

York County Public Works Group

June 24, 2010

8:00 – 9:30 AM

Wells Town Hall

Draft Meeting Notes

Committee Members: Guy Casavant (Biddeford); Mary Ann Conroy (Kittery); Dean Lessard (York), John St. Pierre (Berwick)

Guests and Staff: Pete Coughlan (MaineDOT); Myranda McGowan (SMRPC); Tom Reinauer (SMRPC)

1) Welcome and Introductions

2) Review of May 27, 2010 Minutes

Guy C. would like the minutes of May 27, 2010 to reflect a discussion at the meeting to invite someone from the GPCOG Public Works Directors Association to discuss their program, which was started in 200X. ***SMRPC staff will invite someone from the GPCOG Public Works Directors Association to a future meeting.***

3) Discussions

Cooperative Purchasing Program – GPCOG has recently released the results of the 2010-2011 regional winter salt bid (Eastern Salt Company was awarded the bid and will provide winter salt at \$57.65 per ton). The bid is open to all municipalities within the GPCOG and SMRPC region and does not require a commitment from municipalities. In previous years, York has been able to get cheaper salt bids than GPCOG because of proximity to New Hampshire and different market conditions. Last year, York and Arundel, Kittery, Kennebunk, and Kennebunkport used the same salt bid. Biddeford is interesting in participating in a bid that includes covered winter salt. The group is interested in completing a York County salt bid this year, but with the ability to enter any of the bids based on price either bid.

The group discussed the positive benefits of using salt brines on roads approximately 12 hours prior to a storm to increase the effectiveness of salt and to show proactive approaches to storm management by public works crews.

Items of interest to purchase in large quantities: 1) winter salt, 2) liquid/salt brine, 3) carbide tips/blades. ***SMRPC will follow-up with public works directors find other potential items of interest to purchase cooperatively.***

SMRPC will provide Dean L. with an updated list of York County public works information so that he can complete a bid package and bring back to the group. SMRPC will also ensure that they do not have a contractual obligation to GPCOG for their cooperative purchasing program.

Training Coordinator and Education – Many members of the group are still interested in hiring a regional training coordinator, many citing the complexity of keeping track of all the required training for their employees.

- The City of Portland has a Training Coordinator for their Public Works Department. SMRPC will contact the Portland Public Works Department to find out more about their program. SMRPC will provide the group with a draft job description and timeline for the potential hiring of a training coordinator.
- SMRPC does not have enough funds to hire a training coordinator; possible options include grant funding or municipal financial assistance.
- Trainings are available, however, not many are offered in the Southern Maine region. The Maine Department of Labor will provide trainings in specific regions if enough people request the training.

SMRPC will research possibilities for a regional training coordinator, including getting training information from municipalities, Maine Department of Labor, and potential start-up grants. SMRPC does not have funds available to hire a regional training coordinator, and would need a grant or funds from municipalities.

Highway Simplification Study – Discussion with Pete Coughlan, MaineDOT

The Highway Simplification Study began in November 2009 a legislative directive, with the goal of having a final report completed for the legislature in January 2010. The study was extended to July 15, 2010 with the anticipation that another extension to January 15, 2011 will be granted.

The goal of the study is to review the current highway classification system to find more efficient ways of maintaining roads and to review the current definition of an urban compact zone. A policy working group was established consisting of 15 people.

- Urban Issues Subcommittee is reviewing standards and costs for all roads in Maine. A survey was sent to all municipalities in Maine, requesting information on how much money is spent on winter and summer maintenance on locally maintained roads. The results of the survey indicate that the cost per lane mile is \$4,000 for both locally maintained roads and state maintained roads. This information collected is important as it will determine the future URIP funds (Urban Rural Initiative Program). Once the survey data was collected, it was realized that not all municipalities provided the same

information. A new survey will be distributed this summer to help alleviate some of these concerns.

- Major Arterials should be the responsibility of MaineDOT to maintain year round. MaineDOT could pay towns to maintain these roads or do the work themselves. However, inside of the urban compact zones, municipalities would still be required to complete maintenance year round.
- Minor collector roads would be returned to the municipalities once they have been fixed to a ten-year standard. Once these roads were turned over to the municipalities, they would be required to maintain the minor collector roads all year.
- The committee needs to look at the big picture and not just at individual municipalities. Parsonsfield does not have any major collector roads but has 20 miles of minor collector roads.
- Urban compact zones are created based on population densities of each municipality. Today there is no schedule to review potential additions and deletions of urban compact zones. There is an attempt to create a schedule where urban compact zones could be reviewed every four years.
- Definition of urban compact zones should be reviewed; population thresholds over the years have increased from 1,000 to 2,500 to 4,500 to 6,000 to 7,500. Should other factors besides population determine what constitutes an urban compact zone? Ideas include resources, economy, and size of public works departments of each municipality.
- In Maine, there are 43 urban compacts and 15 winter compacts, including 12 municipalities that should become urban compacts.
- A sounding board meeting will take place in July. Interested people can have their names added to the e-mail list.

Any municipalities that have additions/deletions for roads should have their addressing officer fill out paperwork and send to the Maine Office of GIS, this includes any new public or private roads. The addressing officer should include their e-mail address and fax number.

The legislature recently approved revisions to the rule by permit standards related to the construction of culverts. The Maine Department of Environmental Protection (DEP) will be responsible for implementation the new regulations, which are required of all new bridge construction but not for replacement culverts. The Maine DEP has broadened the new regulations to include passage for all fish and aquatic animals. However, the costs associated with the new regulations were not considered prior to legislative approval and could costs municipalities more money to complete new projects. A survey was sent to municipalities requesting cost information so that it can be sent to the legislature for their consideration.