Downeaster is starting a study to reduce travel times to Portland by 20 minutes, down to two hours.

10. Portland businessman – Fix intersection of Marginal Way and Franklin Street.

Response: This is a focus of the PACTS' upcoming Franklin Corridor Feasibility Study Phase II, which includes an alternatives analysis and the development of a preferred alternative from the first phase study PACTS funded called Reclaiming Franklin Street. The phase 1 study included livability and multi-modal considerations, resulting in three alternative scenarios for the corridor. Phase 1 included a public process informing the desired improvements required in the corridor. Once Phase 2 feasibility is complete, the first project is intended to be the Marginal Way and Fox Somerset Street intersections with Marginal Way.

Coordination of future land use, highway and transit planning

The coordination of the policy development and analysis of opportunities and constraints on these topics is an important function of PACTS and our regional partners. During the next two years our region will focus on this topic with more resources than ever.

The following work is envisioned. We are pleased to report that there has been a great deal of regular communication and collaboration between the parties involved in this prospective work.

- GPCOG's and SMRPC's development of a sustainable development plan during the next three years (funded by HUD/EPA/DOT planning grant).
- Gorham East West Corridor Study *Phase II* led and funded by the Turnpike Authority and MaineDOT:
 - Study of potential new highways
 - Study of potential robust expansion of public transit
 - Study of regional and local land use policy options (including work to be done by GPCOG)
- PACTS-funded Gorham East West local land use planning in Gorham, Westbrook, Scarborough, South Portland and possibly Portland.
- GPCOG research into the potential benefits of a regional transit authority.
- PACTS follow up to our Transit Focused Region regional transit vision.

Agenda Item 8 – Executive Director’s Report

1. Paul Niehoff has written to MaineDOT **to ask that they contribute additional money** to a PACTS intersection project in Old Orchard Beach. The project faces a major cost increase. He met with OOB officials and MaineDOT’s project consultant before writing the letter.
2. The MaineDOT has decided to cancel our February re-programming of our \$240,000 (federal portion) that was no longer needed to help finance a CBITD vessel replacement. (The \$240,000 need has been funded with ARRA funds.) The Policy Committee reprogrammed it in February, but MaineDOT is now saying their substitution of “our” funds with ARRA funds does not give us the opportunity to reprogram the funds. **John is working with Peggy Duval and others to resolve this.**
3. Paul, Carl and John are serving in a variety of roles in **17 PACTS-funded studies underway** – and numerous other studies of MaineDOT, Portland, the Turnpike Authority and others.
4. Carl submitted a draft final report for **Destination Tomorrow** to MaineDOT last week. *He is also outlining the content for a companion brochure and video to be produced this spring.*
5. Staff is working with our PACTS Model consultant to prepare our **700 traffic analysis zones** for use by the U. S. Census Bureau in allocating 2010 census data to them.
6. Carl Eppich and the **Transit Focused Region Initiative** team hosted four very successful regional forums recently.
7. Paul and John recently received MaineDOT **Local Project Administration Certifications** after attending the one-day course. Paul’s was a re-certification.
8. The **GoMaine and Maine Clean Communities programs** are doing fantastic work. Contact Carey Kish and Steve Linnell for details.
9. **PACTS will continue for the next 10 years to be a “small” MPO.** This is based on our estimate of the 2010 Portland Urbanized Area population based on the 2010 Census municipal figures recently received. We estimate approximately 195,000 people (up from 188,000 in 2000) – which is less than the 200,000 “large” MPO threshold. The official urbanized area number will come out next spring.
10. In February, Mike McGovern asked staff to develop an overview of the **trend in biennial TIP funding via PACTS** during the past ten years. See below.

11. Staff has created a **2011 Milestones table**. See below. Do you have any questions or suggestions about it?

12. May 3rd Executive Committee draft agenda

1. Finish work on the next UPWP
2. Annual review of Executive Committee
3. Update from the TIP Projects Efficiency Team
4. Discuss a proposal to establish rules regarding the implications of abstentions in committee votes.
5. Staff recommendation that PACTS staff begin the four bike/ped projects (under the LAP program) recently approved by the Policy Committee. Three of them are in Portland, and one is in South Portland.
6. MaineDOT's recent offer to "release" \$15,000 now for every TIP project recently programmed by PACTS in order to get started with design and right of way work. PACTS staff is looking into this.
7. Staff is going to propose to add funding to PIN 14363.00 for the Portland Bike Lanes Project by extending Gorrill Palmer's contract and adding funds for revising existing inconsistent infrastructure and to help implement additional bike lanes and infrastructure related to Portland's Neighborhood By-Way project.

13. May 19th Policy Committee draft agenda

1. Annual review of Executive Committee
2. Adoption of the next 2-year UPWP.
3. Possible TIP amendments per the "\$15,000's" proposal from MaineDOT (see above)
4. Action on other items on the Executive Committee's agenda above.
5. Executive Director's Report

PACTS Trend in MPO Allocation and FTA 5307 Funds

April 2011

Amounts in millions. These figures do not reflect Holding PIN reallocations.

<u>Biennium</u>	<u>MPO Allocation</u> (Federal+State+Local)		<u>FTA 5307</u> (Federal Only)	
	<u>Amount</u>	<u>Notes</u>	<u>Amount</u>	
2012-2013	\$15.1	Congress could change this.	\$4.5	Estimate
2010-2011	\$15.1	Increase due to increased federal and state funds.	\$4.5	
2008-2009	\$10.3	Reflects increased PACTS local match policy. See Note 1.	\$5.1	
2006-2007	\$11.3	Increase due to PACTS region expansion in 2002. See Notes 2 and 3.	\$4.7	
2004-2005	\$7.3	PACTS region expanded in late 2002, but MaineDOT kept old PACTS region for 04/05 \$\$.	\$3.6	
2002-2003	\$7.1	Increase per new MaineDOT policy on MPO funding?	\$3.0	
2001-2003	\$5.3		\$2.2	
1975 to 2000	\$3.5	Amounts per biennium	< \$2.0	

Other Notes

1. This amount was a reduction from a \$13.9 million program that we had developed.
2. This amount was a reduction from an \$18 million program that we had developed. The reduction was necessary after Congress passed SAFETEA-LU in late 2005.
3. In July 2006 we also programmed a one-time \$1.6 million (state+local) per a special \$30 million appropriation by the Legislature.

2011 PACTS Milestones Calendar												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
PACTS sign consortium agreement for GPCOG/SMRPC 3-year regional sustainable development plan process					X							
Join Phase II Consortium of Gorham East West Study					X							
TIP Project Efficiencies Team work with MaineDOT et al				X	X	X						
Prepare for 2012 work to develop '14/'15 TIP list												
Technical Comm. work on collector ranking					X	X	X	X				
TIP Process Committee					X	X	X	X	X			
Solicit municipal and transit proposals for 2014/2015 TIP										X		
Adopt 2012-2015 Transportation Improvement Program												
MaineDOT sends draft projects list							X					
Policy Committee endorses draft for public comment							X					
Policy Committee endorses final TIP Document								X				
MaineDOT adopts STIP, and FHWA accepts the STIP and the PACTS TIP									X			
Members and staff work with Legislature on funding	X	X	X	X	X							
Develop 2-Year UPWP												
Executive Committee role	X	X	X	X	X							
Transit Committee proposes FTA-funded work					X							
Planning Committee reviews local study proposals				X								
Policy Committee adopts UPWP					X							
New UPWP work begins							X					
PACTS Annual Meeting						X						
Destination Tomorrow												
Policy Committee adopts Update		X										
Brochure development and distribution				X	X							
Video development				X	X							
Video completion and distribution						X						
Revise Public Participation Plan												
Staff and committees work on draft						X	X	X				
Public input										X		
Policy Committee adopts											X	