

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

KACTS

**Meeting
Friday
November 3, 2006
11:00 AM
South Berwick Town Hall**

Draft Meeting Notes

Voting Members Present: Dan Blanchette – Eliot; Jon Carter – Kittery; Jonathan Labonte – Maine Turnpike Authority; Terry Oliver – South Berwick; Tom Reinauer – Southern Maine Regional Planning Commission (SMRPC); Duane Scott – Maine Department of Transportation (MDOT)

Others present: Josh Mack – Southern Maine Regional Planning Commission (SMRPC)

Agenda Items

1. Adoption of 7/28/06 KACTS Policy Committee Minutes

There was a motion by Jon Carter to approve the minutes as written. The motion was seconded by Terry Oliver. The Committee approved the plan as written unanimously.

2. Fiscal Year 2008-2009 Capital Funding Allocation and future project selection

Tom Reinauer updated the Committee on the new FY 2008-2009 Capital Funding Allocation for the KACTS MPO. Including the local match, the funding amount comes to \$1,557,993. The KACTS existing Route One reconstruction project in Kittery has a current cost estimate of \$2,880,000. As of now, \$1,940,238 has been allocated to that reconstruction project, leaving \$939,762 left to fund. Tom and the Route One reconstruction project manager recommended to the committee to allocate the FY 2008-2009 amount towards the remaining costs associated with the Route One reconstruction project. This would leave a balance of \$618,231. Tom recommended that the balance be put in a reserve holding project identification number (PIN) in order to cover unexpected additional costs associated with the Route One reconstruction project until that project is completed.

There was a motion by Terry Oliver to approve Tom Reinauer's recommendation. Jon Carter seconded the motion. The Committee approved the motion unanimously.

Tom noted that approximately five years ago, the KACTS Policy Committee generated a 6 year plan list, which it prioritized and has used to select projects since that time. The projects

that have been funded since that time have included the Main Street project in Eliot, the Lower Main Street project in South Berwick and the Route One reconstruction project in Kittery. Tom recommended that the committee review the old list and make appropriate changes at the next meeting. Duane Scott suggested this would be a good idea as Maine DOT will be updating its six year plan in the coming year. It was agreed that no motion was needed for this agenda item.

3. Transportation Finance Reform Coalition

Tom Reinauer explained that he was recently contacted by John Melrose, who is working with the Maine Better Transportation Association (MBTA) to develop a coalition of organizations supporting transportation finance reforms for Maine. Tom noted that he forwarded the e-mail and transportation finance reform proposal to the KACTS Committee. The proposal is based on needs identified in the MBTA's recent publication, Losing Ground: A Report on the State of Maine's Highway Fund.

Jon Carter asked if the coalition was looking for funding or if it is merely seeking support. Tom responded that at this point, the coalition would be looking to build support and demonstrate to the legislature a number of organizations that are in support of the campaign. Duane Scott noted that the BACTS MPO and PACTS MPO have pledged their support for this initiative.

Jon Carter made a motion to join the transportation financing coalition. Dan Blanchette seconded the motion. The committee approved the motion unanimously.

4. Revised contract for Mitchell & Associates

Tom Reinauer explained that Mitchell & Associates is requesting additional funds for its contract to develop gateway/landscaping plans for Route One in Kittery and Route 236 in South Berwick. An additional \$4,000 has been requested to complete the project because of excessive staff time that the consulting firm has spent attending meetings for the Route One reconstruction project and the longer than anticipated negotiation process of that project with landowners in "Gourmet Alley." The original contract amount was \$15,000. Tom explained that there appears to be enough funding in the planning budget to pay the additional \$4,000.

Terry Oliver noted that he has met only once with the firm on the South Berwick project. He thought that they might be busy with other projects, but their deadline for the original project was last spring. Jon Carter said that the Route One negotiation process was completed five weeks ago and that Mitchell and Associates have not performed any work as of yet on the Route One reconstruction project, though they will be developing an overlay design plan over the Maine DOT reconstruction design and costing those design features out. Dan Blanchette said that it made sense to fund them the additional \$4,000 in order to make up for lost time and money in the Route One reconstruction project, but that he would like to see results for the South Berwick project immediately. His understanding is that Mitchell & Associates had agreed to perform the design work on both projects simultaneously.

Dan Blanchette made a motion to approve an additional payment of \$4,000 to Mitchell & Associates, but that payment would be contingent on the completion of the South Berwick and Kittery projects as defined in the original contract. The motion was seconded by Jon Carter. The Committee approved the motion unanimously.

5. Other Business

Route One Bypass Bridge

- Jon Carter updated the group on the recent closure of the Route One bypass bridge. The drawbridge is currently stuck in the up position and it is anticipated that it will take 5 months to make the bridge operational again. Apparently a power cable encased in cement was broken in the river under the bridge. New Hampshire DOT is blaming it on a recent storm and excessive winds. Jon said that he is upset with Maine DOT communications as he learned about the event in the newspaper the next day after it happened. Merchants in the area are already beginning to feel the impact of the inoperable bridge. He is trying to secure emergency funding for the merchants. Jon expressed frustration that New Hampshire DOT probably has less motivation to get the project into gear because Kittery depends more on traffic over the bridge than Portsmouth. However, he also thought that the extended time is needed because of the difficulty of manufacturing a cement encased electronic cable.
- Tom Reinauer asked if there was anything KACTS could do to help the Town of Kittery. He mentioned that SMRPC is in the process of setting up a follow-up meeting of emergency management personnel in December, and that perhaps staff should bump up the meeting date to early December to address this issue. Josh Mack noted that Jon made a good policy issue for the KACTS Committee regarding state line bridges—that perhaps KACTS should be more involved in making bridge maintenance and reconstruction between the two states run more smoothly. The Committee agreed that this would help at least for future incidents.
- Dan Blanchette noted that the Memorial Bridge is currently closed off to heavy truck traffic, if anything happens on I-95 there is no other way to move through this area, and this is a major problem for emergency management.

Maine DOT Long Range Planning Process

- Josh Mack noted that SMRPC submitted the final draft of the Strategic Investments for Corridors of Regional Significance (SIPCREs) Plans to Maine DOT for their October 31, 2006 deadline. The plan was essentially the same document as the SIPCREs handed out to the Policy Committee at the July meeting earlier this year. One project was added at the request of Scarborough.
- Duane Scott explained that the Maine DOT plan is to incorporate these SIPCREs into the Maine DOT Long Range Plan. The plan is looking at the future of transportation funding in three ways:

- Scenario One: Status Quo: What Maine DOT could accomplish given the current amount of transportation funding (mostly maintenance—getting behind)
- Scenario Two: Performance Based Management: Maine DOT would get a little more money and attempt to stretch resources to meet performance goals.
- Scenario Three: Strategic Investments: Maine DOT would package strategies based on the SIPCRES and other information sources and raise additional funding to make strategic investments.
- Duane also mentioned that they have submitted the SIPCRES plans to Charlie Colgan, economist at University of Southern Maine to determine costs and benefits of SIPCRES strategies and their impact on the overall economy.

After the updates, the meeting was adjourned at 12:00 PM.

Minutes written by Josh Mack, SMRPC, November 7, 2006.