GPCOG Executive Committee
AGENDA

January 8, 2020
Noon – 1:30 p.m.  (lunch served)
GPCOG’s office – 970 Baxter Boulevard, 2nd floor, Portland

1. Welcome – Belinda Ray, President

2. Acceptance of 11/13/19 Minutes (Attachment A)

3. Public Comment
   Residents of the region are invited to share up to 3 minutes of comment.

4. Executive Director’s Report – 10 min. (Attachment B)

5. Spotlight: TBD – 10 min.
   Tom Bell, GPCOG’s Public Information Officer, will provide this month’s spotlight presentation on the newly launched and completely redesigned GPCOG and PACTS website.

6. PACTS/GPCOG Merger – 45 min. (Attachments C and D)
   Staff Report:
   In January of 2018 PACTS and GPCOG signed an agreement setting the stage for a merger of the two organizations. This past fall a Joint Merger Committee was formed – for PACTS; Matt Sturgis, PACTS Chair (Manager, Cape Elizabeth); Kevin Sutherland (Manager, Saco); and Jim Bennett (Manager, Biddeford); and for GPCOG; Belinda Ray (GPCOG President, Portland Councilor); Sandy Carder (Gray Councilor); and Nat Tupper (Manager, Yarmouth).

   The Committee worked for three months producing five unanimous merger recommendations (Attachment C) and a proposed Merger Agreement (Attachment D) which includes several GPCOG Bylaw amendments (see pages 11-14 below) to facilitate the
proposed merger. Committee members will present their work to the Executive Committee for review and approval.

**Recommended Action:** Approve the proposed merger between GPCOG and PACTS and recommend proposed GPCOG bylaws changes to the General Assembly.

7. **Transportation Climate Initiative Comments – 30 min. (Attachment E)**

**Staff Report:**
At the direction of the GPCOG Executive Committee and the PACTS Policy Committee a small working group was formed to learn about the Transportation Climate Initiative (TCI) and to consider whether GPCOG should submit comments on TCI to the Mills Administration and the TCI drafters.

On December 19th, 2019 the working group met – the minutes of their meeting are attached as Attachment C. The group recommended that the draft comments included in the minutes (see page 18, below) be advanced to the GPCOG Executive Committee for review and final approval, and then submitted to the TCI drafters and the Mills Administration.

**Recommended Action:** Review, amend as desired, and approve the attached TCI comments as advanced by the TCI Working Group.

8. **Adjourn**
Upcoming Meetings & Potential Agenda Items

Jan. 8: COG-PACTS merger proposal

Feb. 12: 

Mar 11: FY21 Priorities
Executive Director’s Annual Performance Appraisal

April 8: FY21 Budget – First Draft

May 13: FY21 Budget
FY21 Officers and Executive Committee Nominations
Adoption of Comprehensive Economic Development Strategy
FY21 Meeting Calendar

May TBD General Assembly and Summit
Attachment A

MINUTES
November 13, 2019

In Attendance:

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
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<tr>
<td>Matt Sturgis</td>
<td>Cape Elizabeth</td>
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<tr>
<td>Jim Gailey</td>
<td>Cumberland County</td>
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<tr>
<td>Peter Joseph</td>
<td>Freeport</td>
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<td>Jennifer Speirs</td>
<td>North Yarmouth</td>
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<td>Belinda Ray</td>
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<td>Sandy Carder</td>
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<td>Mary Fernandes</td>
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<td>Nat Tupper</td>
<td>Yarmouth</td>
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<td><strong>GPCOG Staff:</strong></td>
<td>Kristina Egan, Chris Hall, Tony Plante, Steph Carver, Sara Zografos</td>
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Public Comment

Ken Capron provided public comment in favor of Microrail, stating that the magnetic levitation system would cost-effectively and efficiently serve the Greater Portland region with new public transportation. He said that he has been denied the opportunity to present his proposal to PACTS and that GPCOG has kept information about the system from its constituents. Mr. Capron provided written comments.

Acceptance of 10/9/19 minutes

Peter moved and Matt seconded the minutes. All were in favor.

Executive Director’s Report

Kristina highlighted the inaugural “Coffee with COG” that will focus on recent law changes that impact solar opportunities for municipalities. Belinda noted that the Chamber’s Eggs & Issues on the future of public transportation was well attended. Mary spoke to the region’s workforce challenges, noting that housing is unaffordable and there are many “for hire” signs.

Spotlight

Elizabeth Roberts, GPCOG’s Transportation Engineer, presented information on Streetlight Data, which uses location information collected from smartphones and then shared as anonymous information. GPCOG is using the data for various transportation studies.
Regionalizing Services and Facilities

Tony said that GPCOG’s cooperative purchasing provides value to members but is a legacy program that needs to be modernized. New services GPCOG has been providing include facilitating MS4 stormwater permit renewal for multiple municipalities and coordinating consulting on cable franchise renewal. Matt said this work has been excellent and encouraged staff to continue work in this vein.

The group discussed other regionalization work GPCOG could do that would help cities and towns. All agreed that GPCOG should continue to push for more regionalization of services. Nat said that COG should be a resource to towns that are willing to work closely with neighboring municipalities. COG’s role is to provide neutral research with metrics, when requested and invited by the towns. There are lots of collaborations that are underway, and we should take time to celebrate these. Jim Gailey said there is a list of these regional successes, generated some years back.

Peter said that public safety municipal services are low-hanging fruit for multi-municipal cooperation. We already have mutual aid, but we need to go further in sharing equipment and addressing the labor shortage. Cities and towns don’t have enough staff to run the equipment, and there is potential to reduce the labor needed if towns worked together. Another possibility is for GPCOG to review municipal capital plans to suggest potential changes that would save money. Mary noted that GPCOG could provide some direction on how to reduce expenditures since many cities and towns have been shopping the same way for years. Peter said that GPCOG could look into cooperative purchasing of EVs for cruisers and more efficient public works trucks.

State of the Region

Executive Committee members provided ideas for speakers for the State of the Region event. Speakers will be asked to respond to the challenges and opportunities the region faces.

Transportation Climate Initiative Work Group

The Executive Committee authorized the President to appoint 3 GPCOG members to work with PACTS appointees to explore developing recommendations to protect our region’s interest in the potential Transportation Climate Initiative multi-state agreement.

The meeting adjourned at 1:35 p.m.
Executive Director’s Report

Strategic Priority – Serve our Members

- **Coffee with COG.** We held a forum featuring speakers from the Governor’s Energy Office, Maine Municipal Association, NRCM, and the Cities of South Portland and Portland. Over 30 people participated.

- **Welcome & Congrats!** Our annual reception to welcome the newly elected leaders in the region was our best attended to date, and featured remarks from the new, popularly elected mayors in the region from Saco, Westbrook and Portland.

Strategic Priority – Lead the Region Toward Sustainable Prosperity

- **Regional Issues in the News**
  - **Reducing Transportation Emissions.** The Portland Press Herald published a prominent Sunday story about reducing emissions from the transportation sector. The Portland Press Herald editorial board followed up with an editorial that called for spending more money on transit and embracing land use policies that would encourage more housing near transit and where people work.

  - **Improving Transit.** Maine Public Radio covered the Nov. 13 Portland Regional Chamber of Commerce Eggs panel discussion about transit. The story noted that the chamber is urging businesses to support improvements to the region’s mass transit systems because better transit would help attract new talent. Kristina Egan moderated the panel discussion.

  - **Developing Innovative Transportation Solutions.** Kristina Egan and Zoe Miller were interviewed about the Shopper Links pilot project in South Portland for a video produced by the National Aging and Disability Transportation Center. Asylum seekers.

  - **Support for Rail Line.** The Portland Press Herald wrote about the growing support in the business community for a commuter rail line and multi-use trail linking Westbrook and Portland.
Emergency Housing. In a Press Herald story about the influx of asylum seekers, Belinda Ray notes that the Metro Regional Coalition has been talking about ways to formalize a regional response to emergency displacements.

Sebago Lake Water Supply Celebrated. The Portland Press Herald celebrated the 150th anniversary of the first time water flowed from Sebago Lake to Portland in a pipeline.

- **Metro Regional Coalition.** Five MRC communities have passed Council resolutions to expand regional housing choices and two others will take up the regional initiative in 2020. MRC members will be partnering with the Cumberland County Emergency Management Agency in January to learn how they can expand local emergency shelter capacity. This is one of several efforts to address homelessness in the region. MRC members are also participating in a tour of supportive housing at the end of January.

- **Transportation Tomorrow Vision.** PACTS, with guidance from the Transit Tomorrow Project Advisory Committee, has undertaken an extensive process to solicit public input to draft a vision for our region’s long-range public transportation plan. The comprehensive planning process has engaged stakeholders, documented outcomes from prior plans, and reviewed best practices from peer agencies. The vision will help PACTS prioritize limited funds to meet the public transportation needs and desires of our region’s residents and businesses.

- **Portland Transportation Center.** MaineDOT is conducting a study to assess the feasibility of relocating the Portland Transportation Center. MaineDOT has been convening key stakeholders, including the City of Portland, the Northern New England Passenger Rail Authority (Downeaster), Concord Coach Lines, and METRO. PACTS will consider whether to weigh in on the proposed alternatives in January. The final MaineDOT study is anticipated in February.

**Strategic Priority – Operate with Excellence**

- **New Staff.**
  - Andrew Butcher will be joining GPCOG January 6th as Director of Innovation and Resilience. Andrew will be bringing new resources and new programs to the agency, including initiatives around broadband and smart infrastructure.

  Expanding broadband access has long been a priority of our rural members. Andrew will also be looking at smart and connected infrastructure (like smart traffic signals, 5G, microgrids) to reduce the costs of service delivery and improve the quality of services.
Andrew is a successful entrepreneur having built an organization that catalyzed the redevelopment of underutilized properties in the Pittsburgh region.

Since moving to Maine in 2017, he has helped a variety of municipal and state-wide clients on infrastructure and economic development.

- Sara Mills-Knapp will be joining GPCOG January 21st as Sustainability Program Manager. In addition to taking the reins of the Maine Clean Communities program, Sara will be a key member of our Sustainability Team, bringing a more well-rounded and integrated approach to sustainability issues in our region.

Sara has extensive experience working with cities around the globe on climate change, sustainability, greenhouse gas emissions, and energy as part of her work with The World Bank, the U.S. Agency for International Development, and C40 Cities in Washington, D.C.

Along with her background in climate and sustainability issues, Sara has strong project management, analytical, facilitation, and collaboration skills.

Originally from Maine, Sara will work remotely for a time, with in-office hours to coordinate with other staff, until she and her family relocate to the area later in 2020.
Attachment C

Joint Merger Committee Recommendation

12-30-19

1. Full merger. The Joint Merger Committee (JMC) recommends that the Greater Portland Council of Governments (GPCOG) and the Portland Area Comprehensive Transportation System (PACTS) merge into a single organization called the Greater Portland Council of Governments.

2. Merger termination. The JMC recommends that the merger agreement contain a provision outlining how the merger can be dissolved in the event a two-thirds vote of PACTS member municipalities vote to do so.

3. Ensure PACTS autonomy is preserved regarding its role as MPO. The JMC recommends that PACTS retain its existing autonomy as the region’s Municipal Planning Organization (MPO) in the merged organization pursuant to federal law and regulations governing MPO’s. The JMC recommends amending GPCOG’s Bylaws to add a new article establishing PACTS as a standing, permanent committee within GPCOG with full and exclusive authority over all matters relating to PACTS’s responsibilities as the region’s MPO, including the PACTS budget. These powers will be expressly reserved to PACTS alone and not subject to amendment or revision.

4. Ensure PACTS participation in managing the GPCOG Executive Director. The JMC recommends that the GPCOG Bylaws be amended to include specific provisions outlining how PACTS will formally participate in the evaluation of the services that GPCOG provide to PACTS; including but not limited to GPCOG Executive Committee’s hiring, evaluation, management and firing of the GPCOG Executive Director. These provisions will include a requirement that a representative of municipal PACTS members which are not members of GPCOG are formally included.

5. Equitable composition of the GPCOG Executive Committee. The JMC recommends amending the GPCOG Bylaws to restructure the GPCOG Executive Committee to assure governance balance between municipal members of GPCOG which belong to PACTS, and municipal members of GPCOG which do not belong to PACTS with the intent that both groups are equitably represented.
Attachment D

Agreement for Merger and Integration of PACTS and GPCOG

THIS AGREEMENT is entered into on this ___ day of _____, 2020 by the Greater Portland Council of Governments (GPCOG) and the Portland Area Comprehensive Transportation System (PACTS).

WHEREAS Title 23 United States Code (USC) Section 104(f) requires that federal metropolitan planning funds apportioned to a state under 23 USC Section 104 (f) (2) shall be made available by the Maine Department of Transportation (MaineDOT) to the Metropolitan Planning Organization (MPO) designated by the State as being responsible for carrying out the provisions of 23 USC Section 134; and

WHEREAS PACTS, through its Policy Committee, has been designated by the Governor of the State of Maine as the MPO responsible for carrying out the provision of 23 USC Section 134 in the Portland urbanized region, and that designation has been accepted by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS PACTS, in cooperation with the State and the operators of publicly owned transit services, is responsible for carrying out the metropolitan planning process in the Metropolitan Planning Area as required by USC Titles 23 and 49; and

WHEREAS GPCOG is designated by Maine state statute and the Governor of Maine as the municipal intergovernmental planning agency for the ‘Greater Portland and Lakes region’; and

WHEREAS strategic, integrated transportation planning and investment is an integral part of shaping the future of the region and the communities served by PACTS and by GPCOG, and

WHEREAS PACTS and GPCOG wish to further enhance their capacity to work together to better serve the region’s transportation, housing, land use, economic and environmental interests by more deeply integrating their governance, their work and their visions for the region;

NOW THEREFORE the parties agree as follows:

1. **Prior Agreements.** This Agreement supersedes and revokes all prior agreements between GPCOG and PACTS, including without limitation the Agreement dated January 29, 2018.

2. **Term.** This agreement begins on the date of its execution by both parties and continues for the duration of the merger of PACTS and GPCOG as detailed in this agreement.
3. **Merger agreement.** This agreement defines the terms and conditions which represent the basis of the parties’ agreement to merge PACTS and GPCOG. Failure to abide by the terms and conditions of this agreement constitute grounds for invoking the termination and dissolution provisions of section 10 of this agreement.

4. **One organization.** The parties agree that upon the execution of this agreement PACTS will become a part of a single organization with a unified administrative and governance structure called GPCOG.

5. **GPCOG Bylaws amendments to define PACTS’ roles and responsibilities.** The parties agree that GPCOG’s Bylaws will be proposed for amendment at the next GPCOG General Assembly meeting, as set out in Appendix A to this agreement, to add a new article establishing PACTS as a standing, permanent committee within GPCOG with full and exclusive authority over all matters relating to PACTS’s responsibilities as the region’s MPO, including the programming of federal highway and transit planning funding through the biennial Unified Planning Work Program.

6. **GPCOG Bylaws amendments to define PACTS’ participation in GPCOG governance.** The parties agree that GPCOG’s Bylaws will be proposed for amendment at the next GPCOG General Assembly meeting, as set out in Appendix A to this agreement, to add specific provisions outlining how PACTS will participate in the GPCOG Executive Committee’s hiring, evaluation, and removal of the GPCOG Executive Director. These provisions will include a requirement that municipal PACTS members which are not members of GPCOG have a formal role in the evaluation of the services that GPCOG provides for PACTS.

7. **GPCOG Bylaws amendments to define equitable composition of the GPCOG Executive Committee.** The parties agree that GPCOG’s Bylaws will be proposed for amendment at the next GPCOG General Assembly meeting, as set out in Appendix A to this agreement, to restructure the GPCOG Executive Committee to assure governance balance between municipal members of GPCOG which belong to PACTS, and municipal members of GPCOG which do not belong to PACTS with the intent that both groups are equitably represented.

8. **PACTS retains all MPO functions and authority.** The parties agree that after the execution of this agreement and merger PACTS will continue to operate as the region’s MPO. Transportation funds received by PACTS will continue to be programmed by PACTS according to the MPO process detailed in federal law and those funds will be used exclusively for transportation purposes. The PACTS Policy Committee will retain all federal MPO authority to select capital projects and adopt a work program and a long-range plan for the region. MPO planning funds
will be used only in the MPO Study Area, and capital funds only within the Capital Management Area.

9. **MPO support.** GPCOG agrees to provide all necessary and appropriate staff and services to support PACTS in its role as MPO.

10. **Merger termination.** In the event that the terms and conditions of this agreement are not met, or the GPCOG Bylaws amendments in Appendix A are not passed, or are substantively altered or repealed without the prior written agreement of the PACTS Policy Committee, then this agreement may be terminated for cause by a two-thirds vote of the GPCOG Executive Committee or a two-thirds vote of the PACTS Policy Committee, accompanied by the certified delivery of written 365 days’ notice of termination to the other party. The date of termination will be the 365th day after receipt of the termination notice. Upon termination the merger of PACTS and GPCOG will be dissolved.

11. **Notices** – Both parties agree to receive written notice at 970 Baxter Boulevard Portland Maine 04103, or another address where GPCOG maintains its office.

IN WITNESS WHEREOF the parties have executed this Agreement by their duly authorized officers:

Greater Portland Council of Governments   Portland Area Comprehensive Transportation System

By: Belinda Ray, President
Dated: ______________________

By: Matthew Sturgis, Chair
Dated: ______________________
Appendix A

GPCOG Bylaws amendments

ARTICLE VI Amended

Executive Committee

Section 1. Duties and Functions.

The Executive Committee is the policy implementing body of the GPCOG. Its duties and functions include, but are not limited to, the authority to:

1. act on behalf of the General Assembly in the conduct of business of the GPCOG;

2. appoint, fix the salary of, and remove the Executive Director.

   ADD: taking into consideration evaluations made by the Portland Area Comprehensive Transportation System (PACTS) Policy Committee, which must include input from PACTS Policy Committee member municipalities which are not members of GPCOG, as set out in Article VIII, Section 6;

3. propose an annual budget and annual dues assessment to the General Assembly;

4. approve regional policies, studies and plans where required;

5. receive, hold and disburse funds and enter into necessary contracts for the GPCOG; provide for an annual audit;

6. render advice and technical assistance at the request of members in accordance with GPCOG policies;

7. set fees for services and seek and accept contributions and grants;

8. exercise such municipal powers as may be delegated to GPCOG by any of its members;

9. create and dissolve standing and temporary committees, and special task forces;

10. create and dissolve special funds and periodically review the operations budget, investments and financial matters;
11. propose to the General Assembly, as provided for in Article VII, Section I, nine (9) to eleven (11) representatives to serve as the Executive Committee, three (3) of whom shall be the Officers.

Section 2. Representatives.

Each member of the Executive Committee shall be a representative of a member municipality or County of Cumberland to the General Assembly. The Executive Committee shall include a mix of elected municipal officers and senior municipal staff, the majority of which shall be elected municipal officers and shall reflect a geographic balance and diversity of the GPCOG membership.

ADD: Composition of the Executive Committee shall fairly represent a balance between Committee members representing municipalities that are members of the PACTS Policy Committee and municipalities which are not members of the PACTS Policy Committee.

Section 3. Meetings of the Executive Committee.

The Executive Committee shall meet a minimum of eight (8) times per year or at the call of the President, at the direction of the General Assembly, or upon request of one-third of the members of the Committee. The Executive Director shall give notice of the business to be conducted and the time and place of the meetings to each member of the Committee at least seven (7) days prior to the meeting.

Section 4. Power to vote.

Each official representative or their alternate shall be entitled to one (1) vote.

Section 5. Quorum.

A majority of the Executive Committee representatives shall be present to constitute a quorum.
NEW

ARTICLE VIII

Portland Area Comprehensive Transportation System (PACTS) Policy Committee

Section 1. Standing Committee Established; Purpose.

Pursuant to Article VI, Section 1 (9) the GPCOG Executive Committee has established a standing committee for the purpose of exercising the duties and responsibilities of the Portland Area’s Metropolitan Planning Organization, established by federal law and designated by the Governor of Maine, called the Portland Area Comprehensive Transportation System (PACTS) Policy Committee.

This Article VIII implements an “Agreement for Merger and Integration of PACTS and GPCOG” dated __________, 2020 and is intended to integrate PACTS within GPCOG without interfering with PACTS’s discharge of its duties and responsibilities as the Portland region’s Metropolitan Planning Organization.

Section 2. Membership.

PACTS Policy Committee membership will be established by the PACTS Policy Committee pursuant to 23 U.S. Code Section 134.

Section 3. Autonomy within GPCOG.

The PACTS Policy Committee is established as a standing, permanent committee within GPCOG with full and exclusive authority over all matters relating to PACTS’s responsibilities as the region’s MPO, including the PACTS budget.

Section 4. Duties and functions.

The PACTS Policy Committee will perform all duties and functions required by federal law as the region’s Metropolitan Planning Organization.

The PACTS Policy Committee will have full authority to establish subcommittees, working groups and other organizational structures, as well as operating procedures and guidelines, in the exercise of its authority under this Article.

Section 5. Staffing.

The PACTS Policy Committee will be staffed by GPCOG in a manner that adequately enables the PACTS Policy Committee to discharge its duties and functions.
Section 6. Participation in management of the GPCOG Executive Director.

The PACTS Policy Committee will have a formal role in the GPCOG Executive Committee’s hiring, evaluation and firing of the GPCOG Executive Director. This participation must include a formalized process to include a representation of municipal PACTS Policy Committee members which are not members of GPCOG.

**Renumbering**

Existing GPCOG Bylaws Articles VIII through XIII are consecutively renumbered IX through XIV.
Attachment E

Transportation Climate Initiative
Meeting Minutes

December 19, 2019
10 to 11:30 am at GPCOG

In Attendance:

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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Mary Fernandes</td>
<td>Casco Board of Selectmen, GPCOG</td>
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<tr>
<td>Sandy Carder</td>
<td>Gray Town Council, GPCOG</td>
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<tr>
<td>Ben Hartwell</td>
<td>Gorham Town Council, GPCOG</td>
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<tr>
<td>Hope Cahan</td>
<td>Falmouth Town Council, PACTS</td>
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<td>Nell Donaldson</td>
<td>City of Portland, PACTS</td>
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<td>Larry Mead</td>
<td>Town Manager, Old Orchard Beach, PACTS</td>
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<td><strong>For GPCOG:</strong></td>
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<td></td>
<td>Kristina Egan</td>
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<td>Chris Hall</td>
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1. Purpose of Meeting

Kristina Egan began the meeting by explaining that the PACTS Policy Committee and GPCOG Executive Committee have formed a small working group to educate themselves about the proposed Transportation Climate Initiative (TCI) and to consider making recommendations on TCI to share with those who are designing TCI to help ensure our region’s interests are addressed in the design of the TCI program.

2. Background on Transportation Climate Initiative

Kristina offered the following information on TCI:
The Mills Administration is considering whether it will commit Maine to the Transportation and Climate Initiative (TCI). It’s a big decision that will impact our region in many ways and the process is moving quickly.

TCI is an effort to get northeastern states (see graphic to the right from anr.vermont.gov) to jointly implement a cap on carbon emissions from the transportation sector. The cap would take the form of emission allowances that would be auctioned to fuel providers.

The auction prices would constitute a fuel price increase whose proceeds would be invested in ways designed to further reduce carbon emissions from transportation (for example electric buses replacing diesel fuel buses) and to potentially improve the resiliency of our transportation infrastructure. Over time TCI intends to reduce carbon emissions from the transportation sector in Maine and across the northeast.

TCI is modeled on the Regional Greenhouse Gas Initiative (RGGI), a multi-state compact in the northeast that has worked over the past decade to deploy a cap and trade system that has significantly reduced carbon emissions from power generation plants and large industrial facilities.

While TCI will not be the same as RGGI, it has the potential -- if properly designed and implemented -- to have similar success reducing carbon emissions from the transportation sector and using the sale of emission allowances to fund lower carbon transportation alternatives.

See below for a diagram of how TCI would work (from anr.vermont.gov).
3. Staff recommendations

Kristina outlined a set of possible committee recommendations for review and discussion:

On behalf of our region, PACTS and GPCOG may want to offer several principles, questions, or recommendations on how the TCI program should be structured to advance PACTS’ and the region’s priorities, ensure fairness for rural communities, help those it may financially impact the most, and ensure TCI is flexible enough over time to be adjusted to address problems in implementation. Our organizations also may want to articulate how to prioritize investments of any new revenues that result from TCI.

These proposed comments are intended to focus TCI on the needs of our region in hopes that the Mills Administration and TCI’s designers will affirm the below principles and provide sufficient detail and clarity on how TCI will result in good outcomes for the region.

Below is a “straw man” of potential comments we may want to offer to the Mills Administration and the architects of TCI. These are for your consideration and modification.
1. **TCI needs to work.** The benefits of TCI should be adequately articulated, as should the costs. TCI’s investments should successfully result in co-benefits, such as enhancing our residents’ access to economic opportunity or expanding mobility services for our aging population.

2. **TCI must treat our region fairly.** Our region must get enough benefit to justify the costs in our region.

3. **TCI must meet the fairness test in both urban and rural communities.** Both urban and rural communities should receive transportation investments in fair proportion.

4. **TCI revenues should help transition the region to lower-carbon transportation,** which will reduce costs to residents over time. Examples of these types of investments include improving intersection traffic flow, encouraging trade ins of less fuel-efficient vehicles and reducing the purchase price of electric vehicles, enhancing public transportation, encouraging compact development, and supporting mobility management for older adults and rural residents.

5. **TCI revenues should also help the region shore up the resiliency of its infrastructure,** which will reduce public expenditures over time. Examples of these types of investments include retrofitting culverts, reinforcing bridges, and preparing rails for overheating.

6. **We should not get stuck in TCI.** TCI should be periodically evaluated as to its effectiveness and its impacts. It should be flexible enough to respond to problems that arise during implementation.

4. **Discussion**

Members engaged in a wide-ranging discussion of the TCI initiative, its impacts in our region, and ways in which it might be refined or improved.

Members were supportive of GPCOG making comments as outlined by staff, particularly in regard to items 4 and 5 above, and especially as a means of educating our region and communicating our region’s needs in the TCI process to decision makers and municipal leaders.

Among the detailed points discussed by members were the following:

- **TCI must consider the rural nature of much of our region,** including issues of fairness and equity for small municipalities facing tight budgets, and rural residents and businesses facing increased costs from TCI. **Mechanisms for dealing with these issues should be included in TCI.**
• TCI’s revenues should in part go to address these issues, along with environmental justice issues and the support of rural public transportation where mass transit is impossible.

• Carbon removal, such as the processes pioneered by Carbon Engineering in Canada, should not be overlooked in the TCI framework.

• The operating mechanics of TCI should be scrutinized, especially the collection and distribution of revenues. TCI should include assurances of oversight and verification, along with equitable use of revenues in our region.

• TCI should balance social and technical solutions in both policy and investment choices. Technology subsidies for processes like direct carbon removal should be included within TCI. TCI should also support carbon sinks thought investment in Maine natural resources.

• TCI should become an opportunity to better allocate the costs of use of roads and bridges, for example, better allocating costs by vehicle weight to large trucks.

• TCI should be subject to an annual review of its effectiveness and fairness in our region. Because Maine would be one of 13 or more participating states TCI should contain mechanisms to make sure Maine’s voice isn’t lost in TCI in the future.

• TCI should contain provisions for creating consumer incentives to reduce vehicle miles travelled. TCI revenues should support infrastructure like bike paths/walkways etc.

• TCI revenues should be directed to road and bridge maintenance and should also be considered as a possible substitute for gas tax funding.

Members concluded their discussion by reiterating their support for the comments outlined by staff and they encouraged continued engagement with TCI by the GPCOG Executive Committee and the PACTS Policy Committee.

5. Adjourn

Kristina Egan adjourned the meeting at 11:37 am.
Regional Proposal for Clean Transportation
Reaches Milestone

States and D.C. invite feedback on Draft MOU, share estimates of potential benefits for health, environment, economy

December 17, 2019 -- The bipartisan group of Northeast and Mid-Atlantic jurisdictions that make up the Transportation and Climate Initiative (TCI) today invited public input on a new draft proposal for a regional program to establish a cap on global warming pollution from transportation fuels and invest millions annually to achieve additional benefits through reduced emissions, cleaner transportation, healthier communities, and more resilient infrastructure.

The draft “Memorandum of Understanding” (Draft MOU) released today builds on a program framework made public on October 1, 2019. A final MOU is expected in the Spring of 2020, following additional public input and analysis. At that time, each of the 12 TCI states and the District of Columbia will decide whether to sign the final MOU and participate in the regional program, which could be operational by 2022.

People and organizations provided extensive feedback on the earlier draft framework in more than 1,200 submissions to TCI’s online portal, as well as in public engagement sessions organized in individual states. The Draft MOU released today has been informed by that input and incorporates additional details on the goals and mechanics of such a program.

TCI jurisdictions are also sharing projections of the potential economic and public health benefits that such a program would unlock region-wide. The TCI jurisdictions have conducted economic modeling to evaluate various options for a program that caps and reduces global-warming carbon dioxide pollution from combustion of gasoline and on-road diesel fuel by up to 25 percent compared to 2022 levels over 10 years.

The transportation sector is currently responsible for more than 40 percent of climate-changing greenhouse gas emissions in the region, and soot and smog from cars and trucks are major contributors to lung disease and other health problems region-wide, particularly in low-income communities. Preliminary modeling estimates that by 2032, the proposed program could yield monetized annual public health benefits of as much as $10 billion, including over 1,000 fewer premature deaths, and over 1,300 fewer asthma symptoms annually region-wide, among other safety and health benefits.

The associated auction of pollution allowances under the proposal is projected to generate up to nearly $7 billion annually that participating jurisdictions could invest in solutions to further reduce pollution and to improve transportation choices for rural, urban and suburban communities. Each participating jurisdiction will decide how to invest the auction proceeds to support TCI program goals.

TCI jurisdictions encourage people, companies, organizations, and communities to provide their input on the modeling findings and draft MOU to inform the final program design. Feedback is welcomed on all
aspects of a potential program, and TCI jurisdictions are highlighting specific topics on which public input is of particular interest. Those topics include:

- What factors should TCI jurisdictions consider when setting the starting level and the trajectory for a regional cap on carbon dioxide emissions from transportation fuels?

- How should the compliance period be structured to provide needed flexibility, while ensuring environmental integrity?

- What factors should TCI jurisdictions consider when designing mechanisms for managing uncertainty regarding future emissions and allowance prices?

All interested parties are asked to provide their input by Friday, February 28, 2020.

Read the full draft MOU

Learn more about the TCI regional low-carbon transportation policy development process.