

Bangor Area Comprehensive Transportation System
Policy Committee Meeting Minutes
December 8, 2004

PRESENT:	Kate Weber, Bangor	Linda Johns, Brewer
	Jim Ring, Bangor	Bob Osborne, Hampden
	Stan Moses, Bangor	Frank Higgins, Brewer
	Jonathan Daniels, EMDC	Rob Kenerson, BACTS
	Bill Reed, Veazie	Sue Morse, BACTS
	Don Cooper, BACTS	Tammy York, BACTS
	Sandi Duchesne, BACTS	David Struck, Orono
	Charlie Heinonen, Old Town	Catherine Conlow, Orono

The Bangor Area Comprehensive Transportation System Policy Committee met Wednesday, December 8, 2004 in the EMDC Boardroom, One Cumberland Place, Bangor, Maine. Bill Reed, Policy Committee Chair, called the meeting to order at 9:45 a.m.

APPROVAL OF NOVEMBER 16, 2004 MEETING MINUTES

Jim Ring made a motion to approve the November 16, 2004 Policy Committee meeting minutes. Catherine Conlow seconded the motion. The meeting minutes were approved unanimously.

2004-2006 BTIP PROJECT FUND REALLOCATION

Rob Kenerson explained the recommendations of the BACTS Technical Committee to add \$147,446 from PIN 10023.00 and \$90,000 from PIN 10037.00 that had been withdrawn from the 2004-2006 BTIP, totaling \$237,446 to the 2006-2008 BTIP. Catherine Conlow made a motion to add the \$237,446 to the 2006-2008 BTIP. Jim Ring seconded the motion.

It was unanimously VOTED:

To approve adding the funds remaining from the 2004-2006 BTIP, totaling \$237,446 to the 2006-2008 BTIP.

Rob Kenerson informed the committee that he would be passing around a 2004 in-kind spreadsheet for transit planning, that he would like each member to sign off on the total number of hours that each member had volunteered to match the required 20% in-kind allowance.

2006-2008 BTIP PROJECT SELECTION

Jim Ring said that the revised BTIP list is a result of a lot of hard work on the part of the BACTS Technical Committee. He noted that Bob Raymond's initial estimates totaled \$7.5 million. Jim thanked the Technical Committee for its objectiveness, and noted that there were no reductions or cuts to projects that had not been suggested by each municipality. He said that Brewer reduced their projects, Orono reduced Bennoch Road, and Bangor dropped three projects including signal coordination on Stillwater Avenue, Hogan Road and I-95 Ramps NB/SB and Burleigh Road, bringing the estimates to \$5,426,000.

For the third year BTIP, Jim said that the Technical Committee recommended restoring the projects that had been cut and using remaining funds for Rt. 1A and Stillwater Avenue reconstruction.

Bill Reed said this was a good teamwork effort, with each municipality cutting from their projects.

Catherine Conlow made a motion to accept the 2006-2008 BTIP list as recommended by the Technical Committee, and Kate Weber seconded the motion.

It was unanimously VOTED:

To approve 2006-2008 BTIP list as recommended by the BACTS Technical Committee.

Rob Kenerson said that he recommended that we draft a letter from Bill Reed to MeDOT seeking \$220,000 in funding under interstate maintenance funds for the Hogan Road/I-95 Ramps NB/SB. Jim Ring made a motion to this effect and Kate Weber seconded the motion.

It was unanimously VOTED:

To approve having the BACTS Policy Committee send a letter to MeDOT requesting interstate maintenance funds for the Hogan Road/I-95 Ramps project.

OTHER BUSINESS

Catherine Conlow said that BACTS should examine the feasibility of unified fees for road development systems, with the fees used for BACTS to develop and maintain roads in the BACTS area. Kate Weber said that she would be interested in this as long as it wouldn't negatively influence appropriations from the state. Rob Kenerson said that the federal government determines funding by lane miles and population. Linda Johns agreed that developers should pay an impact fee, which the city currently collects. Stan Moses asked if this would be a separate fee from the impact fee. Catherine Conlow said that we are spending money to do projects twice, and that we need to be more competitive and look at the pros and cons. Frank Higgins asked if we had the authority to institute a regional impact fee. Linda Johns said that normally a fee is assessed for a specific development project. Rob Kenerson said that it would be great if this was a study as part of the UPWP for July 1, 2005. Jim Ring said that the idea is good, that municipalities have the authority to establish impact fees; however, developers need MDOT traffic movement permits in recognition of these local impact fees. Jim Ring agreed with Catherine Conlow that there are cumulative impacts such as Wilson Street and Broadway going to five lanes, and that he is willing to look at this.

Rob Kenerson said that part of the PVPILOT initiative is to look at regional and economic development, and that we could possibly fund this study through EMDC. Sandi Duchesne said that we have less than \$5,000 in the PVPILOT account.

Catherine Conlow reiterated that Orono will be implementing an impact fee, and that BACTS should charge the same fee for all roads. She expressed concern that due to funding limitations, only .6 mile of

Bennoch Road will be completed for \$1.5 million. Rob reminded the group that service center communities pay an extra 10-15% share for construction projects. Bill Reed commented that he removed Chase Road from the project list, and it receives 3,000 trips per day. Catherine said that Stillwater Avenue traffic is causing problems in Orono and Old Town.

Stan Moses asked if the fee would be flat regardless of the scale of the project. Rob said that the fee is generally based on trip generation. Catherine commented that University of Maine traffic if backing up to Veazie, and new commercial development will back traffic even further on Stillwater Avenue to Bangor. Jim Ring said that any development would need a traffic movement permit with traceable traffic movements. Bill Reed agreed that we should use PVPILOT funds to study this. Rob said that we need to run out the funds and that we have been working with PVCOG on an initiative. Stan Moses said that developers consider impact fees a necessary cost of doing business, as the road development helps their business. If BACTS assesses a fee that is not allocated to a specific road benefit for a developer, the developers may not see this as a business expense.

EXECUTIVE SESSION – 1 MRSA § 405 6.A – PERSONNEL MATTER

Bob Osborne made a motion to go into executive session and Linda Johns seconded the motion. The committee unanimously voted to go into executive session.

The committee returned from executive session and Bill Reed commented that the Personnel Committee would continue to work on the contract for the BACTS Director.

Charlie Heinonen made a motion to adjourn the meeting. Jim Ring seconded the motion.

The meeting was adjourned at 10:55 a.m.

Respectfully submitted,

Tammy York
BACTS Administrative Assistant