

PACTS CALL FOR PROJECTS **FHWA-Funded “Complex” Projects &** **FTA Section 5307-Funded “System Enhancement” Projects**

The Portland Area Comprehensive Transportation System (PACTS) is accepting applications for Federal Highway Administration (FHWA) funds for “Complex” projects, and for Federal Transit Administration (FTA) Section 5307 funds for Transit “System Enhancement” projects.

- Approximately \$4.1M (100%¹ of the annual regional allocation (i.e., PACTS’ “MPO Allocation”)) is expected to be available in FHWA funds for “complex”² roadway/multimodal projects.
 - A 25% local match is required for these funds, both for preliminary design report (PDR), if applicable, and for construction, if applicable.
- Approximately \$1.7M (12% of the annual regional allocation) to \$2.8 million (20% of the annual regional allocation) is expected to be available in FTA Section 5307 funds for transit “system enhancement” projects.³
 - A 20% local match is required for these funds.

Initial Project Proposals are due via email (see below) by 4:00 p.m. on Thursday, December 22, 2022.

Applications for Funding are due by 4:00 p.m. on Tuesday, January 31, 2023.

Presentations will take place in February 2023.

Eligibility

FHWA Funding

See Attachments A and B for organizations and projects eligible to receive FHWA funds from PACTS’ MPO Allocation.

Applicants are encouraged to take the lead on projects and recommendations identified in regional plans such as [Destination 2040](#) / [Connect 2045](#) and [Transit Tomorrow](#).

See Item 8 (p. 21) in the [August 2021 PACTS Policy Board Meeting Agenda](#) and [August 2021 PACTS Policy Board Meeting Minutes](#) for information about projects that have received funding in the past.

Please note that if you have already received PACTS funding for preliminary design report (PDR), you do not need to reapply for construction funding.

¹ [PACTS Policy Board Meeting, July 2022, Item 10](#)

² A “complex project” is one that PACTS programs for FHWA funding in two phases: preliminary design report (PDR) work funding in one year, then construction funding a year or more later (after PDR is complete).

³ The region’s goal is to allocate 20% of FTA 5307 funding for transit enhancement projects.

FTA Funding

Public transit agencies in the [PACTS region](#) are eligible to apply for FTA Section 5307 funds. Project partnerships proposed by municipalities, not-for-profits, neighborhood groups, and other organizations may be considered if the application is sponsored by, submitted by, and involves the participation of a public transit agency.

Projects, initiatives, or campaigns designed to advance the goals of [Transit Tomorrow](#)—make transit easier, create frequent connections, improve rapid transit, and create transit-friendly places—are eligible for funding.

Applicants are encouraged to take the lead on projects and recommendations identified in regional plans such as [Destination 2040](#) / [Connect 2045](#) and [Transit Tomorrow](#).

See Item 9 in the [March 2022 PACTS Policy Board Meeting Agenda](#) and [March 2022 PACTS Policy Board Meeting Minutes](#) for information about projects that have received funding in the past.

Initial Project Proposals

To submit an initial project proposal, please email the following information to transportation@gpcog.org:

- project type (roadway/multimodal capital project, roadway/multimodal planning project, transit capital project, transit operating project, or transit planning project)
- project name
- brief project description, including location, if applicable
- project readiness (e.g., requires planning/feasibility study, requires preliminary design, requires final design, ready to construct, etc.), and
- preliminary cost estimate

Initial project proposals will be made public. Initial project proposals for FTA funding will be reviewed by the PACTS Transit Task Force to identify any potential for regional collaboration on projects; this review is an informal and non-binding consultative review.

Initial Project Proposals are due by 4:00 p.m. on Thursday, December 22, 2022.

Applications for Funding

To apply for funding, please complete the [online application form](#). The application form is based on the [PACTS Transportation Funding Framework](#). Applicants should review the framework, and should reference the scoring rubric on pp. 13-19 when completing the scoring information section of the application form. Applicants may wish to draft responses in Microsoft Word and paste those responses into the survey platform. That way, applicants maintain a record of the information.

Applications for Funding are due by 4:00 p.m. on Tuesday, January 31, 2023.

Preparing To Apply

Please note that:

- *Your project must be regionally significant. See pp. 7-8 in the [PACTS Transportation Funding Framework](#) for more information.*
- *Although Connect 2045 is currently awaiting adoption, the plan's vision and goals were adopted by the PACTS Policy Board in late 2021. Projects should align with the vision and goals ([Draft Connect 2045 \(p. 87\)](#)).*
- *Applicants must comply with [Title VI of the Civil Rights Act of 1964](#) and the related executive orders and regulations, which are intended to ensure that traditionally underserved populations are included in the planning process, benefit equally from investments, and do not experience a disparately negative impact from decisions.*
- *Your Council/Board will need to endorse your project and commit to providing the required local match funding (for both PDR and construction, if applicable) before PACTS can approve the project for funding.*
- *PACTS member municipalities and transit agencies are asked to post notice of this call for projects on their websites.*
- *PACTS member municipalities and transit agencies are asked to post a link to the Draft PACTS Transportation Improvement Program (TIP) and to the Final PACTS TIP on their websites.*

Presentations

Each applicant will be asked to give a brief (10 minutes maximum) presentation to the scoring committee in February; members of the PACTS Regional Transportation Advisory Committee (RTAC) will be invited to attend. The presentations will give each applicant the opportunity to discuss the project's regional significance and to answer questions. The exact date and time for presentations will be determined after initial project proposals are received and scoring committee members are identified.

Scoring & Selection Process

As explained in more detail in the [PACTS Transportation Funding Framework](#), GPCOG staff will use spatial information to conduct quantitative analysis, where applicable, providing initial scores to the scoring committee. A scoring committee will review the quantitative scores, evaluate and score narrative responses, and award the final application scores. The scores for all projects will be released during the project prioritization and selection process, though the scores will not be tied to individual scoring committee members.

RTAC will review the scores from staff and the scoring committee to aid in making project selection recommendations to the PACTS governing body. In addition to project scores, the PACTS governing body may also take cost, and PACTS' existing funding commitments, into

consideration when allocating funds. Note that any recommended project scope or budget modifications must be agreed upon by the applicant prior to submission to RTAC.

Anticipated Schedule

2022	
Tuesday, November 22	PACTS issues a call for projects.
Thursday, December 22	Initial project proposals are due (via email).
2023	
Thursday, January 5	Transit Task Force reviews initial transit project proposals to identify any potential for regional collaboration on projects.
Tuesday, January 31	Applications for funding are due (via online application form).
February	Scoring committee members score applications, incorporating spatial data-based scores from GPCOG staff as applicable.
	Project applicants give presentations to scoring committee members and interested members of RTAC.
March	Scoring committee finalizes scores.
Thursday, April 6	Transit Task Force reviews transit project scores.
Tuesday, May 2	RTAC reviews scores and recommends, to the PACTS Policy Board, projects for funding.
Thursday, May 25	PACTS Policy Board approves projects for funding.

Please contact Aubrey Miller (amiller@gpcog.org) with any questions about FHWA funding. Please contact Andrew Clark (aclark@gpcog.org) with any questions about FTA funding.

Attachment A: Organization Eligibility for FHWA Funds

The following organizations are eligible to propose projects for FHWA funds through the PACTS process:

- Biddeford Saco Old Orchard Beach (BSOOB) Transit
- Casco Bay Island Transit District (CBITD)
- City of South Portland Bus Service (SPBS)
- Greater Portland Transit District (METRO)
- Northern New England Passenger Rail Authority (NNEPRA)
- Regional Transportation Program (RTP)
- York County Community Action Corporation (YCCAC)

- Each of the eighteen PACTS member municipalities
 - Arundel
 - Biddeford
 - Cape Elizabeth
 - Cumberland
 - Falmouth
 - Freeport
 - Gorham
 - North Yarmouth
 - Old Orchard Beach
 - Portland
 - Raymond
 - Saco
 - Scarborough
 - South Portland
 - Standish
 - Westbrook
 - Windham
 - Yarmouth
- York and Cumberland Counties

- Greater Portland Council of Governments (GPCOG)
- Southern Maine Planning and Development Commission (SMPDC)

- Maine Department of Environmental Protection (Maine DEP)
- Maine Department of Transportation (MaineDOT)
- Maine Turnpike Authority (MTA)

All others who wish to propose projects through the PACTS process must have the endorsement/ sponsorship of at least one of the organizations listed above.

Attachment B: Project Eligibility for FHWA Funds

Proposals for use of the PACTS MPO Allocation must be eligible for the National Highway Performance Program (NHPP)⁴ or the Surface Transportation Block Grant (STBG)⁵ (formerly the Surface Transportation Program (STP)). The following list presents examples of eligible proposals:

- Reconstruction, rehabilitation, resurfacing and restoration of highways.
- Highway safety improvements.
- Traffic operational improvements, including installation and upgrading of traffic signals.
- Streetscape projects.
- Transit-oriented development projects.
- Capital costs for transit projects and carpool projects.
- Park 'n ride and satellite parking facilities and programs.
- Bikeways of various configurations and programs to secure bicycles including storage facilities and other bicycle facilities.
- Related road improvements to improve pedestrian facilities and safety, including pedestrian overpasses.
- Programs for new construction and major reconstruction of paths, trails or areas solely for the use of pedestrian or other non-motorized means of transportation.
- Preservation of abandoned railway corridors, including conversion and/or combined rail-with-trail use for pedestrian or bicycle trails.
- Bridge construction, reconstruction, widening, rehabilitation, resurfacing and restoration. Please note that this is a low PACTS programming priority because MaineDOT uses a separate federal funding program for these purposes. This same principle applies to the use of our MPO Allocation for projects on interstate highways and ramps.
- All other capital uses eligible for FHWA and FTA funds.

⁴ See [Bipartisan Infrastructure Law - National Highway Performance Program \(NHPP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#) for more information.

⁵ See [Bipartisan Infrastructure Law - Surface Transportation Block Grant \(STBG\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#) for more information.