



PACTS Executive Committee Agenda

January 8, 2019

8:30am

GPCOG, 970 Baxter Boulevard, Portland

1. Welcome – Larry Mead, Chairman

2. Acceptance of 12/4/18 minutes (Attachment A)

3. Staff Report (Attachment B)

4. Municipal Partnership Initiative (Attachment C)

Staff Report

At the December Executive Committee meeting, the committee adopted the updated Municipal Partnership Initiative Policy. Following that meeting, the updated policy was provided to other PACTS committees. Staff received a request for clarification regarding the availability to use of funds for design only of large projects outlined within the policy. Currently the policy states that:

“The Portland Area Comprehensive Transportation System’s (“PACTS”) Municipal Partnership Initiative (“PACTS MPI”) builds upon the Maine Department of Transportation’s (“MaineDOT”) successful Municipal Partnership Initiative (“MPI”) by using PACTS’ annual allocation of state money to be matched with a minimum fifty percent (50%) local funds for road reconstruction or rehabilitation projects. The PACTS MPI is designed to fund collector or arterial roadway projects, and to focus on bringing substandard roads up to PACTS’ ...”

The Executive Committee should provide direction to staff whether a clarification to the policy regarding the eligibility of projects for design funds is necessary.

Proposed Action: Discussion and approve clarification of MPI Policy if needed.

5. Transportation Improvement Program Amendments

Staff Report

These projects are funded with Federal Highway Administration funds managed completely by MaineDOT and included in the State Transportation Improvement Program (STIP). MaineDOT must get the PACTS Executive or Policy Committee endorsement when any federally funded project has a major scope change or cost increase or when MaineDOT wishes to add a project to the STIP. MaineDOT is seeking STIP amendments for the following projects:

1. Casco Bay Island Capital Improvement WIN 22014.00- Improvements to ferry facilities on Chebeague Island, Little Diamond, Great Diamond, Long Island and Peaks Island ferry facilities. This is a new capital improvement project, which requires a TIP amendment.
2. Falmouth WIN 22420.00- I-295 Mill and Fill project north and south bound from Falmouth to Scarborough. Additional Funding has been added to this project which requires a TIP amendment.

Proposed Action: Approve TIP amendments to be included in the MaineDOT STIP.

6. Unified Planning Work Program Budget Updates (Attachment D)

Staff Report

As part of the mid-UPWP review, staff reviewed the remaining budgets for Tasks 1 through 4. The proposed budget amendments are based on the PACTS Reforms Report, staff changes, and updated scoping needs for each task however; there is no change to the total UPWP budget. The proposed amendments are outlined in Attachment D.

Proposed Action: Approve proposed Unified Planning Work Program budget amendments.

7. Destination 2040 Workshop Continued PACTS Priority Setting Workshop

Staff Report

In October, PACTS members began discussing how well our region is planning, funding, and maintaining the transportation network envisioned in the region's long-range transportation plan, [Destination 2040](#):

- Maintains a regional focus
- Supports economic development
- Prioritizes mobility, safety, and accessibility
- Incorporates energy conservation
- Integrates land use
- Protects environmental quality

PACTS adopted a short timeline to analyze how well our region is planning, funding and maintaining that transportation system in order to develop a universe of projects to advance our goals as well as select regional priority projects to pursue.

	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	

In December, the Executive Committee ranked our progress in a variety of areas. This workshop was repeated for a joint Technical and Planning Committee meeting. The results from both meetings are fairly similar and are shown in detail in Attachment E.

In today's agenda item, the Executive Committee will review, modify as necessary, and approve statements on the strategies and actions for which PACTS is on target, making progress, or falling short. Progress was rated as "good", "some", "limited", "very limited", and "not" based on the tabulated results from these two meetings, as well as comments made by PACTS members in October, November and December.

Draft Statements on PACTS' Progress

- a) We're making some progress in investing in **regionally significant road, transit and active transportation** projects. Examples include Metro expansions, the Eastern Trail, traffic signal corridors, and the Downeaster expansions north.
- b) We're making some progress in **preserving** our transportation system, but limited progress in **modernizing** and **expanding** it. Our investments are not preparing us for **extreme weather**. With limited resources, PACTS needs to have an honest conversation about its priorities.
- c) We're making some progress in targeting our investments to **priority centers and corridors**, but we are making limited progress in targeting our **road** investments to those places and in supporting **transit-oriented development**. PACTS needs to revisit its selection of priority centers and corridors.

- d) For our roads, we are making some progress in maintaining **local and collector roads**, and making them **complete streets** in places that make sense, but we are making very limited progress in maintaining our **arterials**.
- e) For our **transit system**, we're making good progress in improving service, but limited progress in connecting routes and schedules.
- f) For **biking and walking**, we're making good progress in expanding active transportation choices.
- g) Outside the metro core, we are making limited progress in investing in transportation that will **attract young people**. In rural areas, we are making very limited progress in serving **older people**. To improve transportation for young and older people, we need to **improve transit, create more jobs and expand housing choices**.
- h) We're making some progress in expanding **mobility, accessibility, and safety** for people and goods. PACTS could improve pedestrian and bike safety, reduce cell phone use by drivers, expand mobility management, and invest more in ADA access.
- i) We're making very limited progress in **reducing congestion and sprawl**. Our main strategies have been to **coordinate traffic signals and improve intersections**, and we're making some progress on these. We are making limited progress in **diverting 295 traffic** to the Turnpike. We are not making progress in **reducing vehicle-miles travelled**, supporting **travel demand management**, or **diverting freight** from highways to ship, rail and air. To more effectively reduce congestion and sprawl, we need more focus on getting people on and off the peninsula as well as a transportation and land use plan for the region.
- j) We're making limited progress in supporting **economic development**. Public transportation can support economic development. We need to tie transportation and economic development planning together.
- k) We're making limited progress in **protecting the environment and reducing energy consumption**. PACTS should focus more on expanding electric vehicles.

Next Steps

Once we have a shared understanding of how well the PACTS region is doing, the next steps will be for the Policy Committee to set priority levels for investments in strategies and to make the first cut at defining the universe of projects that will advance PACTS' priorities.

The PACTS Reforms include recommendations to hold annual sub-regional meetings with municipal staff and elected officials, as well as to engage the public in a broader sense. Staff proposes the following purpose for the planned sub-regional meetings in January, February and March:

Purpose: Gather input on priority projects.

Audience: Municipal staff, municipal elected officials, state elected officials, other key stakeholders. The meetings will be publicly noticed and open to the public.

Format: The priorities set by the Policy Committee will provide the policy framework for the transportation discussion at these meetings. Participants will be asked to propose projects that will advance the priorities then, each group will vote for its top priority projects. The meetings will also have two other components: a brief story of the sub-region, which will be told through data, and input gathering on GPCOG's policy priorities.

Schedule and Leads:

- Northern PACTS Sub-region
Freeport, Yarmouth, North Yarmouth, Cumberland, Falmouth.
Staff lead: Sara
Member lead: Bill Shane
Timing: End of January

- Central PACTS Sub-region
Portland, South Portland, Cape Elizabeth
Staff lead: Sara
Member lead: Matt Sturgis
Timing: February

- Southern PACTS Sub-region
Scarborough, Saco, Old Orchard Beach, Biddeford, Arundel
Staff lead: Sara
Member lead: Kevin Sutherland
Timing: March

- Western PACTS Sub-region
Gorham, Windham, Raymond, Standish
Staff lead: Kristina
Member lead: Ephrem Paraschak
Timing: February

Proposed Actions:

- 1) Approve statements on PACTS' Progress on planning, funding, and maintaining a transportation system that maintains a regional focus, supports economic development, prioritizes mobility, safety and accessibility, incorporates energy conservation, integrates land use, and protects environmental quality.***

- 2) Adopt purpose, content and schedule of sub-regional meetings.***

Attachment A: Minutes

PACTS Executive Committee MINUTES December 4, 2018

In attendance:

Name	Affiliation
Larry Mead, Chair	Old Orchard Beach
Matt Sturgis, Vice Chair	Cape Elizabeth
Bill Shane	Cumberland
Marty Rooney	MaineDOT
Greg Jordan	Metro
Chris Branch	Portland
Tex Haeuser	South Portland
Kevin Sutherland	Saco
Eric Dudley	Westbrook
Bruce Van Note	Maine Turnpike Authority
Bob Burns	Gorham
Staff:	
Sara Zografos	
Kristina Egan	
Rick Harbison	
Ryan Neale	
Paul Nieoff	

Welcome – Larry Mead, Chairman

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

Acceptance of 11/6/18 Minutes

Bill Shane moved acceptance of the minutes, with Eric Dudley seconding. All approved the minutes.

Staff Report

Sara noted that we will be sharing invitations for John Duncan's retirement celebration in early 2019.

Transportation Improvement Program

A. Municipal Partnership Initiative

- Sara walked through the background and the Technical Committee's 5 recommendations, which are listed in the meeting packet
- MaineDOT previously granted PACTS' request to increase the state funded MPI program by \$1 million and decrease PACTS' federal allocation by \$1 million
- The intent is to have a simple process similar to MaineDOT's
- There was discussion about the relationship between the state MPI and PACTS MPI
 - Very little variation except for the fact that funds are allocated to different geographies
 - Municipalities could apply for a large regional project
- There was a discussion on whether a municipal project focused on preservation and complete streets could be included
 - The project could be separated into two elements and the phased elements could be included in MPI
- Bill Shane moved to accept the updated MPI policy as written Chris Branch seconding. All except Kevin Sutherland were in favor

B. Arterial Road Funding

- MaineDOT is responsible for arterial roads but, lacks sufficient funds to meet needs
- In response to a question on PACTS' historical approach, it was noted that MPI funds have been used for arterial roads in 2017, 2018, 2019.
- In the discussion, concern was expressed about collector roads being given preference over arterials by MaineDOT
 - Part is preserving collectors that are fully built
 - Municipalities deal with construction but, do not deal with maintenance paving
 - The example was given of Portland funding most of its projects for arterials that are below standard
- The MPI process is being used to pave significant arterial roads.
- It was noted that PACTS has not historically done arterial road maintenance and concern was raised about the lack of discussion on such a significant change at the Policy committee.
- Concern was raised about the additional burden of paving arterial roads given other competing priorities.
- Concern was raised about the different treatment of arterials and collectors (an in-depth process for one, but not for the other).
- Sara will look into the scope of some of the listed projects.
- It was noted that there are not enough funds available overall to meet all needs and the new MPI process should help with the need.
- Sub-regional allocations should help to set priorities.

- Concern was raised about major regional roads, like Brighton Avenue, competing in process versus smaller roads.
- Some of the issue lies between road classifications by MaineDOT in PACTS region; if we don't do MPI, it goes into the mix for PACTS funding; this would be much more expensive versus MPI process.
- Comment was made about road classifications; the PACTS region has a great deal of roads classified as a 3 that in other areas of the state, would be classified as a 2 or a 1; other areas struggle to compete in terms of tax revenue generated by roads in York and Cumberland Counties.
- The need for municipalities to do their own paving due to lack of state funds is not likely to change in the near future.
- Everyone appears to be facing a similar situation; some had this knowledge before others and are not sure about investing time and energy into collector roads when arterials are more important.
- There was discussion about whether PACTS and other MPO counterparts have discussions with legislature. GPCOG cannot do advocacy through PACTS federal funds. GPCOG's advocacy work by Chris Hall is funded through GPCOG member dues. Transportation issues are a focus of regional recommendations. GPCOG's advocacy work is a new effort and is therefore, more reactionary than forward-thinking at this point. The PACTS Policy Committee can discuss the matter of whether or not it wants to have a voice in state policy issues at later date. Numerous potential funding streams could be tapped for transportation but, all of them are extremely difficult politically. It would be important for municipal governing bodies to support something like a gas tax increase.
- Concern that collector road program may be heading toward MPI-type funding formula; municipalities will have to do it themselves; lots of competing interests other than transportation and limited resources to go around.
- It was noted that going forward, the Committee should be as transparent as possible and over communicate on questions related to funding policy. Staff can and should be proactive about making sure it happens. It is also important that PACTS staffs are kept in the loop once a project is approved and underway to adjust as projects change.
- It was noted that we need to spend the funds that are currently available to us.

Collector Road Analysis

- VHB's assessment identified a \$4.9 million annual funding gap. The report is well done and viewed as a good tool moving forward. There is a feeling that the total estimates may be inflated. ADA requirements can significantly inflate costs. The intent is to ask VHB to further explore the estimates and actual costs moving forward. Adding

community outreach is also being considered. Inflated estimates can seem overwhelming and make it easy for policy makers to say no to requests.

- Inflated numbers make it difficult to right-size expectations; easy for legislature and others to say no if request is too big
- Bill Shane moved to approve the VHB collector road analysis with the noted changes with Kevin Sutherland seconding. The motion was approved unanimously.

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

Town of Falmouth Funding Request

- Matt Sturgis proposed adding the item to the agenda with Bill Shane seconding. The Committee agreed unanimously to take this out of order.
- The Route 100 project is funded with multiple sources (including PACTS \$200k of MPI allocation) and is facing a \$1 million funding shortfall. Construction was estimated at \$8.6M and came in at \$10.2M. The project is 1.5 miles total.
- Falmouth is asking for \$168k in funds allocated to the Bucknam Road project (design only) to be reallocated to this project. Falmouth has held off on the Bucknam Road design due to the many other changes occurring nearby. The Bucknam Road project had been funded out of holding WIN and the \$200k in MPI funding did not go through the scoring process which, did not exist because sufficient funds had been available for all projects. MPI could help through the normal process in 2020. \$400K match would not apply to \$6.5M cap; the referendum caps the town amount at \$6.5M.
- The project will run through 2019 and be completed in 2020. If adequate funding is not found, Falmouth would look at cuts to the project.
- There is currently \$670k that is unallocated by Policy Committee. The amount of federal funds that could be made available while remaining above the recommended minimum is \$240k.
- Falmouth is looking for about \$1 million in funding from multiple sources. They will be going back to the state and town, but the town is restricted to a \$6.5 million total by voter referendum. Falmouth was also a major funder in the Route 1 work.
- Marty, with MaineDOT, noted that the project was designed with non-federal funds and federal funds can't be brought in now. Therefore, the \$168k in state funds are all that would be available and would not be available until 2020.
- MPI funds are supposed to leverage other funds; given the intent of the program, MPI shouldn't be used to leverage more than half of the shortfall.
- It was noted that there are only a few bidders available for such projects.
- Larry noted that he is uncomfortable with this process. He would have liked a presentation from Falmouth that would have limited the need for discussion, particularly since this is a significant amount of funds.

- There was a discussion about precedent. It was noted that changing funds from one project to another in the same town is done regularly but, there was some question as to whether that's the case.
- Bill Shane moved to reallocate the \$168k with Chris Branch seconding. The motion passed 5-2.
- The next opportunity to approve MPI funds is at the January 8 meeting.

Destination 2040 Workshop

- The goal of this work is to align the region around a handful of priority projects. The document is aspirational but, does not give staff clear guidance to move forward. It is akin to a comprehensive plan and we need to develop a 5-6 year plan with funding and history for project. Committee members had the opportunity to vote around the table on high priorities.
- The group was supportive of comparing these results to what planners would provide for input.
- The Executive Committee will see a revised version of this on January 8.
- We will figure out how to incorporate a conversation with the Policy Committee.

Adjourn.

Larry adjourned the meeting at 10:29 a.m.

Attachment B Staff Report

Regional Transportation Plan

PACTS is set to begin a long-range public transportation plan for Southern Maine. This planning process will center around creating a 30-year pathway for investments to improve the public transportation network, increasing ridership and connections between housing and employment opportunities. The plan will focus on improving the economy, environment, and quality of life by prioritizing infrastructure investments, shaping economic and housing growth, and preserving the natural environment. An RFP was drafted in late November and sent to PACTS Planning, Technical, and Transit Committees for review. The Public Transportation Plan Advisory Committee will convene on January 11th and will meet every other month throughout the planning process. A consultant selection process will begin following this meeting.

RTMS

The Regional Traffic Management System program has undergone a transition period following the departure of part-time staff engineer, Al Presgraves. Harold Spetla, a new GPCOG planner, will be taking on the role of project manager for the RTMS program. As Harold is not an engineer, he will be managing the work done by the consultants. The 2018/2019 UPWP only allocated \$20,000 for consultant work with Milone & MacBroom, Gorrill Palmer, and Sebago Technics. The majority of that budget has been expended, thus requiring PACTS to competitively select a consultant for additional work.

In coordination with the RTMS sub-committee, staff is in the process of developing two additional RFPs to continue the RTMS work. 1) for system-wide assessments of the RTMS communications network and traffic detection hardware; and 2) for operations and maintenance of the RTMS traffic signals, similar to the work being done by the current consultants.

The intent is to fund the system wide assessment with capital Holding WIN funds similar to the Collector Road Assessment and the High Crash Location Assessment.

Inclusive Transportation Planning

The Inclusive Transportation Planning project completed six listening sessions and a survey to help inform recommendations for increasing the inclusiveness of planning and decision-making at PACTS. Listening sessions including 70 older adults and people with disabilities were conducted throughout the PACTS region in partnership with Portland Housing Authority, Raymond Age Friendly, Age Friendly Community groups in Saco/Biddeford/Old Orchard Beach, and South Portland Housing Authority. GPCOG also held listening sessions with staff from Maine Access Immigrant Network and Catholic Charities of Maine to hear perspectives from the immigrant, refugee and asylum-seeking communities. Responses to the Mobility Solutions Survey were collected from 12/6/18 through 1/7/19. GPCOG staff are working with the project steering committee to develop recommendations which will inform the 2019 update of the Public Participation Plan and the Title VI, Non-Discrimination Plan. The recommendations will

be presented to the PACTS Policy Committee in January by GPCOG staff and the project steering committee.

Transit Retreat

The PACTS Transit Committee retreat was held on December 13, 2018, at Casco Bay Lines. Moderated by Craig Freshley of Good Group Decisions, the retreat provided an opportunity to explore how we can work together as a committee and as transit providers to improve our region's public transportation network. The group developed draft guiding principles for discussions and decisions and committee members provided updates on recent work and future challenges and opportunities. The Transit Committee also prioritized two recommendations from the Regional Transit Plan Phase 1 for implementation.

1. Approve connections between routes and schedules
2. Increase awareness of options with a dedicated website and improved apps.

Attachment C

2020 PACTS Municipal Partnership Initiative Policy

Overview

The Portland Area Comprehensive Transportation System's ("PACTS") Municipal Partnership Initiative ("PACTS MPI") builds upon the Maine Department of Transportation's ("MaineDOT") successful Municipal Partnership Initiative ("MPI") by using PACTS' annual allocation of state money to be matched with a minimum fifty percent (50%) local funds for road reconstruction or rehabilitation projects. The PACTS MPI is designed to fund collector or arterial roadway projects, and to focus on bringing substandard roads up to PACTS' and MaineDOT's minimum standards thereby having the completed segment(s) eligible for future pavement preservation programs. Preservation, modernization and expansion aspects of these roads for safely accommodating all transportation modes are also eligible uses of the PACTS MPI funds.

Projects funded through PACTS, either with state or federal funding, need to, in some part, support the goals of PACTS' long-range plan, *Destination 2040*. While the intent of the program has always been to reconstruct or rehabilitate collectors and arterials, pavement preservation projects are eligible for these funds; however, roads anticipated to be eligible for funding under the collector paving program are not eligible for MPI funding. When reasonable and appropriate, roads funded under the MPI program should consider improvements which are over and above the minimum road standards, such as inclusion of new or improved sidewalks, granite, or concrete slipform curb vs. bituminous curb, additional shoulder width for wider paved shoulders or bike lanes, traffic calming, and intersection improvements. All PACTS MPI projects must comply with the Americans with Disabilities ACT (ADA) requirements and consider state and municipal Complete Street Policies.

PACTS MPI Requirements

- **Professional Engineer Certified:** All projects must be designed by an engineer licensed in the State of Maine. Once constructed, the engineer of record must certify that the project was constructed in accordance with the plans and specifications.
- **10-Year Useful Life:** The work included must be considered a capital improvement with a minimum 10-Year useful life.
- **Deliverability:** The construction will be administered by the municipality. The municipality must demonstrate they have the ability or can obtain the ability to administer the project. Construction must commence within twelve (12) months and construction must be certified complete in twenty-four (24) months from when a Cooperative Agreement is executed. If timelines are not met PACTS may reallocate funding to other eligible projects in other communities. However, the municipality may request an extension if extenuating circumstances exist.

- Public Involvement: The municipality is responsible to lead the public involvement process consistent with all laws, including Maine’s Sensible Transportation Policy Act. The value and extent of documented community support will be considered a project benefit.
- Betterment to the State Transportation System: Projects must be improvements above and beyond mitigation work for a traffic movement permit, or above and beyond the legal requirements of a highway opening permit.
- Multiple Party Agreements: The municipality and all involved parties must be willing to enter into an agreement whereby the PACTS state funds contribution is capped based on project estimates prior to construction.
- Right-of-Way Acquisition: The PACTS MPI will only reimburse for the right of way required for the transportation betterment. Most projects are expected to be within existing right of way; however, the municipality may want or need to secure property rights. If this is required, the process shall be in accordance with all applicable State and Federal Laws, and a detailed explanation must be provided as part of the application.

Funding

The 2020 PACTS MPI program’s state funding is \$1,640,201. The following are the project funding parameters:

- Minimum state funding per project: \$75,000.00
- Maximum state funding per project: \$400,000.00
- Minimum local funding match: 50%
- PACTS Crack Sealing Program: \$50,000.00 (Maximum)
(50/50 municipal match)

PACTS Project Selection

The PACTS MPI project selection is intended to be simple and similar to the Maine Department of Transportation MPI program. PACTS’ MPI program will be a tiered system focused first on each of the subregions. In an effort to encourage sub regional coordination, subregions will have the first opportunity to submit a project/s for MPI funding. The intent is to fund at least one project from each subregion annually. For the first round of project solicitation, the goal is to allocate \$400,000 of PACTS’ state MPI per sub region. Once the sub regional deadline for applications has passed, in the event there is remaining funding, a notice will be sent to all municipalities, that there is additional MPI funding available. All PACTS municipalities will be eligible to submit projects for the remaining MPI funding. PACTS will continuously accept project applications and eligible projects will be selected on a first come first served basis. Additional project selection factors include the following:

- Safety: The improvement will impact a direct safety need such as infrastructure improvements that address an area with a high crash history or potential for hazardous conditions.
- Economic Development & Job Creation: Preference will be given to projects that allow for job growth and facilitate economic development.
- Degree of Betterment: Projects that provide a greater infrastructure benefit than others such as reducing maintenance costs, improving ride quality, or increasing mobility will be given a higher priority.
- Percentage of Local Match: Preference will be given to projects with a high percentage of non-state funding.
- *Destination 2040*: The degree to which the proposed project is aligned with the goals of *Destination 2040*.
- Customer Benefit: Preference will be given to projects based on the amount and degree of benefit that travelers will realize from the project benefit.

If the applications received total less than the available state dollars, PACTS will not score them. PACTS staff will make a recommendation to the PACTS Technical Committee whether projects meet PACTS MPI Eligibility. Projects meeting the criteria will be funded. In the event that the state dollars requested exceed the state funds available PACTS will score the applications based on the following criteria;

- 1) Collector and/or arterial numerical rankings (based on the most current PACTS Arterial or Collector Road reports) along with such information as PCR/PCI values, transit routes, traffic volumes, etc. also indicated in the most recent road assessment report, and only for those roads, or road segments, that need reconstruction or rehabilitation or must be brought up to design standards. **Total available points: 95.**
- 2) Extra points will be given for a municipal match which is higher than the minimum 50% required by assessing 1 point for every 5 percent (rounded) increment above 50%, up to a maximum of 100% match. For example, a \$200,000 project where the municipality proposes a 60% match (\$120,000 vs. \$100,000) would receive 2 additional points. **Total available points: 10.**
- 3) Extra points will also be awarded for projects that consider improvements which are over and above the minimum road standards, such as inclusion of new or improved sidewalks, granite curb vs. bituminous curb, additional shoulder width for wider paved shoulders or bike lanes, traffic calming, intersection improvements, etc. **Total available points: 10.**

The total maximum points available are 115.

If projects exceed available funding, PACTS Technical Committee will make a recommendation to the Executive Committee for which projects should be funded in 2020. Unfunded projects in 2020 may be preselected for PACTS 2021 MPI funding. This approach will mirror MaineDOT's MPI program whereby projects are currently selected two or more years before funding is available based on program needs versus available funding.

Process after PACTS Selection and Programming (for informational purposes)

1. PACTS will submit the PACTS MPI project candidates, including location information, scope of work, estimated costs by funding stages and funding sources and other information as may be required by the MaineDOT MPO Engineer (“**MPO Engineer**”) for potential inclusion in the annual MaineDOT Work Plan.
2. PACTS staff will participate in the MaineDOT Work Plan Development Meeting (Synergy Meeting) to present their PACTS MPI and other project candidates to MaineDOT representatives. The PACTS MPI project requests may be revised or cancelled as a result of the meeting.
3. Upon acceptance of a PACTS MPI project into the MaineDOT Work Plan, PACTS will provide to the MPO Engineer a letter on PACTS letterhead, formally requesting authorization of the PACTS MPI project, including:
 - a. The name of the Municipality
 - b. Project Description
 - c. Location, including Beginning and Ending Route Log Miles
 - d. Detailed Scope of Work
 - e. Total Project Cost including State, Local and Capped Amounts
 - f. Any Cost of Additional Work above Agreement Estimate
 - g. (Requested) Construction Year
 - h. Municipal contact information
4. The MPO Engineer will work with MaineDOT's Contract Procurement Office (“**CPO**”) to draft a project-specific Cooperative Agreement with PACTS and the Municipality.
5. The CPO will email the project-specific Cooperative Agreement to PACTS for execution.
6. Upon receiving the Cooperative Agreement from PACTS, the MPO Engineer will submit it to the Bureau of Planning Director for signature and will activate the Work Identification Number (WIN).
7. The fully executed Cooperative Agreement will be sent to the CPO for processing.
8. The CPO will return the fully executed Cooperative Agreement to the municipality accompanied by a Notice to Proceed with copies of all documents submitted to PACTS.

9. Municipality will retain a State of Maine licensed Professional Engineer to oversee all Project activities, including certification that plans were prepared in accordance with agreed-upon scope and relevant state standards.
10. Municipality will submit the plans and specifications to PACTS and MaineDOT for review and concurrence. Any exceptions to State Design Standards must be clearly noted on the project plans cover sheet with a request for MaineDOT acceptance of the State Design Exception(s).
11. When the project is considered complete the municipality will provide PACTS and the MaineDOT certification through the Engineer of Record that the project is complete and was constructed in accordance with the plans and specifications and meets the MaineDOT quality assurance standards applicable to the project.
12. Municipality will send PACTS their invoice accompanied by supporting documentation for review and approval before forwarding to MaineDOT for payment.
13. Upon approval by PACTS, PACTS will provide to the MPO Engineer a letter on PACTS letterhead formally requesting PACTS' State allocation reimbursement portion of the PACTS MPI project.
14. Payment of PACTS MPI State funds from MaineDOT will ideally be a one-time reimbursement following completion of the work. For larger projects this could be a draw of 1/3, 1/3, 1/3 or 1/2, 1/2 if needed for cash-flow reasons (this would be specified in the project-specific Cooperative Agreement).
15. Review of PACTS invoices will be made by the MaineDOT MPO Coordinator ("**MPO Coordinator**"). Upon acceptance of an invoice, the MPO Coordinator will process the invoice for payment by the Bureau of Finance and Administration directly to the Municipality with notice of said payment to the PACTS staff project manager.
16. The MPO Engineer will ensure that the project is closed out when complete and all payments have been made.

Milestones

1. January 1st-February 1st- Sub regional Project Applications Due.
2. February 1st-March 1st-PACTS staff reviews list of applications, review funding requests totals.
3. March 1st- Final request for additional applications to all PACTS members, if applicable.
4. April: -Final MPI Project List reviewed by PACTS Technical Committee: Technical Committee reviews and submits final list for Executive Committee approval if

applications exceed available funding.

5. May: -Executive Committee adopts the final MPI project list. List submitted to MaineDOT for work plan inclusion.
6. July: -Policy Committee ratifies the final MPI Project list, directs staff to confirm projects with MaineDOT for inclusion in the Workplan.

Attachment D
Proposed Budget Amendments 2018/2019 Unified Planning Work Plan

Element	Description	Total Budget	Expenses 11/30/2018	Amount Remaining	Proposed Budget Increase/ (Decrease)	Total New Budget	
142001	Task 1 Committee Support	282,000	179,748	102,252	81,184	363,184	
142005	Task 1 Transportation Planning	232,000	120,864	111,136	15,649	247,649	
142006	Task 1 UPWP Administration	150,000	46,865	103,135	-	150,000	
142029	Task 1 Active Transportation Plan	36,000	51,396	(15,396)	15,396	51,396	
		700,000	398,873	301,127	112,229	812,229	TASK 1 budget amendments based on the outcomes of PACTS Reforms with a focus on outreach and website updates.
142007	Task 2 Transportation Improvement Planning	400,000	123,653	276,347	(26,347)	373,653	
142008	Task 3 Consultant Studies Admin	30,000	45,232	(15,232)	150,464	180,464	GPCOG staff has been actively managing PACTS studies, as identified in the PACTS Reforms.
142009	Task 3 Engineering Analysis	195,000	49,584	145,416	(100,416)	94,584	Budget amendment reflects staff time and updated RTMS consultant contract. Full RTMS assement to be funded through Holding WIN.
142011	Task 3 Locally Admin Projects Admin	53,800	816	52,984	(52,984)	816	This will be covered in Task 2
142012	Task 3 Performance Based Analysis	45,000	5,477	39,523	(19,523)	25,477	
142013	Task 3 Sidewalks Condition Assessment	40,378	4,030	36,348	(28,348)	12,030	ADA data collection for MaineDOT rescoped for the balance of the UPWP
142014	Task 3 Mapping and Data Analysis	60,000	19,235	40,765	8,500	68,500	
142015	Task 3 Regional Land use & Economic Plan	60,000	16,812	43,188	-	60,000	
142016	Task 3 Transportation Management Assoc.	20,000	8,706	11,294	-	20,000	
142018	Task 3 Maine Clean Communities	50,000	62,490	(12,490)	-	50,000	Most likely not doing a budget adjustment, but instead moving expenses from here to Transit where they should have been charged initially
		554,178	212,382	341,796	(42,307)	511,871	
142019	Task 4 Bike/Ped Planning/Policy/Eng Support	60,000	2,879	57,121	(25,075)	34,925	Budget amendment reflects the BCM contract amount
142021	Task 4 Data Collection	25,000	-	25,000	(8,500)	16,500	Mysidewalk software contract amendment
142022	Task 4 Enhanced Project Scoping	20,000	859	19,141	-	20,000	
142023	Task 4 PACTS Model Consultant	15,150	2,666	12,484	-	15,150	
142024	Task 4 Portland Traffic Signals Study	70,000	7,611	62,389	-	70,000	
142025	Task 4 Portland Commercial St. Study	88,950	-	88,950	-	88,950	
142026	Task 4 Public Opinion Survey	10,000	-	10,000	(10,000)	-	There will be an update to the Public Participation Policy under TASK 1. A public opinion survey will be more valuable if done in the 2020/2021 UPWP
142027	Task 4 Saco/Scarborough Route One Study	98,525	3,104	95,421	-	98,525	
142028	Task 4 SMPDC Planning Services	10,000	5,296	4,704	-	10,000	
142030	Task 4 Rock Row Transit Hub	15,000	-	15,000	-	15,000	
142031	Task 4 Freeport Planning Exit 22	9,850	-	9,850	-	9,850	
		422,475	22,415	400,060	(43,575)	378,900	
		2,076,653	757,322	1,319,331	-	2,076,653	

2,076,653.00 Approved Total Budget -

Rock Row is actually a \$50,000 project, with 5 other funding sources making up the difference.

ATTACHMENT E:

PACTS Destination 2040
Polling Results

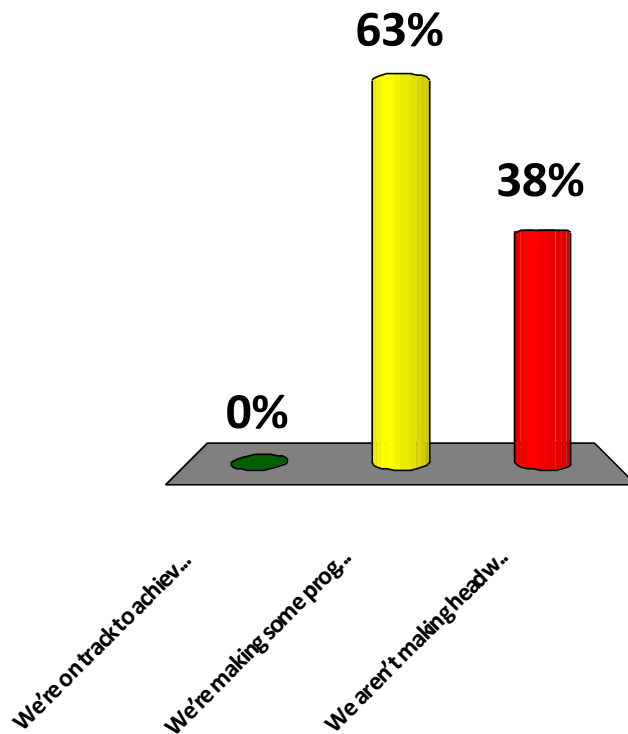
December, 2018

Regional Significance

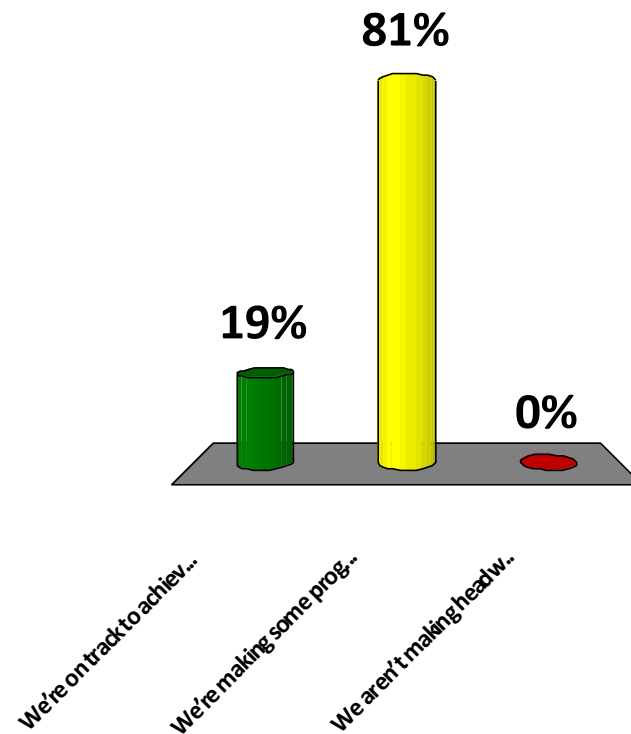
1. Our investments have regional significance for the transportation network

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



Regional Significance

Comments:

Executive Committee

- Metro expansions
- Eastern trail close the gap bridge
- Complete Streets Route 1

Planning / Technical Committees

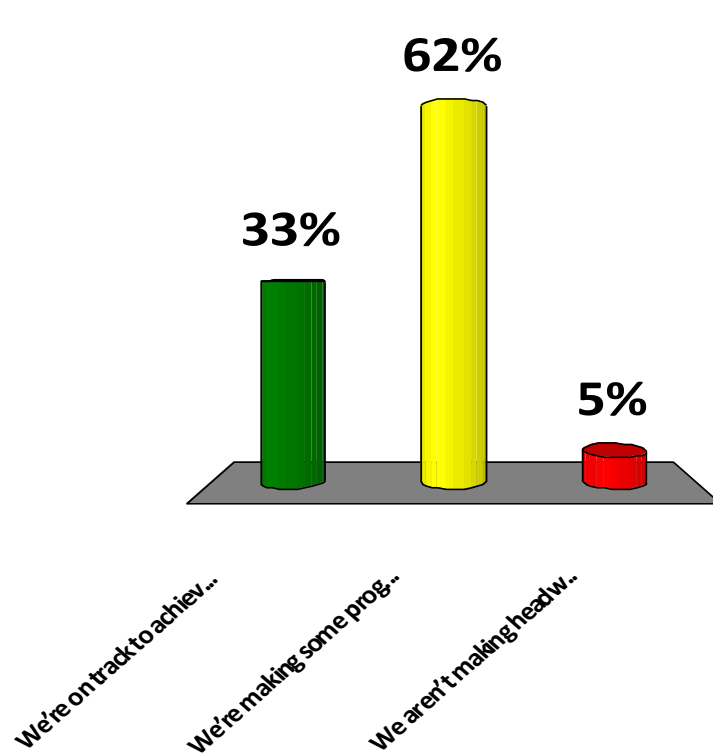
- Transit west
- Want Breez in Saco
- Washington Ave.
- RTMS corridors
- Downeaster to Brunswick
- Want am commute trip to Brunswick

Modal Balance

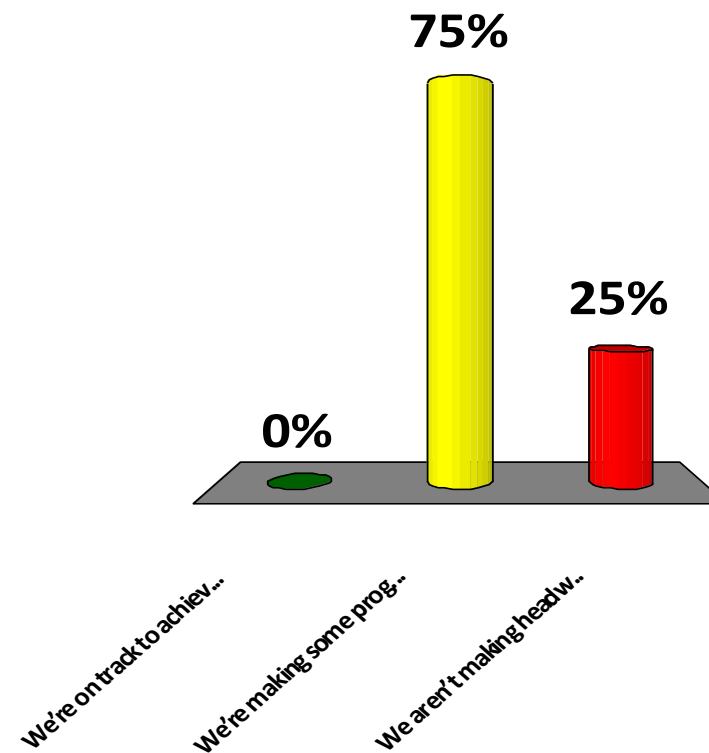
2. Our investments achieve a **modal balance** among motor vehicles, transit, bicycle, and pedestrian modes.

- A. **We're on track to achieve the goal**
- B. **We're making some progress but not enough**
- C. **We aren't making headway yet**

Executive Committee



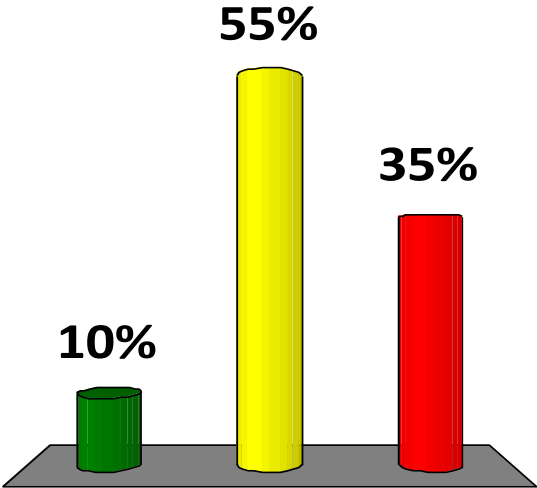
Planning / Technical Committees



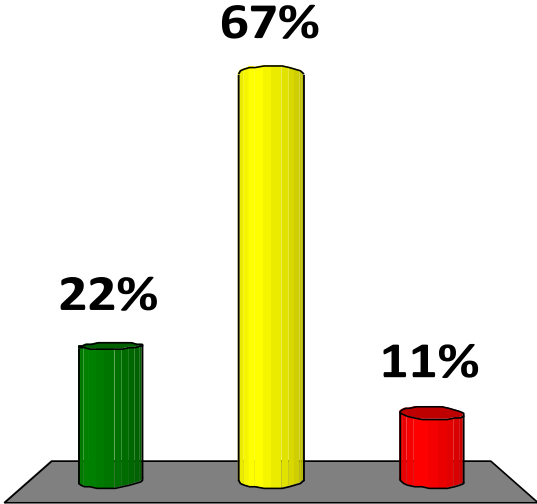
3. Our investments support local road maintenance.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



We're on track to achiev...

We're making some prog...

We aren't making headw...

We're on track to achiev...

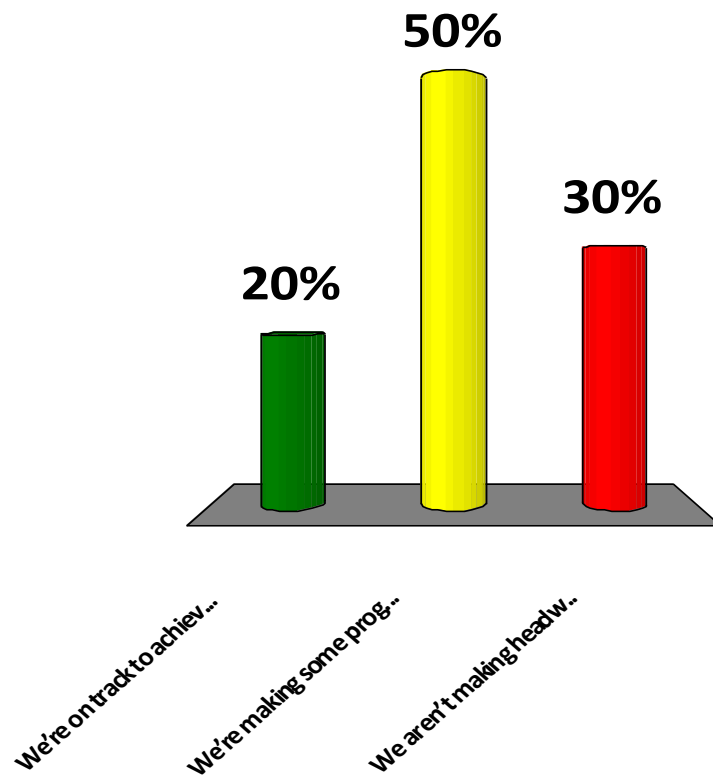
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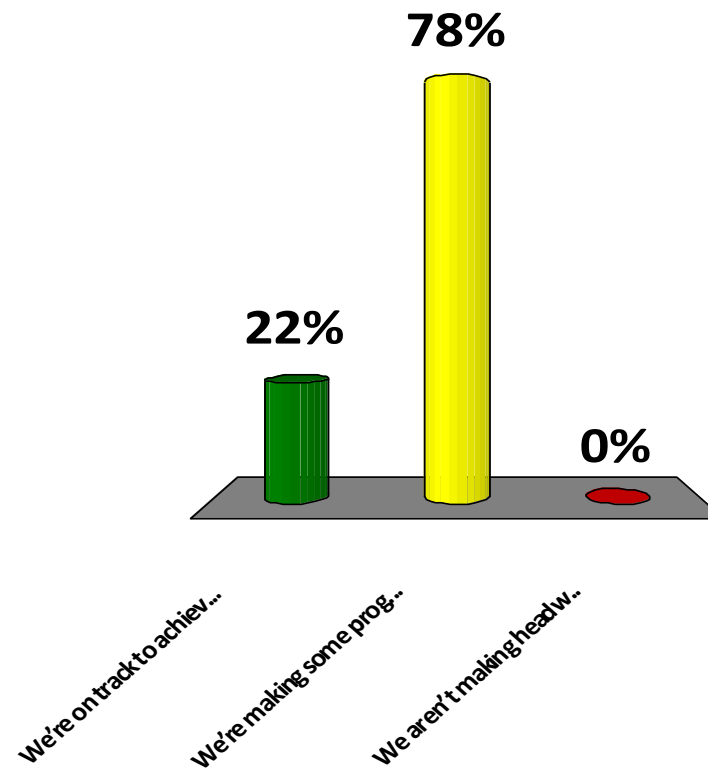
4. Our investments support collector road maintenance.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



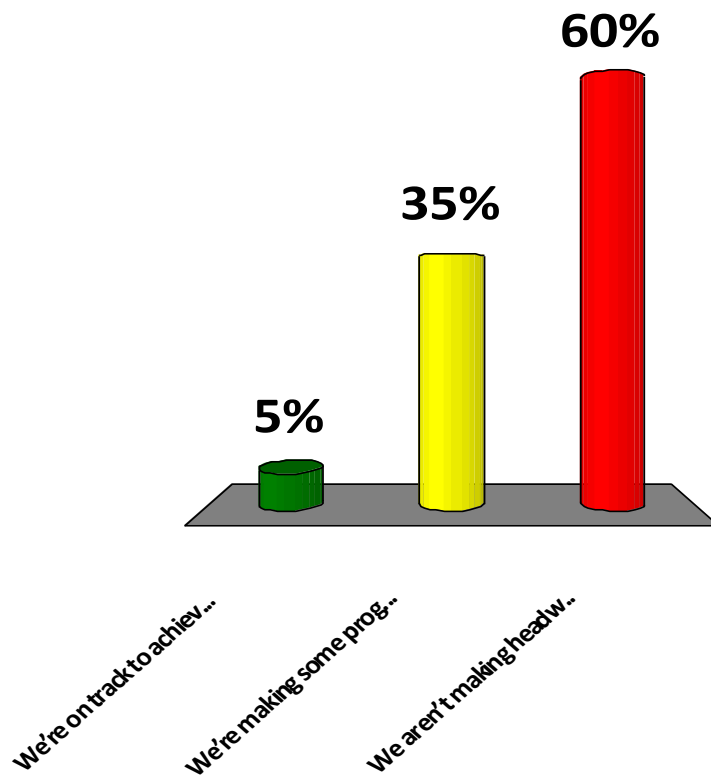
Planning / Technical Committees



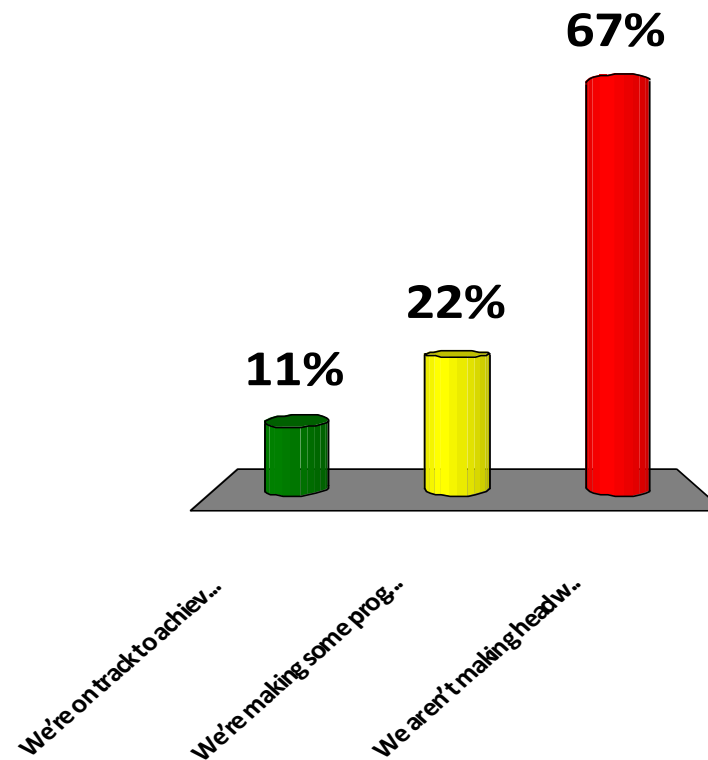
5. Our investments support arterial road maintenance.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee

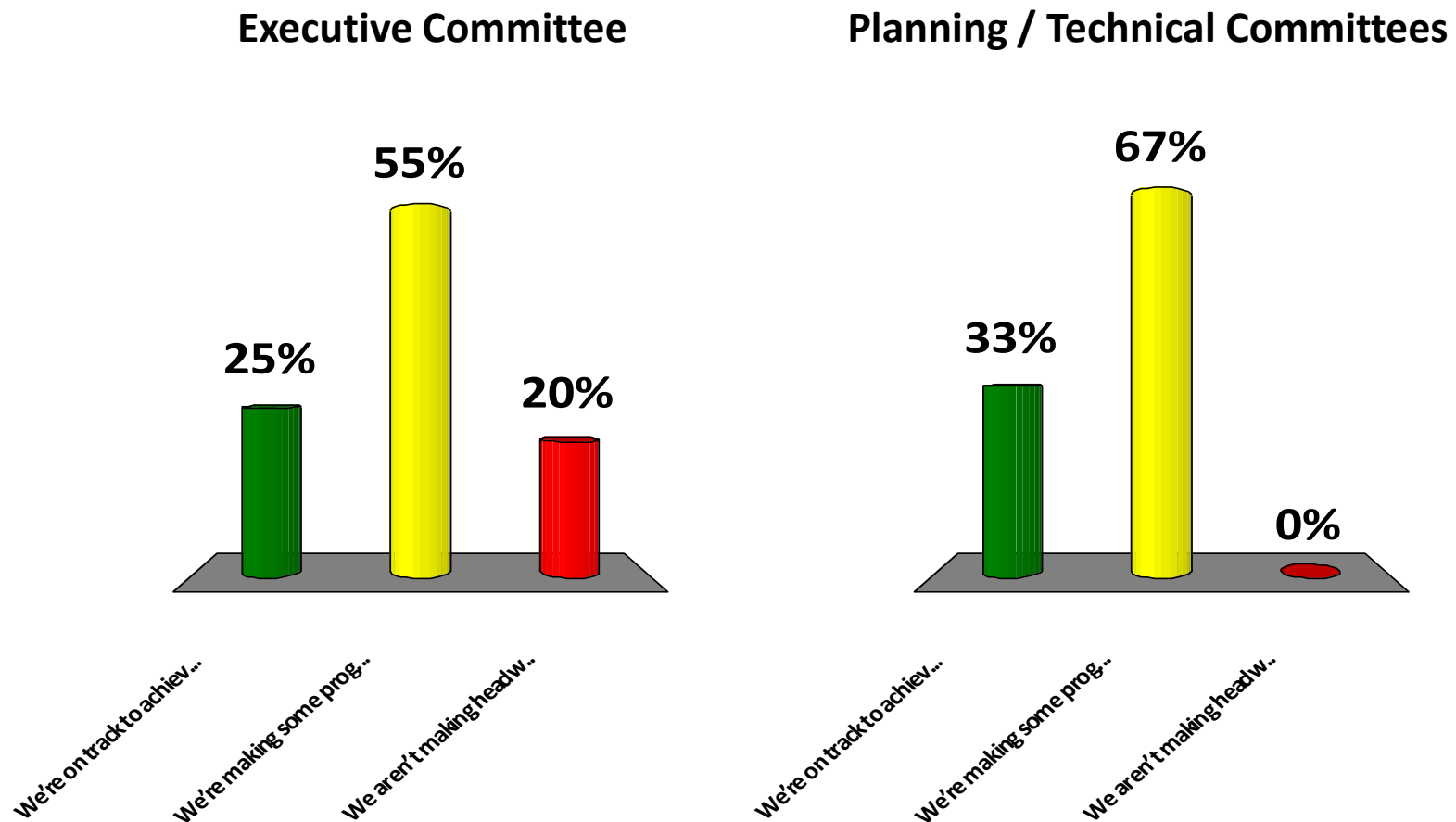


Planning / Technical Committees



6. Our investments are increasing the frequency, coverage, and reliability of transit service.

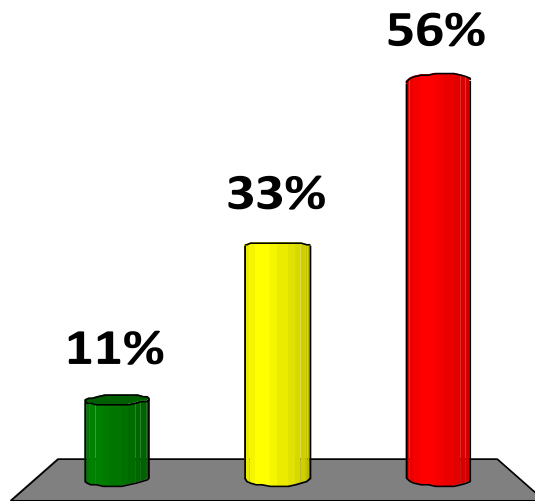
- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet



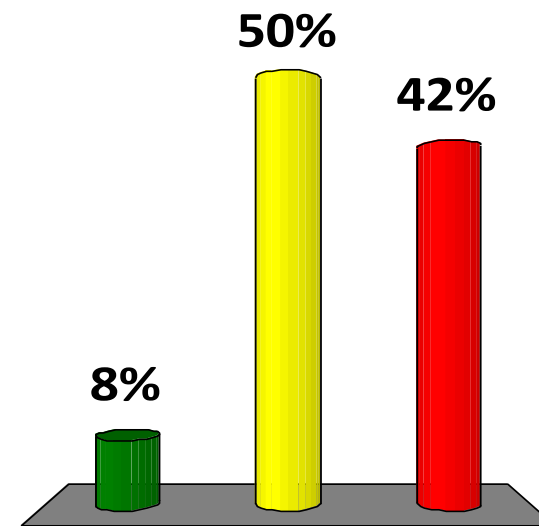
7. Our investments improve the transit network's connectivity.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



We're on track to achiev...

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We aren't making headw...

We're on track to achiev...

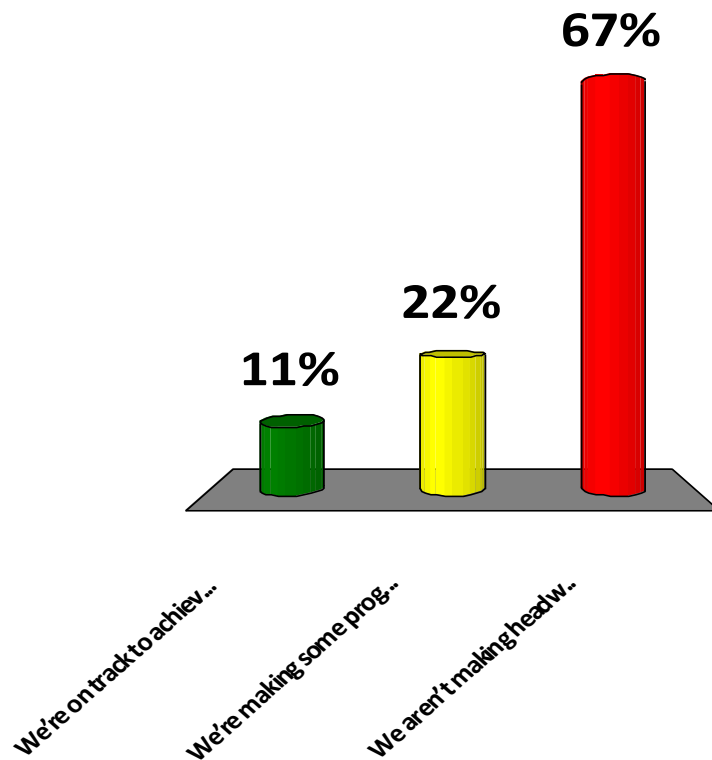
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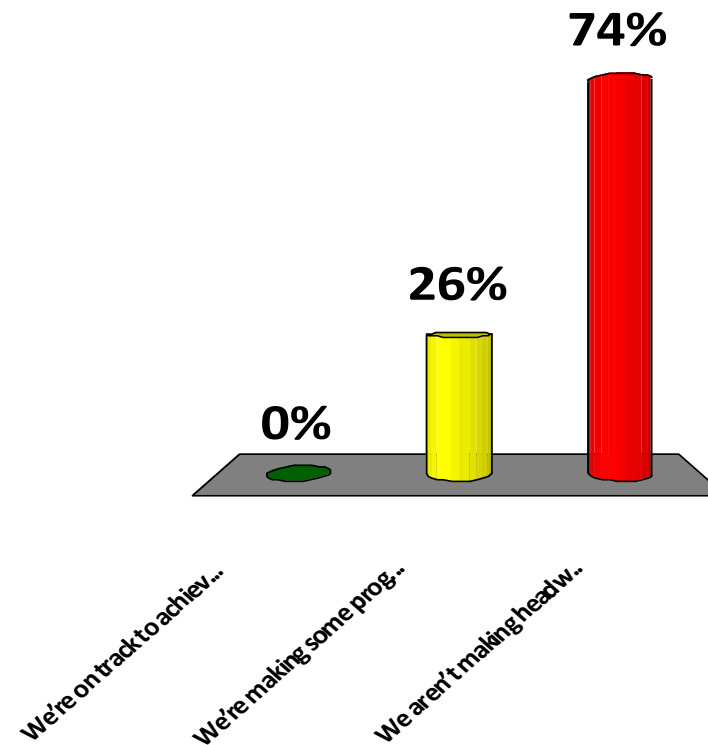
8. Our investments divert freight from highways to ship, rail, and air.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



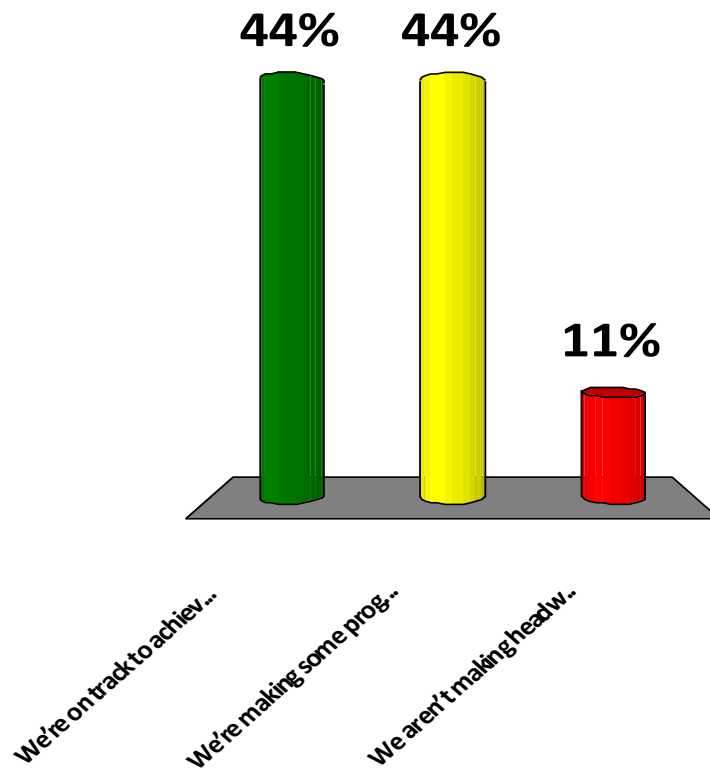
Planning / Technical Committees



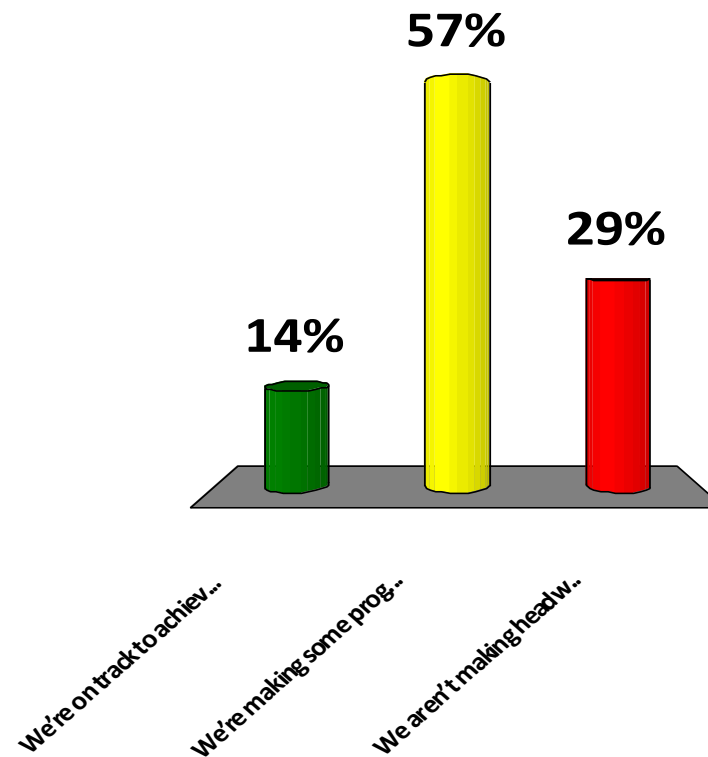
9. Our investments expand active transportation choices.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee

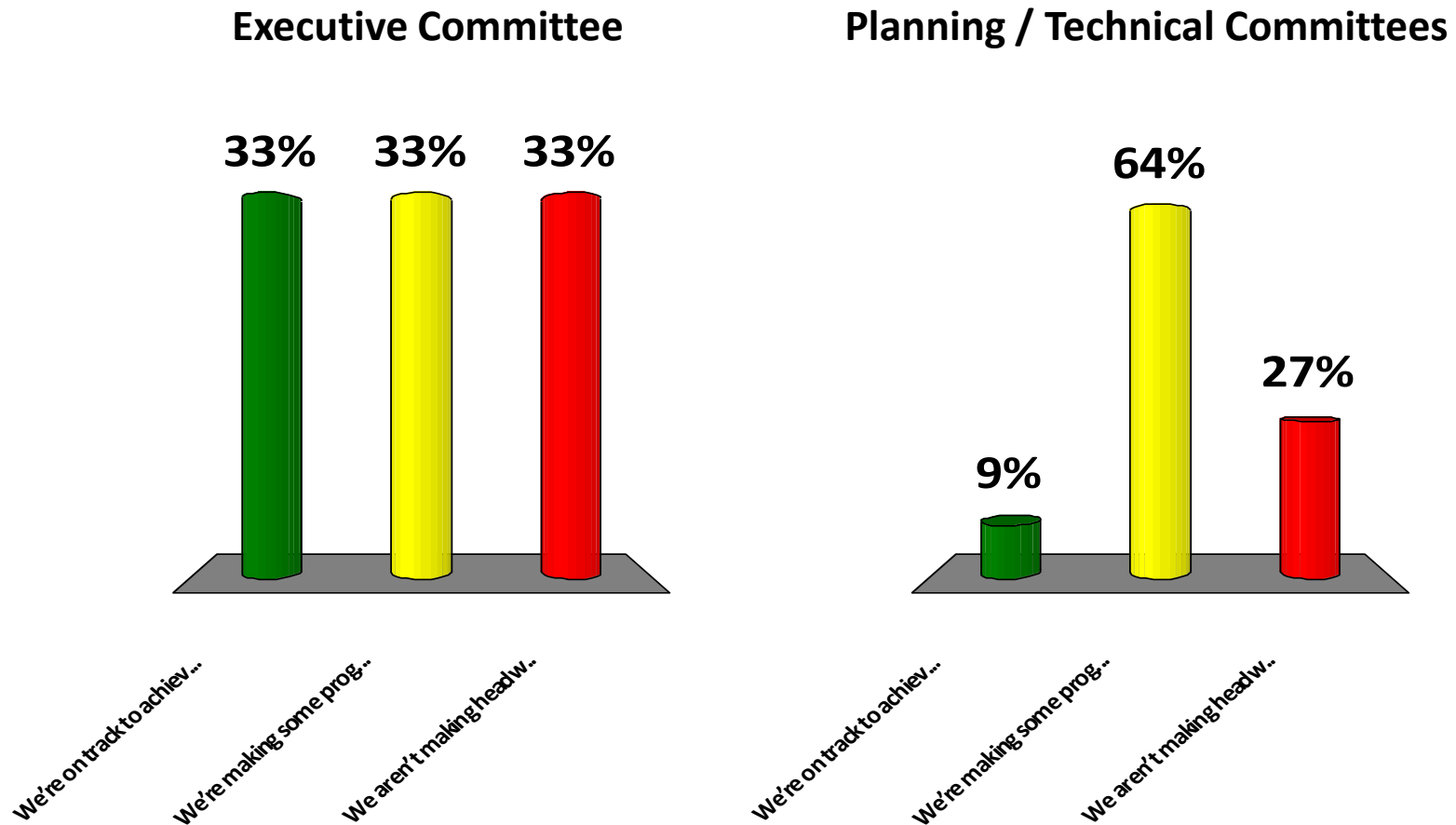


Planning / Technical Committees



10. Our road maintenance investments prioritize multi-modal choices.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet



Modal Balance

Comments:

Executive Committee

- Lack money to do much of anything
- Multi-modal isn't that much more expensive
- Still some silo-ing
- Funding is silo'd
- Not exposed to all the user groups
- Not doing enough with the elected officials to have buy in
- Need definition, benchmarks, goals, etc.

Planning / Technical Committees

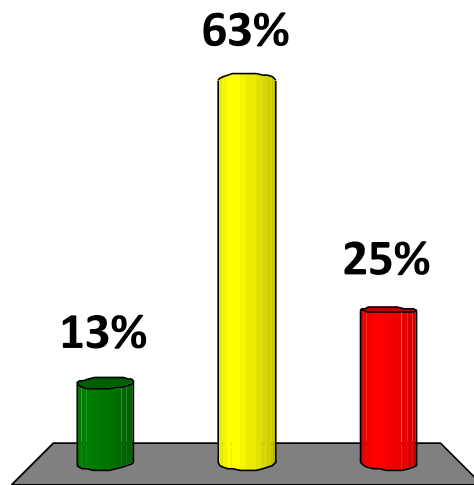
- Need to put more emphasis on improving the road surfaces, road maintenance, that'll help transit as well. Public expects good roads.
- Equity in funding roads vs. transit
- Lack of mutual understanding of modal balance and complete streets.
- Some roads that are major corridors are downgraded because they don't meet complete streets criteria. Significant thoroughfare but doesn't hit all the marks. Complete streets needs to be contextual.
- This organization has done well adjusting to a radical change in philosophy towards modal balance. Considering resources and demands we've done pretty well regionally. Come a long way.

Attract Younger People and Serve Older People

11. Our investments help attract younger people and serve older people.

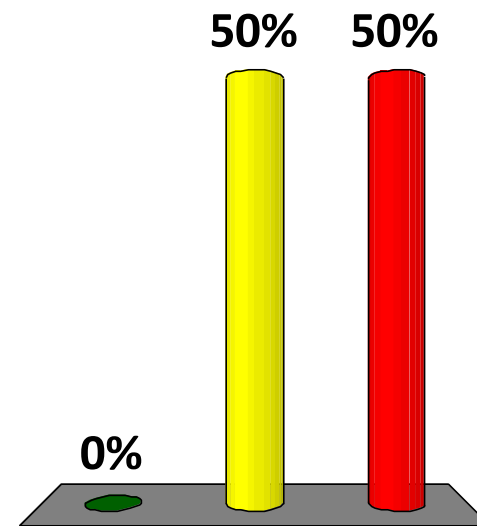
- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



We're on track to achiev...
We're making some prog...
We aren't making headw...

Planning / Technical Committees

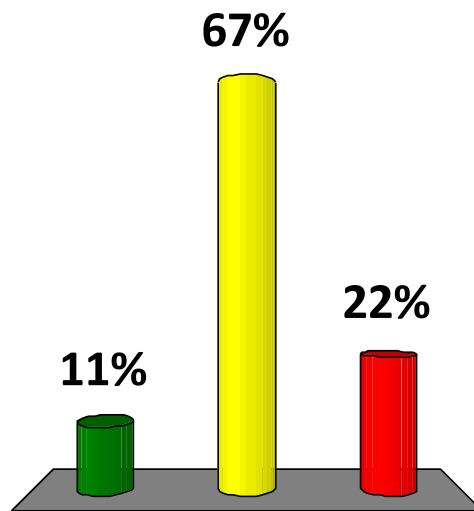


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We're making some prog...
We aren't making headw...

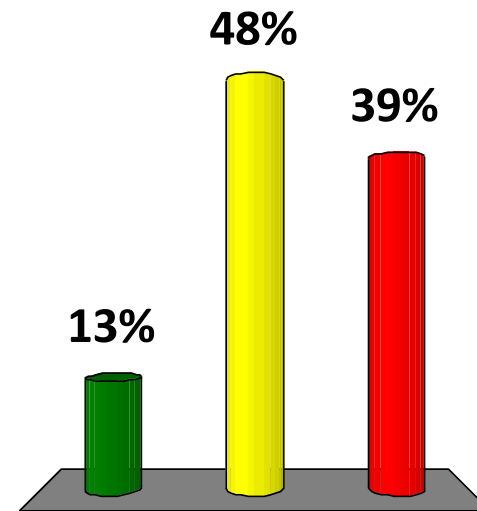
12. Our investments create a more attractive place for younger workers.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



We're on track to achiev...

We're making some prog..

We aren't making headw...

We're on track to achiev...

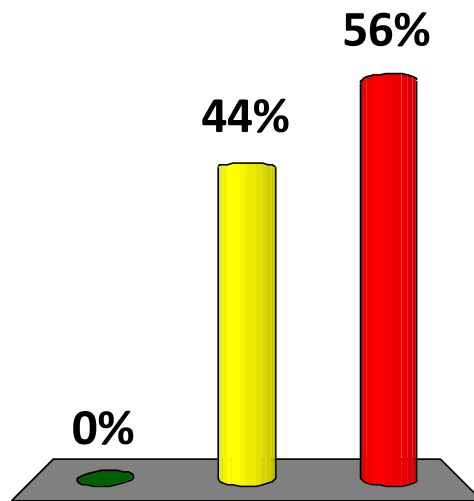
We're making some prog..

We aren't making headw...

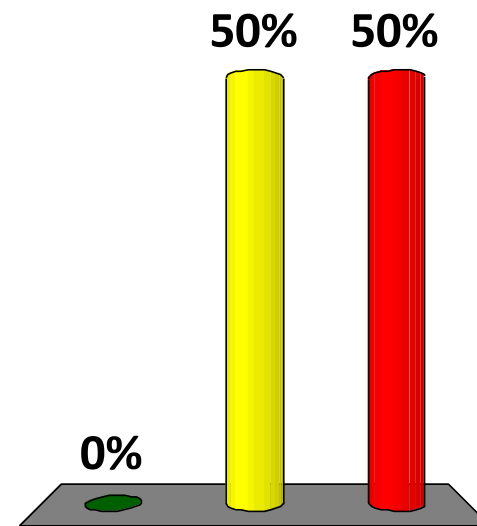
13. Our investments help older people get to where they need to go.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



We're on track to achiev...

We're making some prog..

We aren't making headw...

We're on track to achiev...

We're making some prog..

We aren't making headw...

Attract Younger People and Serve Older People

Comments:

Executive Committee

- Depends on where you are (on peninsula doing well, urban areas/rural areas)
- Depends on local municipality, zoning, density, etc.
- Most service is volunteer transportation programs, great to have a place where these groups can learn from each other
- Need variety of housing options
- Metro investments are engaging a larger group of users
- Some suburban areas are underserved by transit
- 50% of requests for service comes from senior citizens (snow removal from driveways, sidewalks, etc.)
- Work with banks to provide loans that are location efficient (including transportation)

Planning / Technical Committees

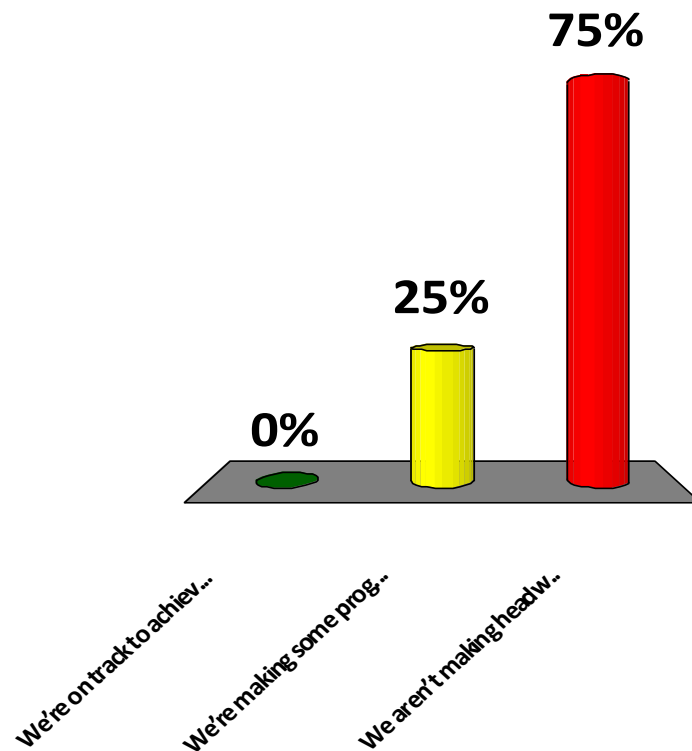
- Location, location, location – if you're young and healthy great place to live and recreate.
- Jobs, jobs, jobs.
- Tie jobs to affordable places for people to live.
- Housing, housing, housing.
- New buses with handicap ramp are helpful. Places without enough shelters to take care of the needs for the older population, not enough lighting which can be off putting. Can be challenging...
- First/last mile to get to bus stops is problematic.
- Two questions are too broad brush... Hard to compare Biddeford/Saco to Portland to Gorham.
- Winter access to public infrastructure. Don't necessarily take our climate into consideration.

Balance Preserving, Modernizing, and Expanding our Transportation System

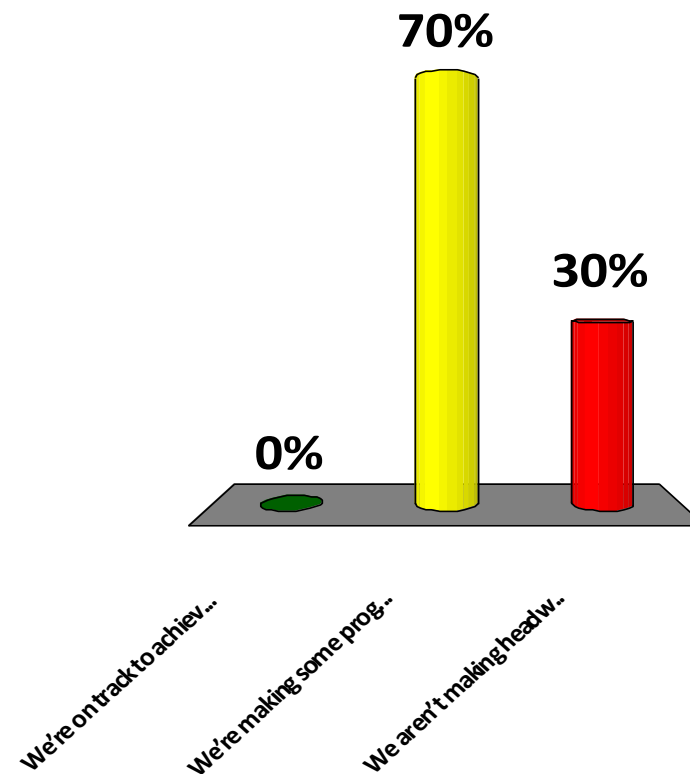
14. Our investments balance **preserving, modernizing, and expanding** our transportation system.

- A. **We're on track to achieve the goal**
- B. **We're making some progress but not enough**
- C. **We aren't making headway yet**

Executive Committee



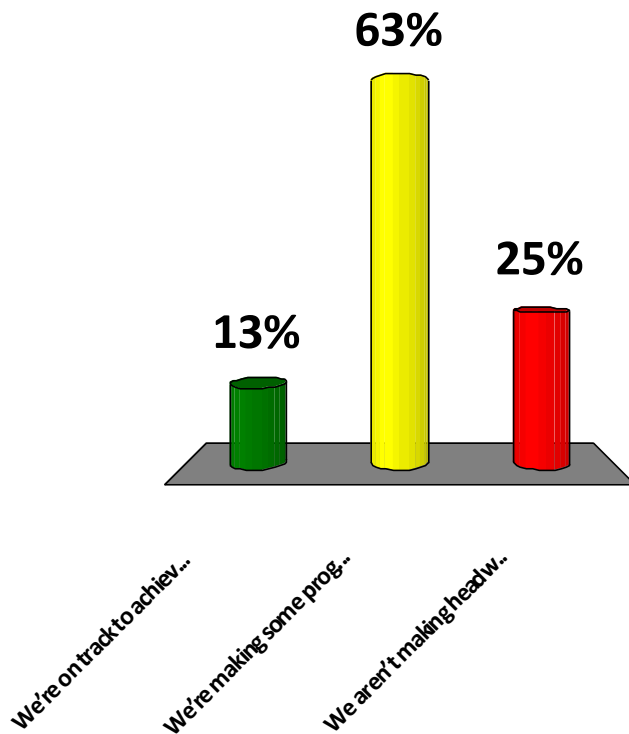
Planning / Technical Committees



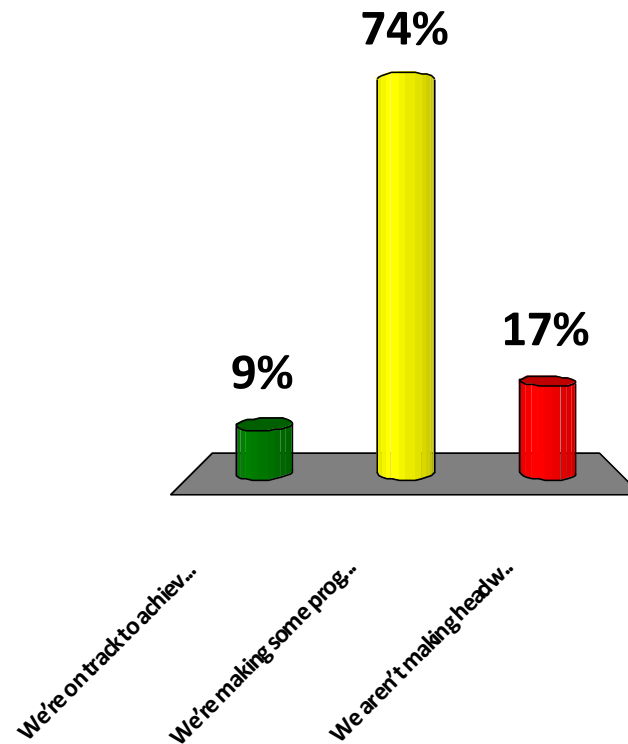
15. Our investments are preserving our system.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



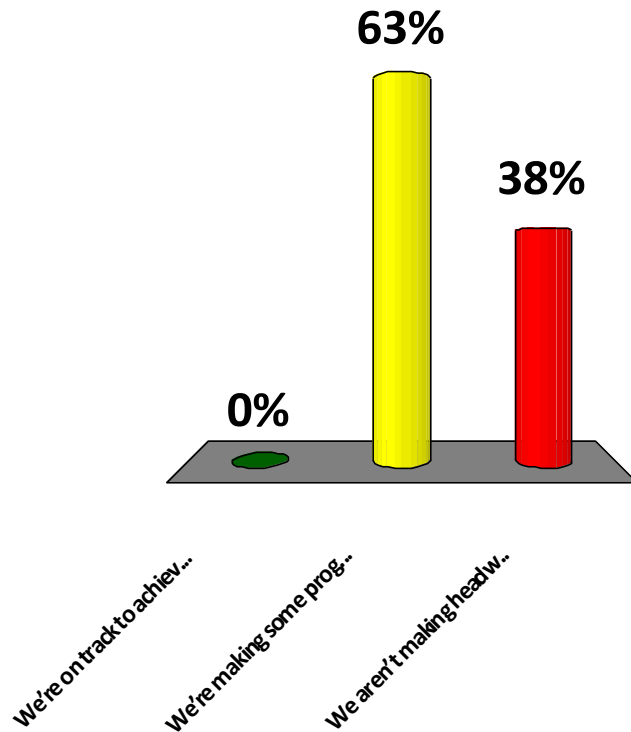
Planning / Technical Committees



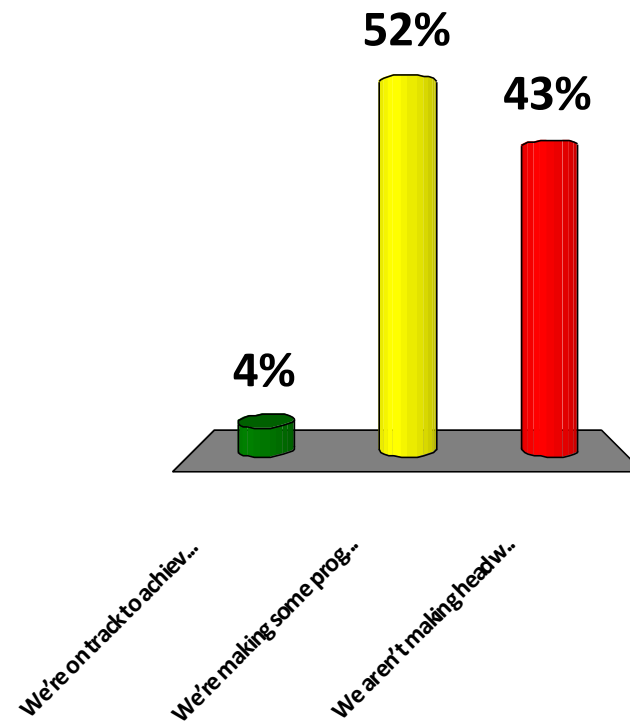
16. Our investments are modernizing our system.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



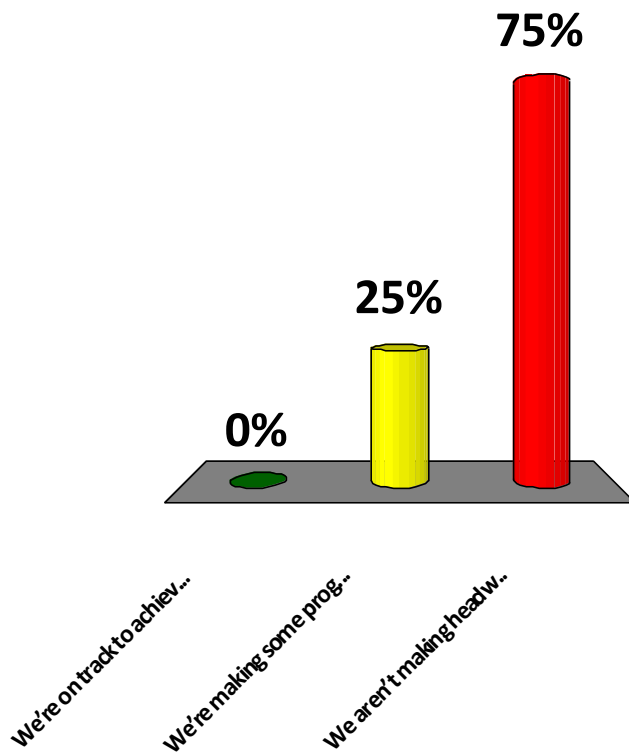
Planning / Technical Committees



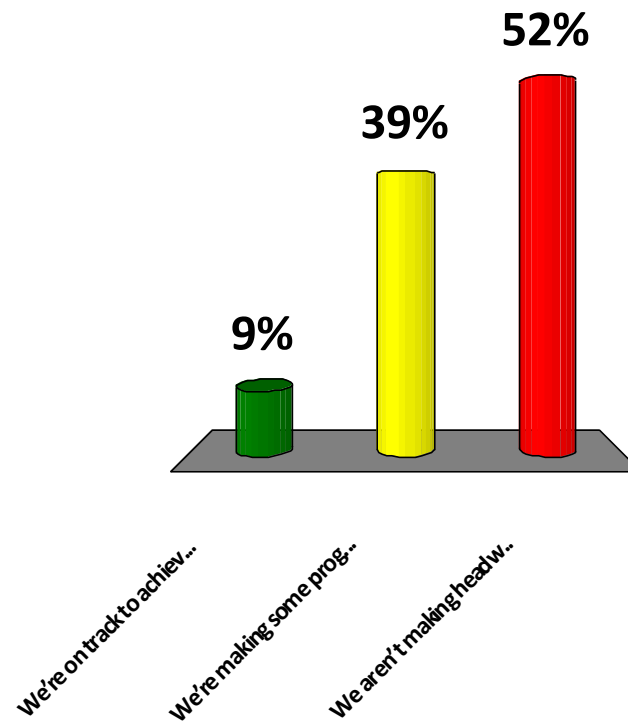
17. Our investments are expanding our system.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



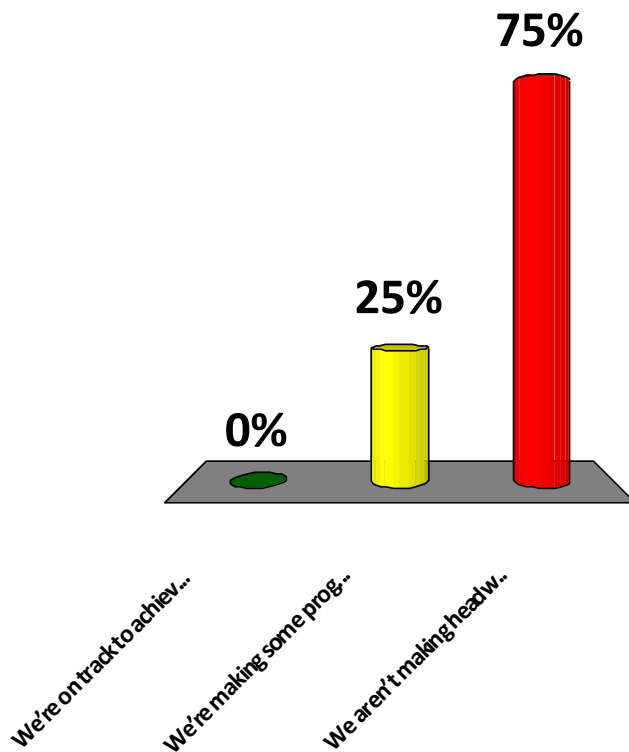
Planning / Technical Committees



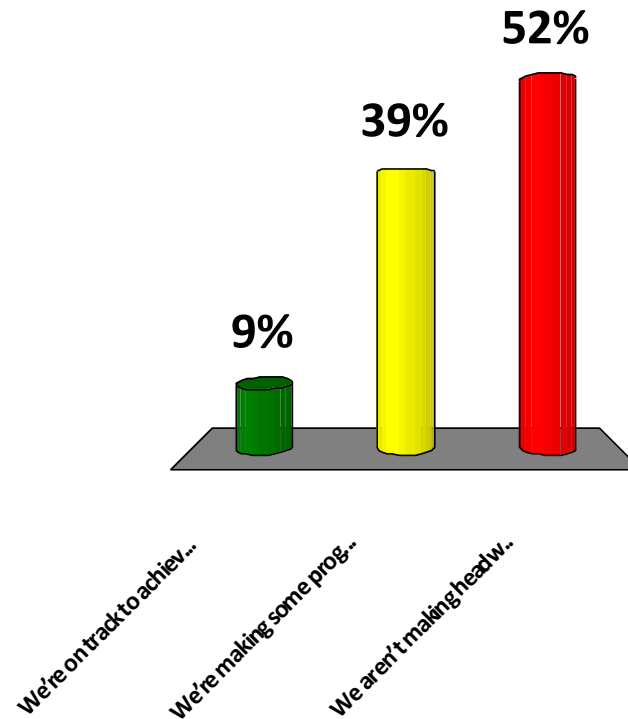
17. Our investments are expanding our system.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



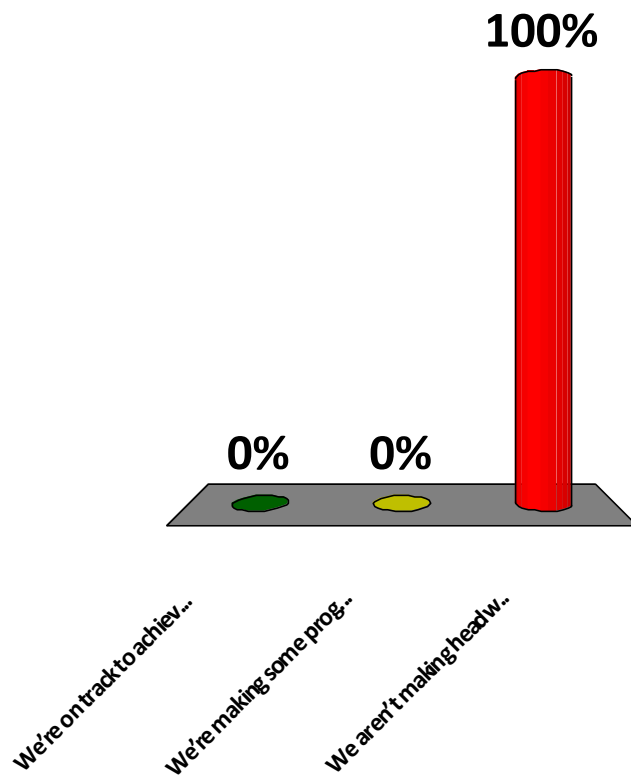
Planning / Technical Committees



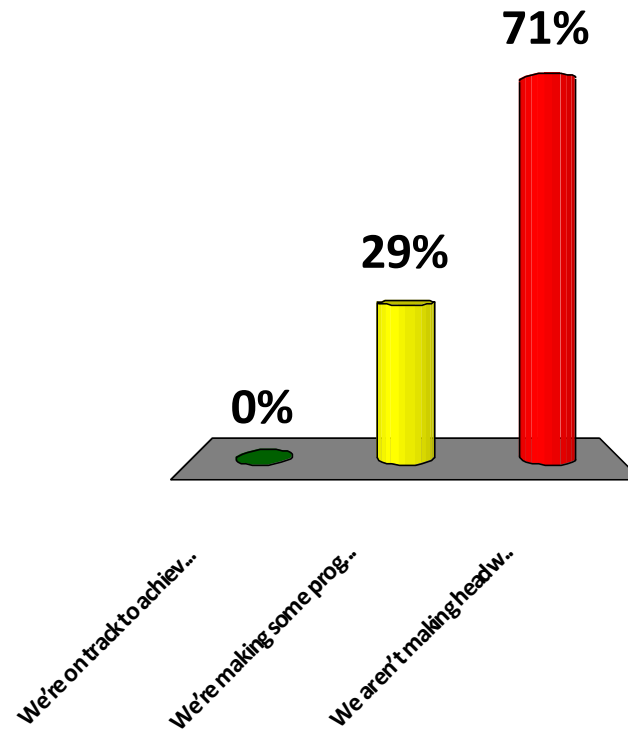
18. Our investments are preparing us for extreme weather.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



Balance Preserving, Modernizing, and Expanding our Transportation System

Comments:

Executive Committee

- Limited resources, we need to have honest conversations about where we want to have our transportation system

Planning / Technical Committees

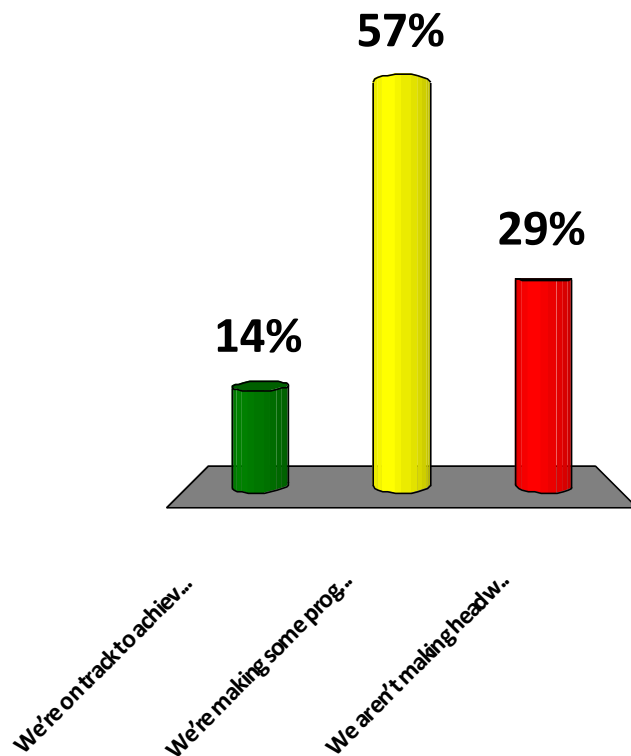
- What's a sustainable transportation network. Keep saying we don't have enough funding for our transportation network.
- Our attempt at developing funding formula for complex projects was too complex, but in the right direction in line with goals set forth in D2040.

Target Priority Centers and Corridors

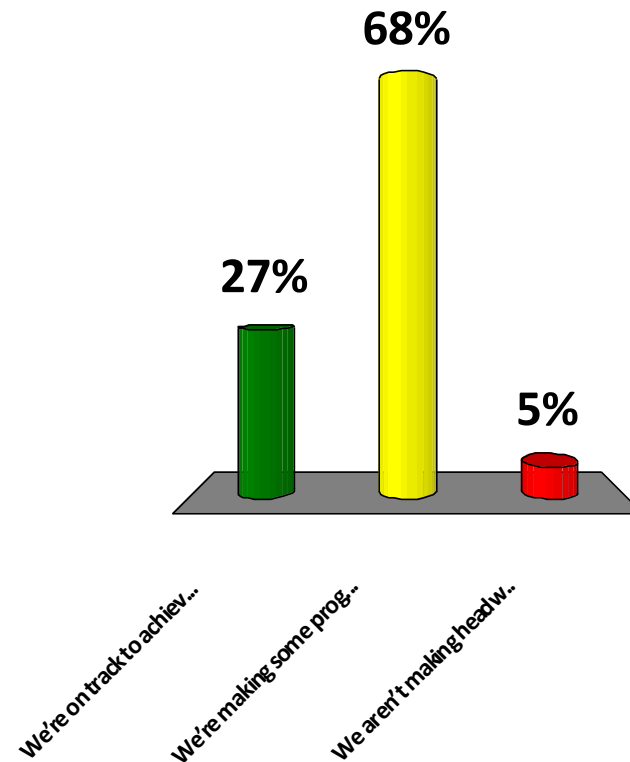
19. Our investments target **priority centers and corridors**.

- A. **We're on track to achieve the goal**
- B. **We're making some progress but not enough**
- C. **We aren't making headway yet**

Executive Committee



Planning / Technical Committees



Target Priority Corridors and Centers

Comments:

Executive Committee

- Never had a discussion about this, talked more about it in the last 6 months than previous 2 years
- When it comes down to funding projects, each community looks at their own priorities/needs
- Falmouth request is perfect example
- Priority corridors need to be revisited anyway

Planning / Technical Committees

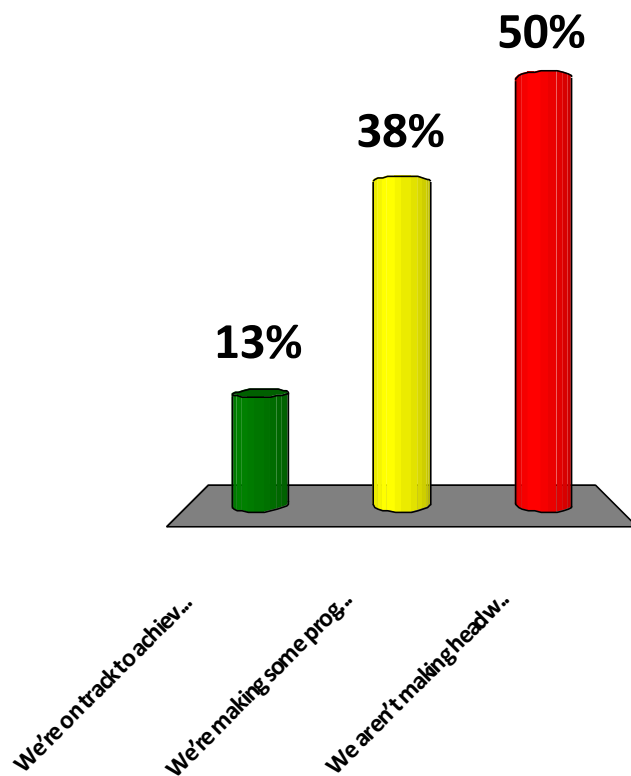
- If we target priority corridors and centers some towns are not going to get enough money. Need to establish regional priorities and fund those. Some towns are bigger players than others.
- On TIP subcommittee, good next step would be to get a snapshot of the status of the priority corridors and centers.

Reduce Congestion and Sprawl

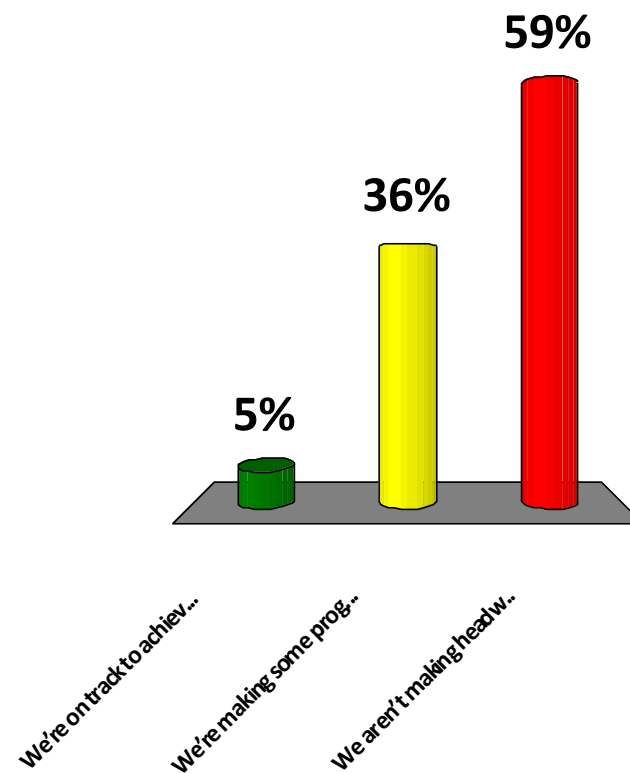
20. Our investments reduce **congestion and sprawl**.

- A. **We're on track to achieve the goal**
- B. **We're making some progress but not enough**
- C. **We aren't making headway yet**

Executive Committee



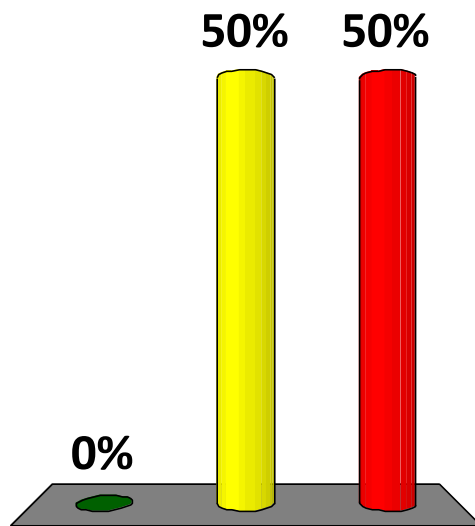
Planning / Technical Committees



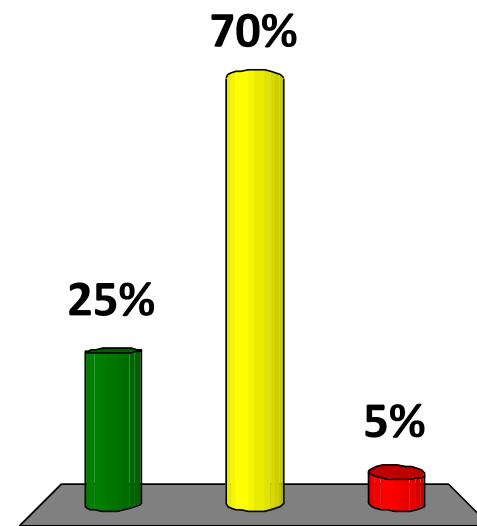
21. Our road maintenance investments are targeted to priority corridors.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



We're on track to achiev...

We're making some prog..

We aren't making headw...

We're on track to achiev...

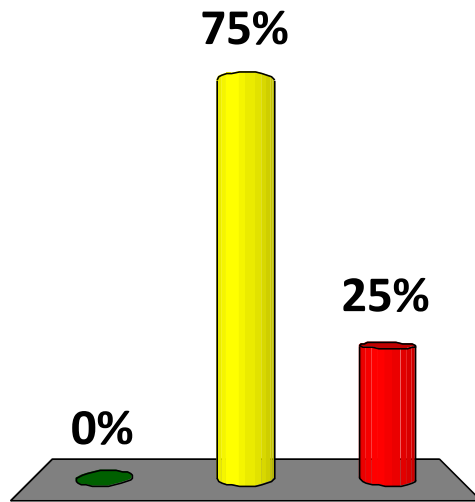
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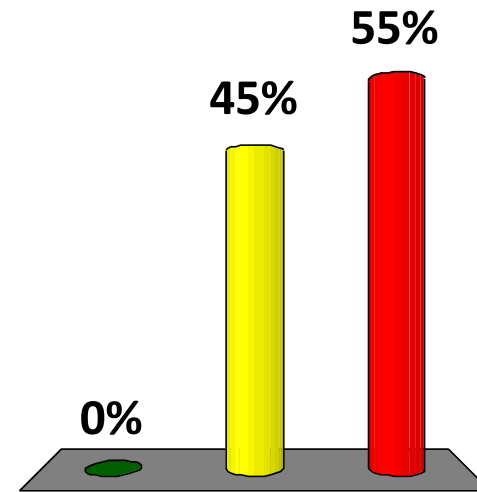
22. Our investments catalyze transit-oriented development.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



We're on track to achiev...

We're making some prog..

We aren't making headw...

We're on track to achiev...

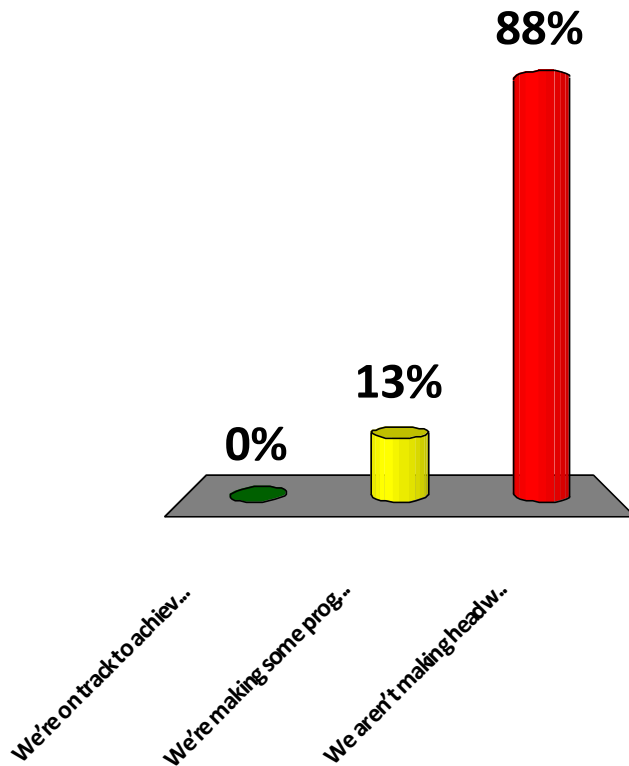
We're making some prog..

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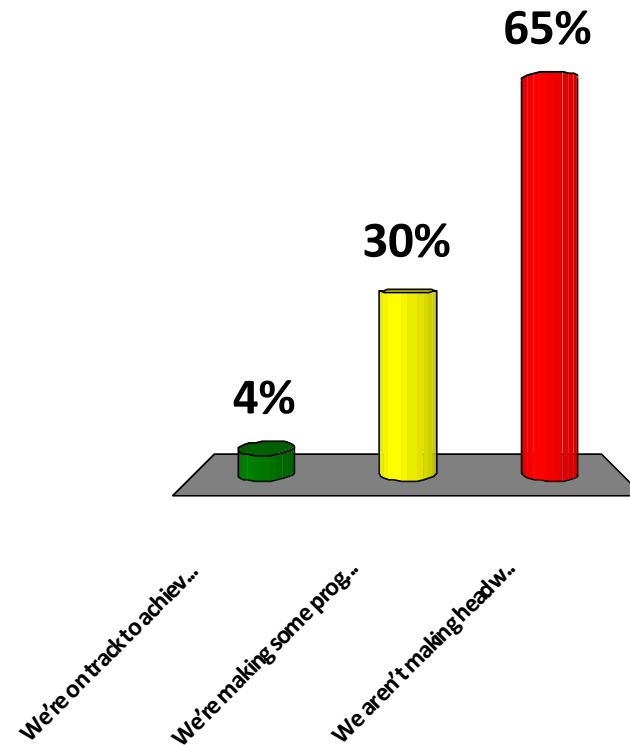
23. Our investments support Travel Demand Management.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



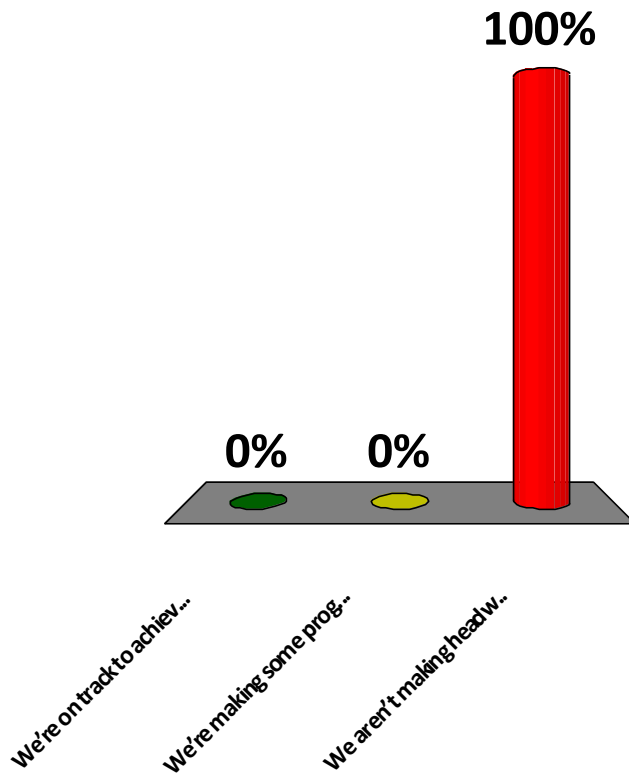
Planning / Technical Committees



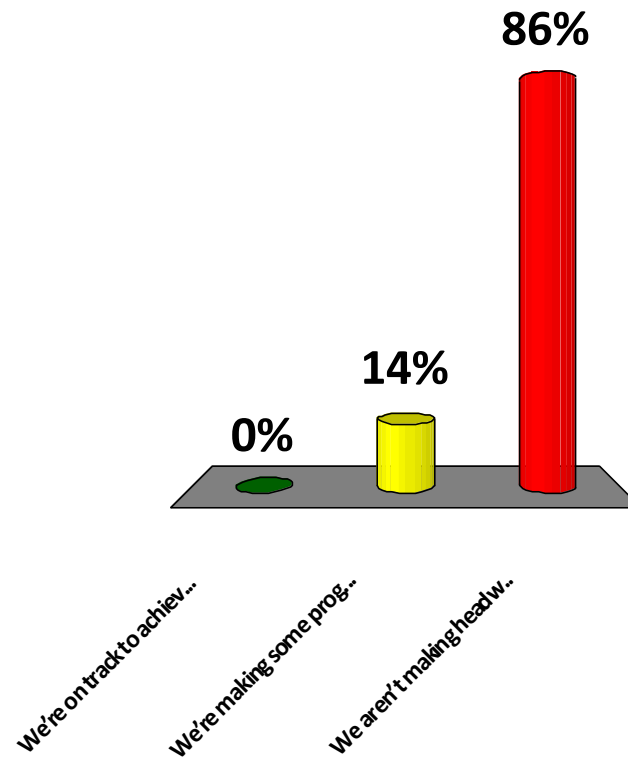
24. Our investments address congestion by reducing VMT.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



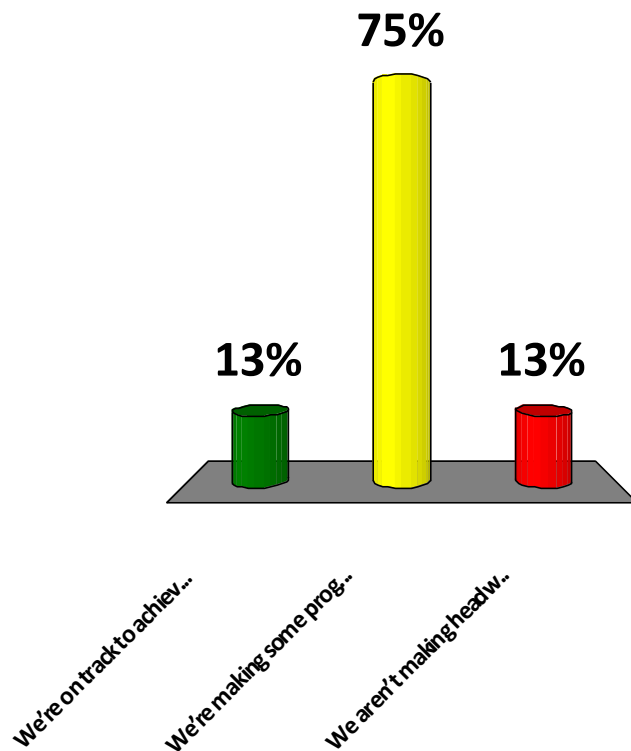
Planning / Technical Committees



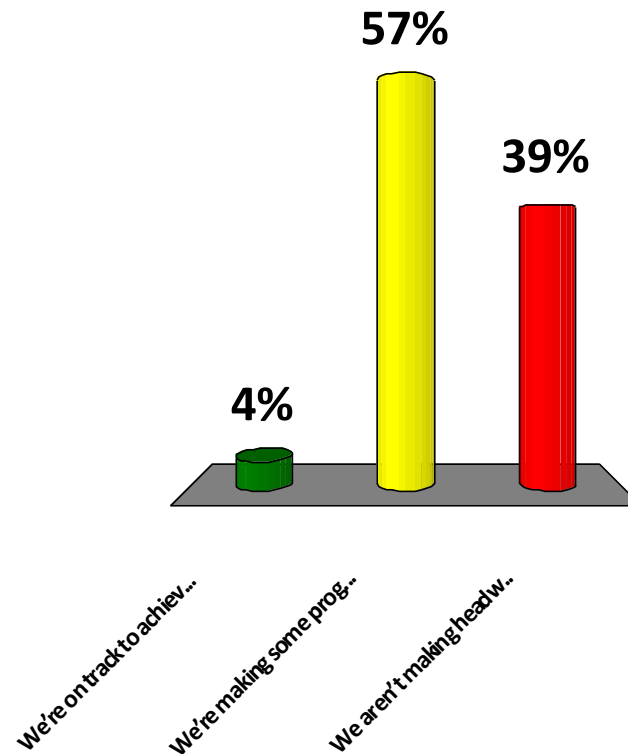
25. Our investments address congestion through signal coordination.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



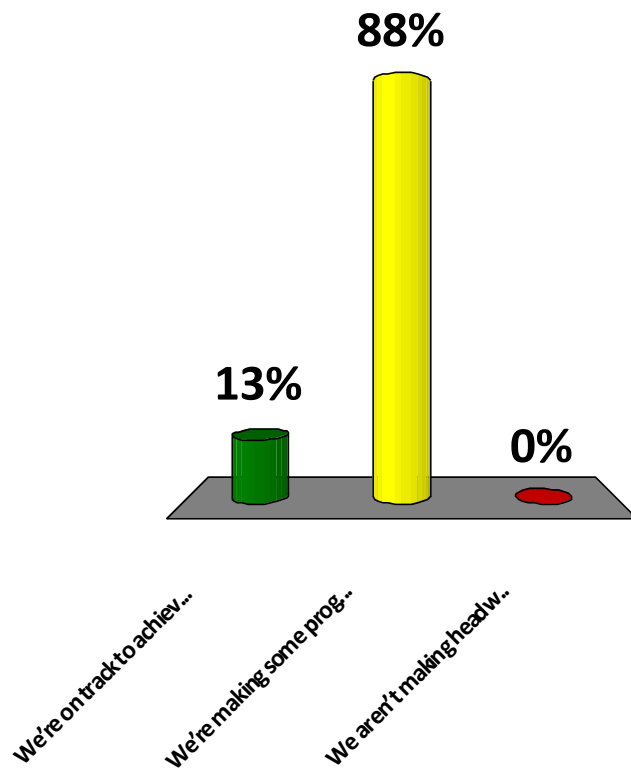
Planning / Technical Committees



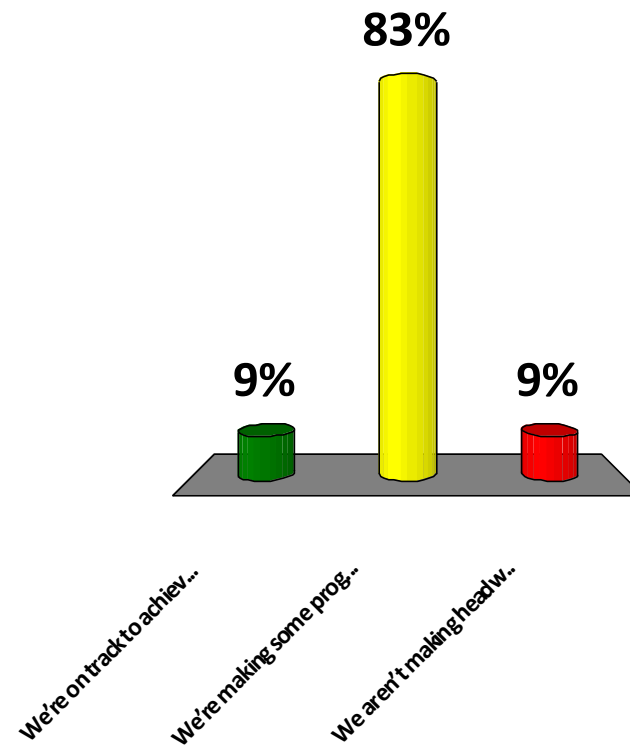
26. Our investments address congestion through intersection improvements.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



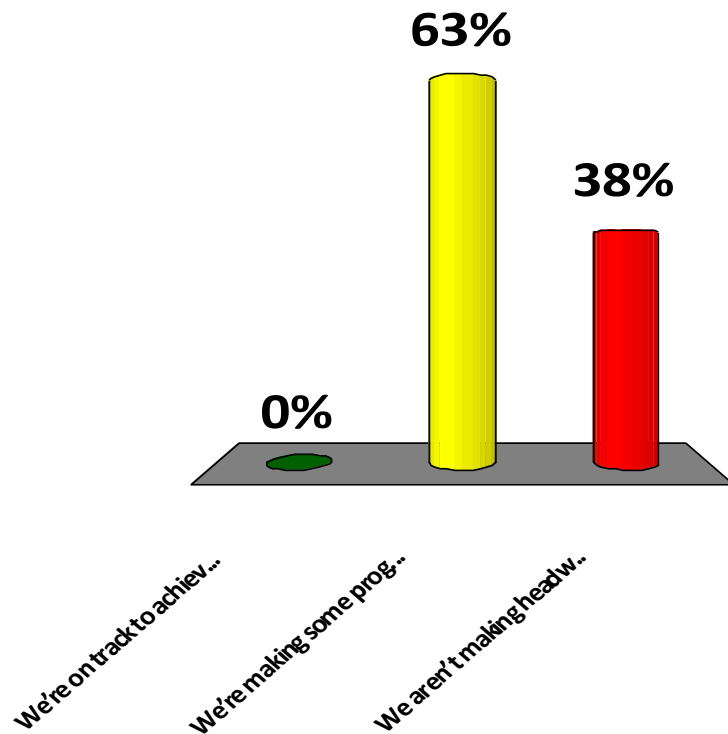
Planning / Technical Committees



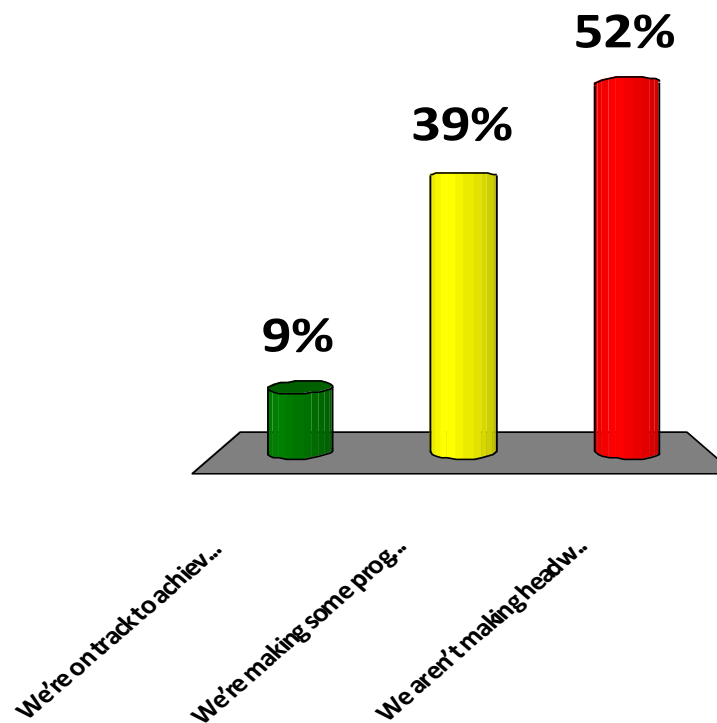
27. Our investments address 295 congestion by diverting traffic to the Turnpike.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



Reduce Congestion and Sprawl

Comments:

Executive Committee

- Progress on intersections
- Continued support of Turnpike (South Portland to Falmouth)
- Interested in changing local ordinances to reduce sprawl, but still need to do more, difficult when you get push back from citizens
- Need to educate local elected officials on development issues
- Technology is our friend in this case (shared mobility)
- Better access to broadband

Planning / Technical Committees

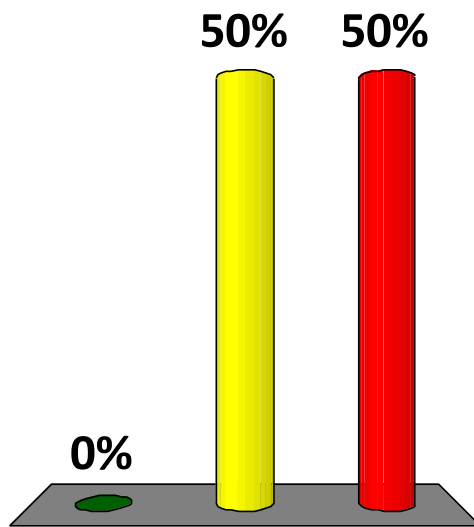
- Such a massive challenge on community by community basis. Requires changing zoning, etc.
- Metro has been huge success with most recent expansions.
- Walk the talk. 30 people in the room. 98% of people drive alone, contributing to problem, etc.
- Spread out starting/quitting times at major corporations.
- Need regional planning initiative, specifically turnpike biddeford exit. Funding/planning initiative to address that need.
- Some challenges are inter-regional. Jobs/movement coming into and out of the region.

Support Economic Development

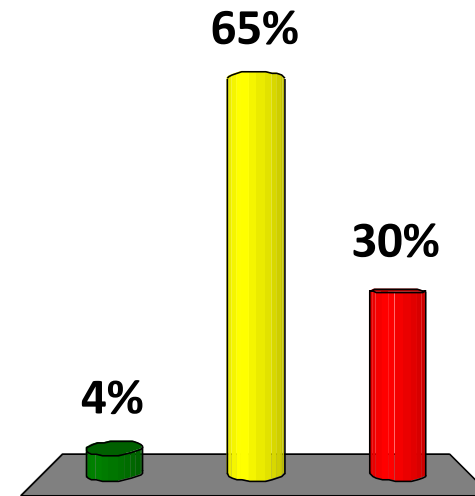
28. Our investments support economic development.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



We're on track to achiev...

We're making some prog..

We aren't making headw..

We're on track to achiev...

We're making some prog..

We aren't making headw..

Support Economic Development

Comments:

Executive Committee

- DOT does a better job at this than we do (IMT ex)
- What do we want for economic development? That will help us determine how we get there
- Using GPCOG more in the future as it relates to transportation will help us. Planning and transportation has not been in sync
- All the development on the peninsula is high or some level of economic development (working with businesses to do TDM)
- Need more focus on getting people on/off the peninsula (Exit 7 reached capacity)
- Transit is linked with economic development (not enough recognition for this) – permanent fixed routes increase real estate values

Planning / Technical Committees

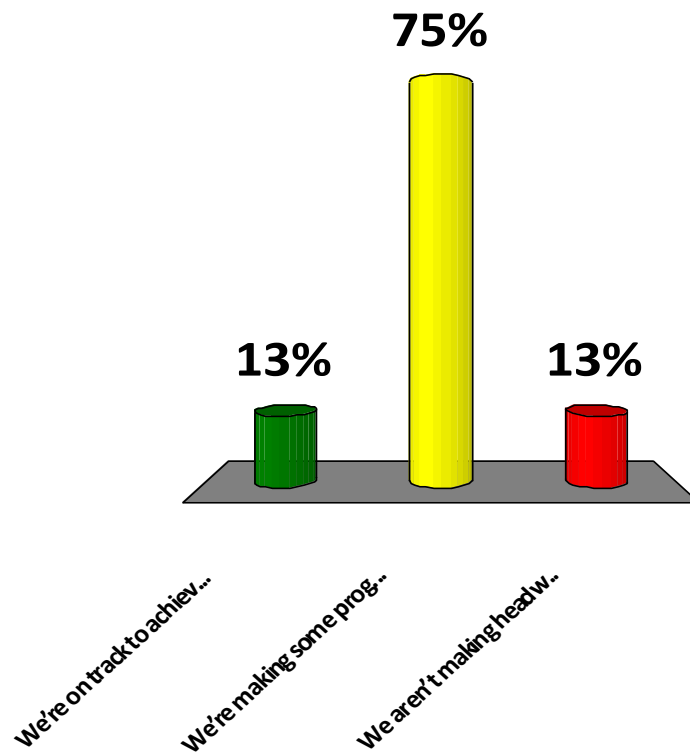
- Business partnership initiative has been big success
- Need to promote TOD
- Need to define what ED is and who it's for

Expand Mobility, Accessibility, and Safety

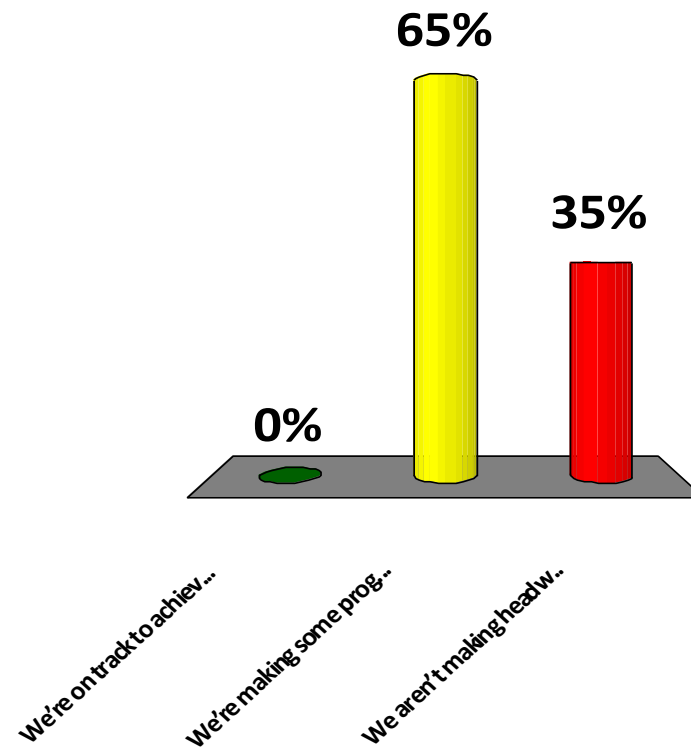
29. Our investments expand **mobility, accessibility, and safety** for people and for goods.

- A. **We're on track to achieve the goal**
- B. **We're making some progress but not enough**
- C. **We aren't making headway yet**

Executive Committee



Planning / Technical Committees



Expand Mobility, Accessibility, and Safety

Comments:

Executive Committee

- Could be better
- Safety biggest concern as a pedestrian, or bicyclist – need more driver awareness
- Vastly different experience depending on where you are, what town you're in

Planning / Technical Committees

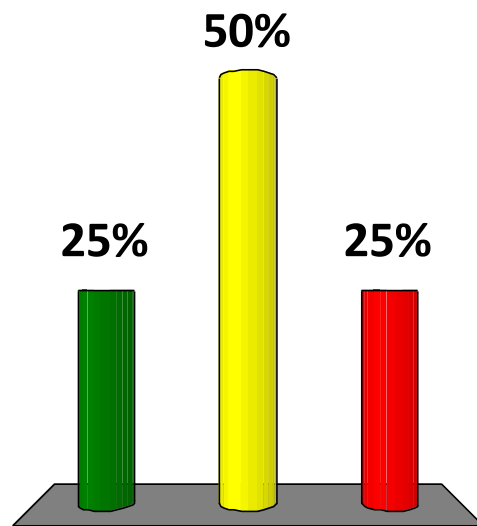
- Is safety always the first metric in our transp. Planning decisions
- Put down cell phones (make people)
- Address low hanging fruit like paint lines, sight lines, signage, etc. some can make a huge difference
- Buffered bike lanes, spaces that separate vehicles from bicyclists
- More funding for ADA access
- Training for mobility access. MaineDOT's been focusing on this.
- Technology integration

Protect the Environment

30. Our investments protect the environment.

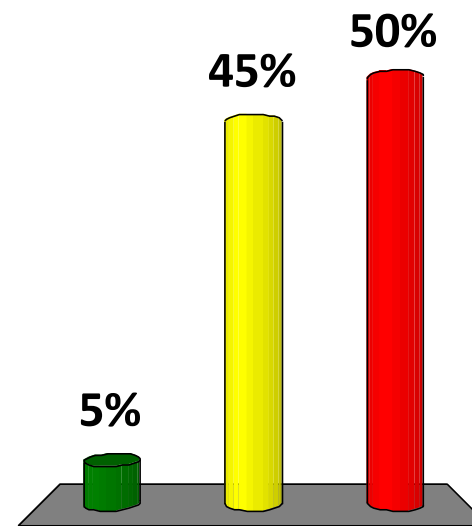
- A. We're on track to achieve the goal
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Executive Committee



We're on track to achiev...
We're making some prog..
We aren't making headw..

Planning / Technical Committees



We're on track to achiev...
We're making some prog..
We aren't making headw..

Protect the Environment

Comments:

Executive Committee

- We have to
- Conscious efforts to reduce salt, have salt mixes that are better for the environment
- Watershed awareness is significant
- Not just dumping snow in the ocean anymore

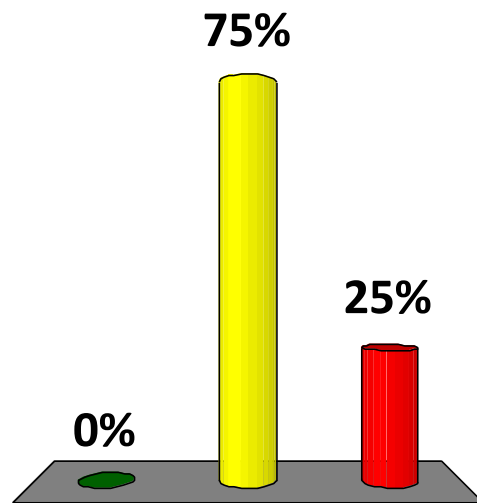
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Reduce Energy Consumption

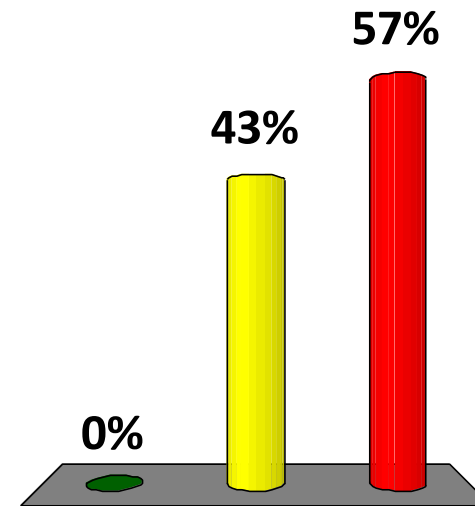
31. Our investments reduce energy consumption.

- A. We're on track to achieve the goal
- B. We're making some progress but not enough
- C. We aren't making headway yet

Executive Committee



Planning / Technical Committees



We're on track to achiev...

We're making some prog..

We aren't making headw..

We're on track to achiev...

We're making some prog..

We aren't making headw..

Reduce Energy Consumption

Comments:

Executive Committee

- Nothing in Destination 2040 about mitigating emissions
- Increasing Evs in municipal fleets
- Prius's are easy cars to maintain
- Portland looking at hybrid Explorers
- RTMS is a good example

Planning / Technical Committees

- Need more EV charging stations
- Need to address vehicle assured destruction. Larger and larger vehicles...
- Need more funding to do this stuff
- Need to focus more on decision making and take better advantage of the funding we have.
- Try to promote EV fleets and buses