



Unscheduled PACTS Technical Committee Meeting AGENDA

Monday, March 2, 2020
2:00-2:30 p.m. at GPCOG

AGENDA ITEM	Time	Facilitator	Action
1. Meeting Start	2:00	Chair	
2. Public Comments	–	Chair	Public input
3. PACTS Crack Sealing Pilot Project	2:05	Chair	Vote
4. PACTS Crack Sealing Pilot Project Road Prioritization	2:15	Chair	Discuss and vote
5. Adjourn	2:30	Chair	Vote

1. Welcome- Patrick Fox, Chairman

2. Public Comments

The general public will have an open comment period for comments related to agenda items. There will be a 3-minute limit per individual.

3. PACTS Crack Sealing Pilot Project

Staff Report

The 2020 PACTS MPI Policy (*Attachment A*) includes a new crack sealing set aside for \$50,000 (Maximum) with a 50/50 municipal match. As this is a new set aside, policy has not yet been written regarding how to disburse the funds. On Tuesday, February 25th, 2020, PACTS Staff and PACTS Technical Committee Chairperson, Patrick Fox, met with Marty Rooney (MaineDOT) to discuss potential options for allocating the crack sealing funds. The result from that meeting was a suggestion to create a PACTS Crack Sealing Pilot Project. This would allow the funds to be transferred and administered by the MaineDOT Region 1 office to crack seal a prioritized list of roadways in

the collector paving program and include it in their crack sealing program, thus reducing paperwork and the administrative task burden for the communities, as well as eliminating the 50/50 municipal match requirement.

The Technical Committee will be asked to recommend the following items to the Executive Committee:

- The policy change to remove the match for crack sealing
- Allow the PACTS Technical Committee to create a pilot project with MaineDOT and approve a prioritized list of roadways to receive crack sealing.
- To allow the transfer of funds from the PACTS MPI to a WIN set up for the crack sealing funds that can be used by Region 1

Proposed Action: Recommend the items from the above list to the PACTS Executive Committee.

4. PACTS Crack Sealing Pilot Project Road Prioritization

Staff Report

When Staff brought forth the idea for a Crack Sealing Pilot Project, MaineDOT advised the following:

“In order to meet Region 1 timeline, [we] will need a letter proposing the PACTS crack sealing pilot project for a WIN creation and money transfer along with a list of PACTS Collector Roads to be addressed using the \$50,000 PACTS funds by March 4, 2020.

Based on the region’s estimate for 2019, \$50,000 equals approximately 10 miles. Please provide a list of no more than 12 miles listed by priority including municipality, road name, begin mile point and end mile pint (if available), if not, limits defined by street to street no later than March 4, 2020.”

Last week, Staff reached out to the collector paving consultant for guidance on how to prioritize road segments for crack sealing selection. They advised starting at roads with a 76 PCI and working up the list toward the roads with an 85 PCI. This would provide a crack sealing treatment to roads prior to those roads falling into the next treatment alternative category. The proposed list for road prioritization is shown in *Attachment B*.

The PACTS Technical Committee will be asked to approve a list of roads for crack sealing, from *Attachment B*, that total no more than 12 miles.

Proposed Action: Review and approve the list of roads in Attachment B for crack sealing by MaineDOT Region 1 using existing funds transferred from the PACTS MPI Policy.

5. Adjourn

Attachment A

2021 PACTS Municipal Partnership Initiative Policy

Overview

The Portland Area Comprehensive Transportation System's ("PACTS") Municipal Partnership Initiative ("PACTS MPI") builds upon the Maine Department of Transportation's ("MaineDOT") successful Municipal Partnership Initiative ("MPI") by using PACTS' annual allocation of state money to be matched with a minimum fifty percent (50%) local funds for road reconstruction or rehabilitation projects. The PACTS MPI is designed to fund collector or arterial roadway projects, and to focus on bringing substandard roads up to PACTS' and MaineDOT's minimum standards thereby having the completed segment(s) eligible for future pavement preservation programs. Preservation, modernization and expansion aspects of these roads for safely accommodating all transportation modes are also eligible uses of the PACTS MPI funds.

Projects funded through PACTS, either with state or federal funding, need to, in some part, support the goals of PACTS' long-range plan, *Destination 2040*. While the intent of the program has always been to reconstruct or rehabilitate collectors and arterials, pavement preservation projects are eligible for these funds. When reasonable and appropriate, roads funded under the MPI program should consider improvements which are over and above the minimum road standards, such as inclusion of new or improved sidewalks, granite, or concrete slipform curb vs. bituminous curb, additional shoulder width for wider paved shoulders or bike lanes, traffic calming, and intersection improvements. All PACTS MPI projects must comply with the Americans with Disabilities ACT (ADA) requirements and consider state and municipal Complete Street Policies.

PACTS MPI Requirements

- **Professional Engineer Certified:** All projects must be designed by an engineer licensed in the State of Maine. Once constructed, the engineer of record must certify that the project was constructed in accordance with the plans and specifications.
- **10-Year Useful Life:** The work included must be considered a capital improvement with a minimum 10-Year useful life.
- **Deliverability:** The construction will be administered by the municipality. The municipality must demonstrate they have the ability or can obtain the ability to administer the project. Construction must commence within twelve (12) months and construction must be certified complete in twenty-four (24) months from when a Cooperative Agreement is executed. If timelines are not met PACTS may reallocate funding to other eligible projects in other communities. However, the municipality may request an extension if extenuating circumstances exist.
- **Public Involvement:** The municipality is responsible to lead the public involvement process consistent with all laws, including Maine's Sensible Transportation Policy Act.

The value and extent of documented community support will be considered a project benefit.

- Betterment to the State Transportation System: Projects must be improvements above and beyond mitigation work for a traffic movement permit, or above and beyond the legal requirements of a highway opening permit.
- Multiple Party Agreements: The municipality and all involved parties must be willing to enter into an agreement whereby the PACTS state funds contribution is capped based on project estimates prior to construction.
- Right-of-Way Acquisition: The PACTS MPI will only reimburse for the right of way required for the transportation betterment. Most projects are expected to be within existing right of way; however, the municipality may want or need to secure property rights. If this is required, the process shall be in accordance with all applicable State and Federal Laws, and a detailed explanation must be provided as part of the application.

Funding

The 2021 PACTS MPI program's state funding is \$ 1,640,201.00. The following are the project funding parameters:

- Minimum state funding per project: \$75,000.00
- Maximum state funding per project: \$400,000.00
- Minimum local funding match: 50%
- PACTS Crack Sealing Program: \$50,000.00 (Maximum)
(50/50 municipal match)

PACTS Project Selection

The PACTS MPI project selection is intended to be simple and similar to the Maine Department of Transportation MPI program. PACTS' MPI program will be a tiered system focused first on each of the subregions. In an effort to encourage sub regional coordination, subregions will have the first opportunity to submit a project/s for MPI funding. The intent is to fund at least one project from each subregion annually. For the first round of project solicitation, the goal is to allocate \$400,000 of PACTS' state MPI per sub region. Once the sub regional deadline for applications has passed, in the event there is remaining funding, a notice will be sent to all municipalities, that there is additional MPI funding available. All PACTS municipalities will be eligible to submit projects for the remaining MPI funding. PACTS will continuously accept project applications and eligible projects will be selected on a first come first served basis. Additional project selection factors include the following:

- **Safety:** The improvement will impact a direct safety need such as infrastructure improvements that address an area with a high crash history or potential for hazardous conditions.

- Economic Development & Job Creation: Preference will be given to projects that allow for job growth and facilitate economic development.
- Degree of Betterment: Projects that provide a greater infrastructure benefit than others such as reducing maintenance costs, improving ride quality, or increasing mobility will be given a higher priority.
- Percentage of Local Match: Preference will be given to projects with a high percentage of non-state funding.
- *Destination 2040*: The degree to which the proposed project is aligned with the goals of *Destination 2040*.
- Customer Benefit: Preference will be given to projects based on the amount and degree of benefit that travelers will realize from the project benefit.

If the applications received total less than the available state dollars, PACTS will not score them. PACTS staff will make a recommendation to the PACTS Technical Committee whether projects meet PACTS MPI Eligibility. Projects meeting the criteria will be funded. In the event that the state dollars requested exceed the state funds available PACTS will score the applications based on the following criteria;

- 1) Collector and/or arterial numerical rankings (based on the most current PACTS Arterial or Collector Road reports) along with such information as PCR/PCI values, transit routes, traffic volumes, etc. also indicated in the most recent road assessment report, and only for those roads, or road segments, that need reconstruction or rehabilitation or must be brought up to design standards. **Total available points: 95.**
- 2) Extra points will be given for a municipal match which is higher than the minimum 50% required by assessing 1 point for every 5 percent (rounded) increment above 50%, up to a maximum of 100% match. For example, a \$200,000 project where the municipality proposes a 60% match (\$120,000 vs. \$100,000) would receive 2 additional points. **Total available points: 10.**
- 3) Extra points will also be awarded for projects that consider improvements which are over and above the minimum road standards, such as inclusion of new or improved sidewalks, granite curb vs. bituminous curb, additional shoulder width for wider paved shoulders or bike lanes, traffic calming, intersection improvements, etc. **Total available points: 10.**

The total maximum points available are 115.

If projects exceed available funding, PACTS Technical Committee will make a recommendation to the Executive Committee for which projects should be funded in 2021. Unfunded projects in 2021 may be preselected for PACTS 2022 MPI funding. This approach will mirror MaineDOT's MPI program whereby projects are currently selected two or more years before funding is available based on program needs versus available funding.

Process after PACTS Selection and Programming (for informational purposes)

1. PACTS will submit the PACTS MPI project candidates, including location information, scope of work, estimated costs by funding stages and funding sources and other information as may be required by the MaineDOT MPO Engineer (“**MPO Engineer**”) for potential inclusion in the annual MaineDOT Work Plan.
2. PACTS staff will participate in the MaineDOT Work Plan Development Meeting (Synergy Meeting) to present their PACTS MPI and other project candidates to MaineDOT representatives. The PACTS MPI project requests may be revised or cancelled as a result of the meeting.
3. Upon acceptance of a PACTS MPI project into the MaineDOT Work Plan, PACTS will provide to the MPO Engineer a letter on PACTS letterhead, formally requesting authorization of the PACTS MPI project, including:
 - a. The name of the Municipality
 - b. Project Description
 - c. Location, including Beginning and Ending Route Log Miles
 - d. Detailed Scope of Work
 - e. Total Project Cost including State, Local and Capped Amounts
 - f. Any Cost of Additional Work above Agreement Estimate
 - g. (Requested) Construction Year
 - h. Municipal contact information
4. The MPO Engineer will work with MaineDOT’s Contract Procurement Office (“**CPO**”) to draft a project-specific Cooperative Agreement with PACTS and the Municipality.
5. The CPO will email the project-specific Cooperative Agreement to PACTS for execution.
6. Upon receiving the Cooperative Agreement from PACTS, the MPO Engineer will submit it to the Bureau of Planning Director for signature and will activate the Work Identification Number (WIN).
7. The fully executed Cooperative Agreement will be sent to the CPO for processing.
8. The CPO will return the fully executed Cooperative Agreement to the municipality accompanied by a Notice to Proceed with copies of all documents submitted to PACTS.
9. Municipality will retain a State of Maine licensed Professional Engineer to oversee all Project activities, including certification that plans were prepared in accordance with agreed-upon scope and relevant state standards.
10. Municipality will submit the plans and specifications to PACTS and MaineDOT for review and concurrence. Any exceptions to State Design Standards must be clearly noted on the project plans cover sheet with a request for MaineDOT acceptance of the State Design

Exception(s).

11. When the project is considered complete the municipality will provide PACTS and the MaineDOT certification through the Engineer of Record that the project is complete and was constructed in accordance with the plans and specifications and meets the MaineDOT quality assurance standards applicable to the project.
12. Municipality will send PACTS their invoice accompanied by supporting documentation for review and approval before forwarding to MaineDOT for payment.
13. Upon approval by PACTS, PACTS will provide to the MPO Engineer a letter on PACTS letterhead formally requesting PACTS' State allocation reimbursement portion of the PACTS MPI project.
14. Payment of PACTS MPI State funds from MaineDOT will ideally be a one-time reimbursement following completion of the work. For larger projects this could be a draw of 1/3, 1/3, 1/3 or 1/2, 1/2 if needed for cash-flow reasons (this would be specified in the project-specific Cooperative Agreement).
15. Review of PACTS invoices will be made by the MaineDOT MPO Coordinator ("**MPO Coordinator**"). Upon acceptance of an invoice, the MPO Coordinator will process the invoice for payment by the Bureau of Finance and Administration directly to the Municipality with notice of said payment to the PACTS staff project manager.
16. The MPO Engineer will ensure that the project is closed out when complete and all payments have been made.

Milestones

1. January 1st-March 1st- Sub regional Project Applications Due.
2. March 1st-April 1st-PACTS staff reviews list of applications, review funding requests totals.
3. April 1st- Final request for additional applications to all PACTS members, if applicable.
4. May: -Final MPI Project List reviewed by PACTS Technical Committee: Technical Committee reviews and submits final list for Executive Committee approval if applications exceed available funding.
5. June: -Executive Committee adopts the final MPI project list. List submitted to MaineDOT for work plan inclusion.
6. July: -Policy Committee ratifies the final MPI Project list, directs staff to confirm projects with MaineDOT for inclusion in the Workplan.

Attachment B

<u>City/Town</u>	<u>Branch Name</u>	<u>From</u>	<u>To</u>	<u>Length (ft)</u>	<u>Miles</u>	<u>Width (ft)</u>	<u>Area (sf)</u>	<u>Urban/R ural</u>	<u>FACT AADT</u>	<u>Surveyed PCI</u>	<u>Predicted 2020 PCI</u>	<u>Alternative</u>
CAPE ELIZABETH	OCEAN HOUSE RD	OLD OCEAN HOUSE RD NORTH	OLD OCEAN HOUSE RD SOUTH	5105	0.9669	42	214,410	Rural	5320	82	76	Local Maintenance
FALMOUTH	ROUTE 1 FALMOUTH	ANDREWS AV	REG ROC RD	577	0.1093	25	14,425	Urban	6322	82	76	Local Maintenance
OLD ORCHARD BEACH	UNION AV	SACO AVE	WEST GRAND AVE	3095	0.5862	37	114,515	Urban	2284	82	76	Local Maintenance
SCARBOROUGH	BROADTURN RD	CARPENTER CT	I95 OVERLASS	581	0.1100	25	14,525	Urban	4951	82	76	Local Maintenance
SOUTH PORTLAND	BROADWAY NORTHERLY	SAWYER ST	PICKETT ST	2617	0.4956	33	86,361	Urban	9197	82	76	Local Maintenance
SOUTH PORTLAND	FODEN RD	GORHAM RD	WESTERN AVE	1733	0.3282	34	58,922	Urban	5489	82	76	Local Maintenance
WESTBROOK	EISENHOWER DR	SACO ST	BRADLEY DR	2707	0.5127	45	121,815	Urban	5914	82	76	Local Maintenance
CUMBERLAND	TUTTLE RD	EAST END OF RTE 1 OVERPASS	ROUTE 88	782	0.1481	32	25,024	Rural	3218	83	77	Local Maintenance
FALMOUTH	BROOK RD	BLACKSTRAP ROAD	LEIGHTON ROAD	1348	0.2553	28	37,744	Urban	4040	83	77	Local Maintenance
FALMOUTH	FALMOUTH RD WESTERLY	PACTS BOUNDARY/LEIGHTON RD	445' S OF WINN ST	2371	0.4491	27	64,017	Urban	4212	83	77	Local Maintenance
PORTLAND	CAPISIC ST	LUCAS ST	ALBION ST	1020	0.1932	36	36,720	Urban	5732	83	77	Local Maintenance
SACO	OCEAN PARK RD SACO	MAIN ST	OLD ORCHARD TL	5070	0.9602	39	197,730	Urban	7960	83	77	Local Maintenance
WESTBROOK	BRIDGE ST	MAIN ST	NORTH ST	2788	0.5280	40	111,520	Urban	8633	83	77	Local Maintenance
YARMOUTH	NORTH RD YARMOUTH	E ELM ST	NORTH YARMOUTH TL	3000	0.5682	30	90,000	Urban	3760	83	77	Local Maintenance
CAPE ELIZABETH	BOWERY BEACH RD	500' W OF BEACH ROSE LANE	OCEAN HOUSE RD	2002	0.3792	40	80,080	Urban	2971	84	78	Local Maintenance
FALMOUTH	BROOK RD	WESTBROOK TL	BLACKSTRAP ROAD	2608	0.4939	28	73,024	Rural	4142	84	78	Local Maintenance
OLD ORCHARD BEACH	SACO AV	HEATH ST	ADELAINE RD	1056	0.2000	40	42,240	Urban	9364	84	78	Local Maintenance
SACO	CASCADE RD S	OLD ORCHARD TL	PORTLAND RD	3412	0.6462	40	136,480	Urban	5670	84	78	Local Maintenance
SCARBOROUGH	PAYNE RD	2000' N OF BEECH RIDGE RD	300' N OF BONNEY GROVE DR	4090	0.7746	22	89,980	Urban	6340	84	78	Local Maintenance
SOUTH PORTLAND	BROADWAY SOUTHERLY	SCARBOROUGH TL	I-295 RAMP	1966	0.3723	36	70,776	Urban	13068	84	78	Local Maintenance
SOUTH PORTLAND	LINCOLN ST SOUTH PORTLAND	ROUTE 1	MAIN ST	1094	0.2072	42	45,948	Urban	6970	84	78	Local Maintenance
BIDDEFORD	JEFFERSON ST	SOUTH ST	ALFRED ST	889	0.1684	30	26,670	Urban	5019	85	79	Local Maintenance
CAPE ELIZABETH	SPURWINK AV CAPE ELIZABETH	DEER RUN RD	BOWERY BEACH RD	7313	1.3850	28	204,764	Urban	1970	85	79	Local Maintenance
CUMBERLAND	ROUTE 1 CUMBERLAND	FALMOUTH TL	YARMOUTH TL	14769	2.7972	45	664,605	Rural	6560	85	79	Local Maintenance
CUMBERLAND	ROUTE 88 CUMBERLAND	FALMOUTH TL	SCHOONER RIDGE	12435	2.3551	32	397,920	Rural	2684	85	79	Local Maintenance
CUMBERLAND	ROUTE 88 CUMBERLAND	SCHOONER RIDGE	OLD TOWN LANDING	2920	0.5530	30	87,600	Rural	2551	85	79	Local Maintenance
FALMOUTH	LEIGHTON RD	GRAY ROAD (ROUTE 26/100)	FALMOUTH RD	2727	0.5165	29	79,083	Urban	4760	85	79	Local Maintenance
OLD ORCHARD BEACH	W GRAND AV	COLBY AVE	PAVIA AVE	2262	0.4284	33	74,646	Urban	3167	85	79	Local Maintenance
PORTLAND	EASTERN PROMENADE	100' E OF NORTH ST (N)	WASHINGTON AVE	823	0.1559	28	23,044	Urban	3480	85	79	Local Maintenance
PORTLAND	FORE ST	EASTERN PROM	MOUNTFORT ST	1491	0.2824	44	65,604	Urban	5022	85	79	Local Maintenance
PORTLAND	WESTBROOK ST	1889' E OF WESTBRROK TOWNLIN	PARTRIDGE RD	2703	0.5119	40	108,120	Urban	7481	85	79	Local Maintenance
SACO	BEACH ST	MAIN ST	OLD ORCHARD RD	4606	0.8723	36	165,816	Urban	10820	85	79	Local Maintenance
SCARBOROUGH	BEECH RIDGE RD	BEAVER BROOK	RT 95 BRIDGE	2160	0.4091	20	43,200	Urban	1940	85	79	Local Maintenance
SCARBOROUGH	BLACK POINT RD	250' N OF OLD NECK RD	SPURWINK RD	3261	0.6176	34	110,874	Urban	5270	85	79	Local Maintenance
SCARBOROUGH	SPURWINK RD SCARBOROUGH	ACORN LN	BLACK POINT RD	6467	1.2248	29	187,543	Rural	3560	85	79	Local Maintenance