

PACTS Technical Committee Meeting

AGENDA

Tuesday, April 14, 2020

8:30 AM - 10:00 AM

Remote Meeting

Zoom: <https://zoom.us/j/533829966>

Call in: 312-626-6799

Meeting ID: 533 829 966

As of March 31st, 2020 PACTS and GPCOG will be holding all committee meetings via [Zoom conferencing technology](#). We remain committed to full public access and participation in our meetings through remote access during the COVID-19 crisis. Remote meetings will be held in accordance with the requirements of [LD 2167, Public Law Chapter 618](#).

1. Welcome and Introduction- Patrick Fox, Chairman

Staff will provide a brief introduction to and overview of Zoom meeting procedures and tools.

2. Public Comments

The general public will have an open comment period with a 3-minute limit per individual to comment on any issue, including items on the agenda.

3. Acceptance of 3/10/20 Minutes (Attachment A) – 3 minutes

4. Project Updates (Attachment B) – 5 min.

The following project updates are attached:

- Regional Traffic Management System
- High Crash Locations Assessment
- Transportation Improvement Plan Ad Hoc Committee

If Technical Committee members have questions regarding specific projects, please address them at this time.

Recommended Action: Information only.

5. PACTS Technical Committee Vice Chair nominations—10 min.

The current Technical Committee Chair, Patrick Fox (Saco), will step down from his position at the end of June 2020. Adam Bliss (Freeport) will assume the Chair position in July, at which point the Vice Chair position will be vacated. Staff will ask the Technical Committee to consider possible nominations for the Vice Chair position starting July 1st, 2020.

Recommended Action: Nominate and vote to appoint a new PACTS Technical Committee Vice Chair beginning July 1st, 2020.

6. PACTS Municipal Partnership Initiative: Central Region, Cape Elizabeth Request (Attachment B)—25 min.

At the March 10th Technical Committee meeting, the Committee reviewed Municipal Partnership Initiative (MPI) requests from the four regions and subsequent municipalities. Cape Elizabeth submitted a request for \$40,000 (\$80,000 total) to supplement their \$90,000 (\$180,000 total) request from 2019's PACTS MPI selection process. This would be to address the project estimate by the consultant engineer, which came in at \$80,000 over the original municipal estimate. The PACTS Central Region municipalities did meet and agree to Cape Elizabeth's request within their \$400,000 allotment as a subregion.

To the knowledge of staff and the Technical Committee, this was an unprecedented circumstance in which a municipality requested PACTS funding to cover a municipally obligated overage. The Committee opted to table the discussion to allow Cape Elizabeth the opportunity to discuss their project and reasoning behind the request at the next Technical Committee meeting.

This is a significant decision, as awarding the \$40,000 to the Cape Elizabeth project (awarded \$90,000 in 2019) would leave \$60,600 unallocated within the region. Typically, unallocated funds become eligible for other municipalities to submit additional projects, however PACTS MPI Policy requires a minimum of \$75,000 state funding per project. The \$60,600 would fall below the project minimum amount requirement.

In the March meeting, the Committee discussed the option of awarding the remaining \$60,600 to Scarborough, who had requested \$200,000 PACTS MPI funding and matched with \$2.1 million municipal funding (9%/91%) for Route 114 reconstruction. If awarded, the new match would be \$260,600 PACTS and \$2,040,400 municipal (11%/89%).

Revision 4/13/2020: On April 9th Cape Elizabeth contacted PACTS to revise their PACTS MPI request from \$40,000 to \$25,000. This releases \$15,000 into the leftover funding pool, bringing the total leftover funding available to \$75,600. If awarded to Scarborough, the new match would be \$275,700 PACTS and \$2,024,400 municipal (12%/88%).

Recommended Action: Award Cape Elizabeth's request for \$40,000 for the 2021 round of PACTS MPI funding and award Scarborough an additional \$60,600 to supplement their original request of \$200,000.

Revised Recommended Action 4/13/2020: Award Cape Elizabeth's request for \$25,000 for the 2021 round of PACTS MPI funding and award Scarborough an additional \$75,600 to supplement their original request of \$200,000.

7. Synchro/Simtraffic Traffic Simulation Demonstration

PACTS is providing traffic signal engineering services needed to support the PACTS regional traffic management system. Included in those services are the following tasks:

- Assess corridor level operations and create improved signal timing, phasing, and coordination programming
- Assist with reviews for MaineDOT Traffic Movement Permits.

PACTS has obtained the traffic simulation software Synchro/Simtraffic to assist with those tasks. Elizabeth will give a demonstration of the software.

Recommended Action: For demonstration and discussion only.

8. Adjourn.

Attachment A
PACTS Technical Committee Meeting Minutes

Tuesday, March 10, 2020

8:30 AM -10:00 PM

GPCOG Conference Rooms, 2nd Floor, 970 Baxter Blvd, Portland

In Attendance:

Name	Affiliation	Attendance
Tom Milligan	Biddeford	Y
Robert Malley	Cape Elizabeth	N
Bill Shane	Cumberland	Y
VACANT	Executive Committee	N/A
Jay Reynolds	Falmouth	Y
Adam Bliss, Vice Chair	Freeport	Y
Bob Burns	Gorham	N
Rebecca Grover	Maine Turnpike Authority	N
Darryl Belz	MaineDOT	Y
LaRay Hamilton	MaineDOT	Y
Clark Baston	North Yarmouth	N
Joe Cooper	Old Orchard Beach	Y
Jeremiah Bartlett	Portland	Y
Nathan White	Raymond	N
Patrick Fox, Chair	Saco	Y
Angela Blanchette	Scarborough	N
Abbie Sherwin	SMPDC	N
Justin Gove	South Portland	N
VACANT	Transit Committee	N/A
Katherine Kelley	Westbrook	Y
Mark Arianti	Windham	Y
Erik Street	Yarmouth	Y
Staff:		
Harold Spetla		Y
Elizabeth Roberts		Y
Kristina Egan		Y
Ryan Neale		Y

1. Welcome- Patrick Fox, Chair

Patrick opened the meeting by having those in attendance introduce themselves.

2. Acceptance of 2/14/20 Minutes (Attachment A)

Jeremiah motioned to approve 2/24/2020 minutes; motion seconded by Joe Cooper; all were in favor.

3. Public Comments

There was no public comment.

4. Staff Updates

PACTS Crack Sealing

Harold recapped the February 11th Technical Committee meeting at which the Committee discussed ways to administer the \$50,000 Crack Sealing set aside within the PACTS Municipal Partnership Initiative (MPI) policy. On February 25th, Patrick, Harold, and Elizabeth met with Marty Rooney regarding possible administration methods. At that meeting Marty recommended a potential pilot project. The Technical Committee convened on March 2nd and created a list of road segments for a pilot project that would shift the \$50,000 from the PACTS MPI program to a newly created WIN for PACTS Crack Sealing, administered by MaineDOT. At the March 2nd meeting the Technical Committee decided on a list of roads to be funded for crack sealing, first sorted by Pavement Condition Index (PCI) and then average traffic volume for projects with equal PCI. The Technical Committee will revisit this pilot project in the Fall of 2020 to assess the program. MaineDOT will crack seal the entirety of the road, including shoulders, and notify communities prior to performing the work.

PACTS Municipal Partnership Initiative

Harold explained that the PACTS MPI deadline was extended from March 1st to March 6th due to multiple requests for additional time to submit applications. The projects were reviewed Monday March 9th before the Technical Committee meeting. Staff had questions for several of the municipalities requesting funding.

Yarmouth submitted a request for \$250,000 with \$466,204 Yarmouth Match which would be a continuation of their work along the Yarmouth Main Street for mill and fill and sidewalk improvements. The committee agreed that this was an appropriate request of funding.

Portland clarified that their request was for \$234,393.95, which put the Central Subregion \$4,000 over the \$400,000 subregion allotment.

Last year, Cape Elizabeth requested \$90,000 for a project that was estimated at \$180,000. The consultant estimate came in \$80,000 over the amount estimated last year. This year, Cape Elizabeth requested \$40,000 with \$40,000 municipal match to address the overage. There was discussion about how much of the project selection should be at the subregion level. Some committee members also expressed the concern that this was unprecedented with a municipality requesting state funds to cover a municipally obligated overage. It was pointed out that this could turn into a trend. A potential solution was proposed that would allow Cape Elizabeth to request the funds up to the \$400,000 subregion allocation—leaving the subregion municipalities to decide who would give up the \$4,000. The request does meet the minimum state funding requirement of \$75,000 because it is part of a larger project. It was largely agreed upon that this request is outside of the PACTS MPI

Policy, but the Committee was willing to discuss the possibility of awarding the funds pending additional information from Cape Elizabeth. The Committee was adamant that they do not want to leave any funds unallocated.

The discussion was tabled until the April Technical Committee meeting to allow Cape Elizabeth to provide additional information to inform a decision on whether to award the \$40,000. The committee also wished to consider how to expend the full \$1.6 million budget.

PACTS Regional Traffic Management System RFP

Harold informed the Committee that the RFP was posted in February and proposals are due on April 2nd. The RFP is available on the GPCOG website

PACTS High Crash Locations Assessment

Harold informed the Committee that the consultant, VHB, reported they anticipate being done with the 24 Desktop Assessments by March 14th, 8 of which were received on March 9th. Staff will review the assessments and provide feedback to VHB. From there, VHB will propose ten locations for full road safety audits and staff will look to the Technical Committee for any recommendations or approval of the list.

5. Pavement Maintenance and Asset Management Strategies

Patrick informed the Technical Committee about the draft Power Point that was distributed prior to the meeting, which was based off of a Saco capital asset management report. The report was populated using data from the VHB Collector Paving report. The intent is to use VHB's very detailed report and produce a digestible document for the Technical Committee to understand how PACTS is addressing the collector road paving needs, as well as for informing other PACTS committees and decision makers about the collector paving needs within the PACTS region.

Some of the report was notably useful for summarizing all of the different funding sources in one table, which accounts for potential federal, state, and local spending on the collector network through the PACTS Collector Paving program and the PACTS MPI program.

Elizabeth noted that we have \$5.5 million of funds eligible for collector network paving, but not all of the funds are allocated to paving—sidewalks, drainage, and ADA requirements account for a portion of the spending. There is \$2.2 million programmed within the Collector Paving program.

Kristina noted that this report could be useful when advocating for transportation funding needs to external parties and Patrick explained that if you can document your backlog of needs and your funding limitations you can demonstrate where the network is trending. Adam reiterated that our current methods are antiquated, and we are going to be forced to consider alternative treatment methods.

Bill emphasized the need to program more paving mileage and that what we are programming needs to be paved. He pointed out that we have only paved about 4.5 miles of road in the past two years, while we need to be paving approximately 19 miles per year. It was suggested the committee would be more eager to reduce costs if the funds were entirely municipally sourced and dedicating PACTS funds strictly to paving only and excluding drainage, sidewalks, and ADA compliance.

Staff brought the Committee around to developing questions for MaineDOT paving specialists who would be attending the April Technical Committee meeting prepared with a Power Point. The intent would be to provide questions to the MaineDOT staff ahead of time so they could come prepared with answers. The committee mentioned the following:

- Ultra-thin bonded wearing course and other alternative maintenance strategies
- An update on the Blue Ribbon Commission, which examines how to fund transportation needs
- Cost per unit for different treatment methods
- A better understanding of the design process with MaineDOT to help municipalities fund projects more accurately

LaRay mentioned that there are separate WINS created for guard rails and ADA requirements within the LCP program, which allows the state to address guard rails and ADA in one year and paving separately. They are broken into separate bids and addressed as entirely different projects.

The Committee also emphasized that paving is not complicated and the funding mechanisms should not be complicated, which can be a side effect of using federal dollars.

Finally, the Committee came back to emphasizing the importance of creating a clear message within the Power Point about why funding paving is important for maintaining infrastructure. Bill suggested the Committee members should reach out to Region 1 MaineDOT to communicate needs on an annual basis to establish a relationship and make everyone aware of regional and local projects.

6. Adjourn.

Adam Bliss made a motion to adjourn; Joe Cooper seconded; all were in favor.

Attachment B

PACTS Project Updates

Regional Traffic Management Systems

An RTMS assessment RFP was posted in February. The RFP seeks a consultant who will perform an overall assessment on the communications network, as well as identify, assess, and address traffic signal equipment currently experiencing malfunctions. RTMS RFP proposals were due on April 9th. No consultant has been selected yet, but the selection committee will consist of Elizabeth Roberts, Steve Landry, Jeremiah Bartlett, and Katherine Kelley.

High Crash Locations Assessments

VHB was hired to perform high crash location assessments at 24 locations throughout the PACTS region. The consultant, VHB, submitted desktop assessments to PACTS in mid-March. Staff are reviewing the assessments and will return them to VHB with comments. When the revised desktop assessments are received, VHB will provide a recommended list of 10 locations for a full road safety audit (RSA). Staff will review and bring before the Technical Committee for feedback prior to moving forward with the full RSAs at the ten locations.

Transportation Improvement Plan Ad Hoc Committee

The TIP Ad Hoc Committee was formed to help with developing the funding prioritization framework. Aubrey Miller has been negotiating the contract with the selected consultant. The next TIP Ad Hoc Committee meeting will take place at 9:30 AM on Tuesday, April 21st. At future Technical Committee meetings, TIP Ad Hoc members will have an opportunity to provide updates.