

PACTS

Portland Area Comprehensive Transportation Committee

Process Retreat

Friday, October 19, 2007

8:30 AM to 12:30

RETREAT GOAL

To identify and discuss organizational structure options and processes which best support PACTS effectiveness

AGENDA

- 8:30 Welcome & Opening** (Mike Bobinsky)
- 8:40 Agenda Overview/Introductions/Meeting Ground Rules** (Steve Schuit)
- 9:00 “Transportation Management Area (TMA)”**: Possible Future Scenario and implications for PACTS (Neal Allen)
- 9:15 The Current PACTS Structure** (John Duncan)
- 9:35 “EcoMaine Structural Model” (formerly RWS)** (Mike)
- Break**
- 10:05 Group Activity: Organizing for the Future** (Steve)
- 10:45 Report-Outs** (Steve)
- 11:20 Voting and Break**
- 11:35 Large Group Discussion** (Steve)
- 12:05 Next Steps** (Mike)
- 12:15 Wrap & Thanks** (Bill Shane)
- 12:30 Val Halla Lunch**

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

Directions to Val Halla

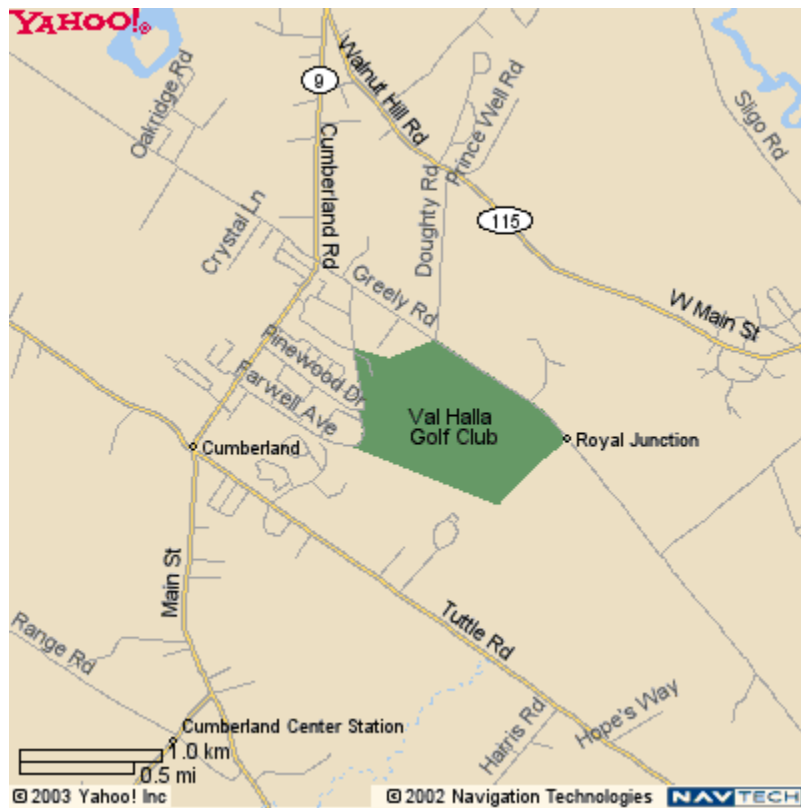
Val Halla Golf & Recreation Center is located just off Route 9 between Greely Road and Tuttle Road.

60 Val Halla Road, Cumberland, Maine

[207-829-2225](tel:207-829-2225)

Mailing Address: 290 Tuttle Road, Cumberland ME 04021

Valhalla@maine.rr.com



BYLAWS OF THE
PORTLAND AREA COMPREHENSIVE TRANSPORTATION COMMITTEE
Amended May 26, 2005

ARTICLE II -- MISSION

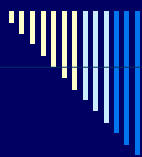
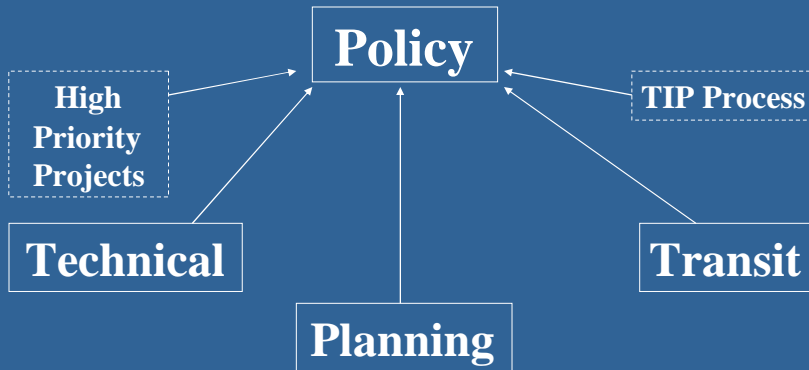
The PACTS planning process is a cooperative effort of local, regional, State and Federal levels of government, reflective of and responsive to the needs and desires of local and regional agencies and the region's citizens, as well as the programs of the Maine Department of Transportation (MaineDOT).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

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

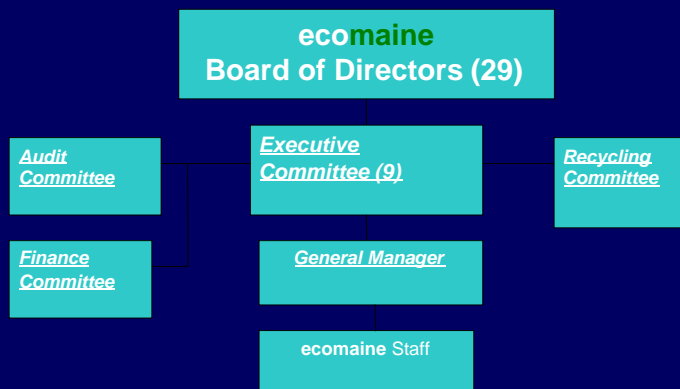
The priorities detailed in the Transportation Improvement Program shall be drawn from the Transportation Plan and shall be consistent with the overall development goals of the region. A key objective of the planning process shall be to coordinate the planning activities as provided for under Section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

Appendix B presents the organization's goals as adopted by the Policy Committee on June 22, 1995 (and amended in 2002). These goals (adopted first in 1989) and the Organizational Vision Plan (adopted in April 1995) were the basis for many of the bylaw changes adopted in 1995. These changes aimed to strengthen the commitment of PACTS to seek to enhance mobility, productivity, livability, environmental quality and energy conservation through the prudent management and improvement of transportation facilities and services by its member municipalities, the State of Maine and other public and private providers of transportation services.

Current PACTS Committees



EcoMaine Organizational Structure



Proposed changes to allocating funding

Submitted by Freeport

- Establish a formula to allocate PACTS funds to member communities, using criteria such as miles of road in PACTS area.
- Once money is allocated, member communities submit how they propose to use the funds. Funds may be accumulated over more than one biennium for a specific project, up to 10 years. The funds can be for one project, or for a variety of projects.
- Projects are reviewed by PACTS staff to assure that they meet all state and federal guidelines. Sub-regions meet to discuss possible coordination of projects.
- Policy Committee meets to endorse the slate of projects if necessary,
- PACTS staff works with communities to develop project specifications and cost estimates.
- PACTS staff works with DOT and municipality to develop bid proposals
- PACTS staff, DOT staff, municipal staff get projects done
- Cost overruns are the responsibility of the municipality.

Benefits

- Each member guaranteed a share of funding
- Gets the money where the needs are, municipalities know what the highest priorities are.
- Municipalities have more control over dollars spent on transportation,
- Projects developed once funding amounts are established and not before
- Less administrative overhead spent on prioritizing projects and shuffling projects, staff time is shifted to getting projects done like enhanced scoping, project inspection, etc.
- If funding is cut, every community is cut, instead of some cut completely and others not cut at all
- **Fewer meetings, less confusion, uncertainty, and frustration.**