

Central York County Connections Study
Steering Committee Meeting
September 27, 2011 3:30-6 pm
Alfred Parish Church, Alfred

Attendees: John Bubier, Biddeford; Judy Bernstein, Kennebunk; John Sylvester, Arundel; Brad Littlefield, Sanford; Dwayne Morin, North Berwick; Tom Ursia, Waterboro; Mike Livingston, Wells; Myranda McGowan, SMRPC; Paul Schumacher, SMRPC; Gerry Audibert, MaineDOT; Sara Devlin, MTA; Uri Avin, Parsons Brinckerhoff; Steve Rolle, Parsons Brinckerhoff; Carol Morris, Morris Communications; Ben Ettelman, Morris Communications.

Meeting began at 3:30 pm.

Gerry Audibert: Good afternoon and thank you for coming to this Steering Committee meeting for the Central York County Connections Study. Today we have a lot of new data to share with you. We want to know your thoughts as we look at this new information today. In Phase III, we will continue to look at the strategies in even greater detail but I do want to note that we are not looking at specific alignments. All of the strategies are conceptual in nature. That being said, we continue to refine what we understand as the local impacts and benefits for each strategy. I want to emphasize that no decisions have been made regarding any of the information or strategies that we are going to share with you today and no decisions will be made today. We are strictly sharing what we have learned so far and asking that you folks provide feedback on what you hear. Thank you.

Carol Morris: Good morning and thank you for coming this afternoon. The agenda for today is as follows:

- Welcome and Study Update
- Agenda Overview/Timeline
- Phase II MOE Results
- Additional Discussion
- Share Advisory Committee Feedback
- Other Factors
- Phase III Tasks
- Next Steps

The project timeline is as follows:

- Phase I: Study Initiation: Sept. 2010 – Dec. 2010
- Phase II: Initial Development and Evaluation of Conceptual Strategies: Nov. 2010 – Oct. 2011

- Phase III: Detailed Screening and Evaluation of Strategies: Nov. 2011 – April 2012
- Phase IV: Study Finalization: April 2012 – July 2012

We are currently in Phase II, we will be moving into Phase III after we receive comments from you and at the upcoming public meeting and we will be looking to wrap the study up by July 2012.

In Phase II, I want to remind you that we intentionally looked at very extreme concepts in order to understand the full effect of the potential benefits and impacts of increasing transportation connections in central York County. We have talked about the majority of the Measures of Effectiveness (MOEs) in previous meetings and we will again review those with you today. Today, we will primarily be focusing on the cost and economic benefit-related MOEs. As we move into Phase III, we will be looking at more focused strategies and also items such as transit, bike and pedestrian accessibility, so what we talk about today is just a piece of the picture - we will focus on more details in the next phase.

The goals of today's meeting are as follows:

- Committees' full understanding of benefits and impacts of the Phase II highway strategies
- Discussion of other factors contributing to which strategies move forward
- Clear understanding by the Study Team of each committee member's opinion
- Understanding of Phase III Tasks
- No Decisions Will Be Made Today

Uri Avin presents a slide showing the nine Regional Strategies

Uri Avin: Good afternoon and thank you for being here today. This slide shows the nine regional strategies that we have been evaluating, with which you are all familiar.

Uri Avin presents a slide showing the three Local Strategies

In this slide we show the three local strategies that we evaluated and will also be discussing today.

The following are the MOEs for Phase II. The MOEs in black font are those that we have discussed in previous meetings. Today we are going to focus on the MOEs in red:

MOE Name	Measure
Economic Benefit	<ul style="list-style-type: none"> • Potential job creation • Change in regional economic activity (dollars)
Cost	<ul style="list-style-type: none"> • Approximate (planning-level) cost of concept
Benefit/Cost	<ul style="list-style-type: none"> • Ratio of projected benefits to costs
Daily Traffic Volumes	<ul style="list-style-type: none"> • Change in corridor/screenline volumes • VMT (vehicle miles traveled) • Effect on traffic at congested locations
Travel Times and Delay	<ul style="list-style-type: none"> • Projected travel times between key origins and destinations • VHT (vehicle hours of travel)
Traffic Safety	<ul style="list-style-type: none"> • High Crash Locations addressed by strategy • Potential change in crash frequency
Transit Operations and Access	<ul style="list-style-type: none"> • Potential effect on existing transit services
Rural and Urban Character	<ul style="list-style-type: none"> • Rural lands in the corridor • Town centers and historic sites in the corridor
Environmental Constraints	<ul style="list-style-type: none"> • Wetlands and regulated features in the corridor that would need to be avoided

We decided to add a benefit/cost analysis MOE for this phase as MaineDOT and MTA decided that even at this level it would be worthwhile to see what the relative benefit/cost of each strategy is. Doing this additional work is what has extended the time between the last meeting and this one.

We converted the data into a simplified ranking format in order to more easily summarize the strategies and to compare the impacts and benefits of each strategy relative to each other. Your handout has the cutoff points and more detail on the MOEs. The following is a summary of how each strategy fared under each Phase II MOE on a scale of 1-5 with the hollow circle as 1 and the solid as 5, with 5 being the best rating:

		Cost	Benefit/ Cost	Economic Benefit	Daily Traffic Volumes	Travel Times and Delay	Traffic Safety	Transit Ops. & Access	Rural and Urban Character	Environ- mental
<i>Regional Strategies</i>										
B-1	Upgrade Rte 111/202	🟡	🟢	🟡	🟡	🟡	🟡	🟡	🟡	🟢
B-3	Upgrade Route 111/202 with add'l Turnpike access and connections	🟡	🟢	🟢	🟡	🟡	🟡	🟡	🟡	🟡
B-5	Biddeford Expressway (South)	🟡	🟡	🟢	🟢	🟡	🟡	🟡	🟡	🟡
B-6	Biddeford Expressway (North)	🟡	🟡	🟢	🟢	🟢	🟢	🟡	🟡	🟡
K-2	Upgrade Rte 109	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟢
K-3	Kennebunk Expressway	🟡	🟡	🟢	🟢	🟡	🟢	🟡	🟡	🟡
NB-1	Upgrade Rte 4 and New North Berwick Bypass	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
NB-2	Upgrade Rte 4 and New North Berwick – Maine Tpk/Ogunquit Hwy	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
NB-3	Ogunquit Expressway	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
<i>Local Strategies</i>										
B-2	New Biddeford Highway Connections	🟢	🟢	🟡	🟡	🟡	🟡	🟡	🟢	🟡
B-4	Southern Sanford Bypass	🟡	🟢	🟡	🟡	🟡	🟡	🟡	🟢	🟡
K-1	Rte 99 – Rte 35 Connection	🟢	🟢	🟡	🟡	🟡	🟡	🟡	🟢	🟡

Steve Rolle: I am going to spend the majority of the time talking about the three new MOEs that we are looking at. I'll start with the capital costs of the strategies, which should be considered "planning level" given that these strategies are still very conceptual at this point in the study. The following elements were involved in deriving costs:

- Construction Costs:
 - Generic right-of-way (ROW) costs
 - 12% to 20% of construction cost
 - Adjusted to reflect approximate share of new ROW needed.
 - Unit construction costs
 - Based on quantities (miles, square feet, etc)
 - Components include roadway, structures and intersection improvements.
- Lifecycle costs estimated separately: Investment in rehabilitation and replacement (R&R) over 100-year project lifetime.

The following slide summarizes the construction costs that we calculated based on the previous parameters:

Costs		Add'l ROW Required (acres)	ROW Costs	Construction Costs	Total Construction Cost
Regional Corridors					
B-1	Upgrade Rte 111/202	65	\$7M	\$71M	\$78M
B-3	Upgrade Route 111/202 with Additional Maine Turnpike Access and Biddeford New Highway Connections	141	\$12M	\$115M	\$127M
B-5	Biddeford Expressway (South)	513	\$40M	\$198M	\$238M
B-6	Biddeford Expressway (North)	796	\$57M	\$282M	\$339M
K-2	Upgrade Rte 109	32-76	\$3M - \$5M	\$26M - \$31M	\$29M-36M
K-3	Kennebunk Expressway	407	\$31M	\$154M	\$185M
NB-1	Upgrade Rte 4 and New North Berwick Bypass	64	\$3M	\$29M	\$32M
NB-2	Upgrade Rte 4 and New North Berwick – Maine Turnpike/Ogunquit Highway	153	\$13M	\$76M	\$89M
NB-3	Ogunquit Expressway	621	\$45M	\$228M	\$273M
Local Strategies					
B-2	New Biddeford Highway Connections	65	\$3M	\$17M	\$20M
B-4	Southern Sanford Bypass	67	\$5M	\$25M	\$28M
K-1	Rte 99 – Rte 35 Connection	20	\$2M	\$9M	\$10M

Brad Littlefield: Do you see these figures moving up or down significantly as you move closer to the construction and financing phase?

Steve Rolle: Of course the cost could change based on a number of extraneous factors, but there is nothing to lead me to believe they are necessarily high or low. This is our best estimate at this point.

Gerry Audibert: There is potential for some of these strategies to be revised moving forward, particularly strategies like B1. It is currently programmed as a 4-lane highway; we could modify that to look at something less than four lanes. These are ballpark figures, I expect they would change but they are relative to each other and I do not think the relativity will change. For comparison's sake, the Wiscasset Bypass was estimated at \$115 million.

Brad: Is it fair to reflect those costs in today's dollars, as opposed to a five-year outlay?

Gerry Audibert: MaineDOT wanted to look at these costs in 2010 dollars; so all costs and benefits are reflected in 2010 dollars.

Steve Rolle: With the expressways there are in some ways fewer opportunities to reduce costs because much of the “big ticket” costs are things like the cost of acquiring right of way, interchanges and grade separation (bridges, etc).

Ok, I am going to move into the next MOE, which is benefit/cost analysis. There is a well-developed, standard approach to performing benefit/cost analysis and the MaineDOT and FHWA have established parameters that are used for the analysis. We look at the following benefits:

- State of Good Repair (Reduced pavement damage)
- Economic Competitiveness (Travel time savings, reduced users’ costs [fuel, operating & maintenance] and oil imports)
- Livability (Reduced noise)
- Sustainability (Reduced emissions)
- Safety (Crash reduction)

We calculate a dollar amount for the benefits – in this case over a 25-year period - and compare that to the cost of the project. The following are the resulting benefit/cost ratios, with anything with over 1 considered to provide benefits of greater value than the cost of the initial capital investment plus periodic rehab and eventual replacement (R&R) costs. Because we have conducted the analysis at a fairly conceptual level of development, a ratio of 1.0 should probably not be considered a strict cut-off point, though the results still offer some strong indications of potential cost effectiveness:

Benefit/Cost Analysis		Total Net Benefits	Total Net Costs (Construction + R&R)	Benefit/Cost Ratio
<i>Regional Corridors</i>				
B-1	Upgrade Rte 111/202	\$ 114 M	\$83 M	1.4
B-3	Upgrade Route 111/202 with Add'l Connections	\$ 171 M	\$135 M	1.3
B-5	Biddeford Expressway (South)	\$ 152 M	\$256 M	0.6
B-6	Biddeford Expressway (North)	\$ 233 M	\$365 M	0.6
K-2	Upgrade Rte 109	\$ 15 M	\$32 M	0.5
K-3	Kennebunk Expressway	\$ 206 M	\$199 M	1.0
NB-1	Upgrade Rte 4 and New North Berwick Bypass	Negative Net Benefits	\$33 M	N/A
NB-2	Upgrade Rte 4 and New North Berwick – Maine Turnpike/Ogunquit Highway	Negative Net Benefits	\$97 M	N/A
NB-3	Ogunquit Expressway	Negative Net Benefits	\$293 M	N/A
<i>Local Strategies</i>				
B-2	New Biddeford Highway Connections	\$ 40 M	\$21 M	1.8
B-4	Southern Sanford Bypass	\$ 31 M	\$26 M	1.3
K-1	Rte 99 – Rte 35 Connection	\$ 30 M	\$11 M	2.7

Brad Littlefield: So what you are saying is that if you put a dollar into the project in terms of cost, you expect a dollar back in benefit?

Steve Rolle: If the cost benefit ratio is at 1.0, yes, that is the interpretation. So for example the B5/B6 options have a ratio of 0.6, which means that they are projected to cost more than the benefits we would expect over a 25-year period. On the other hand the two upgrades (B1/B3) on the Biddeford corridor scored over 1. The one expressway that scored over 1 in this analysis is the Kennebunk expressway strategy (K3) and that is because its cost is quite a bit lower than the other expressway options and the performance is as good or better.

John Sylvester: What are the additional connections on B3?

Steve Rolle: There is a connection from Route 111 to Waterboro Road as well as from Route 111 to Route 1. The idea is to distribute the traffic in the area of the Biddeford Crossing to more than just a single corridor. There is also a new direct connection to the turnpike west of Biddeford Crossing.

John Sylvester: Once you get to Arundel there are no new interchanges?

Gerry Audibert: There are no new interchanges, there would be at-grade connections for roads such as Route 202.

Steve Rolle: The local strategies all scored well but the benefit/cost analysis is designed to gauge the benefits of large regionwide strategies, so there is a little less certainty to the assessment of the local strategies with this analysis. That is something to keep in mind when looking at the scores for the local strategies.

John Sylvester: Did you do an analysis of the loss of homes and businesses in the benefit/cost analysis?

Steve Rolle: No. We reflect the ROW costs based on the conceptual alignment but at this point we have not looked at any potential takings, or gone through on a parcel-by-parcel basis.

Gerry Audibert: We more than likely will not do that even by the end of this study, as this is not an alignment-specific corridor study. We are not and will not be at that level in this study.

Brad Littlefield: I'm surprised the K3 has such a high benefit/cost ratio particularly because I thought the price would be higher. I'm impressed with the benefits.

Judy Bernstein: Do you look at impacts to the water supply? If the new road creates more accidents and so oil might run into the water supply?

Steve Rolle: That is something you could do at the engineering level but at the planning level you are looking at area-wide impacts and benefits.

Gerry Audibert: There are not any monetary costs applied with that, but the environmental impacts are considered in another MOE. It is not quantified because you cannot monetize the potential for oil leaking into an aquifer appropriately. We recognize that crossing an aquifer is an environmental concern, and we measure it separately as such.

Uri Avin: The whole point of the exercise is to identify if there are big obvious problems that should take any of these strategies off the table.

Judy Bernstein: Does crossing a water supply add to the capital cost of constructing the road?

Uri Avin: It would and we made some generalized assumptions about those additional costs.

Steve Rolle: To address a specific question about an individual crossing would be in much greater level of detail than we are looking at in this point in the process.

Uri Avin: There are some obvious differences in these results that suggest that certain strategies are not worth pursuing. That is what we need your feedback on. Once we have looked at this more generally and made some decisions as to what should and should not move forward we will remove some strategies from consideration and continue to look at the remaining strategies in much more specific detail in the next phase of analysis.

Paul Schumacher: With the non-expressway options, are you relying on local access management strategies?

Uri Avin: Not yet. At this stage we have not assumed that local municipalities are making changes to manage access. In the next stage we are going to assume no change in access management and land use and compare that to what would happen if local municipalities do address access management and land use. We will look specifically at what those potential changes might do to provide additional preservation of capacity and speed.

Steve Rolle: If you make an investment in a corridor, you'd want to protect that investment, so moving forward we would look at access management.

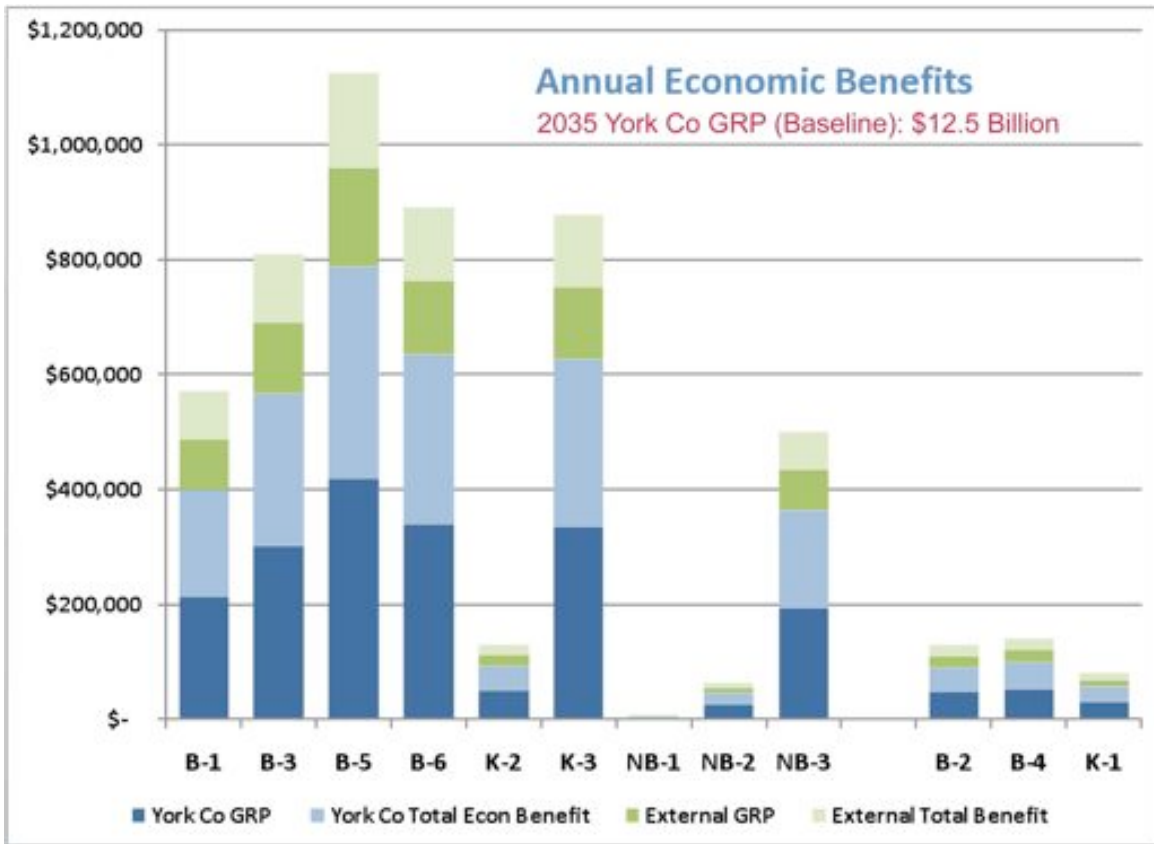
Brad Littlefield: There is some thinking that when we have these nice roads, then sub-developments are going to pop up and that will lead to increased stop lights and curb-cuts.

Steve Rolle: With a new corridor you have more options to control access whereas if we look at improving local roads the decisions regarding access management are up to the local municipalities and have to account for how existing uses are accessed.

The next thing we looked at was to specifically consider the benefits to the regional economy. PRISM is a model that was used to quantify the economic benefits expected for each strategy. PRISM evaluated the following three factors:

- Gross Regional Product (GRP) – value of all goods and services generated in a region.
- Effects of monies re-circulating through the regional economy
- Jobs created
 - Not an estimate of jobs or economic production shifted within a region, but new jobs/economic production drawn to the region

The following bar chart shows the results of the analysis in terms of Gross Regional Product (GRP) and monies re-circulating through the local and regional economy:



The dark blue represents increased GRP in York County. The dark green also represents increases in the GRP, but occurring outside of York County. The light shade of both the green and blue represents the re-circulating of that money going back into the economy for both York County and external areas. These are annual benefits projected for the year 2035 (but shown in current dollars); they range from \$600,000 to \$1.1 million in annual benefits.

John Sylvester: Why is B5 so high?

Steve Rolle: B5 had the greatest amount of travel time savings aggregated for all users. It was not the highest in the benefit/cost analysis and that was because it induced a lot of additional trips so that added a lot of additional costs (fuel costs, operating and maintenance costs and pollution created). In terms of pure travel time savings and the markets it connects, that option provided the largest economic benefit of all strategies.

Uri Avin: To put these values in context, the total GRP for York County is \$12.5 billion.

John Sylvester: So you are saying that if B5 were built it would add only around \$400,000 in new economic activity to the baseline of \$12.5 billion?

Uri Avin: That is correct.

John Bubier: Strategies B3, B5 and K3 are off the charts because of their costs, even though their benefits are much larger. Their impacts on the economy over a longer period of time will produce a larger amount of money. I'm not sure that is reflected in this analysis. If you looked at the new expressway options, and you looked at the benefits over a longer period of time for those options, that would have a tendency to even out the benefit/cost ratio over a longer period time. K3 may have some benefit that gets overlooked by not looking at that longer period of time.

Uri Avin: We looked at 25 years and that is fairly common. You can project 40 or 50 years but generally economists get uncomfortable projecting out that far because the costs project out and they have ongoing effects as well. The uncertainties get amplified the longer out you project.

Steve Rolle: That is a fair point, if you consider a period longer than 25 years, that would raise the value of the benefits in the benefit/cost analysis. At some point, the additional benefits do diminish, however.

Paul Schumacher: A lot of the strategies were around 1 for benefit/cost. If the economic benefit is half a million a year and the strategy costs \$200 million, than how does the benefit/cost even out?

Steve Rolle: Keep in mind that these are two separate analyses. Also, many of the strategies were below 1; B5 and B6 were at 0.6. When considering the total benefits of a project, there are a number of different benefits considered..

John Sylvester: Tell me why if you put a dollar into a road and you get \$1.40 out that is worth all of the impacts that that investment will have.

Uri Avin: In the big scheme of things, it may not be a big deal. Some of the things that are hard to quantify, such as some types of environmental and other impacts may outweigh the economic benefit. This is strictly an apples to apples comparison of the economic impacts but it does not take into account the other MOEs that we have analyzed.

Gerry Audibert: This is essentially a return on investment analysis. If you have a benefit/cost greater than 1, that implies that you are receiving better societal benefit than societal cost. For every dollar you put in the question is how many dollars do you get back and if you get less than a dollar back that may not be where you want to spend your money. As Uri correctly pointed out, there are many other factors that we are considering as well, affordability is part of it, but environmental impacts are important as well.

Judy Bernstein: What about job creation?

Uri Avin: Job creation was really negligible. The number of jobs created was between 0-11. There is a lot of dollar value aside from jobs created.

Brad Littlefield: How do you quantify 11 jobs in 25 years for a brand new roadway?

Gerry Audibert: What it says is, the travel time savings, which is the major contributor to economic growth in this case, are so insignificant that you are not going to create new jobs.

Dwayne Morin: Are you looking at job creation that would come from a spur highway?

Uri Avin: Yes we are, we are looking at what jobs are created when you build these new spurs and what other economic activity is created when a new spur is constructed. We create lots of dollars, but not many jobs. To create new jobs is a much higher order of effort. There are not a lot of time savings and there is not a big local economy. If you were chopping the travel time in half, you would create a lot of jobs, but that is not the case here. Saving 5-10 minutes on a 50-minute trip is nice but it does not bring a lot of jobs. It increases economic activity, but does not create jobs.

Steve Rolle: The other aspect of this is that economic activity occurs where a new road is constructed but what we are specifically looking at is brand new jobs created, as opposed to jobs that may have moved around within the region.

Gerry Audibert: If you put in a new expressway you will have development along the expressway or at the end of it, but what the model is showing is that this is moving jobs around within the region, there is no net growth.

Brad Littlefield: Before Raymond, New Hampshire had a warehouse for Wal-Mart they were considering Sanford and Wal-Mart told Sanford that they wouldn't build in Sanford because we did not have a road to Sanford. That was 1,000 jobs. I am not sure that a new spur only creating 11 jobs is a valid analysis.

John Bubier: I agree with Brad. Transportation mechanisms and access points constantly come up when I talk to industries about locating their businesses in Southern Maine. When you look at the kinds of businesses that will locate here based on schools and properties and CEOs' concerned with their employee's well being, a new company could relocate in Southern Maine and blow that analysis out of the water in an afternoon. That is not unlikely to occur.

Uri Avin: This analysis says nothing about other reasons southern Maine will get jobs, such as schools.

John Bubier: If you are doing a benefit/cost analysis, you cannot cut it that short.

Uri Avin: For the economic impact, what we look at is just the marginal impact from adding a new road that provides additional accessibility. That is the only factor that we are looking at in this analysis. There may be other reasons that you get more jobs, but that is not part of what we are capturing in this analysis.

John Bubier: Isn't that relevant to a discussion on benefit/cost?

Uri Avin: It is absolutely relevant to the overall conversation but it is not relevant to the way that the benefit/cost analysis is done for these kinds of analyses. The categories that are counted here are limited.

Brad Littlefield: What if we assumed that jobs are coming to southern Maine and we removed the transportation system altogether? Then what happens?

Uri Avin: What this is saying is that transportation improvements as an element is not critical to job growth here. It adds something but it is not critical.

Brad Littlefield: I disagree with that.

John Bubier: It makes significantly less sense in a state with a redistributive tax system. Transportation drives the economy. That is a fact.

Gerry Audibert: The job growth is above and beyond what southern Maine will experience anyways. This is a projection of growth to 2035 over the baseline. What this analysis has said is that the transportation system is pretty good today and you are not going to get a huge difference in travel time, and travel time attracts business. In this case, having a new road or expanding existing corridors does not reduce travel times within the region enough for there to be considerable growth in industry based on those travel time reductions. We are saving 5 minutes on a trip from Sanford to Kennebunk, for example, and once you get to Kennebunk travel times north or south will stay the same as they are under the baseline.

Uri Avin: Let me make a comment about the comment that was made regarding how transportation drives economic development. We (PB) have done well over 100 of these analyses all over the country. I wrote the national guidebook on the land use impacts of transportation investments. We have done a lot of these analyses and have examined all of the research and experiences throughout the country and what we find is that transportation does not automatically drive economic growth, it is very dependent on where, how much and what else is there. In some cases, where there is a growing economy, a real market, and you make a big reduction in travel time as well as a lot of activity, we found that transportation improvements can make a big difference. In other

places you can throw billions of dollars in investment into transportation systems and it will not make one iota of economic difference. There are examples all over the country of areas that have built turnpike spurs to create economic development and nothing has happened. As a general rule, you cannot assert that transportation drives the economy. What we are coming to find out in this analysis is that there is a very limited effect.

Brad Littlefield: I want to point out that the railroads that were built through the middle of the country led to economic development. Also the Erie Canal that was built to develop economic activity and New York City didn't become what it is today until they built the Erie Canal. I am having a hard time grasping that it will only generate 11 jobs over 25 years.

Uri Avin: In terms of the economic benefit, the dollars that are created are much more significant than the jobs.

Brad Littlefield: If we really believe in doing this, we will have to talk about jobs or it won't get through the state legislature.

Gerry Audibert: The top line of the handout we provided talks about the baseline conditions. The baseline condition, which has no real transportation improvements, shows that the region will grow to nearly 80,000 jobs by 2035. Jobs are growing; it's just what we are seeing is that additional improvements to the transportation system is not what is driving growth.

John Sylvester: The population projections between 2006-2010 said that York County was the fastest growing county in the state and it would far surpass Cumberland County and then the census data came out and York County had not surpassed 200,000 and it turns out that it is not the fastest growing county. How valid are these projections?

Gerry Audibert: The census data is quite accurate, projections are just that, they are projections, they are educated guesses based on past trends and data analysis.

Myranda McGowan: So we are looking at the gross regional product increases within the county. If that is not jobs what increases are we seeing?

Uri Avin: The increase is an increase in money based on increased accessibility. We can tell based on specific industries how much financial benefit there is for increased accessibility and reduced travel times. The model shows that if accessibility improves there will be more dollars being exchanged within the industry and more money being spent within that industry, within that region.

Steve Rolle: Within an industry, a business can operate more efficiently than they could without the improvements. Workers save a little time and that time can be redistributed into other economic activities.

Brad Littlefield: What about reinvestment of that money back into the industry?

Steve Rolle: We account for that in the analysis. That is the re-circulating dollar amount that we shared in the previous bar chart. It is reinvestment back into the economy.

Brad Littlefield: Is there a better way to look at the job assessments?

Uri Avin: The kind of economic analysis that you would do to analyze the potential for job growth in an area based on other components is a different kind of economic analysis. It is a study that would look at other factors such as labor force, education, other trends, incentives that could be available, land that is available with sewer and water. That is the kind of analysis that would be economically comprehensive but is not part of the scope of this project. That would give you a better idea on total economic potential for this region.

Steve Rolle: The finding that we are seeing is that this analysis shows that transportation is not the major driver of job growth here.

I am going to quickly review the previous MOEs that we are considering during this phase of the study. We have examined these in greater detail in previous meetings. We will look at the following MOEs:

- Daily Traffic Volumes
- Travel Times and Delay
- Traffic Safety
- Transit Operations and Access
- Rural and Urban Character
- Environmental Constraints

Carol Morris: It is important to note that the first three MOEs that we are looking at here: Daily Traffic Volumes, Travel Times and Delay and Traffic Safety, from a monetary standpoint, were all rolled up into the economic benefit. Those are part of the economic benefit that was calculated.

Steve Rolle: Those are the primary components of it; there are well-established procedures to account for those MOEs in the benefit/cost analysis.

The following is a summary of the Daily Traffic Volumes MOE:

- New Expressways (B-5, B-6, K-3, NB-3) would:
 - Reduce traffic on existing highways
 - Attract modest traffic volumes relative to capacity
 - Increase overall traffic volumes

- Would generally improve congested locations, except for NB-2 and NB-3 in Ogunquit.
- Upgraded corridors (B-1, B-3, K-2, NB-1) would:
 - Attract more traffic to the upgraded highway.
 - Increase overall traffic volumes, but less so than new corridors.
 - Could adversely affect congested locations in Sanford and Biddeford without additional improvements (such as is proposed in B3)
- Local Strategies (B-2, B-4, K-1) improve circulation in specific locations, but effects are limited to local conditions.

The following is a summary of Travel Time and Delay MOE:

- New Biddeford and Kennebunk Expressways (B-5, B-6, K-3) would result in the greatest improvement in specific point-to-point travel times and Vehicle Hours of Travel (VHT) reduction.
- Upgraded corridors in the Biddeford Corridor (B-1, B-3) also improve travel times and reduce VHT.
- Improvements in the North Berwick/Ogunquit Corridor (NB-1, NB-2, NB-3) were least effective in reducing regional VHT and point-to-point travel times.
- Local Strategies (B-2, B-4, K-1) have some effect on regional VHT, but do not improve point-to-point travel times for the regional trips studied.

The following is a summary of the Traffic Safety MOE:

- Measures:
 - Potential to physically improve current (High Crash Locations) HCLs
 - Rated Low, Moderate or High
 - Potential change in crash frequency
 - This is a regional-scale analysis
 - Changes in the amount of travel
 - Changes in roads on which travel occurs
- Improvements in the Biddeford Corridor (B-1, B-3) are an opportunity to address current High Crash Locations on Route 111
- New corridors (B-5, B-6, K-3, NB-3) shift traffic from existing corridors with higher crash rates to new corridors with theoretically lower crash rates
- Increases in Vehicle Miles of Travel (VMT) partially offset this benefit, especially on NB-3.
- All strategies except NB-1 show some potential for reducing crashes
- All strategies, including NB-1, may have local crash benefits that cannot be identified in the regional context.

The following is a summary of the Transit Operations and Access MOE:

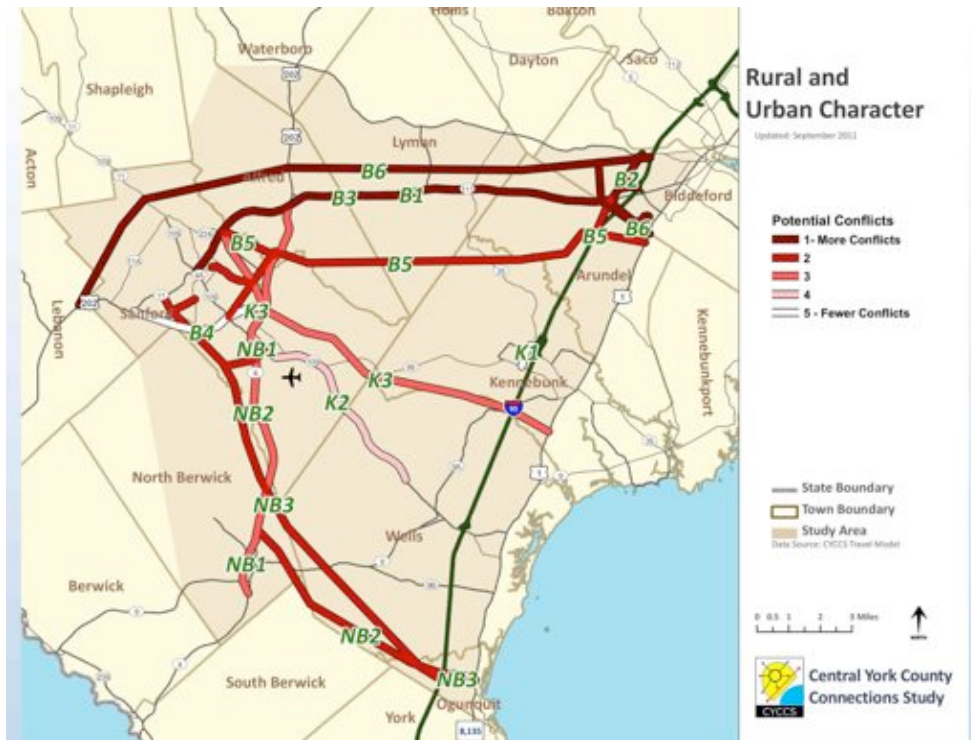
- Measure:

- General assessment of how Phase II Highway Strategies might affect existing transit services.
 - Is the ability to access transit compromised or improved?
 - Could changes in traffic operations harm or benefit bus services on those corridors?
- Phase II Highway Concepts are likely to only minimally affect access to transit
 - Wells Transportation Center may benefit from options that reduce congestion on Rte. 109
 - Biddeford Park and Ride may benefit from strategies that reduce congestion on Rte. 111 near exit 32
- Options that reduce congestion on corridors used by bus transit may help bus reliability during peak periods

Uri Avin: I am going to talk about the last two MOEs. The following is a summary of the Impacts to Rural and Urban Character MOE:

- Purpose: Assess potential to adversely affect rural and urban character
- Components:
 - ROW length in miles that traverse open fields and woodlands zoned for low density
 - Historic town centers, sites and districts
- New corridors largely affect rural lands
- Upgrades potentially affect parcels fronting on existing corridors, including historic sites and town centers
- Biddeford Corridor has the greatest amount of affected land (*rural and urban*)
- Route 109 Upgrade's (K-2) score reflects a bypass completely around High Pine.

The following map shows the strategies and their potential conflicts with urban and rural character within the study area:



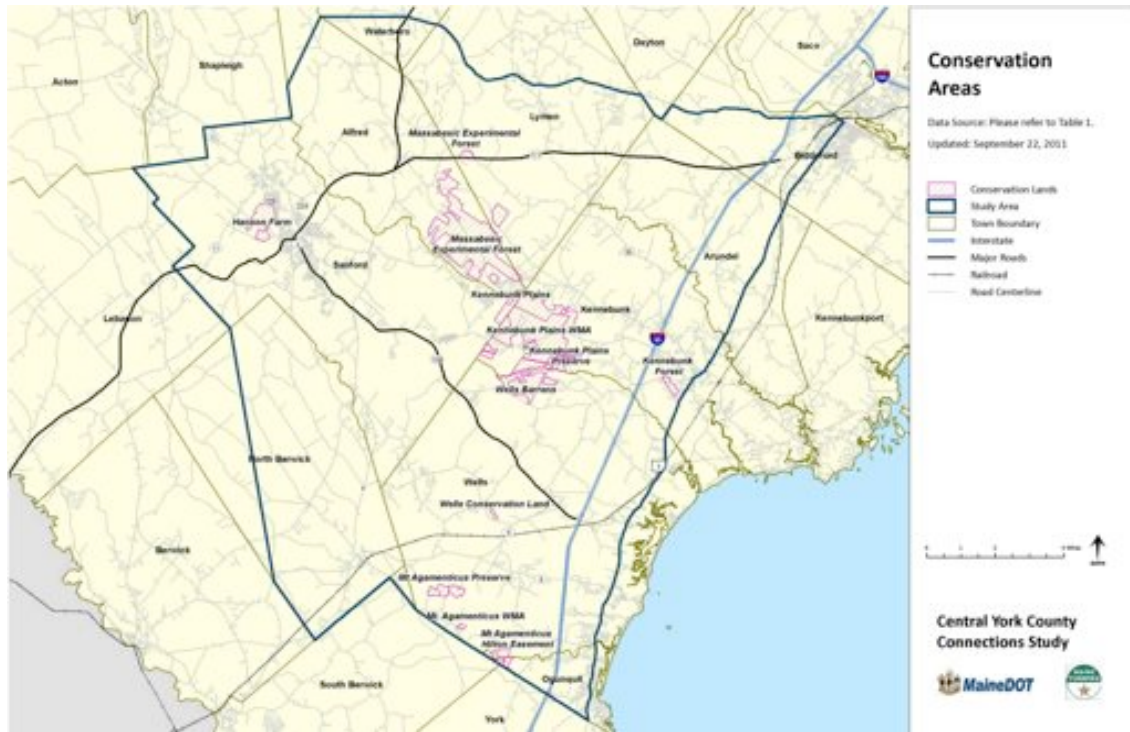
Brad Littlefield: On K2, why doesn't it extend all the way to the Turnpike?

Steve Rolle: That is where the first phase of the improvements is actually finished. Essentially, some aspects of K2 are being built right now. The difference between what is happening now and what we assumed is a bypass around High Pine. We also assumed that between Route 99 and Route 4 there was a four-lane or five-lane section.

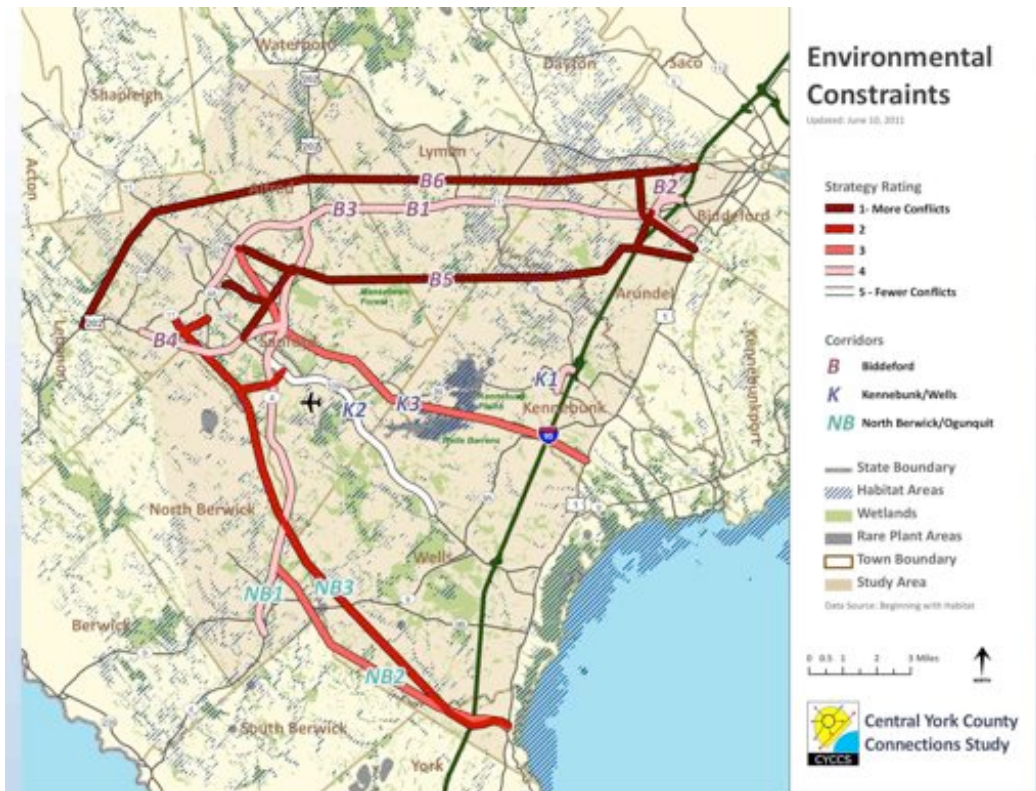
Uri Avin: The following is a summary of the Environmental Constraints MOE:

- Purpose: Assess potential to affect environmental resources
- Components:
 - Wetlands
 - Other regulated natural resources
 - Miles of alignment
- Upgrades have fewer constraints because the Rights of Way (ROWs) have previously been developed
- New Expressways in the Biddeford Corridor (B-5, B-6) traverse the most land with regulated resources

The following map shows designated conservation areas within the study area:



The following map shows each strategy's conflicts with environmental constraints. The darker line represents strategies that have more conflicts and the lighter lines represent strategies that have fewer conflicts. The environmental resources are not weighted as to their intrinsic value and so the results are a generalized reflection largely influenced by each strategy's overall length:



I want to talk very briefly about the Phase III tasks. The following are the strategies that we will be analyzing in Phase III:

- Specific highway improvement elements
- Land use and access management approaches
- Improvements to transit services
- Transportation Systems Management (TSM) approaches
- Travel Demand Management (TDM) approaches

To go back to the earlier summary graphic, the following is a table that has all of the rankings for all of the Phase II MOEs:

		Cost	Benefit/ Cost	Economic Benefit	Daily Traffic Volumes	Travel Times and Delay	Traffic Safety	Transit Ops. & Access	Rural and Urban Character	Environ- mental
<i>Regional Strategies</i>										
B-1	Upgrade Rte 111/202									
B-3	Upgrade Route 111/202 with add'l Turnpike access and connections									
B-5	Biddeford Expressway (South)									
B-6	Biddeford Expressway (North)									
K-2	Upgrade Rte 109									
K-3	Kennebunk Expressway									
NB-1	Upgrade Rte 4 and New North Berwick Bypass									
NB-2	Upgrade Rte 4 and New North Berwick – Maine Tpk/Ogunquit Hwy									
NB-3	Ogunquit Expressway									
<i>Local Strategies</i>										
B-2	New Biddeford Highway Connections									
B-4	Southern Sanford Bypass									
K-1	Rte 99 – Rte 35 Connection									

What we would like to do now is discuss what should stay on the table for further consideration and what you folks think should be removed from further consideration.

Carol Morris: What we will do is to go through each strategy one by one and take comments. We will look at them in groups.

Let's start by discussing Strategy B1 and B3. We may modify these strategies moving forward but I would like to discuss them as they are on the table now for conversational purposes.

John Sylvester: On the Biddeford end, was any consideration given to the potential passing of the Racino?

Carol Morris: It is not assumed to be in place. In November we will know what will happen, but we cannot make assumptions before it has passed.

John Sylvester: As far as the limited access highways (B5/B6), I would do everything I could to see them never see the light of day. That leaves us with expanding 111 to four lanes and that is very impactful as well. From the Alfred perspective you have to keep the upgrades on the table because they hurt Lyman, Alfred and Arundel less than B5 and B6. The open space and agricultural land is very special in that area. For some

businesses and homes, if you take 50-100 feet of right of way it would mean that many would have to relocate.

Mike Livingston: On B1 and B3, it's an existing corridor and upgrading those is less impactful.

Judy Bernstein: I agree that B1 and B3 would be my preference over B5 and B6.

Brad Littlefield: I concur with B1, and B3 tied in with B2 should be considered further. Whether it is four lanes or passing lanes something has to be done along Route 111. I think we need to consider the local strategy B2 with either B1 or B3.

Carol Morris: Okay, thanks. Let's talk about B5 and B6.

John Sylvester: I strongly oppose B5 and B6.

Brad Littlefield: I am opposed to these because there is no way you can justify B5 or B6 based on the amount of money they cost.

John Bubier: I would like to have on the record that the way that the cost-benefit is designed is woefully inadequate for that analysis.

Carol Morris: Okay, thank you. Now let's discuss Strategy K2.

Steve Rolle: As discussed earlier, much of this strategy is being built.

John Sylvester: Are there other plans that are going to be built that are not on the drawing board here?

Gerry Audibert: There is no funding in place. There may be other intersection and safety improvement projects. That would need a benefit/cost analysis as well.

Mike Livingston: The upgrades that are happening right now are long overdue. I don't see a benefit of a bypass around High Pine in order to save a couple minutes on the commute. I think the numbers show it doesn't have a great benefit/cost ratio.

Carol Morris: Now let's move onto discussion regarding Strategy K3.

Judy Bernstein: With all the work being done on Route 109, what is the justification of building a new road?

Steve Rolle: This along with the B5 and B6 expressways was a way to try to reduce the travel times and increase mobility into the greater Sanford region. It does draw traffic

off of both Route 111 and Route 109. K3's performance is a bit of a surprise from a traffic standpoint.

Uri Avin: K3 draws about 5,000 trips off of Route 111 a day as well as about 5,000 trips a day off of Route 109 as well.

Brad Littlefield: Are the traffic counts the same on Route 111 as on Route 109?

Steve Rolle: No, it depends on what part of the corridor you are on. Route 111 is very busy in the Biddeford end and less so on the west end. Route 109 is busy at the Turnpike entrance and in Sanford. Those are the projected 2035 volumes.

John Sylvester: Why would K3 take traffic off Route 111?

Steve Rolle: For a large portion of people who are in Sanford who travel on Route 111, there is enough of a reduction in travel time that it is quicker to take the new route to travel north.

Judy Bernstein: I don't see the point of improving Route 109 if we are looking at the new corridor.

Brad Littlefield: The Route 109 corridor was very unsafe and that was the reason why it needed to be rebuilt and to simply put a skim coat on the surface would not be a good investment based on the work it needed.

Uri Avin: The Route 109 work was for safety reasons. The point about K3 is that it gives the region some economic growth benefits, which K1 will not provide. That was the logic; the question is whether it is worth it.

Judy Bernstein: Running through Kennebunk, Kennebunkport and Wells' water supply is going to be very unpopular and I don't see that being feasible.

Brad Littlefield: That corridor is pretty wide, that could go north of the aquifer.

Carol Morris: The way to think about this is, if K3 moved forward, it is within the realm of possibility that it would not be permitted based on environmental impacts. The question on the table today is whether it is worth looking at moving it forward?

John Sylvester: When you did the analysis of K3, were there assumptions regarding upgrades to Route 111 and Route 109?

Gerry Audibert: They were all looked at independently. That is a good question and we have been discussing that internally. At some point, when strategies are no longer considered, that does not mean we won't consider spot improvements on those

corridors. There will be some mixing and matching as we start defining what the reasonable alternatives are.

Brad Littlefield: It makes sense to put an expressway there as it will save time and money and it would reduce traffic on both Route 111 and Route 109.

Mike Livingston: Looking at K3, physically it may not be practical, but it is the only new expressway option that would be left on and I think we should keep one on the table because people will be interested in making sure we examined new expressways as an option.

John Sylvester: Then the people who live in small rural towns, which is what most of York County is comprised of, are going to ask why a new expressway is worth destroying the prized rural character of the region, as well as a major environmental and archeological area, when current roads serve all destinations and there are no tangible economic benefits.

Mike Livingston: Do we need that perspective from an analysis point of view?

John Sylvester: I believe so yes. York County should want to market its quality of life and quality of place. That will generate our economic development and population growth.

Dwayne Morin: Looking at expressways, K3 is the only one that makes sense, except for the town of Kennebunk. Personally I think it will be eliminated based on environmental constraints. I think that economic benefits are great but they will be trumped by environmental impacts. I think we should keep one expressway option on the table. Looking at it at the planning level of analysis does not hurt, and continuing to analyze it will add credibility to the study.

Tom Ursia: Environmentally K3 is nearly impossible. I don't personally think it's worth wasting our time on something that does not make any ecological sense. It's probably economically infeasible as well. Looking at new economic potential, the airport area in Sanford needs to be looked at. NB3 looks very appealing and makes a lot of sense as it opens up a lot of possibility for Sanford. My opinion is to take K3 off the table now.

Judy Bernstein: Is there an explanation as to why K3 got a more positive environmental rating as compared to B5 or B6?

Carol Morris: It primarily had to do with the comparative lengths of the new road.

Steve Rolle: Overall, because those roads are longer they cross more environmental constraints. We have not made any judgment yet as to whether the environmental constraints are insurmountable or not.

Carol Morris: Okay, thanks, let's discuss Strategies NB1, NB2 and NB3.

Dwayne Morin: We had already studied a bypass around Berwick 15 years ago and found that it was economically infeasible. I don't see any other factors that change that decision. From a business owner standpoint, we like to have people come into town slowly. We don't have a lot so every little bit of traffic helps. That's the lifeblood of our community. I don't see any of these strategies having any benefit. The workers at Hussey and Pratt and Whitney will still use Route 202 and Route 9. Our population will still use the New Hampshire side to travel. The southern side will still travel on Route 202 to Route 236 to avoid paying tolls on the turnpike. I don't see any benefit to NB2, which would only upset our rural base in North Berwick. I know you looked at all strategies individually, I think it would be more effective to look at all strategies, or parts of them in combination, as that is where you will get better benefits overall.

Mike Livingston: The only thing that is attractive regarding the NB strategies is a turnpike exit at Ogunquit, which would alleviate traffic on Route 1. I realize that is not the point of this exercise though. Other than that I don't see any other tangible benefits.

Steve Rolle: I would like to point out that what NB2 and NB3 (strategies with interchanges in Ogunquit) did was provide a reduction in traffic on Route 1 in Wells, but inundated Ogunquit with traffic in the village. So there are some tradeoffs with a new interchange. We recognize that if any of these strategies moved forward there would be a need for some level of local improvements in Ogunquit as the traffic getting dumped in the downtown would be problematic.

John Sylvester: Why did NB1 stop in Alfred?

Steve Rolle: They stopped at Route 111 to make a connection to the regional east west corridor. The improvements that were proposed for that section of Route 4 were pretty modest. There was a passing lane somewhere on Route 4. That road is in good condition right now.

Brad Littlefield: If K3 could be done without affecting the aquifer, would that have an impact on Kennebunk's decision?

Judy Bernstein: No because I'm not in favor of constructing a new roadway as opposed to upgrading existing corridors.

Mike Livingston: There are other environmental constraints as well, such as the blueberry plains.

Brad Littlefield: Interstate I-70, out west, went through some sensitive environmental lands but they made it work. Improving the roads in Sanford will probably help the environmental hazards that exist today. There are pros and cons to environmental

concerns. In the long term you would probably see more pros if you improve your roadways in Sanford.

Judy Bernstein: If you put a new roadway in that area (K3) you are completely changing the character of that natural habitat.

Brad Littlefield: If it goes through the blueberry plains, I agree.

Carol Morris: Let's discuss Local Strategy K1.

Judy Bernstein: There are safety issues on the Kennebunk end of that road; there is a high accident area by the bridge. My opinion is that I'm always in favor of improving the existing road system rather than building new roads. There is some industrial zoning there, just west of the turnpike.

Carol Morris: Thank you for your input this afternoon. We are going to present these strategies at the upcoming public meeting.

Gerry Audibert: We want to assess all of the comments that the Steering and Advisory Committee provided and try and strategize how to move forward from here.

Carol Morris: I want to touch on what happens in Phase III of the study. The following are other factors affecting decision making as we move forward into the next phase:

- Additional Environmental, Historic, Archeological and Other Impacts
- Ability to Secure Environmental Permits
- Ability to Secure Funding
- Degree of Public Support
- Constructability
- Potential for Refinement in Phase III

We will also be looking at the role of land use and access management. There are four general strategies that we will be looking at:

- Through zoning regulations, reduce the number of new trips generated
- Provide direct access to streets other than the primary highway
- Improve parcel interconnectivity and local circulation
- Manage the number and operation of commercial and residential driveways

Obviously many of these are local issues so we would do the analysis knowing that making these decisions is in the hands of municipalities. We understand that this is controversial but we know that it can have a positive effect.

We will also be looking at the effects of TDM, TSM and Transit Improvements:

- Transportation Systems Management (TSM)
 - TSM strategies focus on increasing efficiency, safety and capacity of roadways through better management of existing transportation system infrastructure. Examples are:
 - Updated traffic signal systems
 - Real time driver and transit information
- Travel Demand Management (TDM):
 - TDM improves accessibility and addresses traffic congestion by increasing individuals' travel options and so reducing travel demand, rather than increasing highway capacity. Examples are:
 - Facilitating carpooling and vanpooling
 - Flexible work schedules

The roles of TDM, TSM and Transit Improvements are as follows:

- Identify the range of potential TDM, TSM and Transit options
- Of these, are there strategies that should be considered in all Phase III packages?
- How can specific strategies be paired with highway corridor improvements to realize efficient, equitable and sustainable solutions?

The next steps are as follows:

- Resolution of recommendations for Phase III strategies
 - Public input – Public meeting
 - Follow-up Committee meetings
 - Recommendations for inclusion in Phase III

I sincerely appreciate your time and input this afternoon. We look forward to seeing you soon.

NOTE: In summary, the Steering Committee agreed that B-3 was worthy of more detailed analysis and that B-5, B-6, K-2, NB-1 and NB-2 were NOT worthy of more analysis. The Committee's opinions on K-3 and NB-3 were mixed.

Meeting adjourned at 5:54 pm.