

Chapter 6: Financial Plan: Regional Needs, Available Funding, and Funding Gap

The previous chapters provided a comprehensive assessment of the state of the existing transportation system, improvements and modifications needed to improve upon it, and techniques and innovations to help maintain or preserve the mobility capacity we currently have. But financial resources are limited requiring an assessment, over the 20-year time horizon of this Plan, as to how we may best allocate available resources to accomplish the strategies that are our priorities.

This chapter assesses the needs of the regional transportation system, estimates potential future transportation funding based on a number of assumptions, identifies the probable large funding shortfall, and describes how PACTS will allocate its resources in attempting to meet the needs of the transportation system. A system-level look at MaineDOT's allocation of resources is also included in this chapter. Given the current transportation funding situation, PACTS, MaineDOT, and the State of Maine all face significant and continuing funding shortfalls in meeting the needs of maintaining the existing transportation system and making the additional investments necessary to plan for continued economic growth and changing demands on the transportation system. The past has shown that careful planning and identification of key projects of highest priority that are ready for funding have the most potential for implementation when funding opportunities present themselves.

Several key assumptions and factors are embedded in the financial assessment:

- The current level of state and federal funding for Maine will be maintained or increase marginally. The 2015 passage of the federal transportation authorization law (Fixing America's Surface Transportation, FAST) creates funding certainty for the next five years and might marginally increase MaineDOT's "buying power" depending on inflation during that time.
- PACTS will continue to program an "MPO allocation" of federal funds.
- MaineDOT and the Maine Turnpike Authority will continue to finance additional highway and bridge projects in the PACTS area beyond the PACTS MPO allocation.
- The Plan's highest priority is maintaining and improving the existing system. This priority will necessarily constrain making other investments in the transportation system.
- The federal government requires that the *Destination 2040* Plan demonstrate a reasonable relationship between the Plan's identified needs and the level of available funding that can realistically be anticipated over the life of the Plan.
- Implementation of *Destination 2040's* strategies must efficiently use limited resources and be attentive to environmental, social and land use impacts.
- The financial assessment does not include municipal and state operational costs or subsidies used to maintain the existing highway system and public transportation services.

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- The STAR Account (State Transit, Air, Rail) can provide State funding for projects related to these modes.

The PACTS Policy Committee will use this financial assessment as a guide in the following ways. MaineDOT and other organizations included in the region's transportation system may also use this assessment.

The PACTS Policy Committee, including MaineDOT in particular, will use it in advising the Legislature, Congress and the general public of the region's short-term and long-term transportation funding needs and priorities.

A 2016 PACTS TIP Process Plan Implementation Committee will use it as context in advising the Policy Committee in preparation for the PACTS priority-setting process for the 2020-2021 capital projects funding cycle.

Regional Transportation Needs

An assessment of the region's transportation needs over the next 20 years was conducted through a collaborative effort of PACTS, MaineDOT and the Maine Turnpike Authority staff. The assessment was restricted to the following three areas:

- Maintaining the existing transportation system;
- Making appropriate improvements to the existing system; and
- Making necessary strategic expansions to the existing system to complete multimodal infrastructure to help relieve existing automotive congestion, improve safety, and accommodate increasing transportation demand.

This chapter of the *Destination 2040* Plan gives policy makers and the public an overview of the cost to implement the Plan, the anticipated revenues available and suggestions for how to increase transportation funding.

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Capital Cost and Revenue Estimates

Given that there is little certainty around the long-term future costs and anticipated revenues, estimates are limited to the next ten years, and a basis for developing the twenty-year estimates required by our federal partners. Table 6-1 below presents a 20-year estimate of available funds and a general outline of when funds would be programmed during the twenty year period.

Key assumptions used for these forecasts are:

1. The Plan is primarily about FHWA-funded and FTA-funded projects, but we also include Turnpike Authority projects and privately-funded alternative fuel infrastructure development.
2. A 1% annual growth in transportation revenues -- because it is reasonable that Congress and/or the Legislature will increase transportation funding during the next ten years. (The 2015 passage of the "FAST" federal transportation authorization law for the next five years makes the 1% annual growth assumption almost a reality for the next ten years.)
3. Inflationary costs are not included although assumptions must be made that inflation will continue to reduce purchasing power of resources available.
4. The forecasts are strictly for capital improvements. They do not include maintenance and operating costs such as the costs of highway plowing and operating our region's transit services.

Table 6-1

**PACTS Region Forecasts of
Capital Needs and Available Resources
For 20 Years -- 2016 to 2035
Amounts in millions of 2015 dollars**

A summary of Tables 6-2, 6-3 and 6-4

<u>Sources of Available Funds</u>	<u>Amounts</u>
Federal Highway Administration	\$530
Federal Transit Administration	\$134
State of Maine	\$162
Maine Turnpike Authority	\$274
Municipalities	\$146
Transit Systems	\$24
Private alternative fuel developers	<u>\$12</u>
Total	\$1,282
 <u>Uses of Available Funds</u>	
Commitments for 2016 to 2018	\$114
Priorities for 2019 to 2025	\$527
Projects for 2026 to 2035	<u>\$641</u>
Total	\$1,282

Forecasting the PACTS region's needs and resources for even five years ahead is a challenge, so the 20-year estimates are developed by simply doubling the estimates of the first ten years as seen in Tables 6-2 to 6-4, and extrapolating from the Table 6-4 six-year forecast. A list of major regional projects under consideration is listed in Table 5 in the event that additional funds become available during the next twenty years. MaineDOT and the Turnpike Authority will lead in determining how roughly \$1 billion of the \$1.28 billion is used in Greater Portland during the twenty years. PACTS will have a lead role in deciding how to use the remaining roughly \$340 million.

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PACTS Capital Allocation Past, Present and Future

Table 6-2 compares the transportation resources spent during the past ten year period with the resources estimated to be available over the next ten years. The future amount (\$641 million) is roughly the same as the past amount (\$589 million) when we assume a 10 percent increase in federal and/or state funds. A significant change here is that MaineDOT spent more on bridges in our region during the past ten years (especially by replacing the Veterans Memorial Bridge between South Portland and Portland and the Martin's Point Bridge between Falmouth and Portland) than they expect to in the coming ten years.

The largest numbers in Table 6-2 are also the most difficult to develop: the amounts spent and to be spent by MaineDOT in our region beyond the PACTS MPO Allocation. A Table 6-2 note explains our methodology for estimating the \$134 million and \$170 million on line 8.

Table 6-2

**Comparison of PACTS Region
Available Capital Resources for 2016 to 2025
With Actual Expenditures During the Past Ten Years**

Amounts in millions				
<u>Ten-Year Estimate of Funds Available</u>	<u>Actual Past Ten Years</u>	<u>Estimate Next Ten Years</u>	<u>Details before 10% growth factor (1)</u>	
1	\$50	\$56	Ten times annual \$5.1 million	
2	\$12	\$22	Ten times annual \$2 million	
3	\$5	\$7	Ten times annual \$.64 million	
4	na	\$7	Ten times annual \$.64 million	
5	\$12	\$22	10 years of one-third of State's MPI budget	
6	\$14	\$22	Minimum local match is 50%	
7	\$170	\$91	Amounts from MaineDOT	
8	\$134	\$170	2 times the sum of lines 1, 2 and 3	
9	\$20	\$22	Estimate of 100% local projects	
10	\$61	\$67	Estimate prepared by GPCOG (5)	
11	\$11	\$12	Based on line 10	
12	\$99	\$137	Amounts from Turnpike Authority	
13	\$1	\$6	Privately funded	
Ten Year Totals	\$589	\$641		

Notes

- 1 The forecasts for Lines 1, 2, 3, 4, 5, 6, 9, 10 and 11 reflect a 1% annual growth over the 2015 amounts available.
- 2 The "past ten years" of the MaineDOT MPI program is actually four years because the program began in 2012.
- 3 In 2014 we compared the amount of "MaineDOT" capital funding to be used in our region with the PACTS MPO Allocation amount based on four years of projects listed in the MaineDOT Work Plans printed in January 2013 and 2014. The "MaineDOT" funding was all the non-transit projects. Our result was a ratio of a little more than 2 to 1. This was consistent with our analysis done ten years earlier.
- 4 Local capital funds spent on arterials and collectors (beyond their match for MaineDOT and PACTS projects).
- 5 Most of this line item is FTA 5307 funding. A small portion is FTA 5337 ferry funding (we are omitting 5337 rail funds). Note that at least a third of all FTA 5307 funds gets used for operating purposes. The effort required to compile an accurate "actual past ten years" amount for the region's seven public transportation systems would be so great that we have simply estimated the past ten years at 90% of the future ten years. Finally, this table omits most of NNEPRA's capital needs primarily because their service area extends well beyond the Greater Portland region.

Glossary

MaineDOT is the Maine Department of Transportation.
 FHWA is the Federal Highway Administration.
 FTA is the Federal Transit Administration.
 MPI is the Municipal Partnership Initiative.
 MTA is the Maine Turnpike Authority.
 GPCOG is the Greater Portland Council of Governments.

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Funding Commitments and Regional Needs

The Table 6-3 “Commitments” section shows how the PACTS, MaineDOT and Turnpike Authority capital funds are committed for 2016 to 2018. These projects are not *Destination 2040* recommendations but they use up nearly one-third of the known money for the next ten years, so it is important to show them here in the Plan. The \$32 million in "MaineDOT" projects on Line 3 for the 2016 to 2018 period is based on \$21 million tabulated from 2016 and 2017 in the *MaineDOT 2015-2017 Work Plan* – plus an \$11 million average third year number. It does not include any airport, transit, PACTS-sponsored or Statewide section capital projects listed in MaineDOT’s *Work Plan*.

The Table 6-3 “Regional Needs” lists the identified priority needs section for 2019 to 2025, and is based on a mix of needs defined in our regional studies, and MaineDOT’s and the Turnpike’s plans, for the seven years after the current three years of “Commitments”. The sum of the 2016 to 2018 and the 2019 to 2025 needs estimates is a ten-year estimate which is financially constrained based on the estimates of available funding in Table 6-2.

Table 6-3 includes several general estimates during the 2019 to 2025 seven years. In particular, the \$115 million estimate for MaineDOT investments in interstate, freight and safety-oriented and other non-transit projects is a rough estimate (backed into after development of the other lines in the table) and could turn out to be low. Perhaps MaineDOT will also spend on the needs outlined in Lines 5 to 9.

Table 6-3 also does not identify the rehabilitation and reconstruction of PACTS region collector roads as a need – only pavement preservation. Instead, the \$107 million amount in Table 6-5 is for projects that could get done if there is more funding available.

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Table 6-3

Capital Needs for the PACTS Region for the next 10 Years (2016 to 2025)

Amounts in millions

Based on \$641 million available in Table 2

See Glossary of terms in Table 2.

		Cost	
<u>2016 to 2018 Commitments (3 Yrs)</u>		<u>Estimate</u>	<u>Notes</u>
1	PACTS MPO Allocation and PACTS MPI Projects	\$25	See project lists adopted in August 2014 and during the summer of 2015.
2	FTA-funded Capital Projects	\$23	See Table 4: Six-Year Transit Capital Plan.
3	Other "MaineDOT" projects *	\$32	Based on \$21 million for 2016 and 2017, plus an \$11 million PACTS rough estimate for 2018. See explanation in the narrative.
4	Maine Turnpike projects	<u>\$34</u>	Maine Turnpike estimate
3-Year Subtotal		\$114	
<u>2019 to 2025 Regional Needs (7 Yrs)</u>		<u>Estimate</u>	<u>Notes</u>
5	Arterials rehab/reconstruction	\$10	PACTS staff estimate for PACTS-funded projects
6	Arterials preservation paving	\$65	PACTS staff estimate for MaineDOT paving program
7	Collector preservation paving	\$74	Per 2015 PACTS Collectors Assessment Study
8	Traffic signal systems	\$15	PACTS staff estimate
9	Non-motorized mode projects	<u>\$20</u>	PACTS staff estimate
10	Alternative fuel infrastructure	\$5	Maine Clean Communities estimate
11	Existing public transit services	\$43	Capital investments needed to maintain existing service
12	Enhanced/new transit services	\$13	Rough estimate based on estimate of funds available
13	Bridges	\$64	MaineDOT estimate (70% of \$91 M ten year est.)
14	Other "MaineDOT" projects *	\$115	Balance derived from estimated funds available
15	Maine Turnpike projects	<u>\$103</u>	Maine Turnpike estimate
7-Year Subtotal		\$527	
10-Year Total		\$641	

* Other "MaineDOT" projects include interstate, freight, safety-oriented and other non-transit projects. If MaineDOT determines during the coming ten years that more than \$115 million will be needed for those purposes then our assumption is that MaineDOT will be unable to contribute significantly to address some of the other needs listed in the balance of the Table 3.

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Transit Funding

In addition to the Federal and State capital funds PACTS receives, there are additional resources for transit capital and operations that come through the PACTS committees' process. Table 6-4 below shows how the PACTS Transit Committee estimates that the region's Federal Transit Administration (FTA) funds will be allocated for capital improvements and operations between 2015 and 2021. This table is also the source for the 10-year and 20-year extrapolation capital estimates in Tables 6-1, 6-2 and 6-3. See the several notes in the table, including the fact that the table shows only federal funds (unlike the other tables in this chapter).

Table 6-4

PACTS Transit Capital & Operating, Anticipated Grant Funds & Expense Plan for 2015 to 2021

<u>Programmed Expenses</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Identified Regional Capital Expenses - 80%	\$ 3,499,848	\$ 12,095,359	\$ 2,454,061	\$ 1,925,295	\$ 1,951,243	\$ 2,669,838	\$ 9,179,013
ADA Compliant Buses - 85%	\$ 194,982	\$ 1,634,151	\$ 2,103,773	\$ 1,733,509	\$ 1,785,514	\$ 680,000	\$ -
Sub-Total	\$ 3,694,830	\$ 13,729,510	\$ 4,557,834	\$ 3,658,804	\$ 3,736,757	\$ 3,349,838	\$ 9,179,013
Annual Ops + PM (inflation adj 2%)	\$ 4,073,914	\$ 4,155,392	\$ 4,238,500	\$ 4,323,270	\$ 4,409,736	\$ 4,497,930	\$ 4,587,889
Approved RAD Projects	\$ 616,000	\$ -	\$ -	\$ 96,053	\$ 98,916	\$ 101,864	\$ 104,901
Anticipated Applications for RAD	\$ -	\$ -	\$ 3,400,000	\$ 3,400,000	\$ -	\$ -	\$ -
Total	\$ 8,384,744	\$17,884,902	\$12,196,334	\$11,478,127	\$ 8,245,408	\$ 7,949,633	\$13,871,803
Anticipated Grant Funds							
Urban Formula Funds (5307)	\$ 9,942,303	\$ 9,942,303	\$ 9,942,303	\$ 9,942,303	\$ 9,942,303	\$ 9,942,303	\$ 9,942,303
CBITD's Portion for PM (5337)	\$ 351,554	\$ 530,419	\$ 530,419	\$ 530,419	\$ 530,419	\$ 530,419	\$ 530,419
Surface Transportation Program (FHWA)	\$ -	\$ 1,382,834	\$ -	\$ -	\$ 1,382,834	\$ -	\$ -
Total Anticipated Federal Funds	\$16,910,354	\$20,381,166	\$12,968,986	\$11,245,374	\$11,622,802	\$13,850,116	\$16,373,205
RAD Balance*	\$ 8,525,610	\$ 2,496,264	\$ 772,652	\$ (232,754)	\$ 3,377,394	\$ 5,900,483	\$ 2,501,402

RAD is the abbreviation for the PACTS Regionally Administered Discretionary program.

All amounts are Federal only. Capital projects require a 20% local match unless otherwise indicated. Operating funds require a minimum of 50% local match.

Does not include Revenues and Expenses from: CMAQ, STP, Bond Funds or Discretionary funds that were in place prior to MAP-21 allocations.

Other than Preventive Maintenance (PM), the Capital plan does not include FTA5337 Fixed Guideway funds, Bonds, Rural Funds or CMAQ.

Scheduling of funds is dependent on replacement cycles for buses and other equipment.

Funding levels are anticipated and could change. They are based on the most recent obligation amounts from the Federal Transit Administration.

* The balance of funds not designated for capital replacement and maintenance of service goes to the Regionally Administered Discretionary (RAD) program which applies an Enhancement and Expansion Policy for programming Capital and Operating costs of new service. Unprogrammed RAD funds are carried forward to the next year as available grant funds.

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Projects Identified as Needs but Exceeding Available Funding or Funding Uncertain

As stated earlier, the PACTS region's transportation capital and operational have exceeded available funding for many years. Below, Table 6-5 lists several major projects identified through this Plan's development process which would get serious consideration if further study and public input were to establish strong regional support for these projects. And if significant increases in funding become available during the next twenty years, however, the intent is to show only projects that would cost \$10 million or more and would thereby need strong regional support in order to be funded and built. There are certainly more needs not identified here (i.e. collector roadways) that are smaller projects, but in aggregate add up to many millions of dollars beyond the PACTS Allocation at current levels.

Table 6-5

Other Major Projects Under Consideration in the PACTS Region

Amounts in millions

<u>Regional Needs for 2019 to 2025</u>	<u>Cost Estimates</u>	<u>Notes</u>	Amounts in millions Listed in order of estimated cost \$10 million minimum threshold
1 Turnpike spur to Gorham as envisioned in the 2012 Gorham East-West Corridor Study	\$120	2012 Turnpike Authority estimate.	
2 Collector road rehabilitation and reconstruction in the region	\$107	Seven years at \$15.3 million annually per the 2015 PACTS Collector Assessment Study. The Turnpike Authority has no plan to build these projects envisioned by the municipalities.	
3 New turnpike interchanges in Saco/Scarborough, Biddeford and Cumberland	\$60	These cost estimates are based on three recent municipal studies: \$30 M for Saco/Scarborough, \$20 M for Biddeford and \$10 M for Cumberland.	
4 New regional transit operations and maintenance facility	\$40	Estimate based on a recent study. Need based on the condition of other area facilities, and the 30-year age of the METRO facility.	
5 Franklin Street modernization plan	\$30	Final design is currently in progress.	
6 Mt. Division track upgrade within the PACTS region	\$20	For Class II service that would support freight and excursion service.	
7 Downeaster track improvements in Portland and Yarmouth	\$18	Construction of a "wye" turnaround near the Portland Transportation Center and a section of double tracks in Yarmouth.	
8 I-295 Exit 4 interchange in South Portland	\$10	Build a southbound on-ramp from Lincoln Street area and build a northbound off-ramp.	
9 Eastern Trail completion	\$10	Completion of off-road segments in Biddeford, Saco and Scarborough, including a bridge over the Saco River.	
Total	\$415		

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Financing the Region's Transportation System

Funding for the nation's transportation systems has been stagnant for many years at the federal, state and local levels throughout the country. This has been particularly true in the Northeast, and Maine has been experienced the stagnation more than our New England neighbors. A prime example is in the table here which shows that Maine's Highway Fund annual revenues have grown 42% during the past twenty years – while the cost of transportation projects has grown 56%. A significant factor in the stagnation is our increasingly fuel efficient vehicles.

Transportation advocates have been working for years to educate the public and our elected leaders about the need for increased funding. While many are convinced that the days of endless federal funding are over, the MaineDOT has articulated the statewide needs and has very effectively become more efficient and cost conscious – with the result that the Legislature and Governor are better prepared to increase Maine transportation funding. This MaineDOT initiative has set a foundation for success, but there is much more public education and discourse needed before substantial increases in transportation funding will happen.

Maine voters predictably support state transportation bond proposals, but Legislatures are not prepared to increase the Maine gas tax despite the no-interest aspect of it when compared with paying off bonds. In response, municipalities in our region have made major local contributions during the past twenty years to transportation projects that once were paid for with federal and state funds. However, municipal leaders are united in agreement that this extra local effort is unsustainable.

So what more can be done in the PACTS/Greater Portland Region to address this stagnant funding situation? We need to stay focused on the following four-part strategy.

1. Work harder at **raising local and regional public awareness** of the issue.
2. **Review PACTS' transportation funding priorities** in order to confirm or change how we allocate our scarce federal, state and local resources.
3. **Encourage our area Legislators** to raise awareness in the halls of Augusta.
4. **Dig deeper into our own collective pockets** to try new funding strategies.

	Total Revenue	% Change
1995	\$217,412,730	
1996	\$254,214,918	17%
1997	\$220,942,617	-13%
1998	\$221,876,271	0%
1999	\$244,163,962	10%
2000	\$262,918,938	8%
2001	\$273,117,902	4%
2002	\$281,984,017	3%
2003	\$288,246,084	2%
2004	\$312,027,986	8%
2005	\$326,078,155	5%
2006	\$326,546,157	0%
2007	\$330,821,083	1%
2008	\$328,136,579	-1%
2009	\$324,242,149	-1%
2010	\$311,190,374	-4%
2011	\$311,351,155	0%
2012	\$317,202,409	2%
2013	\$318,825,700	1%
2014	\$310,267,211	-3%
2015	\$308,576,740	-1%

Source: Office of Fiscal and Program Review

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Raising Local and Regional Public Awareness

The PACTS staff and membership will continue to collaborate in designing and delivering these messages:

- The transportation system visions and plans outlined in *Destination 2040*. Our Plan Summary document will be useful.
- The stagnant funding situation in Maine and around the country.
- MaineDOT's remarkable improvements in efficiency and effectiveness.
- Description of the current primary funding sources used to finance the plans and projects developed in the PACTS process:
 - The federal gas tax
 - The Maine gas tax
 - Other Maine tax revenues used to pay off state General Fund transportation bonds
 - Local property taxes
 - Tax increment financing revenues (a small amount)
- Describe and promote current funding mechanisms and new ideas, such as:
 - Increase the state gas tax
 - Portland's Sustainable Transportation Fund
 - Create a regional transportation fee to help finance capital projects in our region.
 - Cumberland County's new bonding authority
- New funding programs created in recent years:
 - MaineDOT's Municipal and Business Partnership Initiatives
 - The PACTS Municipal Partnership Initiative
 - TIGER grants
 - The Maine Transit TIF law
- Describe the extra efforts made by our municipalities (see list in Item 4 below)
- A description of the Federal Transit Administration funds available to for our region, and MaineDOT's recent assessment of the need for increased state funding for public transportation.
- Explain that new highway tolls have very limited application potential in our region.

Any efforts to raise local and regional public awareness and to encourage Legislators representing communities in the PACTS region should explicitly not target increased federal funding – because the effort to do so would undermine efforts to increase state and other funding. State transportation leadership recognizes that the 2015 passage of the federal FAST law was a positive step but it failed to establish a reliable long run reliable source for federal transportation funding.

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Reviewing PACTS Transportation Priorities

This will start with the adoption of our *Destination 2040* Plan and action regarding the PACTS Plan Implementation Committee’s current work in progress. The priority setting work will involve all PACTS members – MaineDOT, our transit organizations, our municipalities and the Turnpike Authority. For instance, a key recommendation in *Destination 2040* is to focus our MPO Allocation funds to implement our Priority Corridors and Center vision. The Plan Implementation Committee has proposed an approach on this subject which is currently under review by the PACTS membership. See more on this subject in Chapter 7.

Another potential future opportunity for our region is to secure more FHWA safety capital funding. PACTS staff has been working to understand how those funds are used and to identify opportunities for their use in our region.

Encouraging Legislators to Raise Awareness in the Halls of Augusta

This encouragement work needs to be teamwork by many people. This has been an initiative for years, but it appears that a higher level of effort and coordination is called for. While Greater Portland and Southern Maine are well represented currently on the Legislature’s Transportation Committee, transportation funding is not a high priority of the entire York and Cumberland County delegations and has not been for a long time.



An example of a potentially helpful conversation was the 2014 meetings at GPCOG of the Metro Coalition (a group of municipal chief elected officials and municipal managers from Portland, South Portland, Scarborough, Westbrook, Gorham, Cape Elizabeth and Falmouth). The Coalition has successfully tackled a series of other regional challenges in the past, and could take on regional transportation funding as a project.

Again, the message to raise local and regional public awareness and to encourage our area Legislators should not target increased federal funding – because the effort to do so would undermine efforts to increase state and other funding.

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Digging deeper into our own collective local pockets

As mentioned above, we have been digging deeper into our collective local municipal pockets for years. Examples include:

- The self-imposed high local match requirement for PACTS capital projects.
- The self-imposed PACTS “project cap policy” which has required municipalities to pay more for PACTS capital projects when costs rise beyond the PACTS budget.
- The significant local funds used to match MaineDOT’s Municipal Partnership Initiative (MPI) funds, as well as the PACTS MPI, both requiring 5:50 match of local funds to state.
- Municipalities using purely local funds to make capital improvements to “state” roads.
- Significant annual municipal contributions to the provision of public transportation.
- Many municipal TIF districts which provide funding for transportation projects.
- Local impact fees.

In summary, our transportation systems are so important to our region’s economy and quality of life that we must increase our resolve to adequately maintain and enhance these systems on a regional basis.