

Bangor Area Comprehensive Transportation System

Policy Committee Meeting Minutes

June 7, 2007 (Approved)

PRESENT:	Bill Reed, Veazie	Stan Moses, Bangor
	Jim Ring, Bangor	Brian Wintle, Orono
	Frank Higgins, Brewer	Paul Lariviere, Maine Tomorrow
	Linda Johns, Brewer	Ralph Norwood, Gorrill-Palmer
	Mike Laberge, Maine DOT	Tom Gorrill, Gorrill-Palmer
	Bob Osborne, Hampden	Rob Kenerson, BACTS
	David Pardilla, Penobscot Nation	Don Cooper, BACTS
	Maria Weinberger, Orono	Dianne Currie, BACTS
	Ron Harriman, Orrington	Jayda Maher, EMDC/BACTS
	Fred Michaud, Maine DOT	

1. Call to Order

The Bangor Area Comprehensive Transportation System Policy Committee met on Thursday, June 7, 2007 in the Penobscot Board Room of Eastern Maine Development, 40 Harlow Street, Bangor Maine. Bill Reed, Chair, called the meeting to order at 9:55 a.m. followed by introductions.

2. Approval of May 22, 2007 Policy Committee Meeting Minutes

It was moved (Jim Ring) and seconded (Frank Higgins) to approve the May 22, 2007 Policy Committee Meeting minutes as presented. The meeting minutes were unanimously approved without revision.

3. Truck Route Study Policy discussion with Gorrill-Palmer

Tom Gorrill of Gorrill-Palmer gave the committee an update on the BACTS Truck Route Study. He spoke briefly about the current policy regarding trucks on the Maine interstate VS. local routes.

Tom introduced Paul Lariviere of Maine Tomorrow. Tom gave a PowerPoint presentation on the history of weight limits on the interstate system in Maine. Federal law states that the Maine interstate truck weight limit is 80,000 Pounds Gross Vehicle Weight (GVW) There are two exceptions to this requirement in Maine. The first is to allow loads up to 100,000 Pounds GVW on I-95 from New Hampshire state line to the Maine Turnpike in York and from the end of the Maine Turnpike in Augusta to the new I-95 exit 113 and secondly to allow 100,000 pound GVW fuel trucks to travel on I-95 up to the Bangor International Airport. The two Canadian Provinces bordering Maine can allow loads up to 135,000 pounds GVW depending on axle configurations.

Paul introduced two proposed approaches to raise the weight limit in the Bangor area. One was to try to convince the US Congress to exempt I-395 including the proposed extension and possibly I-95 from I-395 to Exit 199 as well. The second proposal would address the concerns of Federal Highway Administration officials that heavier trucks will damage the interstate road surface more quickly. The policy guarantees that if a State is allowed to raise the weight limit on their interstate to the State weight limit, the State will maintain the road surface to a certain level using technical standards using State money in addition to Federal Interstate money if required. If the state cannot maintain the interstate to the agreed standard, the weight limit will reduce to

80,000 pounds again. After much discussion, the Committee liked both approaches and recommended that they both be included in the draft final report.

Tom then presented a PowerPoint summary of the truck weight survey and concluded by stating the next steps. He suggested that there be a draft report, get comments from BACTS and then create final report. They will develop the draft final in the next month and send it to us for review.

4. **Consultant Studies – Contract Time Extensions**

Rob mentioned that since the Truck Route Study will take a couple of months to finalize, along with the Signal Study by Sewall and the Transit Study by Tom Crikelair, contract extensions are necessary.

There was a motion to give Bill Reed authorization to sign extensions on behalf of BACTS (Frank Higgins) and a second (Bob Osborne) it was voted to approve and motion passes.

5. **BACTS Public Participation Document**

There was a motion to send out Public Involvement Policy for public comment (Bob Osborne) and seconded (Linda Johns) it was voted to approve and motion passes.

6. **BACTS - MeDOT contract**

Rob said that he would combine this agenda item with the next since they are related. He stated that the four Maine MPOs and MeDOT have work under a cooperative agreement for years. MeDOT has been told by Federal Highway Administration that they need to have a two year contract with each MPO. MeDOT wants to have a 2 year contract which will be tied to the FY 08-09.

Due to the current federal obligation limits, MeDOT will not allow BACTS to use any of the accumulated federal PL funds. These funds may be allowed to be used in the future depending on availability of money. Rob and staff will go through the UPWP to prioritize tasks and spending.

There was a motion to allow Bill Reed to sign the MeDOT/BACTS contract when Rob and Bill are satisfied with the language (Frank Higgins) and seconded (Jim Ring) it was voted to approve and motion passes.

7. **June meeting for MeDOT Project Managers, MeDOT Bureau of Planning, Municipal Officials and BACTS staff**

Mike stated that MPOs should work with MeDOT to prioritize construction Projects and produce a reasonable schedule with limits on when project go out to bid.

Municipalities need to consider which projects will be Locally Administered Projects (LAPs). He will work with Rob to schedule a meeting soon to discuss these issues.

Rob stated that if the Transportation bond referendum doesn't pass next Tuesday, June 12th, we will need to come back and remove more projects instead.

8. **Other Business**

Rob Handed out a revised BACTS "MPO 2008-2009 Capital Work Plan Program with the changes approved at the May 22nd meeting.

9. **Adjournment**

There being no further business, the meeting was adjourned at 11:35 a.m.

Respectfully Submitted,
Jayda Maher
EMDC/BACTS