

PACTS Collector Paving Working Group Meeting Notes

Wednesday, February 16, 2022

11:00 AM -12:00 PM

Remote Meeting

In Attendance:

Committee Members	Affiliation	Attendance
Craig Chekan	Biddeford	Y
Jay Reynolds	Cape Elizabeth	Y
Bill Shane	Cumberland	N
Justin Early	Falmouth	Y
Adam Bliss	Freeport	Y
Tom Poirier	Gorham	Y
LaRay Hamilton	MaineDOT	Y
Ryan Hodgman	MaineDOT	Y
Clark Baston	North Yarmouth	N
Joe Cooper	Old Orchard Beach	N
Lauren Andersen	Portland	Y
Travis Moore	Saco	Y
Angela Blanchette	Scarborough	Y
Doug Howard	South Portland	Y
Katherine Kelley	Westbrook	N
Mark Arienti	Windham	Y
Erik Street	Yarmouth	Y
Guests		
Tom Milligan	Biddeford	
Ken Capron	Public	
For GPCOG		
Elizabeth Roberts, Harold Spetla		

1. Public Comments

There were no public comments.

2. Approval of the December 21, 2021 Meeting Notes

There were no comments on the December 21st meeting notes and they were approved with no objections.

3. Selection of the 2024 PACTS Collector Paving Projects

In 2021 PACTS adopted a new Collector Paving Program (CPP) policy which realigned the municipalities into 3 CPP Subregions. The CPP would select road segments from 1 subregion per year on a 3-year rotating basis. Staff introduced a proposed list of segments from the Central CPP Subregion for paving in the 2024 calendar year.

The list presented included grey rows that would be excluded from funding selection, because they were either ineligible due to condition, previously selected for PACTS funding (Municipal Partnership Initiative or CPP), or the segments no longer exist due to roadway realignment. Other segments were grouped together by color (yellow, orange, tan, light green, dark green) to indicate the segments could be paved together. Staff made an effort to pair short segments (under 1,200 feet) with longer segments.

The following CPWG member comments were made regarding the presented list:

- In 2023, MaineDOT is doing a CPR treatment on Cummings Road to the intersection of Running Hill Road. If South Portland has interest in paying for the project, MaineDOT could extend their paving onto Running Hill Road for approximately \$35,000. [LaRay Hamilton, MaineDOT]
 - South Portland will discuss further after the meeting. [Doug Howard, South Portland]
 - Scarborough had a Running Hill Road segment that was removed by MaineDOT. Would it make sense to extend this paving into Scarborough? [Angela Blanchette, Scarborough]
 - The South Portland side of Running Hill Road is fully built with drainage and sidewalks, different from the unbuilt segment in Scarborough. [LaRay Hamilton, MaineDOT]
- MaineDOT paved Cumberland Ave from State Street to Elm Street in 2020, so Portland suggested removing the segment of Cumberland from State Street to Preble Street. Since the York Street segment from Center Street to Danforth Street is only 200 feet, that short segment would be removed as well. [Lauren Andersen, Portland]
- Portland suggested combining the Riverside Street, Washington Ave, and Washington Ave Extension segments. [Lauren Andersen, Portland]
- The bolded project estimates would amount to approximately \$2.5 million in PACTS funding. [Jay Reynolds, Cape Elizabeth]
 - All estimates are planning-level estimates, calculated by square yardage and unit cost. Refined estimates are made with the help of MaineDOT and in the event of an increased cost estimate, projects will be removed from the bottom of the list. [Elizabeth Roberts, GPCOG]
- The PACTS Technical Committee (now dissolved) submitted a letter to PACTS requesting funds for collector paving in anticipation of additional funding to PACTS. Given the projected funding deficit for the CPP, is this still a possibility? [Adam Bliss, Freeport]
 - PACTS did submit a collector paving project for earmarked fundings with the State – it was not successful. [Elizabeth Roberts, GPCOG]
 - Discussions within the Complex Projects Task Force have touched upon reallocation of CPP funds toward complex projects. [Harold Spetla, GPCOG]

- No action will be taken until a discussion takes place at a PACTS governing body meeting. [Elizabeth Roberts, GPCOG]
 - As a group, we should consider funding alternatives for collector paving roads. High construction estimates make it difficult to carry out projects. Collector paving is necessary, but the funding mechanism needs to be re-evaluated. [Tom Milligan, Biddeford]
- Portland's Canco Road segment from Read Street to Washington Ave and Ocean Ave segment from Rainbow Mall Rd to 50' South of Ridge Rd can be grouped together. [LaRay Hamilton, MaineDOT]

Noting a member of the public entered the meeting during the 2024 CPP selection discussion, the meeting was opened to public comment. No public comment was received.

Angela Blanchette moved to recommend approval of the list of prioritized CPP projects as amended during this meeting and to direct staff to work with MaineDOT to review and validate cost estimates of selected segments. Jay Reynolds provided a second on the motion. There were 12 votes in favor, 0 opposed.

4. Discussion of PACTS Collector Paving Working Group Meeting Times

Staff proposed an initial bimonthly (every other month) meeting schedule. Road segment reviews by MaineDOT will not begin until after spring thaw, so these are unlikely to be ready for discussion in March. Other upcoming agenda items include a discussion about how to assess the road network conditions and the 2025 CPP segment selection.

The group discussed meeting following the PACTS Regional Transportation Advisory Committee (RTAC) meetings on the 1st Tuesday of every other month for 1 hour. The 1st Tuesday of the month did not work for Portland, the group settled on the 2nd Wednesday of the month, every other month, at 11:00 AM.

Adam Bliss (Freeport) requested the latest updates to the PACTS Collector Roads excel document. Staff will work on updating the list given the most recent information and distribute that to the group.

5. Other Business

Staff requested input on whether the group would like to use the most recent collector roads assessment data (Summer 2020) for the 2025 CPP segment selection for the Northern CPP Subregion or pursue an updated pavement evaluation prior to selecting for 2025.

Tom Milligan (Biddeford) suggested considering sticking with the most recent assessment data to be consistent with the 2023 and 2024 selections. Adam Bliss (Freeport) suggested including this discussion on a future agenda and reminded the group that each re-evaluation shuffles the list with new condition data.

6. Adjourn.

The meeting adjourned at approximately 11:55 AM.