

## PACTS Collector Paving Working Group Meeting Notes

Wednesday, October 12, 2022

11:00 AM -12:00 PM

Remote Meeting

### In Attendance:

Committee Members	Affiliation	Attendance
Tom Milligan	Biddeford	Y
Jay Reynolds	Cape Elizabeth	
Bill Shane	Cumberland	
Justin Early	Falmouth	Y
Adam Bliss	Freeport	Y
Terry Deering	Gorham	
LaRay Hamilton	MaineDOT	
Ryan Hodgman	MaineDOT	
Clark Baston	North Yarmouth	
Chris White	Old Orchard Beach	
Lauren Andersen	Portland	Y
Travis Moore	Saco	Y
Angela Blanchette	Scarborough	
Melissa Hutchins	South Portland	Y
Katherine Kelley	Westbrook	
Mark Arienti	Windham	
Erik Street	Yarmouth	Y
<b>Guests</b>		
<b>For GPCOG</b>		
Elizabeth Roberts, Harold Spetla		

### 1. Public Comments

There were no public comments.

### 2. Approval of the August 10, 2022 Meeting Notes

There were no comments on the August 10<sup>th</sup> meeting notes and there were no objections to approving the minutes.

### 3. Staff Report

PACTS sent a Collector Paving Management Program RFP to four consultants in August. Only one consultant submitted a proposal. The next steps are to put together a selection committee to review the proposal to ensure the consultant is qualified and determine if PACTS should move forward with the consultant. Melissa Hutchins, Adam Bliss, and Lauren Andersen, volunteered to participate on the selection committee.

Staff have met with municipalities and MaineDOT to conduct field reviews for the Northern Collector Paving Program (CPP) Subregion for projects scheduled for 2025 and updated cost estimates from those fields reviews are later on this agenda.

Staff are in the process of meeting with municipalities and MaineDOT to conduct field reviews for the Southern CPP Subregion for projects scheduled for 2025. Gorham and Saco segments have been reviewed and Biddeford and Scarborough are scheduled for the week after this meeting.

#### **4. Updated 2025 Northern CPP Subregion Projects and Cost Estimates**

At the April 13th meeting, the Collector Paving Working Group recommended the approval of the prioritized list of CPP projects in the Northern CPP subregion and directed staff to work collaboratively with MaineDOT to review and validate cost estimates. PACTS staff, MaineDOT staff, and staff of respective municipalities have field reviewed those prospective 2025 Collector Paving Program (CPP) projects in the Northern Subregion during three days in June.

The updated cost estimates based on those reviewed are available in Attachment 4A of the [October 12th Collector Paving Working Group meeting packet](#).

Elizabeth Roberts (GPCOG staff) presented two alternatives for CPWG consideration. In each alternative there would be incomplete funding for Freeport, Mallett Drive, however Freeport requested to be considered for partial funding (with the understanding that the municipality would need to make up the difference). Alternative 1 would include a 7% contingency for the other projects in the Northern CPP Subregion, while Alternative 2 would include 0% contingency for any of the projects.

Adam Bliss asked if PACTS CPP project estimates usually include a contingency. Elizabeth confirmed that for the past several years it has been standard PACTS practice to include a contingency in these projects, in part due to inflation.

Adam spoke briefly about the history of Mallett Drive's ranking within the PACTS CPP—based on the PACTS CPP rankings from VHB's 2017 evaluation, Mallett Drive was anticipated to be one year from being selected for funding, but upon re-evaluation by VHB in 2020 (which was part of the contract and expected by PACTS), Mallett Drive's ranking fell and pushed the anticipated funding selection out several years. Adam emphasized that if Mallett Drive was not selected for 2025 paving then it would be delayed until 2028, at which point it would also be at risk of falling below the pavement condition threshold for preservation eligibility.

Adam Bliss moved to accept Alternative 2 with 0% contingency, Erik Street seconded the motion to advance to discussion. The motion passed with six votes in favor, Erik Street voted against the motion.

## **5. Proposed Update to PACTS Collector Paving Policy**

Currently, the PACTS CPP Policy requires that ADA compliance be fulfilled through a separate MaineDOT contract one year after scheduled paving. However, the amount of estimated ADA work needed for the 2024 CPP projects is about \$50,000. It would not be cost effective to bid that project separately. So, staff is suggesting a change to the policy that will allow the ADA work to remain with the paving if it is deemed cost effective.

The proposed changes to the CPP policy are shown as tracked changes in Attachment 5A of the [October 12<sup>th</sup> PACTS Collector Paving Working Group meeting agenda](#).

Adam Bliss asked if the ADA funding comes from a separate funding source or if it comes from the PACTS CPP budget. Elizabeth confirmed that it does come from the PACTS CPP budget. Prior to 2021, the ADA costs were included in each individual paving project. The revised option, resulting from the 2020-2021 Collector Paving Working Group sessions, separated ADA work from the individual paving projects to bid all ADA work together, in hopes that there would be some cost efficiencies. This latest change to the PACTS CPP policy would allow for whichever method is deemed most cost effective.

Justin Early moved to accept the PACTS CPP policy changes as presented in Attachment 5A, Melissa Hutchins seconded the motion. All who were present voted in favor.

## **6. Other Business**

Adam Bliss encouraged working group members to stay up-to-date on the PACTS Funding Framework progress. Elizabeth added that all committee/board/task force agendas are on the GPCOG/PACTS website.

## **7. Adjourn.**

The meeting adjourned at approximately 11:55 PM.