PACTS Executive Committee
MINUTES
January 7, 2020
8:30 a.m. – 11:30 a.m.

In attendance:

<table>
<thead>
<tr>
<th>Committee Members</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jennifer Brckett</td>
<td>MaineDOT/PACTS Policy Committee</td>
</tr>
<tr>
<td>Hope Cahan, Vice Chair</td>
<td>Falmouth/PACTS Policy Committee</td>
</tr>
<tr>
<td>Erin Courtney</td>
<td>Maine Turnpike Authority/PACTS Policy Committee</td>
</tr>
<tr>
<td>Eric Dudley</td>
<td>Westbrook/PACTS Policy Committee</td>
</tr>
<tr>
<td>Greg Jordan</td>
<td>METRO/PACTS Policy Committee</td>
</tr>
<tr>
<td>Matt Sturgis, Chair</td>
<td>Cape Elizabeth/PACTS Policy Committee</td>
</tr>
</tbody>
</table>

**Guests**

<table>
<thead>
<tr>
<th>Name</th>
<th>Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Syed Ahmed</td>
<td>FTA</td>
</tr>
<tr>
<td>Denise Beck</td>
<td>METRO</td>
</tr>
<tr>
<td>Hank Berg</td>
<td>Casco Bay Island Transit District</td>
</tr>
<tr>
<td>Chris Branch</td>
<td>Portland/PACTS Policy Committee</td>
</tr>
<tr>
<td>Peter Butler</td>
<td>FTA</td>
</tr>
<tr>
<td>Brandon Burns</td>
<td>FTA</td>
</tr>
<tr>
<td>Chris Chop</td>
<td>Maine Medical Center</td>
</tr>
<tr>
<td>Robert Currie</td>
<td>YCCAC</td>
</tr>
<tr>
<td>Tony Donovan</td>
<td>Maine Rail Transit Coalition</td>
</tr>
<tr>
<td>Theo Holtwijk</td>
<td>Falmouth</td>
</tr>
<tr>
<td>Bruce Hyman</td>
<td>Portland</td>
</tr>
<tr>
<td>Janel Knightly</td>
<td>Consultant</td>
</tr>
<tr>
<td>Peter Mills</td>
<td>Maine Turnpike Authority</td>
</tr>
<tr>
<td>Kate O’Brien</td>
<td>Consultant</td>
</tr>
<tr>
<td>Patricia Quinn</td>
<td>NNEPRA</td>
</tr>
<tr>
<td>Marty Rooney</td>
<td>MaineDOT</td>
</tr>
<tr>
<td>Tony Scavuzzo</td>
<td>BSOOB Transit</td>
</tr>
<tr>
<td>Leah Sirmin</td>
<td>FTA</td>
</tr>
<tr>
<td>Name</td>
<td>Position</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>Kate Snyder</td>
<td>Portland/PACTS Policy Committee</td>
</tr>
<tr>
<td>GPCOG</td>
<td></td>
</tr>
<tr>
<td>Stephanie Carver</td>
<td>Planning Director/Interim Transportation Director</td>
</tr>
<tr>
<td>Kristina Egan</td>
<td>Executive Director</td>
</tr>
<tr>
<td>Ryan Neale</td>
<td>Transportation Program Manager</td>
</tr>
<tr>
<td>Elizabeth Roberts</td>
<td>Transportation Engineer</td>
</tr>
<tr>
<td>Sara Zografos</td>
<td>Transportation Director</td>
</tr>
</tbody>
</table>

1. **Welcome – Matt Sturgis, Chair**
Matt opened the meeting at 8:41 a.m. He thanked Sara Zografos for her work. Brief introductions were done around the table.

2. **Acceptance of 10.01.19 meeting minutes**
Hope Cahan made a motion to accept the minutes, and Greg Jordan seconded. The minutes were accepted unanimously.

Matt invited any members of the public to comment at this time. Tony Donovan asked if there would be an opportunity for the public to comment on specific agenda items. Matt told him that the opportunity for public comments was now. Tony referenced agenda item 7, Portland Transportation Center (PTC) Relocation Analysis. He said that the impact of a 15-minute delay only affects the route from Brunswick and Freeport. People disembarking in Portland will not be affected. He said the proposed cost of moving the PTC is $30 - $40 million; the park & ride in wells is a $29 million proposal; the Falmouth park & ride is $8 million. The State is estimating a total cost of $2 million to connect Lewiston-Auburn with rail. Tony said he is concerned that movement of the PTC is not the best investment relative to the Lewiston-Auburn connection. Bifurcating of bus and train modes is a concern. Given the need to combine all modes of transportation, it seems odd to consider bifurcating. Tony suggested that rail be included in the “Expands Mobility” section of the Transit Tomorrow draft vision statement. He suggested attention be given to connecting downtown Portland and downtown Lewiston.

3. **Staff Report**
Sara Zografos summarized the staff report included in the packet. The Technical Committee is continuing work on the collector paving analysis and different treatments given the high bids and our funding situation. The Technical Committee is also looking at the Municipal Partnership Initiative (MPI) program. The next round of MPI project selections are due in a month and subregions should be working to select those projects.

The Regional Traffic Management System (RTMS) Request for Proposals will be released. RTMS was rated as a high priority for PACTS. Elizabeth Roberts is working on this.

Kristina noted that the PACTS Policy Committee on January 23 will consider the merger of GPCOG and PACTS, specifically the governance phase to combine the organizations. Three members of both organizations were appointed to work on the governance phase of the merger. The GPCOG Executive Committee will be considering this on January 8. The original intent was to have this done by June so it is ahead of schedule.

The farewell party for Sara will be on January 15. We are recruiting for Sara’s position with applications closing on February 3. Attendees were asked to share the announcement which was in the Executive Director bulletin and on the GPCOG website.

Hope Cahan asked if under RTMS streetlights will be able to adjust if, for example, a pedestrian is crossing slowly or quickly. Sara said the recommendations could identify areas where such adaptive signals may be appropriate. Elizabeth said adaptive signals are a goal we are working toward. Hope said this helps with traffic flow and helps the system to meet everyone’s needs. Chris said the latest detection equipment picks up all forms of transit. Portland’s systems are set up to be adaptive systems and are in a few locations. These systems also allow for bus prioritization. The new systems are better and open up new possibilities to facilitate all modes of transportation.

4. Project List
The updated UPWP project list is included in the packet. Sara noted that most projects are complete. MaineDOT has allowed some projects (Commercial Street, Westbrook
Transit Hub, Brighton Avenue) to be carried over to 2020 with no cost extensions. Staff will prepare a presentation for the January 23 Policy Committee meeting.

5. Transit Tomorrow Vision Statement
Steph Carver noted that the outreach on Transit Tomorrow has been more involved and extensive than past efforts. Five Project Advisory Committee meetings have worked on elements of the plan. The vision is aspirational but hopefully achievable and is based on feedback from the survey, events, and stakeholder meetings. The Project Advisory Committee includes a broad range of stakeholders, including business, social service, the public, transit agencies, and MaineDOT.

The 30-year vision includes improved efficiency, a system that works better for everyone, and connecting land use and public transportation. Specific goals address economic development, enhancing great places, reducing climate pollution, expanding mobility, and elevating the customer experience. Today staff is asking for the Committee’s endorsement of the vision.

Jennifer Brickett asked about public transportation as a viable alternative to automobiles. The reduction of climate pollution is more obvious. Steph responded that public transportation being competitive with cars was heard from riders and businesses and that it is about helping connect workers to businesses by providing more transportation options.

Chris Branch said that transit needs substantial subsidies to be viable and where the funds come from is a key issue. There are several other interests that compete with transit for funds. Portland, for example, is trying to build a new shelter. We need to come up with a plan for funding that will move transit forward. Reduced headways would be very helpful but there is no funding for that. Bringing people to and from the peninsula by means other than cars would be helpful.

Greg Jordan said the Transit Tomorrow project and report is necessary to define the system and is a tool to help support a campaign to the public and private sectors for increased funding. Greg also said we have to aspire to make public transit as fast or faster than cars in dense areas at least even without a lot of additional funding. This is more challenging in less populated areas.
Hope noted that the vision statement says that public transportation is faster and more affordable than driving a car. That broad statement allows us to continue to refine the details and when and where certain approaches make sense. The inclusion of the wording “funded sustainably” indicates that we’ll look at coming up with a plan for funding and use of funds for all of the transit agencies. Hope said she is happy with the vision statement being broad and we can work on the details later.

Steph said that the Transit Tomorrow work is moving forward with details. Recommendations are expected to come back to PACTS in the spring, with the plan to be adopted in late fall 2020.

Matt Sturgis noted that the vision statement is aspirational and appropriately broad and is a job well done.

Hope Cahan offered a motion to endorse the draft vision statement, and Greg Jordan seconded. The draft vision statement was endorsed unanimously.

Matt welcomed the FTA Region 1 guests who took a moment to briefly introduce themselves and thank the Committee for the opportunity to visit.

**9. Transportation Improvement Program Funding Update**

Matt asked that this item be taken out of order and there were no objections.

Sara said that last year, project bids came in at 30% to 60% over estimated and programmed funding amounts. An ad hoc emergency meeting was held in late spring with MaineDOT. The decision was made to shift some projects out a few years to fund the deficits that were known for 2019. Projects with deficits were brought up to engineer’s estimates for funding. The PACTS policy is that if projects come back with engineer’s estimates or bids over the programmed amount, a municipality can request up to 10% of the original programmed amount if that amount is available in the holding WIN. The rest of the deficit is the responsibility of the municipality.

Sara said that last year was a unique situation. Bids were high across the board and it was decided to take a comprehensive approach to the entire program. Part of today’s conversation is to get a sense of where municipalities are with programmed estimates and bids. We have received a few requests for additional funding which staff was not
comfortable bringing forward without this larger discussion. This also ties to Chris' specific request regarding the Brighton Avenue roundabout.

Chris Branch said that Portland has three projects out for bid this year. One bid came in right around the estimated level, one was slightly over and only had one bidder. The third only had one bid and came in close to the 2019 estimate. The feeling is that construction prices are going up around 10% this year. A leading contractor did not bid on some projects, either because they are at capacity or they are only selectively bidding on projects. Smaller projects with many contractors may be fine. Larger projects may be a challenge as contractors know there is little competition and may raise prices. We are likely to have an issue again and may need to use the same approach as last year, but hopefully be more proactive than reactionary.

Sara said this issue is timely because over the next six months PACTS has to select 2020-2021 Municipal Partnership Initiative, 2022 collector paving, and 2023 federally funded capital projects. If we need to consider shifting resources, we should do it now before projects are selected. Sara asked if the Committee would like PACTS to reconvene the same group that met last year or to move forward with the traditional funding selections.

Eric Dudley advised that we proceed cautiously. He noted that crude oil prices and liquid asphalt escalators are up. Even bids that have come in may go higher. Sara said we added 30% to all collector paving projects last year.

Sara suggested we assemble a working group to address this situation. She recommended that PACTS subregions move forward with selecting MPI projects. There is no harm in selecting projects which can be reconsidered if necessary. The issue relates more to federal funding because that is extended further into the future.

Marty Rooney suggested that we move forward cautiously. MaineDOT has had to reset estimates twice in 20 years. PACTS altered its policy last year and used federal funds to make up for shortfalls rather than municipalities. If this is the new reality, we may need a new and sustainable policy. MaineDOT is happy to participate in a group. Staff and PACTS committees should define the group's purview and how municipalities are represented. He noted that some municipalities felt slighted last time around based on which projects were selected.
Sara noted that Elizabeth Roberts will be the lead staff on this going forward and Sara would help to bring Elizabeth up to speed on what transpired last year and PACTS’ policy and potential changes.

8. Community Transportation Leaders Presentations
Matt Sturgis welcomed the Community Transportation Leaders (CTL) members. Sara gave a brief introduction of the CTL program and her involvement with it.

Zoe Miller thanked PACTS for supporting the CTL initiative and the members and guests for the opportunity to present. She noted that PACTS adopted a new Public Involvement Plan this past fall and a part of that was to better engage underrepresented communities, including older adults, people with disabilities, people with low incomes, and people of color. The CTL members represent populations who have shared transportation barriers but are underrepresented in decision making. A transit system that works better for our most vulnerable populations works better for everyone. Engagement that works better for underrepresented communities also works better for everyone. Providing multiple opportunities for engagement works better for everyone.

We need to build bridges for meaningful involvement of underrepresented populations. The process started two years ago with the creation of the mobility liaison positions. She introduced GPCOG mobility liaisons Mireille Kabongo and Karen Perry. Mobility liaisons helped to develop, design, implement, and find funding for the CTL training.

The hope is that the CTL presentations will intrigue and inspire people. Participants have moved from complaining about challenges to better understanding the issues and contributing to solutions. Participants would like to be part of the solution, whether it’s serving on committees or being involved in the roll out of new technologies.

Mireille introduced herself. She said that all people should have access to opportunities and that people who are unable to drive face unique challenges in getting to work, school, grocery stores, and medical appointments. Mireille said she is here because she needs an efficient public transportation system.
The CTL groups gave brief presentations on specific topics. A summary of the topics and list of group members is available as a separate document.

Group 1 suggested that all bus routes be extended for one more night run. This would improve access to housing, groceries, and tourist attractions. A 15- or 20-minute gap between buses would reduce wait times and improve access to the community.

Group 2 focused on transportation barriers for new immigrants. The group noted that new immigrants are arriving all the time and it is a process to learn English or improve their skills. Providing information about transit in other languages can help immigrants integrate and connect. Rules, such as being asked to move to accommodate disabled riders, can seem like discrimination if they are not fully understood. A solution is to provide information, such as the METRO map and schedule, in many languages and include fliers in different languages inside buses.

Group 3 notes that some bus stops have high volumes of vulnerable populations but lack shelter from the elements. The group thanked METRO for its ongoing efforts to add shelters but said that may more are needed. A possible solution is a public-private partnership across the system. This could follow the Chicago model which uses advertising funds. Mireille noted that disabled or elderly riders have trouble standing but are unable to sit if stops do not have shelters.

Group 4 focused on the built environment in the region. Brick sidewalks are unsafe in the winter. The group noted that walking is the most sustainable form of transportation and improving access to sidewalks and intersections improves access to the community. The group would like to see a comprehensive approach to addressing challenges in the built environment for seniors and those with disabilities. The group recommended that the region consider adopting a Vision Zero goal of zero pedestrian fatalities.

Group 5 focused on expanding the use of transit planning apps. Transit and Google apps are helpful, but many people do not know how to use them or are confused or overwhelmed by them. As a result, many people are still using paper schedules. Possible solutions include instructions on using the apps or having riders teach other riders how to use them.
Group 6 focused on expanding transit coverage and options for communities outside Portland. Options in Gray, New Gloucester, and Cumberland would enable to connect to Windham, Portland, and Falmouth, and make other connections. People may be dependent on friends and can go weeks without getting out into the community. Many people cannot afford Uber and Lyft. One group member mentioned that she could not take an overnight job due to transportation issues. It was noted that the combined populations of South Portland, Gray, and New Gloucester is nearly as much as Portland and these communities need transit. A recommendation is to have South Portland Bus Service Routes 24A and 24B run hourly and on weekends.

Group 7 noted that seniors do not know where or how to get information on public transportation. The move to the electronic fare system is creating confusion. The Southern Maine Mobility Guide could be distributed to more places that seniors visit. Providing coaches could help older adults and people with disabilities use transit. A solution is a travel training program, including videos on how to use apps and testing for the electronic fare system.

GPCOG mobility liaison Derek O’Brien offered closing comments. He noted that he is a daily transit rider and is active on transit agency boards. The CTL participants are full of energy and ideas and are eager to help. They are active users with critical insights. His personal goal is to make the transit system better for one more person and the overall goal is to make our system work for people.

Greg Jordan thanked everyone for their input and asked how these views can best be formally and regularly incorporated into PACTS’ planning process. Zoe the PACTS Public Involvement Plan calls for involving underrepresented populations on an ongoing basis. This could be done with dedicated seats on existing committees or with a separate committee. The important thing is to involve people in decision making and there are models around the country that could be informative. Greg suggested that the PACTS Executive or Policy Committees review options. It was suggested that people in leadership shadow people with transportation challenges to better understand and appreciate their challenges.

Matt Sturgis noted the importance of these comments and thanked Zoe and the CTL group. Incorporating these perspectives throughout the region is a stated goal of PACTS and one that we want to move forward.
6. Transportation Improvement Program Funding Request

Sara said the City of Portland’s request relates to the Brighton Avenue project which received $1.2 million of additional funding last year. The engineer’s estimate is above that amount and the City is asking to cover the deficit by moving funds from the existing Washington Avenue project which was funded from the holding WIN three years ago, a $1.4 million project.

Chris Branch said the Brighton Avenue project is out to bid. Indications are that it will be around $1.9 million, and the funding is $1.2 million. The goal is to use only the funds that are necessary. If the request is approved, the Washington Avenue project would possibly be rescoped and go back into the mix for future consideration of funding. If the Brighton Avenue project does not need additional funding, it would not be used, but the City would like to know funds are available for Brighton Avenue.

Eric Dudley said the original allocation for the Brighton Avenue double roundabout was just under $2 million in 2015. Eric said he expressed at the time that a double roundabout could not be done for $2 million and may not have supported the project at the time. Chris said the project is no longer a double roundabout.

Sara said that in 2017, during PACTS’ consideration of federally funded projects, the Washington Avenue project fell just below the funding amount. The Policy Committee decided to save up enough money from the holding WIN to fund the Washington Avenue project at whatever time the funds became available. The local match was 25%. At the time of the vote, the Washington Avenue project was thought to be important enough to save funds for. This drained the holding WIN below the required reserve amount. It has been built back up to some extent. The target for the funding amount was likely hit in 2017 or 2018.

Sara said holding WIN funds are available now. In response to a question from Chris, Sara said that PACTS at the time had a large amount of funds in the holding WIN and was encouraged by MaineDOT to spend it down past the reserve amount. In response to a question from Eric, Sara said the holding WIN as of November 2019, minus the reserve, has just under $714,000 available ($650,000 federal, $63,000 state).
Chris said he did not want to use the holding WIN funds and felt it was more appropriate for Portland to prioritize itself the projects for which it has funds.

Eric asked about the status of the Washington Avenue project and Chris said it is in final design. Chris said the Brighton Avenue roundabout project is ready for this construction season, two steps ahead of Washington Avenue.
Sara said that PROJEX shows that $120,000 is available for right of way and $14,000 of this had been spent. Chris said that is accurate. Sara said the Washington Avenue project received addition funding of $40,000 in the process last year. The Washington Avenue project is estimated at $1.8M now.

Marty Rooney said that MaineDOT’s Preliminary Design Review (PDR) policy discourages, at least at the staff level, MPOs from funding complex projects for construction without PDRs. This project is an example of that. The project was funded at $2.5 million 5 or 6 years ago and that money has sat there since. Complex projects with numerous stakeholders only get more expensive when they go out to bid. If it is a priority for the region it should go forward. Marty said he likes Portland’s approach but does not want to see a viable project in Portland cancelled if there is holding WIN money that will sit for a few years. The project is out to bid, but estimates could come in high and Portland may have to come back with a request for additional funds. Thus, a final remedy may not be possible today.

Chris said bids are expected in a few weeks and that an Environmental Protection Agency lawsuit was involved and delayed the project significantly. Chris said Portland can come back to PACTS later when bids are in but they would like to know if the shifting of funds is something the Committee will consider.

Greg Jordan said the Brighton Avenue project is very important from a transit perspective as it help to move multiple bus routes through the area quicker.

Eric clarified that he supports getting the project completed but is not clear on how to do it. The project is important for the region for several reasons. He supports Portland’s request but is concerned about losing the Washington Avenue project, which is also important for the region. Other projects in the region may not be as important as these two.
Matt said allowing the City of Portland to reallocate funds based on priorities seems reasonable. The item could be carried over to next month, or a meeting could be added, to address this when bids have come in. Kristina asked if this issue could be considered in the context of the working group discussed earlier. The group generally agreed that it was outside the purview of that working group.

Marty said that MaineDOT will need a definitive process to give the City guidance. He noted that bids open on January 22.

Sara said it will be important for the Committee to understand how much money can be taken from the Washington Avenue project before it becomes non-viable. We would not want the City to have to come back to PACTS and ask for more funding for Washington Avenue. Chris said this can’t be answered until more is known. The bid for Brighton Avenue is likely to be around $5 million and there may not be enough in the Washington Avenue budget to cover it.

Matt Sturgis made a motion to enable the use of the Washington Avenue funds for the completion of the Brighton Avenue roundabout, with the understanding that if funds are spent so that the Washington Avenue project becomes untenable, the Washington Avenue project will go back into the mix for future consideration. Chris Branch seconded, and the motion passed unanimously.

Sara confirmed that we had a quorum earlier and that still applies once it applies.

The group confirmed that the Chair is able to offer motions.

Chris said Keith Gray will be the contact at the City while he is out at the end of January.

7. **Portland Transportation Center Relocation Analysis**

Kristina said that MaineDOT is leading a study to assess whether to relocate the Portland Transportation Center (PTC). Options are to keep everything where it is, to move Concord Coach Lines and NNEPRA onto the peninsula, and to bifurcate Concord Coach Lines from the Northern New England Passenger Rail Authority (NNEPRA). A lot of analysis has been done. Many of the stakeholders are in the room, including NNEPRA, METRO, the City of Portland, MaineDOT, and PACTS. Like the widening of the Turnpike, this is an issue of regional significance. PACTS is not leading the study
but may want to weigh in on it. The question today is if and how PACTS would like to weigh in. PACTS has been monitoring developments. The materials are not yet public and there has been no public engagement yet. PACTS has offered to be a vehicle for public outreach. Options are to have a full presentation from MaineDOT to the Policy Committee and stop there, or to decide to weigh in either softly or more directly. Staff would like to offer the opportunity to get a better understanding of what the study means for transit in the region, for Concord Coach Customers, for NNEPRA customers, and for the region as a whole. The study has not come before this body yet. MaineDOT may be making recommendations as early as February.

Chris said that if the group wants to be involved, there is a need for a presentation. The Committee would reserve the option to weigh in formally after the presentation. There was general agreement on this. Chris said the City of Portland does not have a position at this time.

Kristina noted that there is not a clear path forward and it would be helpful for the group to understand the different perspectives.

The group opted for a presentation by MaineDOT with the intention of providing some real-time feedback to MaineDOT. The group also reserved the option to weigh in more formally with written comments.

10. Funding Prioritization Request for Proposals
Sara noted that the Committee discussed at its October meeting putting together a request for proposals for a consultant to assist in develop a funding prioritization framework for Federal Highway Administration and Federal Transit Administration funds. The RFP is included in the packet. This is an opportunity for the Committee to review the RFP and provide comments or approve it.

Chris Branch made a motion to approve the draft RFP, with a second by Eric Dudley. The motion passed unanimously. Matt commented that the RFP was very well done.

11. Federal Transit Administration Updates and Discussion.
Matt welcomed FTA Region 1 staff including Regional Administrator Peter Butler, General Engineer Syed Ahmed, Transportation Program Specialist Brandon Burns, and Community Planner and Environmental Protection Specialist Leah Sirmin.

Peter thanked the Committee for the invitation and the opportunity to hear the CTL presentations which were very impactful. He noted he appreciates hearing about the challenge that operators have in serving the diverse needs of diverse communities.

Peter acknowledged how successful the region is in attracting federal discretionary funds, including grants for mobility management, bus replacement, ferries and ferry facilities. Those funds are well spent and speaks to how well the state is able to cooperate and work together to prioritize and address needs. Peter thanked the region for being a great host during FTA’s visit.

The federal transportation appropriations bill is likely to include a 2% increase in formula funds. The Lo-No program for electric and low emission buses has a sizeable increase and agencies are encouraged to look at this. New FTA programs include $5.5 million for innovation and new technology, which Portland may be able to capitalize on, and $8.5 million for areas of persistent poverty. He did not have details on either of these two new programs but will share additional information as it becomes available.

Peter noted that the Public Transportation Agency Safety Plans deadline is July 20, 2020. There will be a workshop in Providence, RI on January 15. MaineDOT is providing leadership to transit operators and others have opted out.

Leah said that FHWA and FTA do a certification review of all large MPOs every four years. Portland became a large MPO in the 2010 Census. The first review was in 2016 and there will be another this year. FTA will work with staff to schedule a visit. FTA will also reach out to PACTS committees and the public to see how the planning process is working. The site visit will be in the spring of 2020.

Peter said that some transit agencies have triennial reviews this year, including Casco Bay Lines. MaineDOT’s state management review is in late August.

The Tri-State Conference is in Woodstock, VT this year.
Peter thanked the group again for the opportunity to be a part of the conversation and for being gracious hosts when the FTA Acting Administrator visited.

Transit funding apportionment tables should be published very soon. The funding will be available in TRAMS by early February.

Greg Jordan asked how the system safety information due on July 20 is submitted. Peter said that FTA staff is available to provide comment on it.

Matt thanked Peter and the staff for the support they provide to the region.

In response to a question from Peter, Leah said that FTA Region 1 has 17 large MPOs under its jurisdiction. Portland and Nashua crossed the 200,000 population threshold in the last Census. Being a large MPO brings a lot more funding into the region.

Adjourn.

Chris Branch offered a motion to adjourn, which was seconded by Greg Jordan. All were in favor and the meeting adjourned at 11:31 a.m.