

PACTS Technical Committee Meeting

AGENDA

Tuesday, September 29, 2020

8:30 AM – 10:00 AM

Remote Meeting

Zoom: <https://us02web.zoom.us/j/88517179012>

Call in: (301) 715-8592

Meeting ID: 885 1717 9012

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](#).

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 8/11/20 Minutes (Attachment A) – 5 min.

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

The following project updates are attached:

- PACTS Regional Traffic Management System (*Municipal representatives for October RTMS subcommittee*)
- PACTS Collector Paving
- PACTS Municipal Partnership Initiatives

Questions on specific projects may be addressed at this time.

Recommended Action: For information only.

5. PACTS High Crash Location Road Safety Audit Selection – 45 min.

VHB was hired to perform high crash location (HCL) desktop assessments at 23 locations throughout the PACTS region. 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 have reviewed the HCL desktop assessments and they are available to the public on the PACTS website, [here](#).

The next step for PACTS will be to select a list of 10 locations for a full road safety audit (RSA). The agreed upon division of road safety audits by subregion was: 4 Central, 2 Northern, 2 Western, and 2 Southern. Please review the desktop assessments linked below and come prepared to discuss and decide on a list of HCLs for RSAs.

[Central Subregion High Crash Locations](#)

[Northern Subregion High Crash Locations](#)

[Western Subregion High Crash Locations](#)

[Southern Subregion High Crash Locations](#)

Recommended Action: Discuss and select 10 locations for road safety audits—4 from the Central subregion, 2 from the Northern subregion, 2 from the Western subregion, and 2 from the Southern subregion.

6. Other Business

7. Adjourn.

Attachment A

PACTS Technical Committee Meeting Minutes

Tuesday, August 11, 2020

8:30 AM -10:00 PM

Remote Meeting

In Attendance:

Committee Members	Affiliation	Attendance
Tom Milligan	Biddeford	Y
Jay Reynolds	Cape Elizabeth	Y
Bill Shane	Cumberland	Y
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	Y
Clark Baston	North Yarmouth	N
Joe Cooper	Old Orchard Beach	N
Jeremiah Bartlett	Portland	Y
Nathan White	Raymond	N
Patrick Fox	Saco	N
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	N
Erik Street	Yarmouth	Y
Guests		
Jerry Dostie	MaineDOT	
Chris Mann	MaineDOT	
Jeff Demers	Biddeford	
For GPCOG		
Elizabeth Roberts, Harold Spetla, Chris Chop		

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 7/14/20 Minutes

Jay Reynolds moved to approve the 7/14/2020 minutes; the motion was seconded by Tom Milligan. Tom Milligan, Jay Reynolds, Adam Bliss, Bob Burns, Darryl Belz, Jeremiah Bartlett, Angela Blanchette, Katherine Kelley, and Erik Street voted to approve the minutes from 7/14/2020. LaRay Hamilton and Bob Burns abstained, due to their absence at the 7/14/2020 meeting.

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

Elizabeth Roberts advised the Committee that PACTS was awaiting MaineDOT approval to move forward with the RTMS contract. One of the first priorities will be to determine a server location. The current location has out-of-date software for upcoming projects in the PACTS region. Jeremiah added that Portland has a new, fiber-optic, server and the City of Portland is willing to discuss options for the regional network.

PACTS High Crash Locations

Jeremiah Bartlett requested an update on the schedule for high crash locations. Harold Spetla notified the Committee that the assessment reviews had been completed by staff the day prior to the Technical Committee meeting and would be made available to the Committee for the September Technical Committee meeting. Elizabeth Roberts added that the assessments would be added to the PACTS website and the Committee would have a chance to review them and select ten sites for a field review.

Tom Milligan asked for clarification on whether the assessment locations were encompassing all high crash locations in the PACTS region. Harold Spetla noted that the list was narrowed down to 25 significant locations to accommodate budgetary constraints within this study.

Bill Shane noted that the Cumberland assessment location can be removed from the list due to it being located outside the PACTS boundary. Bill also mentioned the MaineDOT traffic engineer had presented plans to the Cumberland Town Council to convert the assessment location into a 4-way stop. A public meeting was planned to follow, but quarantine and COVID-19 restrictions have limited what the town has been able to do for public engagement.

Bob Burns inquired about a lack of assessment locations in Windham. Harold noted that there had been a Windham location on the list, but the municipality had asked for that location to be removed.

Adam Bliss added that he did not expect the Freeport assessment location to advance to the "top ten," because the conditions at that location are planned for reconstruction (I-295 SB off-ramp bridge replacement).

5. 2022 PACTS Collector Paving Project Selection

Harold Spetla introduced the three paving scenario, identified as Attachment C in the meeting packet, and summarized how PACTS staff and Adam Bliss had developed the three different scenarios. Harold reviewed the pros and cons of each scenario. Proposed Scenario 1 covered the most miles and distributed

funds across all PACTS subregions, but was also estimated at ~\$8,000 over the Collector Paving budget. Harold noted that there was a possibility for additional funding to be allocated from the PACTS Holding WIN. Proposed Scenario 2 covered the fewest treatment miles, but allocated the estimated funding most equally out of the three scenarios. Proposed Scenario 3 made the most use of the collector paving budget without exceeding the limit.

Adam noted that all the road segments in these scenarios had been confirmed for funding by communities and that the scenarios were developed through different lenses—including cost, equity, efficiency, and treatment miles.

LaRay Hamilton made a note that Portland Riverside had not been treated in 20 years (Portland Riverside was not included in Scenario 1).

Bob Burns asked to clarify that all communities on the list had committed to funding the included segments—Harold confirmed. Bob then moved to approve Scenario 1 from Attachment C of the meeting packet. Jay Reynolds seconded the motion.

Angela Blanchette asked what the next project would be, if a community pulled their funding in the future. Harold noted that Portland Riverside would be the first replacement segment and PACTS Holding WIN funds could possibly be available to fund overages incurred by funding that project—this would require approval from the Executive Committee.

Darryl Belz asked how confident PACTS was in the proposed estimated costs and also requested that PACTS round the estimate amounts so they don't appear to be precise programmed amounts to MaineDOT staff. Harold noted that the amounts could be rounded and mentioned that PACTS staff plan to review the segments with MaineDOT staff people to refine the estimates and identify any discrepancies early in the project timeline.

Bill Shane expressed his concern with the PACTS Collector Paving program and the lack of treatment miles over the past several years. Bill suggested that PACTS needs to reevaluate how to approach Collector Paving and mentioned using a subregional approach to consolidate resources. Bill emphasized that there is currently no sustainable solution in sight.

LaRay Hamilton asked about the funding for previous projects that had bids rejected in the past. Elizabeth Roberts clarified that the funds “stay with” a project unless a formal request to cancel the project has been submitted to the PACTS (such as Saco Maple Street).

Elizabeth added that it would be appropriate to go before the Executive Committee to seek approval to use Holding WIN money to fund over the allocated Collector Paving budget. Chris Chop also noted that he was not opposed to Elizabeth's comments regarding bringing the request before the Executive Committee.

Tom Milligan asked if it was possible to move unused Collector Paving funds to a holding account for future Municipal Partnership Initiative (MPI) projects. Harold clarified that this wasn't practical due to Collector Paving funds being federally allocated and thus accompanied by federal requirements. Harold also clarified that the “Estimates +30%” in Scenario 1 are based on VHB's original estimates and an additional 30% based on the bid increases seen in 2019. LaRay Hamilton noted that prices have dropped somewhat in 2020.

A roll call vote was administered to recommend Scenario 1 from Attachment C of the meeting packet for approval at the PACTS Executive Committee and the vote passed with 9 in favor, 1 against, and 1 abstain. Tom Milligan, Erik Street, Jeremiah Bartlett, Bob Burns, Bill Shane, Jay Reynolds, Darryl Belz, Angela Blanchette, and Katherine Kelley voted to approve. Adam Bliss voted against the motion, citing the need to address the larger issues in the Collector Paving process. LaRay Hamilton abstained from the vote.

6. Other Business

Washington Ave Project

Elizabeth Roberts reviewed the history of the Portland Washington Ave project. Earlier in the year, funds had been moved from the Washington Ave project to cover additional needs on a different Portland project under the assumption that Washington Ave could be done with less funding than originally allocated. Recently, the Washington Ave project has come in need of slightly more than was remaining after the funding amount was decreased.

Portland examined several scenarios to reduce the cost difference—signal redesign and no roadway reconstruction necessary at this time. Portland anticipates applying for Community Development Block Grant funding for sidewalk work, but still need to cover approximately \$225,000 for a mill and fill along the length of the project.

Elizabeth noted that PACTS policy allows projects to be brought before the Executive Committee to be considered for an additional 20% contingency. Bill Shane moved to recommend to the Executive Committee that PACTS Holding WIN funds be used to address the overage on this project. Bob Burns seconded the motion.

Chris Chop expressed that he would like time to review the Washington Ave project and the PACTS Holding WIN balance before making staff recommendations to the Executive Committee. Chris noted the possible need to develop a prioritization strategy for funding similar projects.

Bill Shane responded to Chris by noting that PACTS has been instructed by MaineDOT in the past to spend down the Holding WIN balance. Bill also noted that the recommendation to the Technical Committee does not allocate any of the funds, but instead is a recommendation by an advisory committee to the governing committee.

A roll call vote was administered to recommend the Executive Committee approve use of Holding WIN funds to support the Portland Washington Ave project and the vote passed with 8 in favor, 1 against, and 1 abstain. Erik Street, Jeremiah Bartlett, Bob Burns, Bill Shane, Jay Reynolds, Darryl Belz, Katherine Kelley, and Adam Bliss voted in favor. Tom Milligan voted against. LaRay Hamilton abstained from the vote.

MPI Reimbursement Requests

Harold Spetla gave municipalities a reminder to submit MPI reimbursement requests to PACTS—any project that is at least 1/3 complete may submit a reimbursement request. Elizabeth Roberts added that all reimbursement requests must go through PACTS before going to MaineDOT.

Future Paving Outlook

Jay Reynolds noted that the future of the Collector Paving program should be a topic of discussion at future meetings. Adam Bliss supported Jay's suggestion.

7. Adjourn.

Tom Milligan moved to adjourn; Bob Burns seconded; all were in favor.

Attachment B

PACTS Project Updates

Regional Traffic Management Systems

PACTS and Sebago Technics have come to a contract agreement. 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.

The RTMS Subcommittee will reconvene in October (Date TBD) and will include a question and answer period with the consultant. Active municipalities will be asked to select representatives in advance of the RTMS Subcommittee. Furthermore, any municipality that is interested in participating in RTMS is encouraged to attend.

PACTS Collector Paving

Following approval at the August 11th Technical Committee meeting, the PACTS Executive Committee approved the following list, highlighted in green, for Collector Paving in 2022. The estimated costs for this scenario exceeded the budgeted \$2.198 million for annual collector paving by approximately \$8,000. The Executive Committee voted to cover the overage using PACTS Holding WIN funds that were unused by the Collector Paving Program in previous years.

City/Town	Road Name	From	To	Length (miles)	FACT_AADT	Predicted 2022 PCI	Rounded Cost (2022 Predicted)	Overall Ranking (Condition) (2022 Predicted)
SCARBOROUGH	HIGHLAND AV	BLACK POINT RD	551' E OF BLACK POINT RD	0.10	4168	35	\$44,000	69.88
SCARBOROUGH	HIGHLAND AV	551' E OF BLACK POINT RD	CHAMBERLAND RD	0.87	4100	40	\$367,300	64.50
SCARBOROUGH	BLACK POINT RD	ROUNDAABOUT LA	250' N OF OLD NECK RD	1.01	6565	37	\$660,600	69.30
WESTBROOK	BROOK ST	VIRGINIA ST	FALMOUTH TL	0.55	3580	37	\$265,100	66.15
PORTLAND	FOREST AV PORTLAND	PARK AVE	CONGRESS ST	0.29	6570	45	\$223,100	66.55
YARMOUTH	ROUTE 88	PLEASANT ST	MAIN ST	0.15	5235	39	\$82,500	65.58
YARMOUTH	ROUTE 88	PRINCESS POINT RD	PLEASANT ST	0.61	5000	46	\$337,100	58.05
BIDDEFORD	SOUTH ST	VILLAGE LN	PACTS BOUNDARY (~ I-95)	0.49	5340	44	\$225,900	60.20
PORTLAND	RIVERSIDE ST	CADDIE LA	WASHINGTON AVE	0.75	5688	42	\$486,000	62.35
				4.09			\$ 2,205,600	

MaineDOT and staff have reviewed the approved roads to develop more detailed cost estimates. MaineDOT has determined that the estimates by PACTS are adequate, with the exception of Westbrook Brook Street – if the failing guardrail area is to be excavated and rebased, and guardrail replaced. Updated mileage and cost estimates from MaineDOT can be found in the table below.

TOWN(s)	Scope	Asset ID (common name)	Length (miles)	\$ MPO Fed	\$ Local	\$ Total
Scarborough	1 1/4" Overlay	Highland Ave.	0.96	\$ 270,525.00	\$ 90,175.00	\$ 360,700.00
Scarborough	1 1/4" Overlay	Black Point Rd. (0207X)	1.01	\$ 462,300.00	\$ 154,100.00	\$ 616,400.00
Westbrook	Mill and Fill	Brook St.	0.56	\$ 310,800.00	\$ 103,600.00	\$ 414,400.00
Portland	Mill and Fill	Forest Ave. (0100X and 0560287)	0.29	\$ 196,725.00	\$ 65,575.00	\$ 262,300.00
Yarmouth	Mill and Fill	Lafayette St. (0088X)	0.75	\$ 353,625.00	\$ 117,875.00	\$ 471,500.00
Biddeford	Mill and Fill	South St.	0.34	\$ 131,625.00	\$ 43,875.00	\$ 175,500.00

PACTS Municipal Partnership Initiatives

At the September 1st meeting, PACTS Executive Committee approved the following list for PACTS MPI funding in 2021.

2021 PACTS MPI				Match %		Scope	
Region	Town	Request	Match	Total	PACTS		Municipality
North	Yarmouth	\$ 250,000	\$ 466,204	\$ 716,204	35%	65%	Main St - Elm St to Marina Rd - Mill and fill and sidewalk improvements
	Freeport	\$ 150,000	\$ 150,000	\$ 300,000	50%	50%	Multi-use Path along US Route 1 - Cousin's River Bridge to Old South Freeport Rd
Central	South Portland	\$ 130,000	\$ 138,387	\$ 268,387	48%	52%	Cottage Rd - Pine St to Sawyer St - Sidewalk restoration and ped crossing improvements
	Portland	\$ 234,394	\$ 234,394	\$ 468,788	50%	50%	Elm St - Marginal Way to Congress St - Rehabilitation (Mill and fill w/ 1.5" overlay), bike lane, sidewalk/curb improvements, ADA curbs
	Cape Elizabeth	\$ 25,000	\$ 25,000	\$ 50,000	50%	50%	Ocean House Rd - Canter Lane to Shore Rd
Western	Gorham	\$ 85,000	\$ 85,000	\$ 170,000	50%	50%	Bracket Rd-Saco St Intersection Improvement
	Westbrook	\$ 250,000	\$ 250,000	\$ 500,000	50%	50%	Route 302-Brook St-Pride St (Pride's Corner) Intersection Improvement
Southern	Old Orchard Beach	\$ 100,000	\$ 100,000	\$ 200,000	50%	50%	West Grand Ave - Ocean Ave to Pavia Rd - Sidewalk, curb, safety improvements
	Biddeford	\$ 34,000	\$ 92,000	\$ 126,000	27%	73%	Landry St - Hill St to Precourt St - Mill and fill
	Biddeford	\$ 66,000	\$ 100,000	\$ 166,000	40%	60%	Alfred St - Main St to Pool St - Mill and fill
	Saco	\$ 100,000	\$ 100,000	\$ 200,000	50%	50%	Maple Street - Lincoln to Bradley - Paving, curbing, sidewalks, and drainage
	Saco	\$ 100,000	\$ 100,000	\$ 200,000	50%	50%	Spring Hill Rd - Industrial Park Rd to Route 1 - Reconstruction

The requested amount, totaling \$1,524,394, left \$75,606.05 unallocated. The Executive Committee voted to allocate \$65,900 toward the South Portland Route 77 Signals Project at a 50/50 cost share—totaling \$131,800. This allocation helps South Portland cover a funding shortfall due to high bids on this project. The Route 77 Signals Project (WIN 018665.00) consists of signal improvements, lane restriping, sidewalk improvements, and additional bicycle/pedestrian infrastructure improvements. The project was originally funded at \$402,050 and split 75%/25%. The agreement was modified on February 28th, 2020 to increase the agreement amount to \$533,000, which was split 75%/25% with a \$382,845 federal share and \$150,155 municipal share. On August 8th, 2020 the PACTS Executive Committee approved the allocation of an additional \$70,200 (20% of available construction funding). The PACTS MPI allocation will cover the funding shortfall.