

# **PACTS Technical Committee Meeting AGENDA**

**Tuesday, August 11, 2020**

**8:30 AM – 10:00 AM**

**Remote Meeting**

**Zoom:** <https://us02web.zoom.us/j/83897234745>

**Call in:** (301) 715-8592

**Meeting ID:** 838 9723 4745

As of March 31<sup>st</sup>, 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](#).

Both the chat and Q&A features will be turned off during PACTS and GPCOG meetings to ensure full public access to telephone participants and to avoid the confusion of side conversations.

Public comment will be taken verbally during the public comment period. Members of the public who wish to speak should “raise their hands.” Participants joining by computer or mobile app can click on the “Raise Hand” button. Participants joining by telephone can dial \*9.

## **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 7/14/20 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 – 30 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 12<sup>th</sup> 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 9<sup>th</sup> 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 25<sup>th</sup>, staff and several municipal members met with VHB to discuss the collector roads assessment and methodology. On July 8<sup>th</sup>, 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.

During the July 14<sup>th</sup> Technical Committee meeting, the Committee considered which projects should be eligible based on consultant recommendation and recent deterioration, eventually deciding to consider all roads equally. The Committee also discussed the application of subsurface analysis in the selection process, ultimately deciding to forego the subsurface analysis and attempt to fund roads before they fall below the 30 PCI limit. Given MaineDOT’s timeline extension for project selection, the Committee voted to revisit Collector Paving project selection in August.

Following the July 14<sup>th</sup> meeting, staff discussed the list of projects with municipalities and confirmed their ability to meet the funding match requirement. Staff and Adam Bliss developed three scenarios for the Technical Committee to consider, based on the \$2.198 million PACTS Collector Paving budget. These scenarios and more in-depth description are available in Attachment C.

***Recommended Actions: Discuss, select, and approve one of the project selection scenarios 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

- Portland, Washington Ave Streetscape, WIN 22134.00
- PACTS MPI Reimbursement Requests

## 7. Adjourn

**Attachment A**  
**PACTS Technical Committee Meeting Minutes**

Tuesday, July 14, 2020

8:30 AM -10:00 PM

Remote Meeting

**In Attendance:**

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

**1. Welcome- Adam Bliss, Chair**

Adam opened the meeting shortly after 8:30 AM.

**2. Public Comments**

There were no public comments.

### **3. Acceptance of 6/9/20 Minutes**

Bob Malley moved to approve the 6/9/2020 minutes; the motion was seconded by Tom Milligan; all were in favor.

### **4. Project Updates**

The new agenda format includes written projects updates. Staff will address any items of interest to Committee members.

#### **Regional Traffic Management System**

Bob Burns asked if Scarborough and Gorham were included in the contract with Sebago Technics. Elizabeth Roberts informed the Committee that the consultant will be looking at all RTMS signals in RTMS communities, except for Portland opting out of the signal communication and detection assessment.

Adam Bliss asked if Sebago Technics had started the RTMS work. Elizabeth noted that the consultant is not yet under contract, but all paperwork is in place and staff anticipate a start shortly. Adam also asked if there was an agreement in place between RTMS communities. Elizabeth noted that there is a local share—20% of the total budget (~\$168,000 and ~\$33,600), divided between the participating communities.

Katherine Kelley asked why “respond to municipalities’ requests” was bolded. Elizabeth said this was to bring attention to that item. In the past, this service has been considered valuable to participating municipalities and could be bolstered in the budget later in the contract. Katherine followed up by asking if staff could send an outline of specific services provided by the consultant. Elizabeth plans to have the consultants attend a future Technical Committee meeting to discuss the services offered to municipalities.

#### **PACTS High Crash Locations**

Bob Burns asked why the High Crash Locations list was not included in the meeting packet. The list has been included in the past and staff will include it in the August meeting packet. Elizabeth informed the Committee that the consultant had recently provided revised recommendations based on feedback from GPCOG staff and the detailed assessments and recommendations will be provided to the Technical Committee when they have been reviewed by staff.

### **5. 2022 PACTS Collector Paving Project Selection**

At its June meeting, the Technical Committee expressed concerns regarding the accuracy of the data used to select Collector Paving segments—specifically, inconsistencies from year to year with PCI values. GPCOG staff, Adam Bliss, Patrick Fox, and Katherine Kelley met with VHB for a more in-depth understanding of how VHB developed their data.

VHB received the feedback from PACTS and the Technical Committee and returned to the field to reassess the concerned segments. The consultant produced a revised spreadsheet. GPCOG staff have reviewed the revised spreadsheet and developed a list for consideration by the Technical Committee. Roads are color coded based on their fit as potential candidates—green cell roads are good candidates for which communities confirmed their willingness to provide the municipal match, blue cell roads are good candidates without confirmed match, yellow roads were short segments that would need to be combined with another longer segment, orange cell roads were identified as having dropped by 20 points or more since the last assessment or identified by the consultant as poor mill and fill candidates.

Katherine Kelley expressed that paving history should be considered when selecting projects—a segment identified as unsuitable for mill and fill that hasn't been treated in 20+ years should carry more weight than a recently treated project, if PCIs are nearly equal. The Committee agreed to consider all road segments on the list equally, including the orange-cell segments described above.

Elizabeth also noted that the Committee has not considered the subsurface of the roads in prior selection processes, though this could be a significant factor in road degradation. At this time, the selection process is too far along, but a subsurface analysis would be very useful for future selection processes. Bob Burns expressed the desire to move along with projects foregoing any subsurface analysis. Tom Milligan and Bob Malley expressed similar concerns regarding the subsurface, highlighting that many roads are due to fall into the “rehabilitation” category without a funding source to meet that level of reconstruction. Bob Malley suggested we aim to get another 10+ years out of roads before they fall out of the funding range.

Jay Reynolds noted that there are many factors worth considering. Given that MaineDOT has granted PACTS additional time for selections, he recommended the Committee revisit the collector roads selection at a future meeting. Adam Bliss and Katherine Kelley also expressed support to revisit the list at a later meeting. Angela Blanchette moved to table the list to allow communities and PACTS staff more time to refine the list and confirm available funding if selected. Bob Burns seconded the motion, and all were in favor.

## **6. Other Business**

Jay Reynolds brought up the potential for federal funds to support shovel-ready projects. Elizabeth Roberts provided some details about the INVEST Act, including a one-year grant for rural roads that are not on the federal system—projects adjacent to the federal system may be eligible. Elizabeth encouraged the Committee to consider municipal projects that are in the design process that can be brought to preliminary design review by May 2021 if stimulus funding becomes available.

In response to a question from Tom Milligan, Elizabeth said that projects would be accepted after the end of July deadline, but staff would like to have project submissions as soon as possible. Elizabeth said she is looking for a brief definition of scope, project limits, and where the project is in the process timeline.

Adam Bliss underscored the call by Jay Reynold and Bill Shane to coordinate within subregions to simplify the collector roads selection process in the future, with the goal of shortening the life cycle under the current funding constraints.

Jay Reynolds and the other Technical Committee members expressed their gratitude to Bob Malley for his many years of service to Cape Elizabeth and PACTS and wished him well in his retirement.

## **7. Adjourn.**

Tom Milligan made a motion to adjourn; Jay Reynolds 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 22<sup>nd</sup> 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 8<sup>th</sup>, 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. The list of high crash locations is included below.

<b>Location</b>	<b>Town</b>
Intersection of Route 111 and May St.	Biddeford
Intersection of Route 1 and South St.	Biddeford
Intersection of Blackstrap Road, Gray Road, and Skillin Road	Cumberland
Exit 53 on/off ramp to I-95	Falmouth
Intersection of I-295 southbound off ramp to Route 125 and Route 136	Freeport
Intersection of Route 202 and Route 237	Gorham
Morril's Corner: Intersection of Route 302, Stevens Avenue, Bishop Street, and Allen Avenue	Portland
Intersection of 295 NB on ramp and Congress Street (c)	Portland
Intersection of 295 NB off ramp and Congress Street (c)	Portland
Intersection of Forest Avenue and Walton Street	Portland
Allens Corner: Intersection of Route 26/100 and Allen Avenue	Portland
Intersection of Route 1 and Route 5	Saco
Intersection of Route 1 and Route 112	Saco
Intersection of Mussey and Payne Rd.	Scarborough
Intersection of Payne Rd. and Route 114	Scarborough
Intersection of 295 off ramp and Westbrook Street (a)	South Portland
Intersection of Route 9 and Broadway (a)	South Portland
Intersection of Philbrook Avenue and Turnpike approach off-ramp	South Portland
Intersection of Maine Mall Rd. and turnpike on-ramp	South Portland
Intersection of Skillings Street and Route 1	South Portland
Intersection of Route 114 and Route 35	Standish
Prides Corner: Intersection of Route 302, Pride Street, and Brook Street	Westbrook
Intersection of Route 302, Duck Pond Road, and Hardy Road	Westbrook
Intersection of East Main Street and North Road	Yarmouth
Intersection of Route 1 and Spring St.	Yarmouth



**Attachment C**

Scenario 1												
Staff Comment	City/Town	Road Name	From	To	Length (ft)	Length (miles)	Width (ft)	Area (sf)	FACT _AADT	Predicted 2022 PCI	Cost + 30% (2022 Predicted)*	Overall Ranking (Condition) (2022 Predicted)
Mill & Fill (2 in)	SCARBOROUGH	HIGHLAND AV	BLACK POINT RD	551' W OF BLACK POINT RD	551	0.10	22	12,122	4168	35	\$43,995	69.88
Mill & Fill (2 in)	SCARBOROUGH	BLACK POINT RD	ROUNDAABOUT LA	250' N OF OLD NECK RD	5353	1.01	34	182,002	6565	37	\$660,555	69.30
Mill & Fill (2 in)	WESTBROOK	BROOK ST	VIRGINIA ST	FALMOUTH TL	2922	0.55	25	73,050	3580	37	\$265,126	66.15
Mill & Fill (2 in)	PORTLAND	FOREST AV PORTLAND	PARK AVE	CONGRESS ST	1537	0.29	40	61,480	6570	45	\$223,134	66.55
Mill & Fill (2 in)	YARMOUTH	ROUTE 88	PLEASANT ST	MAIN ST	812	0.15	28	22,736	5235	39	\$82,518	65.58
Mill & Fill (2 in)	SCARBOROUGH	HIGHLAND AV	551' W OF BLACK POINT RD	CHAMBERLAND RD	4600	0.87	22	101,200	4100	40	\$367,294	64.50
Mill & Fill (2 in)	PORTLAND	RIVERSIDE ST	CADDIE LA	WASHINGTON AVE	3938	0.75	34	133,892	5688	42	\$485,945	62.35
Mill & Fill (2 in)	BIDDEFORD	SOUTH ST	VILLAGE LN	PACTS BOUNDARY (~ I-95)	2593	0.49	24	62,232	5340	44	\$225,864	60.20
Mill & Fill (2 in)	YARMOUTH	ROUTE 88	PRINCESS POINT RD	PLEASANT ST	3203	0.61	29	92,887	5000	46	\$337,123	58.05
*Costs are estimates and will be verified before committed to PACTS workplan						4.09					\$2,205,609	

- Roughly \$8,000 over the PACTS Collector Paving budget.
- Most treatment miles of the proposed scenarios.

Scenario 2												
Staff Comment	City/Town	Road Name	From	To	Length (ft)	Length (miles)	Width (ft)	Area (sf)	FACT _AADT	Predicted 2022 PCI	Cost + 30% (2022 Predicted)*	Overall Ranking (Condition) (2022 Predicted)
Mill & Fill (2 in)	SCARBOROUGH	HIGHLAND AV	BLACK POINT RD	551' W OF BLACK POINT RD	551	0.10	22	12,122	4168	35	\$43,995	69.88
Mill & Fill (2 in)	SCARBOROUGH	BLACK POINT RD	ROUNDAABOUT LA	250' N OF OLD NECK RD	5353	1.01	34	182,002	6565	37	\$660,555	69.30
Mill & Fill (2 in)	WESTBROOK	BROOK ST	VIRGINIA ST	FALMOUTH TL	2922	0.55	25	73,050	3580	37	\$265,126	66.15
Mill & Fill (2 in)	PORTLAND	FOREST AV PORTLAND	PARK AVE	CONGRESS ST	1537	0.29	40	61,480	6570	45	\$223,134	66.55
Mill & Fill (2 in)	YARMOUTH	ROUTE 88	PLEASANT ST	MAIN ST	812	0.15	28	22,736	5235	39	\$82,518	65.58
Mill & Fill (2 in)	SCARBOROUGH	HIGHLAND AV	551' W OF BLACK POINT RD	CHAMBERLAND RD	4600	0.87	22	101,200	4100	40	\$367,294	64.50
Mill & Fill (2 in)	PORTLAND	RIVERSIDE ST	CADDIE LA	WASHINGTON AVE	3938	0.75	34	133,892	5688	42	\$485,945	62.35
Mill & Fill (2 in)	BIDDEFORD	SOUTH ST	VILLAGE LN	PACTS BOUNDARY (~ I-95)	2593	0.49	24	62,232	5340	44	\$225,864	60.20
Mill & Fill (2 in)	YARMOUTH	ROUTE 88	PRINCESS POINT RD	PLEASANT ST	3203	0.61	29	92,887	5000	46	\$337,123	58.05
*Costs are estimates and will be verified before committed to PACTS workplan						3.47					\$2,098,397	

- Fewest treatment miles of the proposed scenarios.
- Most evenly distributed funding between the PACTS subregions.
- ~\$100,000 below the PACTS Collector Paving budget.

Scenario 3												
Staff Comment	City/Town	Road Name	From	To	Length (ft)	Length (miles)	Width (ft)	Area (sf)	FACT _AADT	Predicted 2022 PCI	Cost + 30% (2022 Predicted)*	Overall Ranking (Condition) (2022 Predicted)
Mill & Fill (2 in)	SCARBOROUGH	HIGHLAND AV	BLACK POINT RD	551' W OF BLACK POINT RD	551	0.10	22	12,122	4168	35	\$43,995	69.88
Mill & Fill (2 in)	SCARBOROUGH	BLACK POINT RD	ROUNDAABOUT LA	250' N OF OLD NECK RD	5353	1.01	34	182,002	6565	37	\$660,555	69.30
Mill & Fill (2 in)	WESTBROOK	BROOK ST	VIRGINIA ST	FALMOUTH TL	2922	0.55	25	73,050	3580	37	\$265,126	66.15
Mill & Fill (2 in)	PORTLAND	FOREST AV PORTLAND	PARK AVE	CONGRESS ST	1537	0.29	40	61,480	6570	45	\$223,134	66.55
Mill & Fill (2 in)	YARMOUTH	ROUTE 88	PLEASANT ST	MAIN ST	812	0.15	28	22,736	5235	39	\$82,518	65.58
Mill & Fill (2 in)	SCARBOROUGH	HIGHLAND AV	551' W OF BLACK POINT RD	CHAMBERLAND RD	4600	0.87	22	101,200	4100	40	\$367,294	64.50
Mill & Fill (2 in)	PORTLAND	RIVERSIDE ST	CADDIE LA	WASHINGTON AVE	3938	0.75	34	133,892	5688	42	\$485,945	62.35
Mill & Fill (2 in)	BIDDEFORD	SOUTH ST	VILLAGE LN	PACTS BOUNDARY (~ I-95)	2593	0.49	24	62,232	5340	44	\$225,864	60.20
Mill & Fill (2 in)	YARMOUTH	ROUTE 88	PRINCESS POINT RD	PLEASANT ST	3203	0.61	29	92,887	5000	46	\$337,123	58.05
*Costs are estimates and will be verified before committed to PACTS workplan						3.98					\$2,161,614	

- Utilizes most of the PACTS Collector Paving budget, without exceeding the limit.