

# PACTS Technical Committee Meeting

## AGENDA

Tuesday, November 10, 2020

8:30 AM – 10:00 AM

Remote Meeting

Zoom: <https://us02web.zoom.us/j/88070374456>

Call in: (301) 715-8592

Meeting ID: 880 7037 4456

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 9/29/20 Minutes (Attachment A) – 5 min.

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

The following project updates are attached:

- PACTS Regional Traffic Management System Subcommittee
- PACTS Collector Paving Working Group
- PACTS High Crash Locations

Questions on specific projects may be addressed at this time.

***Recommended Action: For information only.***

## 5. PACTS Crack Sealing Pilot Project Review – 30 min

In the March 2020, the PACTS Technical Committee identified a list of segments for the PACTS Crack Sealing Pilot Project, which was funded using a \$50,000 set aside from the PACTS Municipal Partnership Initiative Program. In October, MaineDOT staff provided some of the following summarized recommendations: (1) the quantities were not enough to fulfill the complete list, (2) some of the road segments may have been too short to be considered an efficient use of resources; and, (3) the list of segments was sorted by road condition, not town, and so the treatment crew often returned to municipalities for second and third segment treatments—another inefficient use of time and resources. Additionally, there were expressed concerns that some segments may have surpassed the useful crack sealing window.

Staff believe a PACTS and MaineDOT field review should be performed prior to finalizing a list for any future crack sealing treatments.

Staff are seeking recommendations for how to efficiently prioritize crack sealing treatments. One possible solution would be to continue to use PCI for prioritization, but on a subregional basis. In this scenario, crack sealing projects would be selected on a subregional, yearly rotation.

Staff would also like recommendations on how to set minimum segment length requirements. This could potentially follow the same guidelines as collector paving at 1,200-foot segments. A subregional model could give some room to shorten the minimum segment length.

***Recommended Action: Discuss and recommend PACTS Crack Sealing policies and procedures for consideration by the PACTS governing body. Recommend a PACTS and MaineDOT field review prior to finalizing a crack sealing list. Recommend strategies for efficiently prioritizing crack sealing treatments. Recommend minimum segment length for future crack sealing projects.***

## 6. PACTS Municipal Partnership Initiatives Restructuring – 40 min.

During the October 20<sup>th</sup> PACTS TIP Committee the PACTS Municipal Partnership Initiative Program was included as part of the funding framework proposal, removing the subregional component of the MPI Program. Chris Chop summarized the strategy behind the MPI proposal. The poll at the September TIP Committee meeting indicated support for including MPI in the funding framework, though members were torn about the subregional component. Staff had to balance the different perspectives and align them with PACTS' direction, as an MPO (metropolitan planning organization), to think regionally and to link the TIP to the long-range transportation plan, which recommends one process and one scoring formula. Having multiple programs (collector paving, MPI, complex projects, transit, etc.) is confusing for the public. The goal was to make things more transparent, more streamlined, and more equitable.

At the meeting, Chris Branch and Maureen O'Meara expressed concern with the equity of MPI's subregional allocations. Funding is evenly divided among the subregions, but population, infrastructure, and unsafe intersections are not. They advocated for a more equitable way of dividing funding if the subregional process is retained—if not incorporation into the framework, then a subregional division based on objective data.

Bill Shane noted the MPI program is just \$400,000 per subregion. He added that MPI alone may be somewhat disproportionate, but that is not the case when looking at PACTS funding overall.

Ultimately, the TIP Committee discussed and voted to remove MPI from the funding framework. The TIP Committee noted that they plan to return to the topic of MPI subregional equity.

At this Technical Committee meeting, staff are seeking member recommendations for new methodologies for funding distribution. Potential methodologies could include population, employment, vehicle miles traveled, miles of roadway, or some combination of metrics not listed. The current policy, \$400,000 per subregion, is also up for consideration.

Staff are also seeking recommendations on how PACTS should handle unallocated funding. Potential uses for unused funds could be allocation toward projects with over 50% local match or depositing funds in the MPI Holding WIN. Alternatives could include a second round of project funding, which is the current policy, but one that is challenging to manage.

PACTS Crack Sealing is currently set aside from the PACTS MPI Program—should this set aside remain under the MPI umbrella? If Crack Sealing remains under the MPI program, will this be subject to any new subregional allocation policy?

Technical Committee recommendations on MPI will go to the TIP Committee for consideration as part of the TIP Policies and Procedures.

***Recommended Action: Discuss and recommend PACTS MPI funding allocation methodologies to the PACTS TIP Committee. Discuss and recommend the use of PACTS MPI unallocated funds to the PACTS TIP Committee. Discuss and recommend the future use of PACTS Crack Sealing funds.***

## **7. Other Business**

## **8. Adjourn.**

*Attachment A*

**PACTS Technical Committee Meeting Minutes**

**Tuesday, September 29, 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
Jay Reynolds	Cape Elizabeth	Y
Bill Shane	Cumberland	N
VACANT	Executive Committee	
Justin Early	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	Y
Angela Blanchette	Scarborough	N
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	N
<b>Guests</b>		
Elissa Goughnour	VHB	
<b>For GPCOG</b>		
Elizabeth Roberts, Harold Spetla		

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

Adam opened the meeting at approximately 8:35 AM.

## 2. Public Comments

There were no public comments.

## 3. Acceptance of 8/11/20 Minutes

Jeremiah Bartlett moved to approve the 8/11/2020 minutes; the motion was seconded by Bob Burns. Jay Reynolds noted that the attendance list required modification and that Justin Early should be listed as the representative for Falmouth. All present voting members of the Technical Committee voted in favor of approving the 8/11/2020 meeting minutes.

## 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 noted that Sebago Technics is under contract with PACTS. She brought attention to an attached list of duties and tasks that Sebago Technics and GPCOG can perform. PACTS will be reconvening an RTMS Subcommittee in October. All participating RTMS communities will be invited and any interested communities are also invited.

Bob Burns asked for clarification on which communities were part of the RTMS program. Harold confirmed the participating municipalities consisted of Portland, South Portland, Westbrook, Scarborough, Biddeford, Saco, and Gorham. Harold noted that municipalities have been asked to appoint a representative for the October RTMS Subcommittee meeting.

### **PACTS 2022 Collector Paving**

Staff attached a list of segments approved for 2022 Collector Paving. LaRay Hamilton asked for clarification on the Biddeford project, which was reduced in length by approximately 50%. Elizabeth noted that the adjusted length still met the 1,200-foot minimum. Elizabeth also mentioned that Biddeford was presented with the option of moving this project into the 2021 construction year—at the time Biddeford has not responded to the option. This list had not been ratified by the Policy Committee at the time of the Technical Committee meeting.

### **PACTS 2021 Municipal Partnership Initiatives**

Staff attached a list of segments approved for the 2021 MPI program. Harold Spetla noted that a project had been added since the last time the Technical Committee met—a South Portland Route 77 Signals Project. Elizabeth Roberts also noted that the PACTS Policy Committee had ratified the MPI projects, except for the Route 77 Signals Project.

Tom Milligan mentioned that the PACTS MPI project selection process may be reconfigured and cautioned the Technical Committee to keep an eye on any changes. Elizabeth provided detail regarding the PACTS TIP Committee's efforts to create uniform application and selection processes across all PACTS funding programs. Adam Bliss recollected that the current subregional selection process was created to simplify the application process. Jay Reynolds noted that the process was also intended to equitably distribute funds between municipalities. Jeremiah Bartlett voiced his opinion that funding should be distributed based on need and not an arbitrary division of towns. Pat Fox encouraged those in attendance to voice

their opinions on how the program currently runs via email or at the next TIP and Policy Committee meetings.

## 5. PACTS High Crash Location Road Safety Audit Selection

Harold Spetla provided the Committee with a brief overview of the High Crash Location (HCL) assessment timeline and the work accomplished preceding the September Technical Committee meeting. VHB was contracted to perform 25 desktop assessments of high crash locations throughout PACTS—10 in the Central subregion, 5 in the Northern, 5 in the Western, and 5 in the Southern. Ultimately, VHB performed a total of 23 desktop assessments after two locations were identified for intersection improvements in the near future. Harold noted the expectation that the road safety audit (RSA) distribution would follow a similar ratio—4 Central, 2 Northern, 2 Western, and 2 Southern.

Harold made it clear that PACTS staff wished to select the ten RSA locations at this Technical Committee meeting. A delay in selection would likely necessitate a contract extension with VHB beyond December 31<sup>st</sup>, 2020.

Several municipalities had noted in the August Technical Committee meeting that some of their high crash locations studied in the desktop assessment phase could be removed from consideration for the RSA phase—specifically, Cumberland’s intersection of Gray, Blackstrap, and Skillin and Portland Morrill’s Corner.

Elizabeth Roberts recommended opening up the discussion to municipalities who felt they had intersections that were strong candidates for RSAs. Justin Gove proposed the South Portland intersection of Route 9 and Broadway, along with 295 Southbound off-ramp—citing development of a multi-use path through the intersection and the construction of a nearby middle school likely leading to increased pedestrian use.

Westbrook volunteered to remove Pride’s Corner (pending MPI project) and Route 302/Duck Pond/Hardy (recent RSA conducted with no alterations since) from consideration. Adam Bliss and Justin Early briefly noted that they did not advocate strongly for any of the Northern Subregion HCLs. Elizabeth noted that the Falmouth Exit 53 location is also studied and maintained by Maine Turnpike Authority (MTA). Justin agreed that PACTS should not duplicate the MTA efforts. Justin and Adam agreed to advance the Yarmouth Route 1/Spring Street intersection to the RSA phase. Later in the meeting, Adam expressed hesitation with recommending the Freeport 295 off-ramp and 125/136/Mallett Drive intersections due to pending work. Elissa Goughnour (VHB) suggested that VHB could coordinate with MaineDOT and take a holistic approach to the RSA.

Tom Milligan identified the Biddeford Route 1/South Street intersection as one HCL that could be removed from RSA consideration, citing signalization and new identified turning lanes. Tom advocated for advancing Biddeford Alfred/May intersection for RSA. Pat Fox noted the Saco Route 1/Route 5 intersection as having been assessed during the Route 1 Corridor Study. He also noted the Saco intersection of Route 1/North/Beach as being limited by what can be implemented. In the absence of a Scarborough representative, Elissa Goughnour noted the intersection of Payne Road and Route 114 as a good candidate for RSA. Elissa also noted that VHB had flagged Saco Route 1/Route 5 as a potential candidate for RSA.

Bob Burns proposed the Gorham Route 237 and Route 202 Roundabout for the Western Subregion. Bob noted the Standish intersection and Route 114 and Route 35 would likely be a solid candidate for RSA as well. Katherine Kelley also voiced her support for the Standish 114/35 intersection for an RSA.

Jeremiah Bartlett identified Portland Washington Ave and Allen Ave intersection as a location that could use additional assessment and recommendations for future work. Justin Gove identified South Portland Main and Skillin intersection as a second South Portland location for RSA. Portland and South Portland turned down the option to select an additional RSA for the Central Subregion.

Adam offered Saco the opportunity to select a third RSA for the Southern Subregion. Patrick suggested the town would support assessing the Route 1/Route 5 intersection in Saco. South Portland offered up their support for this location as well.

Harold summarized the projects by subregion:

#### Central

South Portland – Route 9 and Broadway

South Portland – Main and Skillings

Portland – Washington and Allen

#### Northern

Yarmouth – Route 1 and Spring

Freeport – I-295 Off Ramp and 125/136/Mallett (ensure MaineDOT is notified of recommendations as bridge project is in design phase)

#### Western

Gorham – Route 237 and Route 202/4 Roundabout

Standish – Route 114 and Route 35

#### Southern

Biddeford – Alfred and May

Saco – Route 1 and Route 5

Scarborough – Route 114 and Payne

Patrick Fox moved to approve the list of high crash locations to undergo road safety audits by VHB, Jay Reynolds provided a second on the motion. All present voting members of the Technical Committee voted to approve the motion.

## **6. Other Business**

### *Collector Paving Working Group*

Elizabeth Roberts provided background on how the Collector Paving Working Group was created to address issues identified with the Collector Paving Program. The PACTS Executive Committee appointed a working group that consists of one member from each subregion, the Technical Committee Chair, several MaineDOT staff people, and several Executive Committee members—totaling approximately 8-9 members. The group will meet on three occasions prior to January 2021.

Adam asked for clarification on the goal of the working group. Elizabeth explained that the group will discuss a variety of topics, including what type of projects will be funded or if project scopes will be limited. All Technical Committee members are welcome to attend as members of the public.

#### *Regional Transportation Advisory Board*

Harold Spetla provided background on the proposed Regional Transportation Advisory Board (RTAB) timeline. At the September 1<sup>st</sup> PACTS Executive Committee meeting the RTAB proposal was approved. At the October 6<sup>th</sup> PACTS Executive Committee the RTAB concept will be refined. At the PACTS Policy Committee meeting in October the RTAB will be recommended to be ratified. The RTAB is intended to be a consolidation of the PACTS Technical, Planning, and Transit Committees. The structure will include a blend of engineers, planners, and local officials from each PACTS subregion.

Tom Milligan voiced his opposition to the consolidation because he had concern that adequate Technical oversight would be necessary for projects throughout the region.

Technical Committee members were encouraged to attend the upcoming Executive and Policy Committee meetings or share comments via email to PACTS Transportation Director, Chris Chop. Agendas are available on the GPCOG/PACTS website.

## **7. Adjourn.**

At 9:56 AM, Tom Milligan moved to adjourn; Jay Reynolds seconded; all were in favor.

## ***Attachment B***

### **PACTS Project Updates**

#### **PACTS Regional Traffic Management Systems Subcommittee**

The PACTS RTMS Subcommittee convened on October 29<sup>th</sup> to kickoff the new contract with Sebago Technics and Milone and MacBroom. Jeremiah Bartlett (Portland) will serve as Chair and Bob Burns (Gorham) will serve as Vice Chair. The subcommittee agreed that each RTMS participating municipality will receive one vote on the subcommittee; MaineDOT will also receive one vote.

The subcommittee will meet on the 2<sup>nd</sup> Tuesday of January, April, July, and October at 10:00 AM.

A memorandum of understanding and cost share agreement will be distributed to municipalities and is due back by the end of November.

Updating the RTMS operating system, based in South Portland, was identified as an urgent need for the region.

#### **PACTS Collector Paving Working Group**

The PACTS Collector Paving Working Group convened on October 21<sup>st</sup> to discuss the PACTS Collector Paving Program. The working group consists of representatives from each subregion, a representative from the PACTS Technical Committee, two representatives from MaineDOT, and two representatives from the PACTS Executive Committee.

Two additional MaineDOT staff, Tim Kelley and Brian Luce, attended the meeting to present on MaineDOT paving strategies. They identified the trial use of ultra-thin bonded applications to prolong life expectancy by approximately 7 years. This treatment was regarded as a possible alternative treatment to traditional 2" mill and fill in rural PACTS areas.

The working group brainstormed multiple topics for the next meeting including, 1) shifting Collector Paving Program funds to the PACTS Complex Projects funding pot and shifting collector road treatment to municipal responsibility, 2) creating a separate ADA WIN for the region to address hundreds of ADA compliance projects with one contract, 3) taking on a different asset management assessment strategy.

## **PACTS High Crash Locations**

At the September 29<sup>th</sup> PACTS Technical Committee meeting, the committee selected ten locations for full road safety audits by VHB. Those municipalities have been contacted or should anticipate receiving correspondence from VHB in early November. The following list of high crash locations were identified for road safety audits:

### **Central**

South Portland – Route 9 and Broadway

South Portland – Main and Skillings

Portland – Washington and Allen

### **Northern**

Yarmouth – Route 1 and Spring

Freeport – I-295 Off Ramp and 125/136/Mallett (MaineDOT to be notified of recommendations as bridge project is in design phase)

### **Western**

Gorham – Route 237 and Route 202/4 Roundabout

Standish – Route 114 and Route 35

### **Southern**

Biddeford – Alfred and May

Saco – Route 1 and Route 5

Scarborough – Route 114 and Payne