

Bangor Area Comprehensive Transportation System

Policy Committee Meeting Minutes

May 19, 2020

Via Zoom

Members

Name	Representing
Rob Yerxa	Town of Orono
John Theriault	City of Bangor
Linda Johns	City of Brewer
Jeremy Caron	City of Brewer
Joe Hayes	Town of Orrington
Eric Willett	City of Bangor
Sean Currier	Town of Hampden
Joe Hayes	Town of Orrington
Laurie Linscott	City of Bangor
Frank Higgins	City of Brewer

MaineDOT/FHWA

Name	Representing
Darryl Belz	MaineDOT
John Devin	MaineDOT
Chris Mann	MaineDOT
Tom Reinauer	MaineDOT
Carlos Pena	FHWA

Staff

Name	Representing
Sara Devlin	BACTS
Cindy Meservey	BACTS
Dianne Rice-Hansen	BACTS
Connie Reed	BACTS

Approval of Meeting Minutes

Topic	Discussion	Action
Minutes	Rob Yerxa called the May 19, 2020 meeting of the Bangor Area Comprehensive Transportation System Policy Committee to order at 9:35 a.m. via Zoom.	<i>Joe Hayes made the motion to accept the minutes of the March 17, 2020 Policy Committee. Linda Johns seconded the motion. Unanimously approved.</i>

Staff Reports

Topic	Discussion	Action
	<p>Similar to other staff reports we've done in the past, it's meant for update for committee. Not going into too much detail. I think the one to note is the I-395-Odlin Road Study is going to be coming back for consultant selection in July. Dianne is working on 2023 work plan. There will be a vote on the list of projects. With the current situation of working remotely, staff has analyzed our website and social media. They will be working on the site, and changes should be coming out in the next 3 to 6 months.</p>	

TIP Modification

Topic	Discussion	Action
	<p>All federally funded projects must be in the State Transportation Improvement Program (STIP) and the Metropolitan Planning Organization's Transportation Improvement Program (TIP) in order to receive federal funding. These projects are located in the BACTS area and are funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds; however, not all of the projects are funded through BACTS or with BACTS allocated funds. BACTS must update the TIP when there is a change to any project, such as a funding increase or a request to add a project to the TIP. Once BACTS approves the updates to the TIP, MaineDOT also updates the STIP. MaineDOT must receive the BACTS Policy Committee endorsement when any federally funded project has a major scope change or cost increase or when MaineDOT wishes to add a project to the STIP. We received another request yesterday that wasn't on the agenda that request added two additional modifications. MaineDOT is requesting the following modification to the 2019-2022 TIP: • WIN 24313.00-Bangor, Hogan Road Sidewalk- Additional funding added to the project (\$292,647.00) • WIN 23617.50-Carmel-Bangor, I-95 northbound bridge joint replacement, lineage WIN for CON and CE. 1 • WIN 23617.60-Old Town-Carmel, I-95 southbound bridge joint replacement, lineage WIN for CON and CE. will be constructed in conjunction with the Bridge Joint WINS 23617.50 and 23617.60. 24119.00 Carmel – Bangor Interstate 95 NB Ultra-Thin Bonded Wearing Course</p>	<p><i>Linda Johns made a motion to approve modifications to the 2019-2022 TIP WINS 24313.00 for additional funding of \$292,647, 23617.50 for the creation of a lineage WIN for CON and CE and 23617.60 for the creation of a lineage WIN for CON and CE; modifications to the 2020-2023 TIP WINS 24119.00 and 24173.00 moving project construction year from 2021 to 2020. Joe Hayes seconded the motion. Unanimously approved.</i></p>

	<p>and 24173.00 Old Town-Carmel Interstate 95 SB Ultra-Thin Bonded Wearing Course. These WINs will be advertising in 2020 instead of 2021, and will be constructed in conjunction with the Bridge Joint WINs 23617.50 and 23617.60</p> <p>These modifications from Maine DOT. do not affect BACTS capital funding allocation</p>	
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Old Town LAP Update

Topic	Discussion	Action
	<p>BACTS staff has been administering the Old Town Main Street/Center Street and Water Street/Center Street projects. The original scope and budget allocated just under \$25,000 for consultant time and \$5,000 for staff (BACTS and MaineDOT) time, which was not sufficient to develop plans, specifications, and estimates. Another \$40,000 is needed for PE. Staff has been working with MaineDOT, Sebago and the City of Old Town to develop the proposed budget adjustments. The project is approximately 50% complete with project development, and is scheduled for 2022 construction. Staff has executed a contract amendment with Sebago and the City of Old Town, for the additional costs for project development.</p> <p>John Theriault asked if Dianne had an estimate for Sebago’s design piece. Dianne indicated it was increased to \$29,556.70. As you know we are not allowed to go over \$25,000 when doing a simplified acquisition. We had a conversation with DOT, and they allowed the consultant costs to go over \$25,000.</p> <p>Dianne informed the committee that they had extremely good news when the bids came in for the Brewer and Hermon signal projects. There were four bidders, and every one of the bids were significantly below the estimate.</p> <p>Sara told the Committee that no decisions are needed at this time. She also wanted to point out that this is a little unique because Rob started the project and Dianne and Sara inherited it. Initially we thought we would never want to do another LPA. However, after talking with DOT and understanding more about the process This service would be something we may want to continue doing to help municipalities if it makes sense. Staff anticipates returning to the committee with a final construction estimate and funding options in the next 12 months</p>	<p><i>For discussion only.</i></p>

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Cares Act Funding

Topic	Discussion	Action
	<p>The Cares Act funding was appropriated in April in order to provide assistance to transit agencies with the financial impacts of COVID 19. The City of Bangor was awarded just over \$4 million in relief funds. There is no local match required for the federal funds. The funds can be used for expenses occurring after January 20.</p> <p>The Municipal Transit Partners Committee met and reviewed how the City of Bangor is proposing to use the funds. The current budget proposes using \$1.8 million of CARES Act funding for 2021 fiscal year operating expenses. They also anticipate using approximately \$850,000 of CARES Act funds to pay for operating expenses in April, May and June 2020. The meeting ended with Debbie Laurie indicating to members that she would take a look at additional strategies and send information on options for using additional Cares Act funding to the municipalities this week. There is approximately \$1 million more appropriated and available beyond what was presented with the proposed FY20 and FY21 budgeting. Additional information has not yet been received.</p> <p>Sara pointed out that the CARES Act funds can be used for capital, operating, or planning expenses paid at 100% federal share. Guidance provided states that CARES Act funds used to pay for operating expenses is not required to be included in the TIP, unless there are significant or functional changes to a capital project. Laurie noted that she is meeting with Debbie in the afternoon, so hopefully the additional information will be available tomorrow.</p> <p>Rob added that all municipalities are concerned about revenue gaps and making the budgets work both this fiscal year and next and urged the City of Bangor to take every opportunity to use these relief funds to offset the required municipal local shares as much as possible.</p> <p>Carlos asked Sara about the status of the Public Transit Agency Safety Plan from Bangor.</p> <p>Sara explained that the City of Bangor has opted out of participating in the State of Maine developed Public Transportation Safety Plan. In the Staff Report for the May Municipal Partners Transit Committee Meeting, Community Connector reported that even though FTA has notified recipients that it will not enforce the</p>	<p><i>For discussion only</i></p>

	implementation deadline until December 31, the City is trying to get the draft plan finished by the July 20 deadline.	
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TIP Modification Process

Topic	Discussion	Action
	<p>MaineDOT has requested MPOs to reconsider their process for administrative modifications to the Transportation Improvement Program (TIP). Currently, when MaineDOT requests a modification to a MaineDOT-funded project in the TIP, the modification must be approved by the Policy Committee. MaineDOT is requesting that MPO Policy Committees grant the Executive Director authority to execute administrative modifications requested by MaineDOT with the Policy Committee being informed of all modifications. It would be within the Executive Director’s discretion to take any modification to the Committee for approval.</p> <p>The intention is for the Executive Director to be authorized to approve modifications for MaineDOT-funded and sponsored projects only, as a matter of efficiency.</p> <p>When MaineDOT submits a request for TIP modification to a Maine-DOT funded and sponsored project, the Executive Director will forward that request to the Policy Committee members with three business days to review and comment. The Executive Director will then approve and execute the modification.</p>	<p><i>Linda Johns made a motion to authorize the Executive Director to execute MaineDOT requested TIP administrative modifications for MaineDOT-funded and sponsored projects following notification and three business day comment period to the Policy Committee. John Theriault seconded the motion. Unanimously approved.</i></p>

Technical Issues

Topic	Discussion	Action
	<p>Bangor</p> <ul style="list-style-type: none"> • trail 5 coming along nicely • Stillwater to Sylvan multi-use project. Not too far from being paved • Bid for Main Street project from Dutton to the Hampden town line came in within budget • Union Street 50/50 is underway. • Union – Main Street signal project under construction now • Broadway 50/50 from State to Stillwater is in design. Hoping to be constructed this summer. <p>Orono</p> <ul style="list-style-type: none"> • Kelley Road overpass is now closed. The four ramps are open, just cannot cross the bridge 	

	<p>Sara asked the Committee for images of projects in the region to add to BACTS website and social media pages. It doesn't have to be a BACTS sponsored project, just anything related to transportation or transit.</p> <p>Dianne - gave a breakdown of the bids for the Hermon and Brewer signal projects. The low bid from a contractor out of Massachusetts. The Hermon bid came in at \$259,901, we had \$350,000 set aside for that project. The Brewer bid came in \$133,956, we had \$170,000 for this project.</p> <p>John Theriault asked who the four bidders were. Dianne told him Daigle Electric, Pine Ridge Technologies, Electric Light Company, and Moulison LLC.</p> <p>Hampden</p> <ul style="list-style-type: none"> • Route 1A project is moving forward. They are box cutting the shoulders now. <p>Brewer</p> <ul style="list-style-type: none"> • Lane is ready to start on South Main Street at the end of June. 	
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Other Business

Topic	Discussion	Action
	<p>BACTS staff is working on the rural contract. This contract would be with Maine DOT to do work outside the urbanized area. There is no impact to the UPWP or TIP.</p> <p>Sara asked Carlos if he had any additional information on COVID funding. He indicated there is nothing to share officially at this point.</p> <p>Rob told the Committee the next meeting is scheduled for June 16. An announcement will be made regarding whether it will be in person or via Zoom.</p> <p>Sara told the Committee that there will be TIP amendments and possibly some updates to the UPWP at the June meeting. It would be good to have an update on the 2023 project selection.</p> <p>Dianne has rescheduled the Project Ride. Municipalities may be hearing from Brett Hart from Sewall with any questions on their projects.</p>	

Topic	Discussion	Action
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Adjournment		<i>The meeting was adjourned at 10:23 a.m.</i>
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