

# PACTS Funding Framework Task Force

Thursday, November 10, 2022

12:00-1:30 pm

Meeting Agenda

***In-Person:***

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

***Remote:***

*Webinar link: [us02web.zoom.us/j/89649877280](https://us02web.zoom.us/j/89649877280)*

*Phone: (301) 715-8592*

*Webinar ID: 896 4987 7280*

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

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

This meeting is being recorded and will be made available at [gpcog.org/AgendaCenter](https://gpcog.org/AgendaCenter).

**1. Public Comment 5 minutes**

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

**2. Introduction 5 minutes**

Brief introduction by the group facilitator.

**3. Discussion—Underlying Issues 70 minutes**

Discussion regarding the concerns underlying the suggested governance changes:

The Funding Framework Task Force met on October 13 to vet the remaining issues identified in the May 13 letter from four of the region’s transit agencies (see letter in [Attachment 9-A](#) in the May 24 Policy Board meeting packet) . The remaining issues included suggested changes to PACTS' governance processes or bylaws. While the task force did not support making changes to PACTS' governance processes or bylaws at this time, it did recognize there were concerns to be addressed. The group agreed to develop a final report to the Policy Board that will:

- List the suggested governance changes.

- Explain the task force’s general lack of support for advancing governance changes at this time.
- Include a complete list of the concerns underlying the proposed governance changes.

The focus of today’s meeting is the third bullet—the list of the concerns underlying the proposed governance changes. Staff has drafted a list as shown in Attachment A. Today the task force is asked to:

- Review the list of the concerns underlying the proposed governance changes to ensure all concerns are accurately represented.
- Draft language for a recommendation to the Policy Board in December (e.g., Direct staff to research approaches and best practices at other metropolitan planning organizations (MPOs) with these underlying concerns in mind and bring forth recommendations to help address the concerns.)

Staff will present a summary of the task force’s work, the list of suggested governance changes (see [Attachments A and B](#) in the October 13 Funding Framework Task Force meeting packet), the list of underlying concerns, and the recommendation from the task force to the Policy Board at its December 15 meeting.

**4. Recap**

**10 minutes**

Summary of the meeting; review of the next steps.

## Attachment A

### Transit Agency Concerns as understood by GPCOG staff 11/2/2022

**More conversations, not fewer. More input, not less.** Some transit agencies feel that the current process does not give them enough opportunity for input. The restructuring of PACTS eliminated the Transit Committee and moved many of the committee's core functions to the new Regional Transportation Advisory Committee (RTAC). There are four transit representatives on RTAC, which means that in any given year three agencies are not "at the table" to help craft, and have direct input on, recommendations to the Policy Board. *Recommendations should reflect input from all seven agencies.*

In June 2022, PACTS transitioned to monthly meetings of the Transit Task Force at the request of the transit agencies. Several transit agencies feel that the current Transit Task Force is lacking in structure and resources (funding). Some agencies would like to see the transit agencies make formal funding recommendations to RTAC.

**Transit agencies are the experts in their respective operations** and some transit agencies feel as though their expertise is undervalued or overshadowed by those who are not immersed in transit operations, including GPCOG staff.

**On the transit side of things, the experts, i.e., transit operators, do not have the ability to "put the brakes on" a policy or decision with which they do not agree.** When the Regional Complete Streets policy came forward, for example, city/town managers and public works directors had enough representation on the PACTS Policy Board to slow it down and send it back to a committee for more work. When the American Rescue Plan Act (ARPA) public transportation funding recommendations came forward and multiple transit agencies did not agree with them, the transit agencies could not "put the brakes on" in the same way.

**Transit agencies are responsible for project implementation** whether they support the projects or not, and whether project delivery is feasible given resource constraints.

**Transit agencies are accountable to their respective boards** who are responsible for approving agency budgets, among other things. PACTS' transit decisions can adversely affect those budgets and potentially run counter to an agency's priorities.

The roles and responsibilities of the PACTS Policy Board versus those of the PACTS Executive Board are not clearly articulated.