

PACTS Technical Committee Meeting

AGENDA

Tuesday, July 14, 2020

8:30 AM - 9:30 AM

Remote Meeting

Zoom: <https://us02web.zoom.us/j/89668980498?pwd=WkZZRkVyR2tyRUdxcVljUnQrMjQ3UT09>

Call in: (301) 715-8592

As of March 31st, 2020, PACTS and GPCOG are 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 - Adam Bliss, Chair

2. Public Comments

The 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 6/9/20 Minutes (Attachment A) – 5 min.

4. Project Updates (Attachment B) – 10 min.

The following project updates are attached:

- Regional Traffic Management System
- High Crash Locations

Questions on specific projects may be addressed at this time.

Recommended Action: For information only.

5. 2022 PACTS Collector Paving Project Selection – 40 min. (Attachment C)

The current PACTS Collector Paving contract with VHB is for five years, with full network condition assessments in Years 1 and 4 of the contract. PACTS staff met with VHB early in 2020 to discuss the schedule and process for the Year 4 Reassessment of Collector Paving this spring. VHB focused on “priority” roads with a higher likelihood of being funded for paving, based on their predicted pavement condition index (PCI) ratings. A raw list of data was provided to the Technical Committee at the May 12th meeting and staff brought feedback to VHB, specifically the need for a 2022 Predicted PCI column, since that would be consistent with previous PACTS Collector Paving selection methods.

At the June 9th Technical Committee meeting, members requested a revised list from VHB that would include a quality control check and a reassessment of the PCI values. On June 25th, staff and several municipal members met with VHB to discuss the collector roads assessment and methodology. On July 8th, VHB provided a revised collector road list specifically for 2022 PACTS Collector Paving program selection. Staff have reviewed the revised list and provided a short list of road segments for the Committee to discuss for 2022 PACTS Collector Paving.

Recommended Actions: Discuss, select, and approve a list of road segments from Attachment C for the 2022 Collector Paving program. Task PACTS and MaineDOT with reviewing and validating cost estimates of selected segments together.

6. Other Business

7. Adjourn.

Attachment A
PACTS Technical Committee Meeting Minutes

Tuesday, June 9, 2020

8:30 AM -10:00 PM

Remote Meeting

In Attendance:

Committee Members	Affiliation	Attendance
Tom Milligan	Biddeford	Y
Robert Malley	Cape Elizabeth	Y
Bill Shane	Cumberland	Y
VACANT	Executive Committee	N/A
Jay Reynolds	Falmouth	Y
Adam Bliss, Vice Chair	Freeport	Y
Bob Burns	Gorham	Y
Rebecca Grover	Maine Turnpike Authority	N
Darryl Belz	MaineDOT	Y
LaRay Hamilton	MaineDOT	Y
Clark Baston	North Yarmouth	N
Joe Cooper	Old Orchard Beach	N
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
Guests		
Ken Capron	MicroRail	
For GPCOG		
Ryan Neale, Elizabeth Roberts, Harold Spetla		

1. Welcome- Patrick Fox, Chair

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

2. Public Comments

One member of the public asked the following questions italicized below. That member of the public was informed that GPCOG staff would follow up with those questions and answers were sent via email on June 12th. Those answers can be found below, following each question.

1. *Could the Committee minutes/agenda please include all documents that are made available to the committee members? For example, this month's • Regional Traffic Management System and • High Crash Locations Assessment could have been part of the attachment.*

Answer: The RTMS and HCL assessment updates were in attachment B on our agenda, available on the website.

2. *Could the Committee Minutes/Agenda packet also include any letters, emails and other communications with the public since they are public information under FOAA.*

Answer: PACTS will look into this. A record of these questions and answers will be included in the minutes from yesterday's meeting.

3. *Assuming that ZOOM meetings will be in use for months and years to come, would the committee be willing to simulate a more inclusive display of attendees as would be available at in-person meetings. In a physical meeting it is possible to see the other participants and it is also possible to "private chat" with other attendees perhaps by stepping out of the conference room. ZOOM offers that private chat function if enabled by the host(s).*

Answer: The Zoom webinar feature has limited settings and we have to balance the risk of inappropriate video-sharing but PACTS will look into this.

4. *In what meetings or formats does PACTS evaluate the effectiveness and costs of materials used in the construction projects to which it allocates funds of all types? Where are the reasons for using chosen materials made public and how often are said materials re-evaluated. Maybe it's time to switch to different materials for paving. Maybe preformed roadways. Snap together systems are being used in some Scandinavian communities. I invite you to begin considering MicroRail as a new mode of transportation that doesn't depend on surface maintenance. Have we reached "the end of the road" as our major mode of transportation.?"*

Answer: PACTS has noted your input. Regarding constructions materials, all PACTS projects have to meet specifications set out by MaineDOT. Any evaluation happens at the MaineDOT level.

3. Acceptance of 5/12/20 Minutes

Bob Burns moved to approve the 5/12/2020 minutes; the motion was seconded by Tom Milligan; all were in favor.

4. Project Updates

PACTS Regional Traffic Management System

Staff are in the process of negotiating a contract with the selected consultant.

PACTS High Crash Locations Assessment

Staff made comments on the draft High Crash Locations Assessments and returned the comments to VHB for editing.

Tom Milligan asked about the PACTS Crack Sealing program and whether there would be an opportunity to treat additional roads if there is unused funding. Staff noted that MaineDOT is not anticipating any unused funds and will be hopeful to treat all of the selected segments. It was also noted that contracts of this nature contain a contingency to account for unforeseen overages.

5. 2022 PACTS Collector Paving Project Selection

Patrick noted the list of projects proposed by staff makes up 3.5 miles of road network, while maintenance level treatment for the network would be between 15-19 miles of paving. Later in the meeting, several members echoed Patrick's sentiments that the paving schedule is behind the curve.

Tom Milligan asked about how past projects, which had not been awarded bids, would be treated in this year's funding. The Biddeford Precourt Street paving project was paired with the Saco Maple Street project, which was not awarded due to Saco being unable to fund the overage on their part of the bid. The Biddeford Precourt Street paving project is still a viable paving candidate for 2021, but would not be considered as part of the 2022 selection process.

Adam Bliss expressed concerns about the data from VHB that influenced the staff recommended paving list and reservations about voting on a list that the committee had not had appropriate time to digest. The data concerns are based on inconsistencies in segment rankings between the 2021 and 2022 project selections—some road segments experienced extreme swings in rankings, as much as 80 places, largely influenced by significant deltas between the 2018 and 2020 assessments by VHB. Adam emphasized that these numbers need to be scrutinized.

Harold stated that the Technical Committee would need to approve a list of segments in July in order to deliver the list to the PACTS governing body for August. Since this meeting, MaineDOT has notified staff that they have a larger window and will be able to fully process the VHB data and make an informed decision when selecting paving segments.

Harold also provided additional detail on the pavement rating methodology used by VHB and how that may have affected the 2020 Pavement Condition Index (PCI) ratings and subsequent Overall Rankings. The subjectivity of the rating system used by VHB is the most significant factor. Several committee members felt the process was bogged down by over-analysis.

Multiple committee members noted they had used the 2021 list of segments and PCI values to roughly determine where they might fall on this year's selection process. Falling down the list for selection will have a prolonged effect on the roads in their municipalities.

Adam Bliss moved to table the discussion on the staff recommendation for the 2022 PACTS Collector Paving program until a complete and accepted list is received from VHB. Jay Reynolds seconded the motion. Tom Milligan, Jay Reynolds, Adam Bliss, and Mark Arienti voted for the motion to table the discussion, Bob Malley, Bill Shane, Bob Burns, Darryl Belz, Jeremiah Bartlett, Patrick Fox, Katherine Kelley, and Erik Street voted against the motion, and LaRay Hamilton abstained.

Bill Shane moved to accept the staff recommendation for the 2022 PACTS Collector Paving program as presented and work with VHB to develop a more comprehensive list of data for the committee to accept in the future. Bob Malley seconded the motion. The committee discussed how the road segments were ranked—Overall Ranking by Condition, using the 2022 Predicted PCI which is determined using the 2020 PCI data and VHB's deterioration algorithm. The committee then discussed concerns about the shortfall of paving funding within the collector network compared to what is needed for maintenance. After some discussion, Bill Shane withdrew his motion.

MaineDOT also noted that the estimates for these segments appear to be low, compared to recent bid prices. GPCOG staff will review estimates with MaineDOT after a list is selected.

Patrick Fox suggested creating a 4- or 5-year plan that would involve establishing a list to use for 4 or 5 years between assessments. This proposition was offered for consideration at a future meeting.

Jay Reynolds moved to reject the staff recommended 2022 PACTS Collector Paving list to allow more time to refine the list with VHB, follow up with municipalities to gauge their ability to fund 2022 projects, and request that a representative from VHB attend the July Technical Committee meeting. Bill Shane seconded the motion. Katherine Kelley opposed the motion; all other members voted in favor.

The committee thanked Patrick Fox for his two years of service as Technical Committee Chair.

6. Adjourn.

Adam Bliss moved to adjourn; Bob Malley seconded; all were in favor.

Attachment B

PACTS Project Updates

Regional Traffic Management Systems

An RTMS assessment RFP was posted in February. The selection committee, which consisted of Elizabeth Roberts, Steve Landry, Jeremiah Bartlett, and Katherine Kelley interviewed with two firms on May 22nd and selected Sebago Technics. PACTS and Sebago Technics are under contract negotiations. The following tasks have been identified for Sebago Technics and PACTS:

RTMS tasks for the consultant

- Develop a workplan
- Attend RMTS Committee meetings
- Perform an overall assessment of the RTMS communication network
- Perform an assessment of RTMS traffic signal equipment
- Prepare a program for improvements and regular signal equipment maintenance
- Develop a resource for municipalities that can link to traffic signal equipment
- **Respond to municipalities' requests related to the RTMS system in their community**

RTMS tasks for PACTS staff

- Administer the RTMS contract
- Attend RTMS Committee meetings
- Assess corridor level operations and create improved signal timing, phasing, and coordination programming
- Manage and monitor the RTMS system
- Assist with reviews for MaineDOT traffic movement permits
- Prepare future funding strategies plan

The PACTS RTMS program has a budget of \$168,000, of which 20% local share will be split by participating municipalities.

High Crash Locations

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 reviewed the assessments and returned them to VHB with comments. On July 8th, the revised HCL assessments were received from VHB. Staff will review the draft HCL assessments and make the drafts available to the Technical Committee. VHB, with input from the Technical Committee, 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.

Attachment C

Staff Comment	City/Town	Road Name	From	To	Length (miles)	Width (ft)	Area (sf)	FACT_AADT	2020 PCI	Predicted 2022 PCI	Cost + 30% (2022 Predicted)	Consultant 2020 Comment
Mill & Fill (2 in)	SCARBOROUGH	PLEASANT HILL RD	WAGNER WAY	50' W OF RIGBY RD	0.16	36	29,808	11580	42	36	\$108,185	Good Candidate, could wait
Mill & Fill (2 in)	SCARBOROUGH	HIGHLAND AV	BLACK POINT RD	551' W OF BLACK POINT RD	0.10	22	12,122	4168	41	35	\$43,995	Good candidate
Mill & Fill (2 in)	SCARBOROUGH	BLACK POINT RD	ROUNDAABOUT LA	250' N OF OLD NECK RD	1.01	34	182,002	6565	43	37	\$660,555	Very good candidate
Mill & Fill (2 in)	SCARBOROUGH	RUNNING HILL RD S	SOUTH PORTLAND TL	GORHAM RD	1.96	23	238,257	5534	44	38	\$864,726	May be too far gone for Mill & Fill
Mill & Fill (2 in)	WESTBROOK	BROOK ST	VIRGINIA ST	FALMOUTH TL	0.55	25	73,050	3580	43	37	\$265,126	May be too far gone for Mill & Fill
Mill & Fill (2 in)	PORTLAND	FOREST AV PORTLAND	PARK AVE	CONGRESS ST	0.29	40	61,480	6570	51	45	\$223,134	Good Candidate, could wait
Mill & Fill (2 in)	SCARBOROUGH	PLEASANT HILL RD	HIGHLAND AV	FOGG RD	0.67	26	91,624	5742	45	39	\$332,539	Distresses adjusted per field check
Mill & Fill (2 in)	YARMOUTH	ROUTE 88	PLEASANT ST	MAIN ST	0.15	28	22,736	5235	45	39	\$82,518	
Mill & Fill (2 in)	SCARBOROUGH	HIGHLAND AV	551' W OF BLACK POINT RD	CHAMBERLAND RD	0.87	22	101,200	4100	46	40	\$367,294	Good Candidate, could wait
Mill & Fill (2 in)	WESTBROOK	STROUDWATER ST	MAIN ST	WILLIAM B CLARKE DR	0.05	45	12,690	4806	47	41	\$46,057	
Mill & Fill (2 in)	SCARBOROUGH	SPRING ST	1392' N OF GORHAM RD	PAYNE RD	0.29	36	54,432	4260	47	41	\$197,555	
Mill & Fill (2 in)	PORTLAND	RIVERSIDE ST	CADDIE LA	WASHINGTON AVE	0.75	34	133,892	5688	48	42	\$485,945	Good candidate
Mill & Fill (2 in)	SCARBOROUGH	PAYNE RD (SB)	CABELA BLVD (SB)	300' N OF BONNEY GROVE (SB)	0.17	30	27,090	3589	47	41	\$98,320	Good Candidate, could wait
Mill & Fill (2 in)	SCARBOROUGH	BROADTURN RD	CARPENTER CT	I95 OVERLASS	0.11	25	14,525	4951	49	43	\$52,717	
Mill & Fill (2 in)	PORTLAND	YORK ST	CENTER ST	DANFORTH ST	0.03	34	4,896	6795	55	49	\$17,769	
Mill & Fill (2 in)	WINDHAM	WINDHAM CTR RD	GRAY RD	ALBION RD	1.45	24	183,168	1909	47	41	\$664,787	
Mill & Fill (2 in)	BIDDEFORD	SOUTH ST	VILLAGE LN	PACTS BOUNDARY (~ I-95)	0.49	24	62,232	5340	50	44	\$225,864	
Mill & Fill (2 in)	BIDDEFORD	HILL ST	1335' S OF WEST ST	WEST ST	0.18	24	23,280	4658	50	44	\$84,492	
Mill & Fill (2 in)	YARMOUTH	ROUTE 115	MARINA/MAIN INT	ROUTE 88	0.14	35	26,670	5091	50	44	\$96,796	
Mill & Fill (2 in)	YARMOUTH	ROUTE 88	PRINCESS POINT RD	PLEASANT ST	0.61	29	92,887	5000	52	46	\$337,123	

Green – confirmed with the municipality

Yellow – short segment that only becomes a project if it can be combined with other segments nearby

Orange – concerns about the pavement substructure due to large differences in PCI or comments from the consultant

Blue – a project with no issues that is not yet confirmed by the municipality

Bold – two segments that combine for a super segment with a similar PCI

Strikeout – a short segment without another segment to be paired