

PACTS

Portland Area Comprehensive Transportation System

Policy Committee Meeting Notice

May 21, 2009 at 1:30 p.m.

GPCOG, 68 Marginal Way, Portland

Agenda

1. **Call to order**
2. **Public Comment**
3. **Minutes of the March 26th Meeting**
4. **Capital Funding Topics**
 - A. Action to re-program funds in PACTS Holding PIN
 - B. Report from TIP Process Committee
5. **Planning and Administration Budget for July 2009 to June 2011**

Adopt 2-year Unified Planning Work Program
6. **Elect Officers for July 2009 to June 2010**
7. **Consent Agenda**
8. **Executive Session to complete the PACTS Director performance evaluation**
9. **Adjourn**

Next Meeting: June 22nd Annual Meeting/Luncheon at noon at USM Library

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Minutes of the March 26th Meeting

Members Present: Bill Shane, Chair, Cumberland; Mike Bobinsky, Portland; John Bubier, Biddeford; Bob Burns, Tech Com Rep; Ed Clifford, Public Transportation; David Cole, Gorham; Mary Ann Conroy (for Steve Guntz), Old Orchard Beach; Eric Dudley (for Jerre Bryant), Westbrook; Kathi Earley, Portland; Kat Fuller, MaineDOT; Jim Gailey, South Portland; Judy Harris, Portland; Kat Fuller, MaineDOT; Tex Haeuser, South Portland; Steve Linnell (for Neal Allen), GPCOG; Mike McGovern, Cape Elizabeth; Rick Michaud, Saco; Dale Olmstead, Freeport; Anna Price, FHWA; Sara Trafton (for Catherine Debo), Public Transportation; Jim Wendel (for Tom Hall), Scarborough

Members Absent: Joe Gray, Portland; Anthony Plante, Windham; Nathan Poore, Falmouth; Paul Schumacher, SMRPC; Scott Tilton, North Yarmouth; Nat Tupper, Yarmouth; Conrad Welzel, MTA

Staff and Guests: Maddy Adams, GPCOG; John Cannell, MaineDOT; John Duncan, PACTS; Carl Eppich, PACTS; Paul Godfrey, HNTB; Tom Gorrill, Gorrill/Palmer; Nate Jones, South Portland Sentry; Mike Laberge, MaineDOT; Tom Milligan, Biddeford; Paul Niehoff, PACTS

1. **Call to Order.** Bill Shane called the meeting to order at 1:30 p.m.
2. **Public Comment.** None.
3. **Minutes of the February 26th meeting.** *David Cole made a motion to approve the February 26th minutes, seconded by Mike Bobinsky. All were in favor of the motion.*
4. **Capital Funding Topics**
 - 4A. **Presentation on 2008 Regional Collector Roads Assessment Study.** Tom Gorrill of Gorrill/Palmer presented some of the findings of the study. The most efficient time to pave the road is when the life of the pavement is up to 75% used up. After that, it will take five times more money to fix it. In this study, truck routes and transit weren't factored in but they will be when updates of the study are done. The roadway ranking categories were as follows: meets standard; design exceptions; substantially meets standard; rehabilitation; and reconstruction. He reviewed the number of miles in each of the categories. Five million dollars would be needed every year to maintain the roads. Tom reviewed the funding alternatives. Bob Burns noted that PACTS programs only \$2,500,000 per year for collectors and, as Tom just mentioned, \$5,000,000 is needed to maintain the roads. This data should be looked at every year along with MaineDOT data. When the study is updated, truck trips and transit should be included in the data to help determine which routes have the highest priority. Tom explained that this study shows what the priorities are and provides a methodology on how to rank the roads.

Mike McGovern mentioned that Cape Elizabeth put \$500,000 into Route 77 as a result of his Council seeing the chart from the Collector Road Study. They really don't expect to see any collector money from PACTS because they don't have truck routes or transit. He suggested that towns should get points or bonus credits for taking care of their own collector roads. David C. said the question is whether we want to preserve the roads that are currently meeting standards, or put money on those roads that are not meeting standards. Kat stated that PACTS isn't an entity that has bonding authority and went on to explain that the Legislature passed a law regarding a capital improvements reporting category which identifies the state's responsibilities for maintaining assets. It does not include urban collectors. This should probably be introduced to our Transportation Committee for their awareness. There has to be some acknowledgement that collectors are a very important piece of the system. MaryAnn asked if there is a way that some of the

funds could come back to the towns perhaps through bonds. Bob suggested changing our Set Aside percentage from 40% to 70 or 75% and leave the bond issues to large scale projects. Rick stated that the Collector Roads Assessment Study is a great report -- long overdue. We need money to preserve what we have. Judy added that over 100 cities are cutting back on their transit systems nationwide. Sara T. pointed out that transit ridership is high at the same time that services are getting cut. Funding for the Downeaster with CMAQ funds is in the MaineDOT Capital Work Plan to be presented to the Legislature next week, provided that Congress will allow it. John B. added that a contingency resolution and a date change would be necessary. There are other discussions going on about changing the characteristics of the Downeaster with it going to Freeport, etc. so that it would be more of an intercity transit system. It is still not clear right now. John D. suggested that he could go to the delegations and councils to tell them about this collector road situation. Mike M. suggested that we spend some time looking at competitive bidding with contractors and paving.

4B. Report from TIP Process Committee. John Bubier reported that the TIP Process Committee is a really good group representing all of the different sectors; the meetings have been very interactive. He reviewed the upcoming topics that the Committee would be addressing and some of the ideas they've been discussing to date.

4C. Action on staff proposal to reprogram funds in our Holding PIN. Paul explained the staff recommendation to program the funds in the Holding PIN. Mike M. noted that this proposal is for an exception to our "125%" policy. It appears that a couple of projects are above that: Portland Brighton Avenue Project and Yarmouth Cousins Street project. Dale asked what the justification for the exception was. John D. explained that these projects are about ready to go to bid and this money would get these projects going before the prices go up even more. Mike B. explained that some projects have been under expended and that is where the money has come from. On the other hand, some projects have gone up in price and these projects are ready to go. Dale was concerned that PACTS has a policy in place and it is problematic to see shifting policies every month. If it comes over the 125% then the town has to pick up the overage. ***Mike M. made a motion that PACTS allocate up to 125% of the original cost estimate and that we adhere to the PACTS policy. The motion passed with 2 members in opposition.***

4D. Action on allocation of FY 2009 FTA Section 5307 funds. Steve L. explained that the recommendation of the staff is to approve the entire amount of the funds. The transit providers need to be able to access the funds as soon as possible. ***A motion was made to endorse the entire amount of FTA Section 5307 and 5340 funds available to our region in FY 2009 based on an estimate of upcoming Congressional action. The motion passed.***

5. **Assessment of the Executive Committee Process.** Although there had been many initial reservations about the formation of the Executive Committee, it was the consensus of the Policy Committee that the Executive Committee format has been working out quite well. It was recommended that a check-in be done once a year.
6. **Report on Bus Procurement Process.** Ed Clifford reported that the bus fleets are getting old. Some transit providers have expressed some concern and spoken with MaineDOT about the bus procurement process (MaineDOT holds the leases on the buses). MaineDOT has responded very well to their concerns. A Bus Procurement Working Group has been formed. Ed reviewed the outcomes from that group. They are streamlining the bid process by having eight categories of bus types rather than the cumbersome process of creating specifications unique to individual agency requests. Alternative fuel vehicles are being

looked at. Judy Harris added that this group has alleviated a lot of the problems that they were dealing with. Sara T. added that a statewide transit agenda is being developed as a result of this process.

7. Planning and Administration Topics.

7A. Action on proposals to amend our existing budget. John Duncan reviewed the proposed recommendations. Anna Price thought that the scope had changed for the Tukey's Bridge bike access proposal. Kathi said that Dan Stewart thought the money might be better spent on getting people access to Tukey's Bridge from Washington Avenue. Paul explained that they are trying to get bikes from one side to the other. Kat noted legal prohibition for bicycle access onto Tukey's Bridge. Anna stated that FHWA has significant financial and safety concerns with that.

Dale Olmstead made a motion to approve the two-year budget and revisit the Tukey's Bridge Bike Access funds and, if it needs to be modified, to come back to the committee with the modification. The motion was seconded and approved

7B. Report on development of the budget for July 2009 to June 2011. John Duncan explained. It was suggested that PACTS "dues" be changed to PACTS "assessment" in Table 1. Judy Harris said that there needs to be some sensitivity about a 3% salary increase, considering what all the towns are going through. Mike M. said that the Executive Committee is better suited to look at this issue. The budget will come back in May.

- 8. Consent Agenda.** John said that he had received a call from Congresswoman Pingree's office asking for updates on earmark proposals; they were interested.
- 9. Adjourn.** The meeting adjourned at 3:20 p.m.

Agenda Item 4 – Capital Funding Topics

A. Staff Proposal to Reprogram Funds in Holding PIN

Staff Resource: Paul Niehoff

Recommendations: To program \$589,125 from the PACTS Holding PIN for the three projects highlighted in the table below.

Background

At the March Policy Committee meeting, PACTS staff recommended utilizing the balance in the PACTS Holding PIN to fund the remaining currently funded collector road projects which required additional funds. Instead the members voted to retain the current policy which caps PACTS' contribution to a project (except 06/07 collectors) at the funded level when it was programmed. At the meeting staff was to investigate potential uses for the funds from the Holding PIN.

PACTS staff recommends that we use most of the Holding PIN funds for collector road preservation paving in recognition of the priority that should be given to maintaining our existing transportation system. Policy Committee action in support of this recommendation today will leave almost \$300,000 to program at a later time.

PACTS staff reviewed the roads which had been “short listed” but were not funded for the PACTS 2010/2011 Work Program. Staff recommended for the May Executive Committee Meeting to fund Baxter Blvd_1, North Rd_4 and Pleasant Hill Rd_2 as indicated below. The Executive Committee voted unanimously to support the recommendation.

Below is the table which consists of the remaining roads reviewed for the 10/11 program, but were not selected for the 10/11 work program for various reasons. Please note that we have programmed \$4.8 million for collector roads in the 10/11 work program.

Projects considered for 10/11 but not selected					Points	Ranking
BAXTER BLVD_1	Forest Ave	Preble Street	0.12	\$124,000	59	3
CAPISIC ST	Stevens Avenue	Brighton Avenue	1.27	\$889,000	38	12
NORTH RD_4	East Elm	Deer Run (approx)	0.55	\$248,125	40	9
BAXTER BLVD_4	1.37 Miles N/O Preble St	Bates Street	0.70	\$1,080,000	47.5	4
PLEASANT HILL RD_2	Maietta Complex	Robinson Road	0.30	\$217,000	36	13
BRIDGE ST_1	Cumberland Street	Main Street	1.00	\$705,000	35	14
				Holding PIN Est.	\$868,091	
				Baxter Blvd, North Road, Pleasant Hill	\$589,125	

B. Report from TIP Process Committee

The TIP Process Committee’s job is to review our TIP priority setting and administration policies and procedures in preparation for the FY 2012/2013 biennium, and to submit a final set of recommendations to the Policy Committee by next September.

They have met six times, and gave updates at the December, February and March meetings of the Policy Committee. They will meet at least once again.

Consensus at Past Meetings of the TIP Process Committee

1. Stick with our policy to guarantee PACTS funding for 125% of the cost estimates of “one biennium” projects (except transit) at the time of programming by the Policy Committee, and that we provide no additional funding if subsequent cost estimates exceed the 125% amount.
2. Stick with our similar policy on our “two biennia” projects.
3. Stick with our policy to fund our STP-funded projects (except transit) at 25% local, 10% state and 65% federal.
4. Make our TIP Policies Document more user-friendly by shortening it a lot.
5. **May 8th meeting:** Keep our existing “Languishing Projects” reporting policy, and direct staff to administer it.
6. **May 8th meeting:** Use our Collector Roads Set Aside funding to preserve the 83 miles in good shape, and rely on our municipalities to rehabilitate and/or reconstruct the other 121 miles of collector roads in our region.
7. **May 8th meeting:** Change our Set Aside funding policy as follows:

	Existing Policy	May 8th Consensus	May 8th Consensus	Notes *
Collectors	40%	57%	\$8,550,000	A major increase in response to Collector Study.
Intersections	20%	20%	\$3,000,000	Primarily to relieve bottlenecks. Urban oriented.
Rebuild Arterials	10%	10%	\$1,500,000	Arterial paving is done by MaineDOT.
Transit	7%	10%	\$1,500,000	A statement for sustainable transportation policy.
Bike/Ped	3%	3%	\$450,000	A statement for sustainable transportation policy.
Widen Roads	<u>20%</u>	<u>0%</u>	<u>\$0</u>	A statement for sustainable transportation policy.
Total	100%	100%	\$15,000,000	Staff estimate for 2012/2013 biennium

* We will revisit this in June per staff review of our existing 2012/2013 commitments for Intersection projects.

Upcoming Topics for the TIP Process Committee

1. Review and comment on MaineDOT's new 3-Party Agreement for projects funded through the PACTS MPO Allocation.
2. Finish discussion of ideas to increase regional emphasis in PACTS project selection.
3. Review our Project Substitution and Withdrawal policies.
4. Recommend a policy on how we use federal funds unspent in projects funded via PACTS.

Agenda Item 5 – Planning and Administration Two-Year Budget

Staff Resources: PACTS, GPCOG and SMRPC staffs

Member Resources: Executive, Transit and Planning Committees

Recommendation: To adopt the PACTS “Unified Planning Work Program” for July 2009 to June 2011 as outlined in the narrative and tables below.

The Process

Staff has worked with our Committees and MaineDOT on the development of the UPWP since January. We also sought, received and responded to public comments.

On May 1st staff sent a 35-page draft UPWP to MaineDOT, FHWA and FTA for comments. It is available at [our website](#).

On May 5th the Executive Committee members completed their review of draft budgets presented at several meetings this winter and spring. See Tables 1, 2 and 3.

On May 7th Planning Committee recommended to the Policy Committee a set of consultant studies to be funded with FHWA funds. See Table 4.

On May 14th Transit Committee finalized with GPCOG, PACTS and SMRPC staff the transit planning component of the UPWP which is funded 80% with FTA funds. See Table 5.

By May 31st we will finalize our “carryover” funding estimates and submit a final UPWP to MaineDOT, FHWA and FTA. In June we will sign a contract with MaineDOT.

Attachments

Outline for PACTS Staff work for the coming two years

Table 1 – Sources of federal, state, regional and local funding

Table 2 – Expense budget summary for FHWA-funded portion

Table 3 – Hours and cost details for PACTS staff and GPCOG support

Table 4 – Consultant studies to be funded with FHWA planning funds

Table 5 – Transit Committee summary for FTA-5303-funded portion

Outline For PACTS Staff Work For The Coming Two Years

Policy, Coordination and Collaboration

1. Work with our **five standing committees** and the TIP Process Committee (this year and probably again in 2011). We also foresee more quarterly joint sessions of our Planning, Technical and Transit Committees.
2. Monitor, and advise our members on, the development of and the eventual results of the 2010 federal transportation **authorization act** and the federal **climate change** legislation.
3. Work with our federal and state partner agencies to meet existing and new federal and state planning and programming **requirements**. This will include work related to our region's new air quality non-attainment status.
4. Work with a PACTS consultant, Maine's other MPO's, MaineDOT and other local and state officials throughout the state on options for urban **transportation finance and jurisdictional reform**.
5. Maintain the PACTS website and perform other **public outreach** work.
6. Develop the 2012/2013 Unified **Planning** Work Program in early 2011.

Funding and Project Administration

7. Inform **local, state and federal officials** on our regional priorities, and continue a regional education process related to **transportation needs** and funding options.
8. Continue work with our 2009 **High Priority Projects** list.
9. Facilitate the **development of TIP projects** funded in our region. This will include the administration of **MaineDOT's new 3-party agreements**. **Attend many project kickoff and other public meetings** per MaineDOT's new policy. Monitor changes in the scope and cost of funded projects, and then coordinate/ administer the amendment process as appropriate.
10. Perform the priority setting for the 2012/2013 PACTS **MPO Allocation list** of projects.

Studies and Regional Plan

11. Organize, administer and participate in 12 PACTS-funded consultant **studies**.
12. Organize and lead an update of *Destination Tomorrow*, as required by our federal funding partners.
13. Participate in the **Gorham East-West** Corridor Study recently begun by the Turnpike Authority and MaineDOT, in the MaineDOT's **Small Starts Portland North** study, MaineDOT's **Central York County Corridor Study**, and MaineDOT's **Veterans Bridge and Martin's Point Bridge projects**.
14. Create a new PACTS role with MaineDOT in **freight planning**.
15. Develop a model ordinance for **transportation demand management**.

Table 1 -- Draft May 15th

Sources of Funds for \$2,262,563 PACTS UPWP

<u>Revenue Overview</u>		<u>Notes</u>
FHWA "PL" Funds (80% share)	\$1,256,367	Same "new" funds as in current budget. We will also "carry over" \$\$ for some studies.
MaineDOT match (13.5% share)	\$212,012	Per MaineDOT's Jan. 21st letter. Budget for existing biennium is \$126,000.
Local match for local and subregional studies	\$80,080	20% share of the line items in Table 2 whose sources of match are "municipalities".
GPCOG and SMRPC match	\$18,000	20% share of the line items in Table 2 whose sources of match are GPCOG and SMRPC.
PACTS Assessment	<u>\$92,000</u>	This includes \$88,000 for locally funded work to inform local, state and federal officials of our regional priorities, and for contingency purposes.
Total	\$1,658,459	We will add "carryover" estimates later.

Sources of Funds for FTA-Funded Planning and Administration

FTA 5303 Funds (80% share)	\$464,083	
GPCOG and SMRPC match	\$106,021	
Portland match for Congress St. Bus	\$10,000	
FTA 5307 Funds (80% share)	\$19,200	
METRO match	<u>\$4,800</u>	
Total for FTA-funded work	\$604,104	We will add "carryover" estimates later.

Table 2 -- Draft May 15th

Expense Budget Summary for FHWA-Funded Portion of UPWP

<u>08+09 Budget</u>		<u>10+11 Budget</u>	<u>Comment</u>	<u>Sources of Match Funds</u>	<u>Muni Match</u>	<u>MDOT Match</u>	<u>PACTS Assess*</u>	<u>COG/ SMRPC</u>	<u>Total Match</u>
\$970,000	PACTS staff and GPCOG support	\$989,000	See Table 3	MaineDOT	\$0	\$197,800	\$0	\$0	\$197,800
\$25,000	Maine Clean Communities	\$30,000		GPCOG	\$0	\$0	\$0	\$6,000	\$6,000
\$25,000	SMRPC Planning Services	\$30,000		SMRPC	\$0	\$0	\$0	\$6,000	\$6,000
\$40,000	GPCOG Planning Services	\$30,000		GPCOG	\$0	\$0	\$0	\$6,000	\$6,000
\$50,000	PACTS Model Consultant	\$46,459		MDOT and muni's	\$2,080	\$7,212	\$0	\$0	\$9,292
\$0	Regional Aerial Photo Flight	\$20,000		Municipalities	\$4,000	\$0	\$0	\$0	\$4,000
\$0	Regional Signal Study II	\$25,000		Municipalities	\$5,000	\$0	\$0	\$0	\$5,000
\$0	Regional Collector Study II	\$20,000		PACTS assessment	\$0	\$0	\$4,000	\$0	\$4,000
\$0	Regional Dest. Tomorrow Update	\$25,000		MaineDOT	\$0	\$5,000	\$0	\$0	\$5,000
\$20,000	Regional EPS	\$25,000		Municipalities	\$5,000	\$0	\$0	\$0	\$5,000
\$10,000	Regional Urban Finance Study	\$10,000	Melrose work	MaineDOT	\$0	\$2,000	\$0	\$0	\$2,000
\$445,000	Other Consultant Studies	\$320,000	See Table 4.	Municipalities	\$64,000	\$0	\$0	\$0	\$64,000
\$60,000	Regional Signal Study I	TBD	Carryover **	Already paid	\$0	\$0	\$0	\$0	\$0
\$30,000	Transit Bus Route Study	TBD	Carryover **	Already paid	\$0	\$0	\$0	\$0	\$0
\$80,000	Tri-Community Transpo Plan	TBD	Carryover **	Already paid	\$0	\$0	\$0	\$0	\$0
<u>\$30,000</u>	Wsbk Downtown Streetscape	<u>TBD</u>	Carryover **	Already paid	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
\$1,785,000		\$1,570,459			\$80,080	\$212,012	\$4,000	\$18,000	\$314,092

* The remaining \$88,000 in PACTS assessment revenues is not shown here.

** MaineDOT will allow us to "carry over" up to \$90,000 in 08/09 FHWA funds for unfinished studies in the 10/11 planning budget. This limit is based on MaineDOT's statewide budget of FHWA funds for transportation planning. With local match our carryover budget cap is \$112,500.

20% of \$1,570,459 is: \$314,092

Table 3 -- Draft May 15th

Hours and cost details for "PACTS Staff and GPCOG Support" in Table 2

<u>Staff</u>	<u>FY 06 Actual</u>	<u>FY 08 Actual</u>	<u>Adopted FY 09 Budget</u>	<u>Draft FY 10 Hours</u>	<u>Draft FY 10 Budget</u>	<u>Draft FY 11 Budget</u>	<u>Draft FY 10 + FY 11 Budget</u>
PACTS Staff	4631	5,384	5,340	5,340	\$440,440	\$449,248	\$889,688
GPCOG Staff	<u>902</u>	<u>581</u>	<u>710</u>	<u>580</u>	<u>\$33,430</u>	<u>\$34,099</u>	<u>\$89,783</u>
Totals	5,533	5,965	6,050	5,920	\$473,870	\$483,347	\$957,217
Direct Costs	\$19,809	\$14,431	\$17,400		<u>\$16,000</u>	<u>\$15,783</u>	<u>\$31,783</u>
Total Costs	\$391,877	\$469,904	\$500,000		\$489,870	\$499,130	\$989,000

Notes and Assumptions

1. The FY 2010 and FY 2011 draft budgets are based on 0% and 2% salary adjustments.
2. The GPCOG staff time is primarily for support staff (plus mapping and PACTS website work).
3. The FY 2011 draft budget assumes the same hours as in the draft FY 2010 budget.

Table 4 -- Draft May 15th

Planning Committee Recommendation for FHWA-Funded Studies

<u>Proposer</u>	<u>Proponent's Request</u>	<u>Study</u>	<u>Final Budget</u>	<u>Staff Rank</u>	<u>Staff Score</u>	<u>Local Rank</u>	<u>Transit Comm.</u>	<u>MDOT</u>
Portland	\$100,000	Forest Avenue Land Use and Transportation	\$100,000	1	29	1		Good
Portland	\$100,000	Franklin Street Feasibility	\$100,000	2	27	3		Good
S. Port	\$65,000	Fixed Guideway Feasibility	\$40,000	3	26		Low	Low
Windham	\$50,000	Comprehensive Transpo Study	\$40,000	6	18	1		Good
Yarmouth	\$45,000	Route 1 Phase III	\$40,000	5	20			
Portland	\$20,000	TDM ordinance implement		6	18	2		
Scarboro	\$40,000	Oak Hill pedestrian plan		6	18			Local
Windham	\$25,000	Alternative funding study		9	16	2		
Windham	\$53,600	Parallel service road III		10	13	3		Local
CBITD *	\$50,000	Multi-modal transit hub	_____	4	25		Medium	Good
			Total	\$320,000				

* This study proposal scored well using our staff scoring methodology. However, based on input from Portland, the Planning Committee recommends that this study be reconsidered later after completion of Maine State Pier planning and the MaineDOT's Small Starts rail/bus corridor study.

Table 5 – Draft May 15th

Transit Committee Recommendation

GPCOG FTA 5303 Transit Planning Budget FY 2010-2011			
	Total	Federal	Local
Program Support			
Administration	\$42,000	\$33,600	\$8,400
PACTS Committee Support	\$42,000	\$33,600	\$8,400
Total Administration	\$84,000	\$67,200	\$16,800
Short Range Support			
Traveler Information	\$40,000	\$32,000	\$8,000
Regional Sign & Shelter	\$75,000	\$60,000	\$15,000
Total Short Range Support	\$115,000	\$92,000	\$23,000
Long Range - System			
Transit Coordination Implementation	\$60,000	\$48,000	\$12,000
Maine Clean Communities	\$60,000	\$48,000	\$12,000
State & federal assistance	\$10,000	\$8,000	\$2,000
Trans/Human Service Planning	\$26,104	\$20,883	\$5,221
Total Long Range System	\$156,104	\$124,883	\$31,221
Long Range - Project			
ITS Planning/AVL	\$55,000	\$44,000	\$11,000
Congress St. Bus Priority	\$55,000	\$44,000	\$11,000
Regional Passenger Survey	\$35,000	\$28,000	\$7,000
Total Long Range Project	\$145,000	\$116,000	\$29,000
Technical Support			
Databases, Training	\$40,000	\$32,000	\$8,000
Mapping & GIS Support	\$40,000	\$32,000	\$8,000
Total Technical Support	\$80,000	\$64,000	\$16,000
Total Planning Budget	\$580,104	\$464,083	\$116,021
Estimated Total Available	\$580,104	\$464,083	\$116,021
Under/Over	\$0	\$0	\$0
2010 Federal Estimate per MDOT 5/6/09		\$226,382	
2011 Federal Estimate per MDOT 5/6/09		\$237,701	

Agenda Item 6 – Elect Officers for July 2009 to June 2010

The Nominating Committee will report. The members are the existing and two immediate past Chairs of the Policy Committee: Bill Shane, Mike Bobinsky and Rick Michaud.

Agenda Item 7 – Consent Agenda

Exciting times in transportation policy and funding these days!

1. Federal Funding Update

- It appears that Congresswoman Pingree is going to seek **\$8 million** in High Priority Project funding for transit capital improvements (from our \$25 million submission). She will not seek HPP funding for our other two submissions.
- It appears that Senator Snowe is interested in using **\$800,000** in an annual appropriations earmark for traffic signal coordination improvements in our region.
- MaineDOT staff is recommending that **\$367,500** in federal Department of Energy economic stimulus funding be used in our region per Carl Eppich's submission to him for traffic signal coordination improvements. This amount includes a 25% local match.

2. State Legislative Update

- The Transportation Committee and MaineDOT are working to address a **\$59 million drop** in Highway Fund revenues over a three year period.
- MaineDOT's Kat Fuller briefed the Transportation Committee on the **\$2 billion in Extraordinary Corridor Investments for Transportation and the Economy (EXCITE) project concepts**. These are primarily new capacity and extraordinary bridges. She warned the members that the related planning work underway raises unrealistic expectations given the current fiscal environment and future prognosis for funding.
- LD 1341, An Act To Reform Maine's Motor Fuel Tax Laws, proposes to **restructure the state gas tax**.
- Tex Haeuser, Sara Trafton, Carl Eppich and many others testified at a workshop of the Legislature's **Taxation Committee** regarding the bill (conceived by Tex) to amend the tax increment financing law regarding transit oriented development. Advocates from around the country are watching this bill with interest. The Committee gave it an "ought to pass".
- The Transportation Committee discussed the May 2009 PACTS report: "**Greater Portland's Transportation System is Crumbling!**"
- Numerous bills regarding the **Turnpike Authority** have been processed by the Transportation Committee.
- John Duncan, Kathi Earley, Tex Haeuser and Sara Devlin will go to Bangor for a kickoff meeting of the BACTS **urban finance policy research study** on June 2nd.

3. Federal Legislative Update

- Congress will start using continuing resolutions in October for the USDOT budget because they will not have passed a multi-year **reauthorization** by the September 30th deadline.
- The House is ready to work on reauthorization now. However, Senator Boxer will delay Senate consideration of it until after Senate action on a **climate change** bill.
- The President's 2010 budget submission to Congress assumes an **\$8.6 billion hole** in the Highway Trust Fund that needs to be addressed.

4. PACTS outreach/visibility work in April and May

- Wrote and distributed widely the report: "**Greater Portland's Transportation System is Crumbling!**" John Duncan and Mike Bobinsky appeared on Channel 8 TV News. Do you want a presentation to your council or board? Do you have suggestions for other venues?
- Paul Niehoff recently convened a meeting of 25 people to discuss **coordination of bicycle and pedestrian projects** in Portland. It went so well that they decided to meet again in May.
- So far, 45 people have advised that they will attend the June 22nd **PACTS Annual Meeting**.

5. Gorham East-West Corridor Study

The *Steering Committee* for the study has met twice, and will meet on a monthly basis. The *Advisory Committee* held its first meeting in April.

6. Personnel Update

Eben Marsh and Rebecca Schaffner recently started working at GPCOG. Eben was the Gorham Town Manager in the 1980's. Rebecca most recently was the Town Planner in New Gloucester.

Recent Committee Meetings

- The Technical and Planning Committees will hold their first-ever joint meeting in April. 27 people attended and had a great discussion of:
 - MaineDOT road standard flexibility policy
 - Do a regional plan for road investment
 - Cost effectiveness of doing project with local funds
 - The PACTS Collector Road Assessment Study
 - Desire for more members input to TIP Process Committee

- Executive Committee
 - Finalized today's Policy agenda.
 - Approved final tweaks to the FY 2009 sub-allocation of FTA Section 5307 funds pending the May 14th Transit Committee's action.
 - Supported staff's proposal to reprogram funds (Item 4A above).
 - Discussed development of next UPWP.
 - Had monthly inter-committees discussion.

- TIP Process Committee
 - See agenda item 4B.

- Planning Committee
 - Developed recommendation for studies to be funded (Item 5 above).
 - Heard update on Destination Tomorrow Update.
 - Update on Transit-T.O.D. bill

- Transit Committee
 - Developed recommendations for transit planning tasks and budget for the next two years (for Item 5 above)
 - Much exchange of information on topics of interest
 - Continued work on regional map/timetable.

- Destination Tomorrow Update Subcommittee
 - Has met twice. *Four Policy Committee members* attended the second meeting. Excellent discussion of: level of effort needed to update the plan, and changes to the Vision Statement and Guiding Policies.