PACTS Regional Traffic Management System
Committee Meeting Notes

Tuesday, March 8, 2022
10:00 AM -11:20 AM
Remote Meeting

In Attendance:

Committee Members	Affiliation	Attendance
Tom Milligan	Biddeford	Y
Tom Poirier	Gorham	Y
Steve Landry	MaineDOT	Y
Jeremiah Bartlett, Chair	Portland	Y
Travis Moore	Saco	Y
Stephen Buckley	Scarborough	N
Justin Gove	South Portland	Y
Katherine Kelley	Westbrook	Y
Mark Arienti	Windham	Y
Guests		
Brad Lyon	Sebago Technics	
Curtis Thompson	Sebago Technics	
Chris Bobay	VHB	
Craig Chekan	Biddeford	
Kenneth Capron	Public	
For GPCOG		
Elizabeth Roberts, Harold Spetla		

1. Public Comments

There was no public comment.

2. Approval of the January 18th, 2022 Meeting Notes

Jeremiah Bartlett moved to approve the January 18th, 2022 meeting notes; Justin Gove seconded the motion. There were none opposed.

3. RTMS Upgrade Phase 1 Local Cost Share Modification

At the January RTMS meeting the subcommittee voted to split the cost share for the Phase 1 RTMS project of upgrading the software and server. The cost shares that were presented without Scarborough's participation were based on a lower overall cost because we would not need to spend $7,425 to configure Scarborough's intersections. However, that funding has already been

allocated to the Phase 1 project. Due to the now surplus funding, GPCOG staff presented two alternatives: 1) Increase cost shares for Portland, South Portland, and Westbrook by 3.9%, or 2) allow Gorham's Phase 4 signals and Westbrook's Phase 4 signals to connect in Phase 1. Option 2 would decrease the cost share for Portland, South Portland, and Westbrook as Gorham would assume responsibility for a portion of the server upgrade costs.

Tom Poirier, Gorham, confirmed their interest in pursuing Option 2 to connect three of their Main Street signals to a central server, as the necessary technology is already in place.

Chris Bobay, VHB, noted that the Saco intersections were being managed by Ed Profenno at City of Saco. Chris added that all five of Biddeford's intersections were disconnected from the central server due to issues with the connection to the Alfred Street Fire Station. This issue would be troubleshot as a part of installing a traffic signal at the Water/Hill/Main intersection, pending a contractor is selected for the work. Coordinating the Water/Hill/Main intersection with Saco signals will create a "collapsible loop" which would ensure communication between all coordinated signals between Saco and Biddeford.

Tom Milligan, Biddeford, moved to select Option 2 as presented in the March 8, 2022 PACTS RTMS agenda as the local cost share modification for Phase 1 upgrades, Mark Arienti, Windham, seconded. All were in favor.

4. **RTMS Phased Implementation**

Sebago Technics developed a four-phase approach to connecting all traffic signals from the RTMS communities to a regional PACTS Traffic Management Server. Phase 1 server upgrade is funded at $189,500. Phase 2 connecting signals on high traffic corridors is estimated at $703,900. Phase 3 connecting all signals not included in Phase 1, 2, or 4 is estimated at $1,148,750. Phase 4 connecting signals currently connected to different traffic management systems, not included in Phase 1, is estimated at $88,000. GPCOG staff entered this item seeking input on how to move forward with phased implementation—how to fund and what timeframe the phases should be implemented.

A major hurdle of coordinating implementation will be navigating different municipal budget cycles. Justin Gove, South Portland, suggested it would be best to think about implementing Phase 2 starting in July 2023 (South Portland's fiscal year start), acknowledging that Phase 2 would be a much larger amount. Justin supported the phases as currently structured.

Elizabeth Roberts, GPCOG, clarified that Phase 1 was funded using the PACTS Holding WIN, making funding available immediately. Funding the other phases would require going through the work plan, with the soonest anticipated funding available in 2025. Given this information, Justin suggested the subcommittee should move in that direction now.

Tom Milligan, Biddeford, and Travis Moore, Saco, expressed they would require additional time for internal discussions about the timeline of committing funds to Phase 2.

Jeremiah Bartlett, Portland, moved to table the discussion and reconvene in the 2nd week of May, following the receipt of an updated implementation report from Sebago Technics, and allowing internal discussion to ensure representatives and municipalities are in alignment; Justin Gove seconded the motion. There were none opposed.

5. Regional Maintenance

Sebago Technics presented their estimations on how much it would cost to maintain just the RTMS communications network. They also emphasized the need for infrastructure maintenance not reflected in their estimates – for example traffic controllers, detection, and mast arms. The preliminary costs outlined by Sebago Technics represent the cost for maintaining and replacing "in-cabinet" equipment for communications, such as network switches, fiber patch panels, field monitoring units, and wireless interconnect. The total projected costs for maintenance would be $1.9 million across the entire region on a 10-year replacement cycle ($190,000 annually after Phase 4 is complete).

Sebago Technics also provided estimates for maintaining the communications infrastructure outside of the cabinet, such as fiber and copper interconnect. They recommended that $30,000 be set aside annually as a contingency to repair any breaks in the fiber communications network.

The server and software is also recommended to be replaced on a 10-year cycle, which is estimated to cost $122,500.

In total, the annual cost for system maintenance would be approximately $262,500 (which does not account for inflation).

Justin Gove, South Portland, asked about the responsibility for replacement of "shared equipment." Brad Lyon, Sebago Technics, suggested that would be the intended benefit of the shared RTMS network – that an annual set-aside to address maintenance for the communication network. A signed memorandum of understanding would be necessary to distinguish responsibilities between municipalities and PACTS.

Jeremiah Bartlett, Portland, noted his understanding that the RTMS program was created with communication infrastructure in mind and that PACTS assuming responsibility outside of that scope would put a significant cost burden on the organization.

These conversations are the first step towards outlining responsibilities for local versus regional maintenance costs.

6. Adjourn.

The meeting adjourned at 11:20 AM.