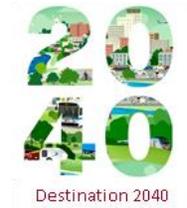


PACTS

Portland Area Comprehensive Transportation System



PACTS Executive Committee Agenda

December 4, 2018

8:30am

GPCOG, 970 Baxter Boulevard, Portland

1. Welcome – Larry Mead, Chairman

2. Acceptance of 11/6/18 minutes (Attachment A)

3. Staff Report (Attachment B)

4. Transportation Improvement Program

A. Municipal Partnership Initiative (Attachment C)

The Transportation Improvement Program Committee has met over the past few months to review the existing Municipal Partnership Initiative Policy. MaineDOT previously granted PACTS' request to increase the state funded MPI program by \$1 million, which results in a \$1 million decrease of PACTS' federal allocation. The major changes to the policy are:

- Maximum project funding increased from \$200,000 to \$400,000.
- There are no longer maximum project total costs. MPI funds are eligible to be combined with other funding sources to fund large projects.
- Projects eligible under the Pavement Preservation analysis are not eligible for MPI funding.
- Projects with complete streets elements are eligible for MPI funding.
- Projects are first solicited at the sub-regional level. The goal is to fund at least one project per sub-region.

Proposed Action: Adopt the updated MPI Policy

B. Arterial Road Funding (Attachment D)

In July, the PACTS Policy Committee approved MPI funding for arterial roads. There was discussion regarding the PACTS policy regarding capital funding on arterial roads, which are Maine DOT's responsibility. MaineDOT goes through an asset management process in

allocating our arterial pavement preservation funding to make the best use of available resources statewide including ones in MPO areas. Nevertheless, we do not have sufficient funds to keep up with all the needs. Consequently, MPOs and/or MPO municipalities have chosen to fund arterial pavement preservation even though it is a state responsibility. PACTS has historically funded arterial roads through the MPI program.

Proposed Action: For discussion only

5. Collector Road Analysis

VHB assessed approximately 228 miles of PACTS collector roads with the following brief summary of findings related to condition and funding. For a full copy of the report click [here](#).

Table 2 Summary of Miles and Dollars of Outstanding Work – All PACTS Collector Roads

Treatment Category	Length (Miles)	Cost
Reconstruction	4.77	\$12,143,000
Rehabilitation	9.21	\$11,991,000
Mill & Fill (2 in)	27.02	\$13,038,000
Shim & Overlay (1.25 in)	34.59	\$16,032,000
Ultrathin Overlay	26.26	\$9,279,000
Local Maintenance	47.64	\$472,000
Do Nothing	78.41	\$0
Total	227.89	\$62,954,000

The PACTS Collector Road Pavement Preservation funds of \$2.2 million (75% federal, 25% local match) is not adequate to maintain the conditions of the road network. The average PCI is projected to drop from the current average of 75, down 8 points to a 67 in 5 years if the preservation program was the only funding being put into these roads. It is estimated that it would require \$7.1 million per year of total funding on these roads to maintain current conditions, leaving a funding gap of \$4.9 million per year.

Collector Roads programmed in July 2018 for the 2020 paving program:

Town	Road	To	From	Length	Funding
Westbrook	Cumberland Street	Bridge	Pierce	0.36	\$196,909
Biddeford	Precourt Street	Rte. One	Landry	0.32	\$214,649
S. Portland	Highland Avenue	Scarborough TL	Alfred	1.29	\$746,819
S. Portland	Waterman Drive	Ocean Street	Broadway	0.49	\$338,301
Scarborough	Payne Road	Mussey	Gorham Road	0.33	\$261,234

Saco	Maple Street	Lincoln	Bradley	0.37	\$147,757
Yarmouth	Main Street	West Elm	Cleaves	0.35	\$251,660

The VHB contract is a multi-year contract intended for the first year to be focused on data collection and baseline conditions. Following years will focus on updating the data, to be presented to PACTS Technical Committee, which will allow them to recommend collector roads to be funded in future years.

Proposed Action: Adopt the VHB Collector Road Report

6. Destination 2040 Workshop

Staff Report

At the October Policy Committee meeting, PACTS members adopted a process for setting regional priorities and identifying significant projects that advance those priorities:

	Governing Committees	Public Input
October	Adopt process for setting regional and project priorities Discuss progress in achieving Destination 2040	
November	Continued discussion of progress in achieving Destination 2040 vision Develop draft statements on what we're on track to achieve and where we are currently falling short	
December	Finalize draft statements Adopt scope and schedule for subregional meetings to gather input from PACTS members and the public	
January	Confirm draft statements Identify universe of projects that advance the region's priorities	Northern Subregion PACTS meeting held to gather input
February	Continued developing the universe of projects Review proposed approach to a public survey	Central Subregion PACTS meeting held to gather input Western Subregion PACTS meeting held to gather input
March	Develop draft list of regional priority projects	Southern Subregion meeting held to gather input Public survey issued
April	Review public input from subregion meetings and survey Adopt final list of regional priority projects	

The Policy Committee began a discussion of how well our region is planning for, funding, and maintaining the transportation network envisioned in the region's long-range transportation plan, *Destination 2040*. In this agenda item, we will review our collective progress, to date, in achieving the plan's goals and implementing its recommended actions.

Expected workshop outcomes:

- Develop baseline data on how well PACTS members believe the region is achieving D2040's goals
- Gather baseline data on the status of priority regional projects listed in D2040
- Begin developing statements reflecting our shared understanding for which goals we are on target or falling short.

Proposed Action: For Discussion Only

Attachment A: Minutes

PACTS Executive Committee MINUTES November 6, 2018

In attendance:

Name	Affiliation
Larry Mead, Chair	Old Orchard Beach
Matt Sturgis, Vice Chair	Cape Elizabeth
Bill Shane	Cumberland
Chris Mann	MaineDOT
Greg Jordan	Metro
Chris Branch	Portland
Tex Haeuser	South Portland
Kevin Sutherland	Saco
Staff:	
Sara Zografos	
Kristina Egan	

Welcome – Larry Mead, Chairman

Larry Mead opened the meeting at 8:30 a.m.

Acceptance of 9/4/18 Minutes

Bill Shane moved acceptance of the minutes, with Chris Branch seconding. All approved the minutes.

Staff Report

No update in staff report.

Unified Planning Work Program Amendment

The group unanimously voted to allocate \$15,000 (\$12,000 federal, \$3,000 local match) from the UPWP for a transit-hub planning study. The total study budget is \$50,000, with multiple

funding sources. Bill Shane made the motion to approve the UPWP amendment. Tex Haeuser seconded. All were in favor.

Performance Measures and Targets

As part of MAP-21, the Federal Highway Administration authorization bill, the MaineDOT and PACTS are required to establish performance measures and targets in specific goal areas. PACTS previously adopted the state's targets for safety measures. Today, MaineDOT is asking PACTS to adopt the state's performance measures and targets for PM 2-Pavement and Bridges and PM 3-System Performance and Freight.

Chris Branch moved to adopt the MaineDOT Statewide Performance Measures and Targets for Pavement and Bridges (PM2) and System Performance and Freight (PM3). Bill Shane seconded. All were in favor

Adjourn.

Larry Mead adjourned the meeting at 8:43 a.m.

Attachment B

Staff Report

Staffing Update

Tom Bell has joined us as our new Public Information Officer, bringing his great communications and public relations skills to support our work all around the region. Tom will be working on updating the PACTS website and PACTS social media outlets.

The Inclusive Transportation Planning Project

The Inclusive Transportation Planning Project is engaging older adults, people with disabilities, and people of color in driving more inclusive regional transportation planning. This project includes both the PACTS and GPCOG geography. Transit agencies and municipal staff are key stakeholders. Funded by the National Aging and Disability Transportation Center (a program of FTA) and the U.S. Administration for Community Living, the project runs through the end of January 2019. The project will culminate in recommendations for increasing the inclusiveness of planning and decision-making at PACTS. These recommendations will inform the 2019 update of the Public Participation Plan.

Transit Stop Access Project

The Transit Stop Access Project (TSAP) seeks to (1) improve transit stop accessibility at high-priority stops around the PACTS region, (2) develop new regional transit hubs, and/or (3) improve bicycle and pedestrian facilities within 0.5 mile of existing transit stops. Three regional fixed-route transit services are participating in the project: METRO, SPBS, and ShuttleBus-ZOOM.

The project is divided into three phases:

1. Phase I was completed in December 2017. Phase I identified high-priority bus stops for accessibility improvements, defined amenities for and possible locations of new regional transit mini-hubs, provided a menu of bicycle and pedestrian improvements for implementation within 0.5 mile of existing transit stops, and developed recommendations for a project management structure to be used in Phase III.
2. Phase II is further divided into Part A and Part B.
 - a. Part A will include the final project prioritization, development of conceptual designs with cost estimates, and related services.
 - b. Part B will include the preliminary and final site design and engineering, and development of project bid and construction documents.
3. Phase III will implement the bidding process and administer the construction contracts.

The RFP for Phase II Part A was released on November 15. Proposals are due December 13. The consultant is expected to begin work at the end of January. Phase II Part A will be completed no later than December 31, 2019.

Planning funding for the TSAP comes from FTA 5303 funds and GPCOG match. Consultant and capital funding comes from FTA 5307 funds and transit agency matches.

John Duncan Retirement

After more than three decades with PACTS, and most recently GPCOG, John Duncan has announced he will retire at the end of the year. John has worked at PACTS and GPCOG since 1982. In those 36 years he has been a leader, shaping our transportation work and making PACTS a strong, stable presence in our region. John's contributions also include his most recent work as our Cooperative Purchasing Director, where he brought new data, insight and innovation to our work serving our member communities. We're planning a great retirement party for John, and we'll make sure you are all invited. We will all miss John and his tremendous contributions to our success, but we wish him all the best for an active, joyful retirement. Please join me in congratulating him, and if you'd like to, please share your best wishes with him directly via email at jduncan@gpcog.org.

Paul Niehoff attended the FHWA Pedestrian Safety Training

As part of the DOT's state-wide Heads Up! Pedestrian Safety Project, FHWA sponsored a training designed to teach how to complete Road Safety Assessments that collect and evaluate the right information while providing an effective analysis. The biggest difference with this training, as opposed to standard RSAs, is that the focus was entirely on the needs of Pedestrians and Bicyclists. This training was an interactive 2-days that will blend lecture, focused discussions, and field-based site reviews.