

PACTS Joint Planning and Technical Committee Meeting

April 14th, 2009

8:30 a.m.

Members Present: Jennie Franceschi, Biddeford, Chair; Bill Bent., HNTB (MTA); Angela Blanchette, Saco; Bob Burns, Gorham; Mimi Cervaney, MaineDOT; Eric Dudley, Westbrook; Doug Fortier, Windham; Dan Jellis, Yarmouth; Molly Just, Westbrook; Gary Lamb, Old Orchard Beach; Mike Laberge, MaineDOT; Steve Linnell, GPCOG; Jeff McEwen; FHWA; Carla Nixon, Cumberland; Maureen O'Meara, Cape Elizabeth; Al Presgraves, Freeport; Dave Redlefsen, Public Transit; Amanda Stearns, Falmouth; Greg Tansley, Biddeford; Gretel Varney, Portland (newly appointed); Jim Wendel, Scarborough.

Members Absent: Dana Anderson, So. Portland; Dan Bacon, Scarborough; Norm Baker, MaineDOT; Mike Bolduc, Saco; Don Chaisson, No. Yarmouth; Julia Dawson, SMRPC; Sara Devlin, MTA; Connie Garber, PACTS Transit Committee Rep.; Tex Haeuser, South Portland; Bob Hough, MaineDOT; Alex Jaegerman, Portland; Deb Fossum, Gorham; Gary Guerette, South Portland; Robert Kahn, Policy Com. Appt.; Peggy Kilmer, Yarmouth; Bob Malley, Cape Elizabeth; Dale Mitchell, Policy Committee Appointee; Brooks More, Windham; Anna Price, FHWA; Christian McNeil, GrowSmart Maine; Peter Morelli, Saco; Tom Reinauer, SMRPC; Skip Varney, Falmouth.

Staff and Guests: John Duncan, PACTS; Carl Eppich, PACTS; LaRay Hamilton, MDOT; Sue McIntyre, GPCOG; Paul Niehoff, PACTS.

1. **Call to Order** Jennie Franceschi, Chair, called the meeting to order at 8:34 a.m.
2. **Public Comment:** There were no public comments expressed.
3. **Technical Committee Minutes of February 10th, 2009 Meeting**
Mary Ann Conroy made a motion for approval of the February 10th, 2009 minutes, seconded by Bob Burns. Vote taken. All were in favor. Minutes were unanimously accepted.

4. **Why are we doing This (a joint meeting)?**

Staff has had discussion in the past that it would be beneficial for both the PACTS Technical and Planning Committees to come together to share ideas pertaining to projects, studies and goals. The fact is that there is not enough funding to do what is needed. There may be opportunities for ways to mitigate the lack of funding for our roads.

The Transit Committee began some of these combined meetings and began to sit on various Committees. One of their plans and one of their goals was to get the Transit Committee to share their ideas with the Planning Committee process in regards to towns and regions in terms of transportation and to look at transit as part of a solution. They are now meeting on a quarterly basis and there seems to be much enthusiasm.

A discussion began about collector roads. There are different philosophies on the maintenance of infrastructure. A Destination Tomorrow goal is to preserve the existing infrastructure. Among comments, ideas, etc. were the following:

- Should the focus be based on just AADT and is proper weight being given to transit?
- Hazard mitigation would say evacuation routes should be priority.
- Is enough attention being paid to people thinking in different ways as to how funding should be allocated.
- We have an opportunity to prioritize what is important such as evacuation routes. What happens to those roads? Do we make decisions that some roads just go back to gravel?

Jim W: it really boils down we have a rd system far too large for population to support it.. as part of techies roale is to try to foficla lusei ,desing anfor most efficieny use out of it.

Cd mean that certain criteria is not all ther.

But fundmentally ssd lok at from efficiency perpspective. Best use out of it..

Deo we change we werat in terms of tech comm. Is on the quest..no.. the discussion as to happen how doe we technically evaluate our transportation needs.. and in the end. If we have eto let roads go ? it has to be based on thorough evaluation on additional guidleins and crieria.

Mayb ein some instances.. the state sd buy property andget it off pubic?

To no lkg at thos initially.. maybe need to lk at thatwhol gamut ?why don't we have enough money..? on the state, federal level. What the attitudes are in the legislature re: infratrutue in gneera.. think kthey are responsoing to the general

public.. and the people are not prepared to support the infrastructure to work.. those.. feel we need to look at those other options..

In the end.. if we have to end traditional criteria for maining roads. .. but do we do that right now.. no

Molly: hearing budget.. the way have been done and maybe doing it diff in the futue.. w/techines. Wd like to hear a discussion on standars. Wehr eit migh be change reduce. So that maintaini aour roads.whether rmaintain w/local funds or mixe between state and fede and how we canuse adaptions of standars to take of raods or more roas.

Jim: fudnamentially the I view. Given the extrememe monetary shrotall don't think that tech standars will make a diff. Bu tfudnatio it boisl down to standars are based within the last centry based on driver safety the current stadnarrs are based on those ssafety level of standards fo rdriving public.. and when you fiddle w/that you fiddle w/that idea of safety..

In some respect.. ther idea of safety is very important.. .. where highway design cd be a revaualiotn of public.safety.. may b ehre is.. ... infrastrutue has been designed to be more safe.

Greg: article on new morning ..safety related to mini cars.. why do they work in chinea// they don't travel at 70 mph.. cd relax those stadnars if slowing the speeds down..

Jim: there are standard procedures for setting speed limits.. but there are issues of road clasificatosn of a road and what is it expected to do.. an arterial that was purposely desinge for 30 mph..

Jeff: 1st year this comm. Formed a subcomm to lk into flexibi and standar. In summary. It was cleary a lack of udnersan on what flievbbiyt has been already built into the system. Histrocally in miane ther has been lack of application or use of that flexibility if you lk at the chart.said.. what caem out of that.. they felt the first stp was to put toegher a traing program to talk to command designers to education the train the designers how to apply wha ti already there for them t touse. .csuch as clear zone.. if you lk at book ther eis chart.. you just have to go thru an analysis.. in reg to sfaaety .. its tdetrm tha tchte ocast to achive the preferred doesn't gain any svalue as to that cost.?

.from this summer forward. .that this issue will start to dissipate.. spoke of design guied.. not design standars.. thwere you might have been able to ...

..term h elikes to they like to get the best safety ban for th buck there isnot a good udnestandi as to what is built into the system and the preferen standare to dviat beceau of safety..

the dot came out w/design exception review or team to help make kthe process more consistent and to have th eprocesshappent more so desinge ango to this team.. in moving forward.

Ibottom lien. Befo trying to change the standare. If as felt people need to apply and udnernstnad as to what is in theter..

Molly; in re; to a scenario.. to apply tha tat a local level. Say a quote to rebuild a pztts road in there town and puts out an RFJQ.. and get a responsxe that are straingent /and don't' show famialrity w/fleciby or wiling to do it.

Jeff; first step wd be in the planning statge. And lk at the projct and lk at that flexibit and built that option into what you arelkg for.

.. the edesingt tem is also ecnoughe that in the planign stage they look at tha and get an initial feel.. . . sd be built into th planign stge of th eproject.

Donna: so if we had a regional plan as a goupr and came up w/a heirach of roads. And they dsd have 12 foot lanes, etc. and sd bemajor roads. Thatn we have road w/heaviy biek tariffs. And wif weh ad that as a regional paln wd tm

Jeff; it cd be done as a regional guie. But he design criteria. Is based on egenri capplciaton and lkg at it hisotrially a nd they hav found this give th safest scenariot

. but at some point you hve to lk at that road.. and look at the number of crashses of that road. And that historaiel data will determine what deciosn needs to be made to some degree tha tis what th edesign criteris is based on.. it gives you wht has been historically the best..

historacil crash data.., the physical gemotry of it.. cdfrom applanig perspective. Bu t you have to belfixble for the best application.

..engineers today re claucalint more and thinking less. Want to get them thinking more

Amana: part of riteri in lkg at historical date. It jus gets back to whol desing area. And just lkg at carsr.. sso if tyring to trnasiton a stret to better acocm anor enoauarge alternm modes of trasnpo are you saying tha tistorical date on that street. Is giogn to affectmaking those design treansition.

Jeff: par to fths I s if you are tyring to change the scope..
Tryin gt otsc..the hisptricl date wd payl into it bu t.. wd be a factor.. but not as much ..

All depends to the scope of work and degree that it wd apply.

Jeff: these two comm. lea have two distin things today.. but they sometimes overlap.

Bob: nobody in tech comm. Has been against kepeign anopen mind to mato ahcne the open road..not design in gth eproejcts.. and work hand in hand w/dot. And have to ointerface w/resident..
Its still getting back to mine.. 200 miles of collectors we had 85 djust trying to maintain .. right now . lets keep an open mind and lk at other wwsy to lessen on our roads,, and in the end the buses, etc. stillhave to ride on these same roads.

MaryAnn: opprotn nto transit pdestrianonly roads.. taanothe.. lkg at tri commuin planign meeting w/public.. much diversity.. it elveed the expectations somewhat.. the public process is something that we really need to do toghere... but the regional process.. bec public expattions is tddriving want they want... need to expaling ithis is what we can afford.

Jeff: personal opinon... what the public wants and what they are willing pay for.. went backc and lkd at history of gs tax.. now ;in today dollars.. our gas tax was over 80 cents agallon ..maine had a gas tax back..
Federal gas tax has not been nraised over 15 years..
Theproblems now facing.. hoping someone is lkg at funding end as well.. if you put all the roads back to gravel many wd come out lkg to find a way

Today gas tax is at 36cents..

JD: many people wrko n the money issue. But from the pacts standdpoitn .. where does the MPO fit iont othat.. but thepol comm. Did ask dto evelop a funding issues papaaper. And it is being written. The draft has a dramatic picture ontoi.

JD: feels this disssuiois is perfect w/this grouu..

Re: paul on the standsrds issue.. he knows this stuff.. and hoping tha tin th elong term w/pacts process ad bewrlk w/us all.

Dan: re: standars. The tech com loks at the list not t he tx. And th tech omm did finish a nevaluton at the colector system and lkd at technical aspect and did not lk at planning issues.. what might make ssen now. For com of two and talk that sme list and apply some of the other factors such as standards, gurarda. Maybe this is a bike rout.e. do we ant a desing exception.. but if its bike route..whehte rit wd make sesn as fundi projce to take that same list.. to go throu tha tlist and then apply the qulity stuff..

Jenni: did lk at design exception ast certain ares.. but not cneesariy say wyou cd not have more.

Erick: More qualityive items..

Bob: but I nth the then of the day the roads fall apar.t lkg for.. five years ago.. didn understnat all the road sin our infratruction and four year ago dot did a reclasificaoitn and then a year got a list of road which are built aor unbuil and now know we don't have enough morney to maintain what we have.

.so we quicly have to change funding allcoaiton and safve what wehave.. some roads will now be going nfrom pavemtn to dirt.. wd like to focus on that.. wd agree that therpeort.. we wil tweak it each eyar.. but reality is.. were nto doing what it takes to maintain our system... its not reality.

Angela..re: exercise some of the roads.. re: design exception..but realistic. That the criteria. What is the easier road to get to.. that is something local.

How easy it is to get thru the design exception

Jeff: you need to look at you half amount of money you need to have..

Angela. Are really priority yours road. What gets built

Jeff; what is the first application to hold you through this downturn. The third downturn.. in Miami then look at dot.. the vast amount of projects go to overlay.. because if you go down that curve is through good money after bad.

The design exception for the level of accuracy of estimate and report. Don't know that design exception tweaking will make a big difference at this point..

Greg: spoke of the recent TIP process comm... last week to not remove anything from the collector road pavement list. Its on the list.. and 2.. to not use state money to cover the first 75% of the list and the local monies could cover that and be more effective... .. because they don't have to follow any standards. And then the state monies would be targeted to the really bad roads.

Molly: but based on this discussion. If 1/2 of roads are rehab.. and that state funds would go to overlay..

In the tip process this is an idea.. .. if 1/3 roads are at overlay state and local funds the overlay.. and the there is match at the rehab level at 1/3 and the bottom 1/3 are the rehab level..

What have to rethink.. have to think much more proactively..

Jeff: the concept level right other funds to maximum the key to that getting to the towns to do that maintenance.. getting the towns to do the maintenance..

Greg: the Re: impact fees, etc. And those are easy ways to see results.. that is when planners come in.. if he were to put in impact fees.. would want this engineer to back him up and say this is a good idea..

Laray: aware of bill in legislature. Our most program.. that hold our roads together. Dujst delayed of adverti because it is in serious danger of not being funded that that funding is from a bond.. there is bill where this bond will be tied to projects that have a five year life... can only be applied to a road that will last 20 years.. so maintenance money is in serious danger of

MaryAnn: have been lobbyists.

Bob: how many have read the collector roads report summarized?

JD: brochures available...

Bob: directed group to charts.

Looked at maintenance curve chart... at a certain point you may pay 1.00 for overlay.. if not done.. and need rehab.. could increase to 5.00 overlay.

And funding alternatives chart.. if we discontinue to put our 2 million on the year..

If you do the math..

Donna; feel all planners should read that report. And maybe local knowledge could be injected into it..

What will we do w/roads that are falling apart. . is there a way to reconstruct roads over a period of time.. ..we need to have more tools/options that need to be considered.. and do wonder if northern maine having these same discussions.?

Maureen: re: molly'' concerned that tip process that the oney should be focused on reconstruction and rely on towns to do overlay because cheaper.. and we used to do this.. and the local used to let the roads go... don't think it will work at all. Only way if you required. If a town was look for reconstruction to submit for points how much money they would be spending on overlays... .

Greg: his recommendation he report as a state report if you an overlay report /

Maureen: when towns make poor decisions and not rewarded w/m

Dan: help give towns to do the overlays,, give them a grant/20 or 30% to overlay for incentive money for town to overlay that road..

Eric: but it then gets back to federal standards..

Molly: putting in people's money or putting in incentives.

Bob: had Haaske to have past project analyze that locals could do it cheaper than DOT.. if process comm. Is taking that seriously. .. we needed to know that at tech comm. And find out why is that... ..

Jeff: hoping to have something at the next meeting. Lkg at three roads...

Brook Road, comparable about 3/4 mile. (the town did half of project themselves. And the other 1/2 the DOT has done through design exception process)..

Marry: part of that review.. how long is that lasting..

Jeff: comparing to what was built.

Al: seems like it's about money.. lkg.. true that town could do it less expensively than DOT. But if expecting the towns to pick up the all that cost on the tax base.. may not be the ideal based on tax base. Needs to have some kind of state assistance. and the DOT is not fun in our minor collectors.. reconstruction of those roads.. don't get state or federal money for those roads.. Can do these little incremental things. And can do a little of the design exceptions.. but you not going to change the bottom line that we are not going to be

Amand; re: towns or towns ability or political way.. re: social justice issue. Work in flmouth.. so they get biggest ban and have staff to manage local projects and can partner w/dot hadn't have ability to raise funds and have that level amount . if they at where they are and they have the ability to get good proposal to get more funding. But smaller communities and can; tax their communities they are going to put them at a disadvantage and need to find a way that finds a way to equitable funding for all communities.

Have to have some awareness of that.

Mike L; good dialogue.. donna had asked what they do in Aroostook county. That is one of his plain region. they are just as concerned for their roads. And they say they don't get enough.. but they think regionally .. they convene for a bill to approve a bill that require DOT to extend stimulus money from for I295 from to Canada.? Its indicative that they have come together with their priority.. in times of tough funding we have to think of what is important to our region.. its important to get people to and from work. And move trucks. Will have to come together and think what regional decision are we going to make..

Jeff: many years ago work in PA.. interesting thing in Maine.. there is dramatic difference between Maine and PA. the PA were owned by country and paid by county tax.. the.. it would increase the county tax.. it's a whole different model and changes how its looked .. the state does interstate and major arterials.. the counties.. owned all the collector roads/bridges.. a different mode..

But what he paid in county tax in PA was higher than in Maine.. but instead of having all the towns competing for funds.. it was a different model. And it did address some of the issues discussed today..

Bob: New Jersey's. Has township..

Greg: mentioned at TIP process. This is well beyond our abilities to address. The gas tax.. .. flawed funding.. well beyond us. In many ways.. but goes back to focus on what are the priorities on the region.. as opposed to the local issues.. it is also all about competition between communities...

Dan: that is reason to raise the gas tax..

Greg: as long term funding source for revenue it doesn't work.

JD: John Melerose. Director and present to pol comm. Six weeks ago and will start an urban transportation review..

Carla: spoke of five years.. where? did their dispatching it has taken all these years to regionalize that re: dispatching; it was sort of a peer pressure.. in Pennsylvania how do the towns within the county have a say? Jeff: don't know.

Carla: wdlike to come out of thie mtg as a specific action to put forth.. wd like to come ups

Jeff: in lkg at report to rpirotize the projects.. they lkd at a wide variety of thigns.. there wer items in tehr that goet difernt weightin in ther. This was a great step forward for pacts.. . have this improvement and step in right directon and the iggus what do you want to do in the next couple years. Abu talso look at down the long-term.. goals..

... they lkd at volume in traffic, fwd.. conditions of road.. FWD tells you what is underneath it..
cd be ongoing gdisusiosn.

What do you want to do right now.. and then werhe do we want to be in th elong term.

Jennie: have the chart. The plalnig comm. Was afforded that chart... and then for some suggestions how can we improve. This and what criteria and mintia stuff.. wha is pallning com think they sd be brining to the table . what are thepriroti of thereigon. So that when going to pol comm. These are what the best projects are rfor pacts.

Greg: in nh.. the comm. That dvelop priotiz for project funding was a mxis of people.. ws good mix of fdiffe view. Some elect ed official and was a group effort..to come ups .. cd be the art of doing that.. all of those interests came together and produced a list.

Maryaln. We have to get the list of streets donw... needs to get reduced. As a group and as a group regionally.. need to reduce that 200 miles..

Bob; have opposite opino. In general the 200 miels there are signfivant roads.. it wd better not to fund them and let local fudn them and bond them.. don't feel it sd be divided.

Has 153 miles of roads in Gorham

Greg: re: the Tip we have have more political weidh when we go to state and legislature.. cd have more political weight. And ended up sayin g leavin it the way it is.

Al: kind of agree w/bob.. the need to maintin those roads.. kind of disappears and becomes a regional thinkg

JimW: re: e arleir comments. Need to lkg at to maximize efficien use of road system that we have. If can't do it. Then we need to shoroten th elist of road mileage of road system regardless of clasficiaotn.

1.. get in this state and this coutnyr to a commit to infrastructure and how do we officiall get the most for th elast cost per mile of funditonal roads. And tha tis how we cn mainte.

If we do that. We can end up w/ a system that we can maintain..

..we don't' have the fudns to take care of the system to an acceptable level.. it gets back to dialog w/legislature to a commite to fudn the system we have..

those are the two core challenges that we have.

Dan: re: coming up w/ a proecess to

How do we take these ideas that are great.. is there a way.

Can statff capture these issues at ahiger level and decide what pact cd do w/this list of ideas.

.. we need to make that next step.. what are going to do about it?

Can we come upw/ aproces as to what we are going to do w/it.

JD: there is a forum.. no decision making .. weve accomplished a forum function.. the folks on the TIP process comm. Have heard input.. and have had a great discussion and sdnadrs. Flexibility of stndanrd, aimpalication of aplyign the sdanrd.. the ck comm. Will meet w/cost saving analysis,, and wehre a plicy fo rtowns to do the a simple overlay..

And jeni and llkd a ...

JD: will work on aproces.s

Donna; andyhign wd be or cd be doing rail and barge. Of getting traffic off our roads?

Wheel ruts on 295 of an 18-wheeler.. ?

JD: if lkg at dot's 2 year paln.. they arelkg at paving those...

Donna; maye cd be doing away from road dependenc on the freight issue..

Mike L; rob elder.. freight and business servies and handle tra terialer turcks nad trsin is interested in opening up partern hips smpos. To get ides are.. anhad mt in Jan.. soke of freight ..we acres parcels that wd be accessible by rail to take truck off the road to mae

Are interested in what MPOs has to say.. you cd have a seat at the table in the discusson on wehre they invest their money.

Bob; no money .. but have money to build new raisl and purchase rit of way..

Bob elder go a grant to look at this study..

Costs a lot to put in rail and infratrucute.

Bob: lets increase our collector road funding from 40 to 70% .. as a tech comm. We nneed to make a recomm to pol commas to what we learned.. wd like to come togher w/ areocmmentaiotn to change the funidn gtha twe have set up..

Greg: is if tech comm. To make . and the plan comm. Make its own recommendaiton to policy commit.. both comm. Sd look at it. .

Jenni. Is there a middle ground that w cd both find that a solution that .. w/a recommenadton on moving forward

Al: leaning to bob 's positon to maint collectors before they fall apart.

If pallnign wd like to hear from planners.

Amanda; wd like to volunteer her pubic works direcor.. I wd cd have planaer lk at collector oad study and agree w/criteria and have feedback on it.. wo work w/another two or thre ecomunite their palners and onplannin and tech commini and nas a working group and sit w/olelctor sutyd and has some manign dicusison on the resport , about the rcriteira.. andlk more closely at it. And bring a recomm to polc comm. . a sharing of knowledge.. wd like to get working groups tother to bring back to the larger gropu.

JD: thinks it's a great idea.. the TIP process comm. Has met 3 o4 tiems and heard presentation from consulstnat..

Molly; in terms of this discussion and the task that tip comm. Has been assigned what are the diffentce are we duplicating oru efforts.. the purpose of tip commi and wha twe are talking about..

Greg: the tip process comm. Will come up for reocmm to pol comm. For allocation and how deciosn sd be made for project proposal ..and there is some cross polication but last thing ishave the tip comm. Comeup w/reocmemndaton..

Molley:

JD: the TIP proeces comm. Is dong what Amand suggested

Al:: ? JD: we could

Bob: the tips peocrs had come up w/ prior to collector road sutyd pbeign presented.

Geg: pressure from transit toincrease allocation to transit.

Bob: if percent allocation were changed.. if pol comm. Agreed to a change what budget wd tha timpact

JD: the tip is working on 2010.. their work needs done by the end of this year.. maybe ther eis more time for itnercommitte input..

Jennie: thought that thewhole premise. Tha ti tech andplalnign at least have an opnion put forward that ey have a better.

Doew our commit give their recommedantion befoe t

We have givent hem our thoughts.

Carla; send something to us how do you feel about these issues. And if there is

JD: plan and tech comm. Bothmeeting in May.. another roption and have it on May's agenda

Molly; wd popel be able to speak more . wd something like survey monkey.. . wd people feel morecomfortable.

W/survey monkey.. its an online survey..

Maureen wd like to see proposal.. wd like to see a full fledged proposal and make a decision one way or another.. first policy says maintain the existing ..can think of some qualifiers on some collector road increase but wd need to see what is it doing to our overall direction.

Greg: re: tri towns meeting and all participants were asked how wd you allocate it.. to getiv epercentage.s. it was all across the board.. more roads.

Maureen. To give money to collectors and give priorities to collectors that provide transit..

Jennie:

Donna; have discussed having one committee.. and so that it's balanced and it's one less committee.. wd favor joint committee.

Jeff:cd do every other. Month.. explain the difference respons..

cd also have separate mtgs .. jgreg:there is some timeliness rightnow..

Jeff; not a permanent solution.

Jenni; next meeting 2nd thurs. May 12th, 8:30 a.m. next planning/tech and maybe transit comm

Roads list, the proposals, and the proposal for the proposals.

A tip process comm. Proposal; some other proposals from Bob; cd ask transit comm. Weigh in;

7.. aerial flights.

. dan has 2006 meets their needs for now.

Amanda;

Jenni: any communities wd respond

..gary: OOB..

other communities..

gary: finding out about costs?

When will the costs be determined?

Jenni: w/funding that is going wd that affect the price/

Some agencies ..once put funding .?

Carl;

Eric: man did this in 2006.. would like to do a five year cycle.

Cocensus.. sees to be not to do this this year.

8..

the logn rang plan comm. Conveing on the may 1st cd us another tech comm. Member.

Mtg. Adjourned 10:37 a.m.