

**KITTERY AREA COMPREHENSIVE TRANSPORTATION COMMITTEE
METROPOLITAN PLANNING ORGANIZATION**

KACTS

**Meeting
Wednesday
July 28, 2006
9:00 AM
South Berwick Town Hall**

Meeting Notes

Voting Members Present: Dan Blanchette – Eliot; Jon Carter – Kittery; Connie Garber – York County Community Action Corporation; Terry Oliver – South Berwick; Tom Reinauer – Southern Maine Regional Planning Commission (SMRPC); Rick Rossiter – Kittery; Duane Scott – Maine Department of Transportation (MDOT); Conrad Welzel – Maine Turnpike Authority.

Others present: Jonathan Labonte – Maine Turnpike Authority; Josh Mack – Southern Maine Regional Planning Commission (SMRPC); John Perry – Federal Highway Administration

Agenda Items

1. Public information meeting on KACTS Long Range Plan Technical Update 2006-2030.

There were no public comments. The public meeting was closed and the KACTS Policy Committee Meeting was called to order.

2. KACTS Long Range Plan Technical Update

There was a motion by Jon Carter to approve the plan as written. The motion was seconded by Dan Blanchette. The Committee approved the plan as written.

3. Adoption of September 21, 2005 Minutes

There was a motion by Jon Carter to approve the minutes as written. The motion was seconded by Dan Blanchette. The Committee approved the minutes as written.

4. KACTS Title VI/Environmental Justice/Non Discrimination Plan

Tom Reinauer explained that staff developed a draft non discrimination plan. This plan, which is a federal requirement, provides information about how minority/low income/non-English proficient and other disadvantaged groups are entitled to be considered for, participate in, and contract with the KACTS MPO planning activities. Tom explained that

the plan and KACTS MPO policies and procedures were reviewed last week by Maine DOT staff. Staff are awaiting the results of the review.

There was a motion by Dan Blanchette to approve the plan as written. Connie Garber seconded the motion. The Committee approved the plan as written.

5. Strategic Investment Plans for Corridors of Regional & Economic Significance

Josh Mack explained that the Regional Planning Organizations throughout the State are assisting Maine DOT in developing Strategic Investment Plans (SIPs). The SIPs are a follow up to the Regional Transportation Assessment (RTA) planning process that occurred last year. SIPs are basically lists of strategic projects, planning activities and policies developed for each corridor of strategic and economic significance that was identified in the RTA document. Three corridors were identified in York County last year, two of which pass through the KACTS MPO area. The two corridors that pass through KACTS are called the Southern Coast Corridor and Southern Maine Central Corridor. A description of all three York County corridors follows:

- Southern Coast Corridor (includes I-95, US1, Amtrak, Eastern Trail and other north-south movements that somewhat follow the coast);
- Southern Maine Central Corridor (includes 236, 4, 202 and other north south movements in the interior part of York County)
- York County East-West Corridor (includes 22, 25, 9, 109, 111, 202, and other East-West movements,)

Maine DOT would like to include the SIPs and RTA findings into a section of its Long Range Plan. Josh explained that the Southern Maine Regional Planning Commission Executive Committee is assisting staff in developing these plans. Other regional groups will also be asked to participate in the plan development. KACTS was asked if they would like to participate and comment on draft plans that the staff is now developing. The lists of projects, plans and policies are being developed based on work from the Regional Transportation Assessment, MPO work, corridor committee work and other ideas developed from other planning activities. The first draft of the SIPs is due on July 31, 2006 and the final draft is due on October 31, 2006.

Duane Scott added that the Strategic Investment Plans will not only be used for Maine DOT's Long Range Plan. Some of the other uses include:

- Cost estimates of the various identified strategies will be "costed out" and turned over to economist Charlie Colgan. Colgan will input the projects into a computer model and perform a benefit-cost analysis. The model will be used as a tool to identify projects that will likely have the greatest economic benefit. The July 31 deadline was created to make these lists available for Colgan's economic model.
- The SIPs will be part of Maine DOT's Long Range Plan. Any projects identified in the SIPs will not displace or defer projects in the existing Maine DOT work plan

or for any projects that were identified by towns in the municipal solicitation packet.

- By producing these plans, Maine DOT will be able to put together “packages” of strategies identified in the plans that it can bring to the state legislature for supplemental funding through a bond issue or other revenue source.
- The SIPs can also be used by Maine DOT in producing lists of “high priority projects” or earmarks upon request from our congressional delegation.

Conrad Welzel noted that the SIPs will also help the state understand its financial needs. Through the SIPs Maine DOT can have a better idea of the funding that is needed to meet the state’s strategic needs.

There was a short discussion about earmarks and the state’s loss of minimum guarantee funding. Tom Reinauer advised that it would be appropriate to prepare earmark lists and described an earmark committee that has been meeting regularly through the PACTS MPO. Connie Garber noted that transit earmarks, unlike other high priority projects, are not deducted from the minimum guarantee allocation.

The committee agreed that they would like to see the draft SIPs and offer recommendations and comments to the staff.

6. Other Business

Shoreline Explorer

Connie Garber gave an update on the first year of the Shoreline Explorer (SE), a seasonal transit service that serving the coastal area from York to the Kennebunks:

- SE is result of 10 ~ years of planning;
- SE already getting requests for service connections to Kittery and Portsmouth;
- SE is funded through FTA and MDOT with CMAQ funds
- There are 3 private providers that are partnering with YCCAC to develop the service as well as a private contractor that operates a hotel shuttle that people can use to connect the Wells train station to area hotels.
- Each of the three providers have a different fare structure, but are hoping to developing a streamlined fare in the future, this will be difficult. She noted that the Kennebunk service is a tour trolley while the other trolley’s simply transport people.
- Through 4 and ½ weeks in service, no in depth analysis of ridership figures. However 1st week of July there were about 4,000 riders (2,200 adults and 1,800 children).
- SE aims to serve several groups including tourists, people living in the area and commuters.
- More information about service available at www.shorelineexplorer.com

KACTS Transportation Improvement Program (TIP) Update

Duane Scott asked what the current status about the KACTS TIP. Tom responded that after the recent Maine DOT 130 million deferral process, the state legislature agreed to reinstate some of that money (\$30 million). \$150,000 of the reinstated money was allocated to KACTS. KACTS has placed the money in its existing Route One reconstruction project in Kittery.

Maine Turnpike Authority Update

Conrad Welzel announced that the Maine Turnpike Authority (MTA) has made its second important decision regarding the reconstruction of the York Toll Plaza. MTA has decided to develop high speed toll lanes at the York Plaza in order to facilitate traffic movement through that corridor and take advantage of the rising utilization of EZ pass technology by motorists. The first decision made by the Turnpike was to allow for both north and south toll collection (the Turnpike studied one way charges in response to the New Hampshire experiment with one way charges last summer). The third major decision MTA will be making is where to place the York Toll Plaza.

KACTS Quarterly Report

KACTS MPO staff have almost completed the quarterly report it submits to FHWA explaining its progress as part of the Unified Work Program Plan (UPWP). The quarterly report will be forwarded to the committee next week after it is completed.

MPO Meeting

Tom Reinauer and Dan Blanchette will be meeting with the other Directors and Chairpersons of the other three state MPOs next week. The major topic of discussion will be a conversation about the future of MPO funding in the state.

Joint Maintenance Facility

Terry Oliver announced that a joint maintenance facility recently opened in the vicinity of the South Berwick, Berwick and North Berwick town lines on Route 4. The facility will provide maintenance services for the three towns as well as MSAD 35.

Minutes written by Josh Mack, SMRPC, July 28, 2006.

Committee approved minutes as written on November 3, 2006