

PACTS Funding Framework Task Force

Thursday, October 13, 2022

12:00-1:30 pm

Meeting Agenda

In-Person:

*Greater Portland Council of Governments
970 Baxter Boulevard, Room 201
Portland, Maine*

Remote:

Webinar link: us02web.zoom.us/j/81263300345

Phone: (301) 715-8592

Webinar ID: 812 6330 0345

*Participating by phone? Use *9 to raise your hand and *6 to unmute.*

As of April 26, 2022 GPCOG and PACTS are holding committee meetings in hybrid format, both in person at GPCOG’s offices and via webinar. The remote portions of all meetings are conducted in accordance with the requirements of GPCOG Executive Committee policy, [LD 1772](#), [PL 2022 Ch. 666](#), and [1 MRSA Chapter 13, Subchapter 1](#).

This meeting is being recorded and will be made available at gpcog.org/AgendaCenter.

1. Public Comment 5 minutes

Members of the public are welcome to provide up to three minutes of public comment.

2. Introduction 5 minutes

Brief introduction by the group facilitator.

3. Review of Regional Transportation Advisory Committee Meeting 10 minutes

Review of the PACTS Regional Transportation Advisory Committee’s October 11th discussion of the Funding Framework Task Force’s recommendations.

4. Discussion—Remaining Issues 60 minutes

Discussion on the remaining issues:

The Policy Board formed the Funding Framework Task Force to vet issues identified by four of the region’s transit agencies (see letter in [Attachment 9-A](#)). The issues include requested revisions to the PACTS Transportation Funding Framework and to the PACTS bylaws.

At the September 26 meeting of the Funding Framework Task Force, the group agreed to “decouple” the issues (framework and bylaws) and advance the Funding Framework revisions to RTAC and the Policy Board in the month of October while expeditiously continuing the Task Force discussions on potential bylaws revisions. This plan will allow the revised framework, if adopted, to be used for this year’s call for projects.

Staff invited additional input on the remaining issues and received the response shown in Attachment A.

If staff has clear recommendations from the Task Force on the remaining issues by October 20, staff will relay those recommendations to the Policy Board on October 27.

5. Recap and Next Steps

10 minutes

Review and summary of the decisions made on the discussion topics. Discussion of next steps.

Attachment A: Response to Request for Additional Input on Remaining Issues

From: William Gayle <william@nnepra.com>

Sent: Friday, September 30, 2022 3:08 PM

To: carole martin <carolemartin365@hotmail.com>

Cc: Patricia Quinn <patricia@nnepra.com>; Aubrey Miller <amiller@gpcog.org>; Andrew Clark <aclark@gpcog.org>; Belinda Ray <bray@gpcog.org>; Christopher Chop <cchop@gpcog.org>

Subject: Follow-up Items

Good Afternoon Carole,

Below please find an attempt to structure the remaining issues that NNEPRA sees that were included in the letter in May but have not been addressed yet. Please let us know if you or PACTS staff would like to discuss or have any additional questions.

Thanks,
Will

**Opportunities
for
Improvement**

Description

Rational

Opportunities for Improvement	Description	Rational
Voting	Increase threshold to 2/3 vote rather than simple majority to pass funding related actions at RTAC and Policy Board	<i>Currently, funding decisions impacting transit services can be approved without any transit agency support. The structure in place can allow a decision to defund an agency simply on a majority vote of Policy Board members present at that meeting.</i>

	<p>Have majority of transit providers approve recommendation on funding</p>	<p><i>Currently, funding decisions impacting transit services can be approved without any transit agency support. For example, while the Policy Board voted in August of 2021 to use the Funding Framework to distribute the ARPA funds, despite the objections from all but one transit agency, both the RTAC and Policy Board voted on a distribution that did not follow the Funding Framework’s policy on use of Emergency Funds (pg. 20). This highlighted that the structure in place can allow a decision to defund or significantly cut an agency’s identified need simply on a majority vote of RTAC/Policy Board members without any support from transit operators.</i></p>
	<p>Weigh transit operator voting at Policy Board</p>	<p><i>Current PACTS Policy Board bylaws note that all non-municipal Board Members will have 1.0 vote where the municipal voting is proportionate to population. This structure give communities that do not have transit or those with a high population a disproportionate say in how transit is funded and operated in other communities compared to the transit agencies whose mission is set by their own governing Boards.</i></p>
<p>RTAC Membership</p>	<p>Include all transit providers as voting members</p>	<p><i>Only four transit agencies sit as voting members on RTAC. Each agency is a representative of the mode they operate however there is no guidance on how to handle disagreements between operators of a mode. For example, during the vote on ARPA allocation, all bus operators expressed concern at the RTAC level, except for METRO who happened to be the voting member.</i></p>
<p>Executive Committee Membership</p>	<p>Include all transit providers as voting members</p>	<p><i>There are currently only three transit representatives (one for each mode - Bus, Demand Response, Fixed Guideway). As the Committee can approve/deny vital funding requests, it is imperative that all transit agencies have the ability to vote on matters of funding and policy important to their service. The current arrangement of one agency representing the mode can create conflict as no there is no guidance from PACTS on how to handle disagreement among the agencies of a mode.</i></p>

Policy Board Membership	All transit agencies have a Board Member represented as a voting member on Policy Board.	<i>While some transit agencies have several of their Board members sitting or Chairing committees, other transit agencies do not. For those votes on transit funding decisions, those agencies with multiple board members on the governing boards have a greater say on the outcome than those without multiple board members. This imbalance is further exacerbated by the weighting of votes.</i>
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