

# PACTS

Portland Area Comprehensive Transportation Committee



**PORTLAND AREA  
COMPREHENSIVE  
TRANSPORTATION COMMITTEE**

**FISCAL YEARS 2006 and 2007  
UNIFIED PLANNING WORK PROGRAM**

July 1, 2005 through June 30, 2007

DRAFT

**To Be Adopted on May 26, 2005**

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## **INTRODUCTION**

The Portland Area Comprehensive Transportation Committee (PACTS) is the Metropolitan Planning Organization responsible for transportation planning in the Greater Portland (Maine) region. PACTS was created in 1964 as a result of federal recognition that areas the size of Greater Portland need a continuing, cooperative, and comprehensive multimodal transportation planning program. The purpose of PACTS is to identify travel patterns in the area, to forecast future needs, and to develop plans for improvements necessary to maintain a transportation system that will provide for the safe and efficient movement of goods and people in the Greater Portland area.

The 15 communities in the PACTS metropolitan area are:

Biddeford  
Cape Elizabeth  
Cumberland  
Falmouth  
Freeport  
Gorham  
North Yarmouth  
Old Orchard Beach  
Portland  
Saco  
Scarborough  
South Portland  
Westbrook  
Windham  
Yarmouth

The PACTS Policy Committee has the responsibility of planning and prioritizing transportation improvement projects funded in part by the U.S. Department of Transportation (USDOT). The USDOT funds are provided through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

This Unified Planning Work Program defines the transportation planning activities that will be performed during Fiscal Years 2006 and 2007. FHWA, FTA, state and local funds will support the majority of these tasks. The 11 tasks described in this UPWP reflect the 16 metropolitan planning factors as stated in 23 CFR §450.316 and the FHWA/FTA Planning Emphasis Areas.

During the next two years, PACTS will focus on the following planning priorities: (1) continue to implement highest priorities of *Destination Tomorrow* – PACTS regional transportation plan; (2) further revise the TIP process to better reflect the intent of *Destination Tomorrow* and to modify funding allocation programs in response to experience in the 2004/2005 period.

As part of the PACTS public participation process, a letter and e-mail seeking public comment were sent to the PACTS affected and interested parties list. A legal advertisement was also placed in the Portland Press Herald newspaper. Two public comments were received. The first one suggested that, in general, “public health concerns be considered in decisions regarding transportation design.” The second one suggested that we need “an east-west version of I-295.” These comments were included in the selection process for which planning studies to fund in FY ‘06 and ‘07. We also responded via e-mail to those (e-mail) comments.

In response to the expansion of the PACTS area into York County in 2002, the Southern Maine Regional Planning Commission (SMRPC) has become a staff participant in the PACTS process.

PACTS Staff, and GPCOG and SMRPC Transportation Staff that assist PACTS staff

John Duncan, PACTS Director  
Eric Ortman, PACTS Transportation Planner  
David Willauer, GPCOG Transportation Director  
Steven Linnell, GPCOG Senior Planner  
Natalya Harkins, Assistant Planner  
Tom Reinauer, SMRPC Transportation Director  
Joshua Mack, SMRPC Transportation Planner

## **TASK NO. 1: COORDINATION AND ADMINISTRATION**

### **OBJECTIVE**

To coordinate the work of the PACTS committees with other participants in the transportation planning process, to perform outreach activities and to provide administrative services.

### **PREVIOUS WORK**

This is an activity every year.

### **ACTIVITIES**

1. Work with the Chairs of the Policy, Technical, Planning and Transit Committees to develop items for consideration by the committees. Staff will also prepare agendas and minutes, and monitor agency expenses.
2. Staff will work with the MaineDOT, the Southern Maine Corridor Committee, the Maine Turnpike Authority, its members and interested parties on the various tasks described in the UPWP.
3. Public speaking to town and city councils, planning boards, service clubs, chambers of commerce and other interested groups.
4. Distribute an annual report on transportation issues facing the region and the accomplishments of PACTS.
5. Participate on the Infrastructure Committee of the Chamber of Commerce, with other business groups which seek to solve transportation problems.
6. Amend this UPWP when necessary, and draft a UPWP for FY 2008/2009.
7. Submit monthly bills and an annual UPWP performance report to the MaineDOT and FHWA.
8. Evaluate the PACTS planning process for the purposes of certification and for consistency with the State Implementation Plan for air quality.
9. Revise the PACTS 2002 Orientation Notebook.
10. Maintain the PACTS web site.

### **PRODUCTS**

1. Committee agendas and minutes.
2. Coordination of regional and local studies, and final reports.
3. Public speaking engagements.
4. Annual report.
5. Participation with business groups.
6. UPWP amendments and a UPWP for FY 2008/2009.
7. Monthly bills and an annual UPWP performance report.
8. Certification.
9. Revise PACTS Orientation Notebook.
10. Maintain the PACTS web site.

### **AGENCY RESPONSIBILITY**

PACTS

FUNDING

Estimated expenses for FY 2004 and 2005: \$400,000  
Budget for FY 2004 and 2005: \$425,000  
Estimated costs for FY 2006 and 2007: \$410,000

FUNDING SOURCES:

FHWA, MaineDOT and municipal funds

## **TASK NO. 2: SAFETEA ACTIVITIES AND AIR QUALITY COMPLIANCE**

### **OBJECTIVE**

To respond to SAFETEA and to develop programs and procedures to comply with the requirements of the Clean Air Act Amendments.

### **PREVIOUS WORK**

During FY 1993 PACTS established a metropolitan area boundary, revised its system of functionally classified roadways, and began to work on management systems. Coordination with MaineDOT and DEP since then. Reports relative to compliance with air quality requirements.

In 2002, the metropolitan area boundary was expanded to reflect the expansion of PACTS from seven to fifteen municipalities. In FY 2003 staff began to work on the major expansion of PACTS from seven to fifteen municipalities. In 2005, the metropolitan area boundary established in 2002 was “smoothed.” Also in 2005, an exhaustive review and reclassification of Federal Functional Classification was completed.

### **ACTIVITIES**

1. Begin accessing MaineDOT’s “TIDE” information management system.
2. Ongoing review of air quality regulations, guidelines, and requirements to determine the impacts on the MPO transportation planning requirements.
3. Develop MPO procedures for implementing air quality requirements. Provide coordination with MaineDOT and DEP, and provide input in developing the SIP.

### **PRODUCTS**

1. Use of the MaineDOT’s TIDE system.
2. Coordination with DEP and MaineDOT.
3. Reports on recommendations for compliance with air quality requirements.

### **AGENCY RESPONSIBILITY**

PACTS

### **FUNDING**

Estimated expenses for FY 2004 and 2005: \$ 10,000

Budget for FY 2004 and 2005: \$ 20,000

Estimated expenses for FY 2006 and 2007: \$ 20,000

### **FUNDING SOURCE**

FHWA and MaineDOT Funds

### **TASK NO. 3: TRANSPORTATION PLAN UPDATE**

#### **OBJECTIVE**

To update the 2003 PACTS Transportation Plan - *Destination Tomorrow*.

#### **PREVIOUS WORK**

PACTS adopted formal Plan Updates in 1991, 1993, 1995, 1998 and 2000. The PACTS Planning Committee completed a Strategic Plan for PACTS in 1997. In 2000-2002, PACTS staff and PACTS Committee members developed *Destination Tomorrow*, a 2025 regional transportation plan update.

This was a major effort where MaineDOT and all the members of PACTS significantly and substantively revised PACTS' approach to regional transportation planning. The decision to undertake this effort was based on four major reasons: (1) growth in travel demand; (2) need for more regional approach; (3) better coordination between transportation and land use policies and decisions; and (4) tighter links between studies and funding.

#### **ACTIVITIES**

Finish a Year 2005 update of *Destination Tomorrow* in order to incorporate the eight new municipalities and two new public transportation systems into the PACTS regional transportation plan.

#### **PRODUCTS**

Year 2005 *Destination Tomorrow*.

#### **AGENCY RESPONSIBILITY**

PACTS, GPCOG and SMRPC

#### **FUNDING**

Estimated expenses for FY 2004 and 2005: \$100,000  
Budget for FY 2004 and 2005: \$120,000  
Estimated expenses for FY 2006 and 2007: \$ 85,000

#### **FUNDING SOURCE**

FHWA and MaineDOT funds

## **TASK NO. 4: TRANSPORTATION IMPROVEMENT PROGRAM**

### **OBJECTIVE**

To administer the various aspects of the TIP process.

### **PREVIOUS WORK**

PACTS has prepared multi-modal Transportation Improvement Programs since 1974. In 2003, a TIP Process Subcommittee was formed to gain input into an overhaul of the TIP Policies and Procedures document.

### **ACTIVITIES**

Staff will prepare a 2008/2009 TIP Policies and Procedures document for adoption by the Policy Committee. Staff and Committee members will begin work on the PACTS projects to be considered by the MaineDOT for inclusion in the MaineDOT 08/09 Biennial Capital Work Plan. PACTS staff and Committee members will revise the PACTS 06/07 TIP Policies and Procedures document to reflect changing circumstances experienced in the 04-05 BTIP. Staff and Committee members will complete and begin using EPS policies.

### **PRODUCTS**

1. A 2008/2009 PACTS Transportation Improvement Program.
2. A revised TIP Policies and Procedures document.
3. Prioritized project candidates for the 2008/2009 MaineDOT Biennial Capital Work Plan.

### **AGENCY RESPONSIBILITY**

PACTS

### **FUNDING**

Estimated expenses for FY 2004 and 2005: \$70,000  
Budget for FY 2004 and 2005: \$90,000  
Estimated expenses for FY 2006 and 2007: \$80,000

### **FUNDING SOURCE**

FHWA and MaineDOT Funds

## **TASK NO. 5: TRAVEL DEMAND MODEL**

### **OBJECTIVE**

To maintain and use the PACTS regional travel demand model.

### **PREVIOUS WORK**

PACTS purchased its first version of TRIPS in 1989. Staff and consultants have used the model continuously since then for a variety of studies and other purposes, including TIP air quality conformity analyses. Major upgrades of the model were completed in FY 1996 and FY 2004.

### **ACTIVITIES**

1. Use the model for various studies listed in this work program such as the I-95/I-295 Corridor Study and other studies listed in Task 7, and in the development of the Year 2005 update of *Destination Tomorrow*.
2. Assist the MaineDOT in performing the air conformity analysis for *Destination Tomorrow* in the summer of 2005 in conjunction with their air conformity analysis for the MaineDOT Twenty Year Plan.
3. When appropriate, efforts to improve calibration and precision of model.

### **PRODUCTS**

1. Analysis, calibration and model enhancements as described above.
2. Forecasts of future traffic volumes and growth at specific locations, along corridors or in generalized locations.

### **AGENCY RESPONSIBILITY**

PACTS

### **FUNDING**

Estimated expenses for FY 2004 and 2005: \$50,000  
Budget for FY 2004 and 2005: \$55,000  
Estimated expenses for FY 2006 and 2007: \$55,000

### **FUNDING SOURCES**

PL and MaineDOT Funds

## **TASK NO. 6: DATA MANAGEMENT AND FORECASTING**

### **OBJECTIVES**

To maintain socio-economic, demographic and land use data for updating the transportation plan and for use of the PACTS travel demand model in conjunction with studies. To maintain traffic data in a usable form for the purpose of monitoring changes in regional traffic patterns.

### **PREVIOUS WORK**

GPCOG has continuously provided Census and socio-economic data, GIS files and land use information for use by PACTS.

### **ACTIVITIES**

1. GPCOG, SMRPC and PACTS staff will use ArcView and GIS software.
2. Interpretation of data and analysis.
3. Applications of GIS technology in PACTS studies.
4. Use of socio-economic, demographic, Census and land use data.

### **PRODUCTS**

1. Forecasts of future traffic volumes and growth at specific locations, along corridors, or in generalized areas.
2. Data outputs.

### **AGENCY RESPONSIBILITY**

PACTS, SMRPC and GPCOG

### **FUNDING**

Estimated expenses for FY 2004 and 2005: \$50,000

Budget for FY 2004 and 2005: \$65,000

Estimated expenses for FY 2006 and 2007: \$60,000

### **FUNDING SOURCE**

PL and MaineDOT Funds

## **TASK 7: CONSULTANT ACTIVITIES**

### **OBJECTIVE:**

Perform most of the technical analysis associated with the studies listed in this task.

### **PREVIOUS WORK:**

During the past two years PACTS has hired consultants for the numerous studies/tasks. Several of them were carryover from the prior UPWP. Several others were started and finished during this biennium, while several others were started but will be completed after June 30, 2005. Here are several examples of studies started and completed during the past two years.

1. PACTS travel demand model forecasting (PACTS region). Kevin Hooper Assoc. Ongoing.
2. Yarmouth Route 1 traffic and pathway master plan. Gorrill-Palmer Civil Engineers.
3. Maine Clean Communities. GPCOG. Ongoing.
4. Freeport Town-wide Study. Milone and MacBroom.
5. Saco Bicycle Plan. Alta Planning & Design.
6. Saco Main Street Access Study. Hoyle, Tanner and Associates.
7. Several "Engineering Services" small studies.
8. PACTS Land Use Policy Framework. Wilbur Smith and Associates. Ongoing.

### **ACTIVITIES**

See the summary table below for a complete list of all the activities and their 2006/2007 UPWP budgets. The first nine activities are carried over from the 2004/2005 UPWP.

1. 2005 Destination Tomorrow Transportation Analysis  
During FY 2006 PACTS will complete the 2005 expansion of *Destination Tomorrow*. A team of PACTS, GPCOG, SMRPC and consultant staff began the update work in May 2003. Wilbur Smith Associates, the transportation consultant for the original *Destination Tomorrow* effort, will complete the transportation analysis for this effort.
2. Scarborough Dunstan Corner Master Plan  
To develop a long-range traffic plan (including an analysis of a short bypass road) for the Dunstan Corner area of Scarborough.
3. Portland Peninsula Traffic Plan  
To finish a comprehensive traffic analysis of the Portland Peninsula and produce a plan to address Portland's capacity to provide functional and welcoming gateways to the City, while identifying existing and future activity centers and their potential traffic generation. This effort began in FY 2002.
4. Portland Peninsula Alternative Modes  
To comprehensively evaluate the potential, methods and the benefits of expanding and optimizing a transportation system of alternatives to automobile travel that would make the

urbanized area, especially the Portland peninsula, the hub of a transit service serving the City and region.

5. I-295/I-95 Access  
To evaluate the issues surrounding improved access to I-295 by travelers in the Cumberland, Yarmouth and Falmouth area. We will coordinate this study with MDOT's upcoming corridor study.
6. Portland Congress Street  
To study the feasibility of converting the present four lanes of vehicular traffic on Congress Street between Sevens Avenue and Johnson Road to a three lane section with a two-way-left-turn lane.
7. I-295 Exit 4 Ramp  
To re-examine opportunities for a southbound on-ramp and a northbound off-ramp at Exit 4 of I-295 in South Portland. We will coordinate this study with MDOT's corridor study.
8. Eastern Trail Scarborough-South-Portland Connection  
To facilitate the planning of the Eastern Trail connection between South Portland and Scarborough.
9. 2004/2005 Engineering Services  
To finish several of the relatively small engineering consultant studies begun during the 2004/2005 biennium.

These remaining activities are new and/or ongoing for the 2006/2007 UPWP.

10. Destination Tomorrow Implementation  
To implement several of the 86 Strategies in the *Destination Tomorrow* regional transportation plan. The work – to be done by consultants, GPCOG and SMRPC and overseen by PACTS staff – will be scoped and organized after the Policy Committee completes the prioritizing of *Destination Tomorrow* strategies in mid-2005.
11. PACTS Model Consultant  
To have consultant help in using the PACTS model for several of the PACTS and MaineDOT studies mentioned in this work plan.
12. Maine Clean Communities  
This continues GPCOG's work to encourage conversion of area fleets to cleaner fuels. This work is also funded with FTA funds.
13. 2006/2007 Engineering Services  
To provide consultant transportation engineering services to municipalities and PACTS for relatively small studies during the course of the biennium.

14. SMRPC Planning Services  
To assist in staffing the PACTS Transit Committee, to serve on PACTS committees, to provide transportation planning services to PACTS staff, and to assist in the expansion of *Destination Tomorrow*. The first two functions are partially funded with other resources.
15. GPCOG Planning Services  
To lead the staffing of the PACTS Transit Committee.
16. Land Use Policy Consultant  
To assist the PACTS Planning Committee in the creation of a process for implementing the Arterial Project Land Use Policy adopted in *Destination Tomorrow*.
17. Collector Paving Needs Analysis  
To perform a comprehensive analysis of our region's collector pavement preservation needs in preparation for 2008/2009 TIP project priority setting in 2006. While it is possible that the work will be done completely by PACTS, MaineDOT and municipal staff (therefore not funded under this task), there is a chance that we will need to hire a consultant with these funds. Consequently, we have established this consultant task.
18. METRO/SPBS On/Off Survey  
To use PL funds to help finance the performance of the on/off survey for the METRO bus service and the South Portland Bus Service in order to satisfy FTA requirements.
19. Stormwater Education  
To repeat the regional stormwater system public education and public outreach program funded in 2004 with funding assistance from PACTS. This effort will help 14 PACTS municipalities to meet the requirements of the national pollution discharge elimination system (NPDES) rules.
20. Freeport Seasonal Parking Study  
To analyze and make recommendations regarding employee parking in Freeport Village and parking at the landing in South Freeport.
21. Freeport Road Study Follow-up  
To follow-up on the recommendations in the recently completed comprehensive analysis of existing and future conditions of the Town's highway and street network. The study will produce conceptual sketches for several locations in the town, and some cost estimates.
22. Old Orchard Beach Halfway Rotary  
To perform a feasibility study for a rotary at the complex intersection known as Halfway Rotary.
23. Portland Eastern Waterfront  
To develop recommendations for the use of a City-owned parcel of land located next to the Ocean Gateway facility on the Eastern Waterfront of Portland.

24. Portland Eastern Waterfront  
To develop recommendations for the use of a City-owned parcel of land located next to the Ocean Gateway facility on the Eastern Waterfront of Portland.
25. Portland Libbytown Trail  
To conduct a corridor identification and alternatives analysis for a proposed multi-use trail link through the Libbytown area connecting the I-295 Connector trail to Deering Oaks.
26. Portland Wayfinding Plan  
To comprehensively redesign Portland's system of signage and Wayfinding for vehicles, bicycles and pedestrians. Due to limited PACTS resources, this effort will require funding from other sources.
27. Portland Woodford's Corner  
To develop a streetscape and roadway improvement plan for this congested two-intersection area on Forest Avenue (Route 302) in Portland.
28. Saco Routes 112 and 5 Corridor  
To perform a long-term study that complements the recently completed short-term study's recommendations aimed to address the problems caused by trucks and other traffic passing through neighborhoods and downtown Saco while traveling between Routes 5 and 112 and Exit 5 of the Turnpike.
29. Regional Impact Fee Study  
To develop an impact fee program for the Maine Mall area, and the Route 1 and Broadway corridors in South Portland. The intent is for the study to include the neighboring cities/towns of Scarborough, Westbrook and Portland.
30. Westbrook Downtown Parking  
To create a comprehensive long-range parking management plan for downtown Westbrook for use by the City in its downtown revitalization work.
31. Westbrook Traffic Calming  
To create a comprehensive citywide traffic calming and management plan for Westbrook.
32. Westbrook Main/Spring Intersection  
To develop a plan to improve the safety and efficiency of the signalizing intersection of Main and Spring Streets in Westbrook.
33. Reserve Account  
To reserve funds in the PACTS budget for new study proposals and for study cost overruns during the course of the biennium.

PRODUCTS

Reports that summarize the analysis and recommendations generated as a result of the activities described above.

AGENCY RESPONSIBILITIES

PACTS and GPCOG

FUNDING

Estimated for FY 2004 and 2005: \$600,000

Budget for FY 2004 and 2005: \$800,000

Estimated expenses for FY 2006 and 2007: \$872,500

See Task 7 Budget details on the next page.

## Task 7 Budget for FY 2006 and FY 2007

<u>Line Items</u>	<u>Total Budget</u>	<u>FHWA PL \$\$</u>	<u>MDOT Match</u>	<u>Other Match</u>	<u>Sources Of Other Match</u>
<u>Carryover</u>					
Dest. Tomorrow Trans. Analysis	\$10,000	\$8,000	\$0	\$2,000	Municipalities
04/05 Engineering Services	\$10,000	\$8,000	\$0	\$2,000	Municipalities
Eastern Trail in Scar. and S. Portland	\$32,500	\$26,000	\$0	\$6,500	E.T.M.D.
I-295/I-95 Access	\$10,000	\$8,000	\$0	\$2,000	Falmouth
Dunstan Corner Master Plan	\$15,000	\$12,000	\$0	\$3,000	Scarborough
I-295 Exit 4 Ramp	\$20,000	\$16,000	\$0	\$4,000	South Portland
Portland Congress Street	\$20,000	\$16,000	\$0	\$4,000	Portland
Portland Peninsula Alt. Modes	\$85,000	\$68,000	\$0	\$17,000	Portland
Port. Penin. Traffic Study	<u>\$10,000</u>	<u>\$8,000</u>	<u>\$0</u>	<u>\$2,000</u>	Portland
Subtotal	\$212,500	\$170,000	\$0	\$42,500	
<u>New Efforts</u>					
Dest. Tomorrow Implementation	\$100,000	\$80,000	\$0	\$20,000	Municipalities
PACTS Model Consultant	\$50,000	\$40,000	\$0	\$10,000	Municipalities
Maine Clean Communities	\$25,000	\$20,000	\$0	\$5,000	GPCOG
SMRPC Planning Services	\$25,000	\$20,000	\$0	\$5,000	SMRPC
GPCOG Planning Services	\$27,000	\$21,600	\$0	\$5,400	GPCOG
06/07 Engineering Services	\$50,000	\$40,000	\$0	\$10,000	Municipalities
Land Use Policy Consultant	\$20,000	\$16,000	\$0	\$4,000	Municipalities
Collector Paving Needs Analysis	\$20,000	\$16,000	\$0	\$4,000	Municipalities
METRO/SPBS On/off Surveys	\$30,000	\$24,000	\$0	\$6,000	METRO/SPBS
Stormwater Education	\$22,300	\$17,840	\$0	\$4,460	Municipalities
Freeport Seasonal Parking	\$5,000	\$4,000	\$0	\$1,000	Freeport
Freeport Road Study Followup	\$10,000	\$8,000	\$0	\$2,000	Freeport
OOB Halfway Rotary	\$17,500	\$14,000	\$0	\$3,500	Old Orchard
Portland Eastern Waterfront	\$5,000	\$4,000	\$0	\$1,000	Portland
Portland Libbytown Trail	\$10,000	\$8,000	\$0	\$2,000	Portland
Portland Wayfinding Plan	\$25,000	\$20,000	\$0	\$5,000	Portland
Portland Woodford's Corner	\$40,000	\$32,000	\$0	\$8,000	Portland
Saco Routes 112 and 5 Corridor	\$34,500	\$27,600	\$0	\$6,900	Saco
Regional Impact Fee	\$25,000	\$20,000	\$0	\$5,000	Municipalities
Westbrook Downtown Parking	\$20,000	\$16,000	\$0	\$4,000	Westbrook
Westbrook Traffic Calming	\$20,000	\$16,000	\$0	\$4,000	Westbrook
Westbrook Main/Spring Intersect.	\$10,000	\$8,000	\$0	\$2,000	Westbrook
Reserve Account	<u>\$68,700</u>	<u>\$54,960</u>	<u>\$0</u>	<u>\$13,740</u>	Municipalities
Subtotal	\$660,000	\$528,000	\$0	\$132,000	
Total	\$872,500	\$698,000	\$0	\$174,500	

## **TASK 8: GPCOG PROGRAM SUPPORT AND ADMINISTRATION**

### **OBJECTIVE:**

GPCOG to provide sufficient coordination and consideration of transit and travel demand management measures within the SAFETEA planning process; to ensure effectiveness and accountability in FTA planning activities; to participate effectively in PACTS, MDOT, and FTA planning programs; and to respond to other local, state, and federal agencies - and to concerned citizens - on mobility issues.

### **PREVIOUS WORK:**

GPCOG is extensively involved in the TEA 21 multi-modal transportation planning process. GPCOG serves as a member on the Policy, Technical, Transit and Planning Committees, provides staff support as needed to the PACTS process and develops the transit and travel demand management elements of the PACTS Unified Planning Work Program (UPWP). GPCOG staff attends PACTS, GPCOG, METRO, RTP, CBITD, Chamber of Commerce, and Maine Transit Association meetings pertinent to public transit and travel demand management in Greater Portland. In FY 2004, GPCOG's Transportation Director and staff served as members of the Maine Transit Association, GO Maine Advisory Committee, the Maine Clean Communities Steering Committee, and the Greater Portland ADA Complementary Paratransit Advisory Committee. GPCOG transportation planning is functionally integrated with PACTS by means of a joint work plan, joint staff meetings, GPCOG/PACTS project teams, shared office space, and continuous informal communication.

### **PROPOSED FY 2006-2007 ACTIVITIES:**

- Provide staff support to the PACTS Transit Committee and Portland Transportation Committee.
- Prepare the **FY 2008-2009 Public Transportation Planning Work Statement** for incorporation into the multi-modal PACTS Unified Planning Work Program.
- Participate in PACTS Technical, Planning, Policy and Transit Committee meetings and assist the PACTS Director, transit operators, and communities with transit, travel demand management, and related transportation planning projects.
- Prepare invoices and status reports as appropriate.

Participate in meetings and related activities of the following:

- ◇ Chamber of Commerce of the Greater Portland Region Infrastructure Committee
- ◇ Maine Transit Association
- ◇ GO Maine Advisory Committee
- ◇ Portland Transportation Committee
- ◇ Maine Clean Communities Steering Committee
- ◇ MDOT and USDOT retreats, conferences, and workshops
- ◇ Greater Portland ADA Complementary Paratransit Advisory Committee
- ◇ Professional development activities sponsored by FTA, FHWA, ITS America, and others

Give presentations on transportation planning topics to associations, committees, community groups, educators, and students, upon request and time permitting.

**PRODUCTS/OUTCOMES:**

**FY 2008-2009 Planning Work Statement.**

**Coordinated mobility policy** with USDOT, Maine DOT, Maine Turnpike Authority, PACTS, and public and private transportation providers.

**Inter-agency coordination, research, and analysis** (e.g. work with MaineDOT and Maine Turnpike Authority staff on issues of mutual concern, such as travel demand management and public transportation), as needed.

**Annual, Quarterly, and Monthly Status Reports.**

**FUNDING:**

Budget for FY 2004-2005:	\$50,000
Budget for FY 2006-2007:	\$50,000

**FUNDING SOURCES:**

FTA - Section 5303	\$40,000
GPCOG	\$10,000

**TASK 9: GPCOG SHORT RANGE TRANSPORTATION PLANNING**

**BACKGROUND**

In 2002, the PACTS MPO Area changed from seven to 15 municipalities, bringing two additional transit operators and a rail authority into the MPO. In cooperation with the Southern Maine Regional Planning Commission (SMRPC), GPCOG will also work with the Biddeford/Saco ShuttleBus/ZOOM and the York County Community Action Corporation (YCCAC) on necessary planning projects.

A new PACTS Transit Committee was established in June 2004 comprised of the six providers, NNEPRA, MaineDOT, the Maine Turnpike Authority, two municipal appointees and one private operator seat. The trend continues for the Transit Providers to use FTA 5307 funds for operations. Two transit providers, METRO and RTP, have identified planning tasks for 2006-2007.

**PREVIOUS WORK:**

GPCOG has provided a variety of technical assistance to public and private transportation operators and communities for the past thirty years. Examples of work included:

- Continued to assist with the **Maine Clean Communities** (clean fuels, clean vehicles) **Program**, including writing a successful application for the METRO CNG Fueling Operation.
- Job Access Program Implementation aimed at providing transportation for welfare recipients to get back on the workforce; completed the **Cumberland County Job Access and Reverse Commute Plan, 2004**.
- Conducted the biennial **On/Off Passenger Survey** for the Greater Portland Transit District (METRO) and the South Portland Bus Service (SPBS) and started Technical Memorandum (Apr 03). Conducted Passenger Survey (May 03).
- Conducted surveys for CBITD
- METRO Fixed Route Study
- RTP Fixed Route Interface

**PROPOSED FY 2006-2007 ACTIVITIES:**

	<b>Total</b>	<b>Federal</b>	<b>Local</b>
• <b>CBITD</b> – No projects planned.	0	0	0
• <b>METRO</b> – Survey, DTC Plan.	15,000	12,000	3,000
• <b>RTP</b> – AVL.	15,000	12,000	3,000
• <b>SPBS</b> – No projects planned.	0	0	0
• <b>ShuttleBus</b> – No projects planned.	0	0	0
• <b>YCCAC</b> – No projects planned.	0	0	0
<b>Totals</b>	<b>30,000</b>	<b>24,000</b>	<b>6,000</b>

**FUNDING:**

Budget for FY 2004-2005           \$73,000  
 Budget for FY 2006-2007       \$30,000

## **TASK 10: GPCOG LONG RANGE TRANSPORTATION PLANNING**

### **OBJECTIVE:**

GPCOG to assess the overall mobility environment in the Greater Portland area; analyze the long-term strengths and weaknesses of the existing transit and travel demand management services and facilities; identify and evaluate options or alternatives; recommend appropriate actions; and create a timetable to implement programs and plans.

### **PREVIOUS WORK:**

GPCOG continues to address regional transportation issues on a long-range basis. Past Studies and Plans include: the *RTAC 6 Truck Report* (Sep 99); *Cumberland County Commuter Bus Study* (Nov 99); *ITS Service Plan* (Dec 99); *Inter-Terminal Shuttle Report* (Dec 99) *Restoration of Passenger Rail Service: Portland Station Report* (Mar 00); *Maine Mall Transit Plan* (Jun 00) and *Greater Portland ITS Regional Architecture Report* (June 00). In FY 2001, GPCOG completed the *Inter-terminal Shuttle Report* (Dec '00), *Windham Commuter Bus Technical Memorandum* (June 01), *Greater Portland ITS Architecture* (June 01), *Greater Portland Job Access Plan* (June 01), and *Bus Rapid Transit Competition* (May 01). In FY 2002 and 2003, GPCOG completed the *Greater Portland ITS Project Architecture*, *METRO route planning*, *West Falmouth METRO Extension*, *Portland Transportation Website* <[www.transportme.org](http://www.transportme.org)>, *Maine Mall Transit Center implementation and funding identification for the METRO Downtown Transit Center*. In FY 2004 and 2005 GPCOG completed the *Bus Rapid Transit/Light Rail Transit Study*, installed two more TIDS screens at the CVB and Marriott, implemented an AVL Pilot for the Portland Explorer, hosted the Annual ITS Meetings, and assisted MaineDOT with the Statewide ITS Architecture Plan.

### **PROPOSED FY 2006-2007 ACTIVITIES:**

- Transportation Information Display Systems (TIDS)
- Maine Clean Communities Program
- Portland Explorer Administration
- Intelligent Transportation Systems
- Maine Mall Transit Center Implementation
- Downtown Transportation Center Planning
- Welfare to Work Program Planning

### **PRODUCTS/OUTCOMES:**

Installation of **two more TIDS computer monitors** at transportation centers and select hotels  
Administration of the **Portland Explorer** express bus service  
Contribution to **Maine Mall Transit Center**  
**ITS Architecture** Expansion for new PACTS area  
Contribution to Downtown Transit Center  
ITS Annual Meetings Fall 2006 and 2007

### **FUNDING:**

Budget for FY 2004-2005:	\$ 170,000
Budget for FY 2006-2007:	\$ 170,000

### **FUNDING SOURCES:**

FTA - Sec. 5303	\$136,000
GPCOG	\$ 34,000

## **TASK 11: GPCOG MAPPING AND TECHNOLOGY SUPPORT**

### **OBJECTIVE:**

GPCOG to construct and maintain databases, acquire technical tools, and develop analytical skills for good transportation planning.

### **PREVIOUS WORK:**

In FY '99, GPCOG used QRSII for use in the **Cumberland County Commuter Bus Study** and the **METRO Fixed-Route Study**. In FY 2000, GPCOG developed coverages of the METRO and SPBS bus stops in GIS for more accurate data purposes; developed ITS Advanced Traveler Information Systems (ATIS) by connecting with the Portland Jetport Transportation Information Display System; launched a commuter Website through the RideShare Program; and assisted METRO with information for the installation of two Smart Kiosks. In FY 2001, GPCOG developed a Maine/New Hampshire Rail Network map, Route 302 Corridor map database, developed ITS Architecture using Turbo Architecture Software, and further developed ITS and APTS Systems. In FY 2002 and 2003, GPCOG worked with Portland Officials to develop the TIDS system with interconnected computer monitors, assisted PACTS with Destination Tomorrow planning efforts involving mapping and forecasting, and developed comprehensive transportation databases. In 2004 and 2005, GPCOG provided corridor analysis for 1990 and 2000 Journey to Work Data, developed maps using GIS, continued implementing the TIDS Program, and continued work updating the ITS Architecture.

### **PROPOSED FY 2006-2007 ACTIVITIES:**

- Continue analysis and use of Journey to Work and other demographic data from the **2000 Census Transportation Planning Package** with attention to the new **Journey to Work Data**.
- Continued implementation of **Geographic Information System (GIS)** applications for public transportation, rideshare, and travel demand management planning.
- Continue implementing Portland **Transportation Information Display System (TIDS)**
- Acquisition and use of, and training in, various **transit and transportation planning software** packages, as appropriate.
- Update ITS project architecture.
- Continue implementation of **transit forecasting improvements**.
- Assist PACTS staff in **traffic modeling improvements** to take better account of land use factors, and alternative transportation modes in traffic forecasting.
- Maintain **Transportation and Land Use Page** for GPCOG Website.

### **PRODUCTS/OUTCOMES:**

GPCOG **Transportation and Land Use Homepage**.

**ITS Project Architecture update**

Contributions to the **PACTS Long Range Plan: Destination Tomorrow**

Contribution to **Transportation Information Display System**

**GIS Maps**

**FUNDING:**

Budget for FY 2004-2005:	\$50,000
Budget for FY 2006-2007:	\$60,000

**FUNDING SOURCES:**

FTA - Section 5303	\$48,000
GPCOG	\$12,000

**PACTS Unified Planning Work Program  
FY 2006/2007 Two-Year Funding Summary Table**

<u>Tasks</u>	FY 2006						FY 2007			
	<u>2-Year Budget</u>	<u>Task Budget</u>	<u>Fed. Fund</u>	<u>FY 2006 Funding Sources</u>			<u>Task Budget</u>	<u>FY 2007 Funding Sources</u>		
				<u>Federal</u>	<u>MDOT</u>	<u>Local*</u>		<u>Federal</u>	<u>MDOT</u>	<u>Local*</u>
1 Coordination/Admin.	\$410,000	\$200,000	PL	\$160,000	\$19,400	\$20,600	\$210,000	\$168,000	\$19,400	\$25,600
2 Air Quality	\$20,000	\$10,000	PL	\$8,000	\$2,000	\$0	\$10,000	\$8,000	\$2,000	\$0
3 Plan Update	\$85,000	\$45,000	PL	\$36,000	\$9,000	\$0	\$40,000	\$32,000	\$8,000	\$0
4 T.I.P.	\$80,000	\$40,000	PL	\$32,000	\$8,000	\$0	\$40,000	\$32,000	\$8,000	\$0
5 Travel Demand Model	\$55,000	\$25,000	PL	\$20,000	\$5,000	\$0	\$30,000	\$24,000	\$6,000	\$0
6 Data Management	\$60,000	\$30,000	PL	\$24,000	\$6,000	\$0	\$30,000	\$24,000	\$6,000	\$0
7 Consultant (new)	\$660,000	\$360,000	PL	\$288,000	\$0	\$72,000	\$300,000	\$240,000	\$0	\$60,000
Consultant (carryover)	<u>\$212,500</u>	<u>\$212,500</u>	PL	<u>\$170,000</u>	<u>\$0</u>	<u>\$42,500</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<i>PL-related subtotals</i>	\$1,582,500	\$922,500		\$738,000	\$49,400	\$135,100	\$660,000	\$528,000	\$49,400	\$85,600
8 Program Support	\$50,000	\$25,000	5303	\$20,000	\$0	\$5,000	\$25,000	\$20,000	\$0	\$5,000
9 Short Range Planning	\$30,000	\$15,000	5307	\$12,000	\$0	\$3,000	\$15,000	\$12,000	\$0	\$3,000
10 Long Range Planning	\$170,000	\$85,000	5303	\$68,000	\$0	\$17,000	\$85,000	\$68,000	\$0	\$17,000
11 Mapping & Technology	<u>\$60,000</u>	<u>\$30,000</u>	5303	<u>\$24,000</u>	<u>\$0</u>	<u>\$6,000</u>	<u>\$30,000</u>	<u>\$24,000</u>	<u>\$0</u>	<u>\$6,000</u>
<i>FTA-related subtotals</i>	\$310,000	\$155,000		\$124,000	\$0	\$31,000	\$155,000	\$124,000	\$0	\$31,000
<b>Total</b>	\$1,892,500	\$1,077,500		\$862,000	\$49,400	\$166,100	\$815,000	\$652,000	\$49,400	\$116,600

\* Local sources are municipalities, MTA, SMRPC, GPCOG and public transportation organizations.