

# PACTS

Portland Area Comprehensive Transportation System



## PACTS

### Unified Planning Work Program

### Fiscal Years 2012 and 2013

For July 1, 2011 through June 30, 2013

September 1, 2011

**The Metropolitan Planning Organization for the Portland Urbanized Area**

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## **INTRODUCTION**

The Portland Area Comprehensive Transportation System (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 fifteen 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 and 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 (UPWP) defines the transportation planning activities that will be performed during Fiscal Years 2012 and 2013. FHWA, FTA, state and local funds will support the majority of these tasks. The nine tasks described here reflect the eight metropolitan planning factors as stated in 23 CFR §450.316 and the FHWA/FTA Planning Emphasis Areas.

### **PACTS Member Organizations and Committees**

Regional staff, the Maine Department of Transportation (MaineDOT), the region's transit systems, other PACTS member organizations and all the PACTS standing committees collaborated in the development of this two-year planning work program and budget. The process began in January 2011 and was completed in May 2011 with the adoption of this document by the PACTS Policy Committee. Our transit and municipal members proposed almost all of the consultant studies. Contact PACTS or Greater Portland Council of Governments (GPCOG) staff for more information.

Table 1 on the next page outlines work being done in this UPWP within the SAFETEA-LU Planning Factors developed by the FHWA and FTA. Table 1 shows how we are doing this on a task-by-task basis.

Tables 2, 3 and 4 provide important budget information. Table 2 in Task 5 lists the consultant studies to be funded with FHWA planning funds. Table 3 summarizes the budgets by task by year. Table 4 shows the amounts by funding source by task for the two-year period.

Table 1  
Matrix of SAFETEA-LU Planning Factors

<u>Factors</u>	<u>Task 1</u> <u>Coordination</u> <u>and</u> <u>Administration</u>	<u>Task 2</u> <u>Transportation</u> <u>Improvement</u> <u>Program</u>	<u>Task 3</u> <u>Studies and</u> <u>Long Range</u> <u>Planning</u>	<u>Task 4</u> <u>Travel</u> <u>Demand</u> <u>Model</u>	<u>Task 5</u> <u>Consultant</u> <u>Activities</u>	<u>Task 6</u> <u>COG</u> <u>Support</u> <u>and Admin</u>	<u>Task 7</u> <u>COG Short</u> <u>Range</u> <u>Planning</u>	<u>Task 8</u> <u>COG Long</u> <u>Range</u> <u>System</u> <u>Planning</u>	<u>Task 9</u> <u>COG Long</u> <u>Range</u> <u>Project</u> <u>Planning</u>	<u>Task 10</u> <u>COG</u> <u>Technology</u> <u>Support and</u> <u>Mapping</u>
Support economic vitality of the urbanized area.	X	X	X		X		X	X	X	
Increase safety of transportation system for motorized and non-motorized users.		X			X		X	X		
Increase security of transportation.			X		X		X			
Increase accessibility and mobility options for people and freight.	X	X		X	X		X	X	X	X
Protect and enhance the environment, promote energy conservation and improve quality of life.	X	X			X			X	X	
Enhance integration and connectivity of transportation system, across modes, for people and freight.	X		X	X	X	X	X	X	X	X
Promote efficient system management and operation.	X	X			X	X	X	X	X	X
Emphasize preservation of existing transportation system.	X	X			X		X		X	X

## Public Input

Regional transportation planning and programming in Maine and throughout New England happens within a strong municipal government framework. As such, municipal elected and administrative leaders make many transportation and land use decisions that affect the current and future shape of their local – and our regional – transportation systems. The municipal government leaders work very closely with many local committees composed of local constituents. As such, the municipal leaders and their constituents play a major role in the shape of PACTS planning and programming work.

In addition to responding to direction from our municipal leaders in the development of this UPWP, we reached out to the general public in two specific ways. On January 14, 2011 the Portland Press Herald published a legal advertisement soliciting public comments for this UPWP. On January 19, 2011 PACTS staff sent an e-mail to 150 people on our “interested parties” list seeking public comment. Nine people responded to our solicitation. Here are their comments and our responses.

1. Portland businessman – Four priorities for the region: METRO to buy some new buses, a connection west from the turnpike to the Gorham bypass, commuter bus service on I-295 to Freeport, and high speed tolling.  
Response: METRO will be in receipt of 7 new buses in 2011.  
Phase 1 of the Gorham East-West Corridor Study included analysis of two scenarios for roadway capacity expansion to the west. However, further land use planning and transit expansion are a necessary first step Phase 1 concluded. Phase 2 will further evaluate the necessary land use and transit routes to develop, as well as determine the feasibility of a preferred roadway improvement.  
As for a commuter bus on I-295, a recently completed MaineDOT study called “Portland North Alternative Modes” is due to report out this spring. Commuter bus expansion from Brunswick was a leading recommendation.  
As for high-speed tolling on I-295, it is likely that if tolling were added to the corridor a modern high-speed tolling facility would be a studied alternative.
2. Area resident – Develop a better marketing campaign that will help expand the use of our public bus systems.  
Response: This is included in the FTA portion of the UPWP by GPCOG.
3. Portland resident – Two ideas. Reduce the speed limit on I-295 in order to make it safer and less congested. Also, consider tolls on I-295 north of Portland. Use some of the toll revenues to fund the recommendations in the Portland North Study  
Response on I-295 speed limit idea: PACTS has spoken with MaineDOT Planning staff on the I-295 speed limit idea, and has done some internet research on existing traffic engineering studies on this general concept. We have not added this to our planning work program, and nor has MaineDOT.  
Response on I-295 toll idea: PACTS has included this concept in its 2010 regional transportation plan *Destination Tomorrow*. PACTS will pursue an analysis of this concept, and will reach out to the MaineDOT and Maine Turnpike Authority regarding the possibility of doing such an analysis.

4. Portland resident – Three ideas. Reduce the speed limit on I-295 in order to make it safer and less congested. Create a bus service for commuters from the suburbs and Portland’s neighborhoods. Run a commuter ferry service between South Portland and Portland.  
Response on I-295 speed limit idea: See above.  
Response on bus service idea: Commuter bus service is a component of the Phase 2 Gorham East-West Corridor Study for the western suburbs. The area includes Gorham, Scarborough, South Portland, and Westbrook. Portland will need to be involved as well.  
Response on commuter ferry idea: South Portland is exploring this in their comprehensive planning process. PACTS is not aware if Portland or the Casco Bay Ferry line has seriously considered it. It would require some origin and destination study and cost-benefit analysis.
5. Portland resident – Host a presentation by an MIT professor on the future mobility implications of our aging population.  
Response: This topic is surely a relevant one. The PACTS 2010 Regional Transportation Plan *Destination Tomorrow* documents that our region does not currently have a transportation solution for the growing elderly population. 1 in 4 in Maine will be over 65 by 2035 – Maine will be second only to Florida by 2035 in percentage of its citizens over age 65. This will likely be explored through the HUD grant process.
6. Portland city councilor – Create a regional rail plan to determine the best future use of rail infrastructure in the region.  
Response: The MaineDOT completed a state rail plan in 2010, which included the Greater Portland/PACTS area. No report has been made available yet.  
PACTS began a regional transit visioning study in early 2011, called “Moving Greater Portland...Towards a Transit Focused Region” with the intent of developing a regional plan with appropriate rail infrastructure (including streetcars, light rail, and commuter rail) for the first half of the 21<sup>st</sup> Century.  
A major regional transit planning effort is still needed as called for in the Gorham East-West Feasibility Study Phase 1.
7. UNH Special Projects Director – Create a process whereby the five MPO’s between Portland and Haverhill think of rail/transit corridor improvements in a coordinated fashion.  
Response: PACTS responded directly to the respondent, and talked with Southern Maine Regional Planning Commission (SMRPC) staff about this, but there was little traction in NH, and with SMRPC
8. Westbrook resident – Proposes monorail, maglev trains and a new highway to Connecticut. Long email.  
Response: Given the limited public and private resources available for these projects, this is all highly unlikely. The Amtrak Downeaster is starting a study to reduce travel times to Portland by 20 minutes, down to two hours.
9. Portland businessman – Fix intersection of Marginal Way and Franklin Street.  
Response: This is a focus of the PACTS’ upcoming Franklin Corridor Feasibility Study Phase II, which includes an alternatives analysis and the development of a preferred alternative from the first phase study PACTS funded called Reclaiming Franklin Street. The phase 1 study included

livability and multi-modal considerations, resulting in three alternative scenarios for the corridor. Phase 1 included a public process informing the desired improvements required in the corridor. Once Phase 2 feasibility is complete, the first project is intended to be the Marginal Way and Fox Somerset Street intersections with Marginal Way.

### Staff

The following people will provide the policy, technical and administrative support to accomplish the work outlined in this UPWP.

- Maddy Adams, Support Services Director
- John Duncan, PACTS Director
- Carl Eppich, Transportation Planner
- Jennifer Geaumont, Support Services
- Steven Linnell, GPCOG Senior Transportation Planner
- Myranda McGowen, SMRPC Senior Transportation Planner
- Retta Choate, Support Services
- Paul Niehoff, Senior Transportation Planner
- Caroline Paras, Economic & Community Planner
- Jennifer Puser, Energy and Transit Planner
- Tom Reinauer, SMRPC Transportation Director
- Rebecca Schaffner-Tousignant, Regional Planner
- Donna Tippet, GIS Manager
- Erik West, Website Manager

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

### **OBJECTIVE**

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

### **PREVIOUS WORK**

PACTS transportation planning work is a continuing, comprehensive and coordinated process. As such, many of our recent activities will continue into the 2012/2013 biennium. Here are some highlights of activities in the 2010/2011 biennium:

- Policy and technical work for the Highway Simplification Study, Phase I of the Gorham East-West Corridor Study, the Portland North Small Starts Alternatives Analysis, and several other regionally significant studies led by MaineDOT.
- Development and distribution of a video and a brochure regarding the need for more transportation funding in our region.
- Maintain the PACTS website ([www.pactsplan.org](http://www.pactsplan.org)) and our blog <http://pactsblog.org/blog/>.

Please note that in prior UPWP's the coordination and administration of consultant studies was done under this task. This UPWP shows that work for the next biennium in Task 3.

### **ACTIVITIES**

1. Lead a regional education process related to efforts underway to reduce and control the cost of transportation projects, and the need for more transportation funding. This work will include communication with local and state elected officials, the news media and the general public, as well as collaboration with MaineDOT, the Maine Better Transportation Association, other Maine MPO's, our other state and federal partners, and our PACTS committee members.
2. Participate actively in these studies and stakeholder processes led by GPCOG, the SMRPC, MaineDOT and/or the Turnpike Authority:
  - The Regional Sustainable Development Plan for the KACTS and PACTS regions.
  - Phase II of the Gorham East-West Corridor study.
  - The Central York County Connections Study.
  - Stakeholder process regarding the design for the reconstruction of the Martin's Point Bridge between Falmouth and Portland.
3. Lead the implementation of the recently adopted PACTS regional traffic management system policy regarding traffic signals.

4. Lead the implementation of the 2009 PACTS Regional Bicycle/Pedestrian Plan Update. See details in the Appendix.
5. We will complete a revision to our Public Participation Policy, and make other adjustments to our Title VI Plan per our May 2011 review meeting.
6. Collaborate with other Maine MPO's, the MaineDOT, the Maine DEP and other state and federal agencies in the following efforts:
  - Adjusting to the new geography of the 2010 Portland Urbanized Area.
  - Monitoring of the development of, and then response to, the new federal policies and requirements in the next multi-year Congressional authorization. This work could involve preparation for PACTS as a Transportation Management Area, or preparation for the dissolution of PACTS (based on the bill currently in Congress that would eliminate MPO's that serve urbanized areas under 200,000 population).
  - Preparation for and participation in quarterly Maine Air Quality Conformity Group meetings.
  - Ongoing review of air quality regulations, guidelines, and requirements to determine the impacts on the MPO transportation planning requirements.
  - Quarterly meetings of Maine's MPO's and MaineDOT.
  - Other state policy analysis such as improvements to the MaineDOT administration of state's site law, and a review of urban level of service policy.
7. Work with the Chairs of the Policy, Executive, Technical, Planning and Transit Committees to develop recommendations for consideration by the committees and otherwise support the work of the committees (including the preparation of memoranda and meeting minutes).
8. Reach out to the general public, our committee members and other stakeholders in local government in the following ways:
  - Collaborate with the staff and members of the Portland City Council's Transportation Committee.
  - Periodic news releases regarding transportation policies and studies.
  - Periodic informal gatherings designed to give the public opportunities to learn about and comment on transportation planning work underway in the PACTS region.
  - Public speaking to town and city councils, planning boards, service clubs, chambers of commerce and other interested groups.
  - Maintain the PACTS website ([www.pactsplan.org](http://www.pactsplan.org)) and our blog <http://pactsblog.org/blog/> in order to enhance public access to the work of PACTS and to expand communication using all of today's widely used technologies.
  - Prepare and distribute annual reports each year on transportation issues facing the region and on the accomplishments of PACTS.
  - Participate on the Public Policy Committee of the Chamber of Commerce of the Greater Portland Region, and meet with other business groups that wish to learn about regional transportation issues.

9. Perform these and other administrative functions:

- Monitor program expenses, and provide audit information as required by federal and state agencies.
- Amend this UPWP when necessary.
- Submit quarterly performance reports to the FHWA and MaineDOT.
- Evaluate the PACTS planning process for the purposes of certification and for consistency with the State Implementation Plan for air quality.
- Develop a PACTS Unified Planning Work Program for the FY 2014/2015 biennium.

PRODUCTS

1. More awareness in our region of the need for more transportation funding.
2. Active participation in regional studies led by GPCOG, SMRPC, MaineDOT and the Turnpike Authority.
3. Implementation of the PACTS regional traffic management system policy.
4. Implementation of the 2009 PACTS Regional Bicycle/Pedestrian Plan Update.
5. Revision to our Public Participation Policy and adjustments to our Title VI Plan.
6. Collaboration with MaineDOT, Maine DEP, Maine's MPO's, our other federal and state partners, and others on several policy topics listed above.
7. Monthly PACTS committee meeting recommendations, agendas and minutes.
8. Public outreach as described above.
9. The UPWP administrative functions listed above.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2010 and 2011: \$709,000

Budget for FY 2010 and 2011: \$709,000

Estimated costs for FY 2012 and 2013: \$600,000

Please note that in prior UPWP's the coordination and administration of consultant studies was done under this task. This UPWP shows that work for the next biennium in Task 3. The expense and budget figures above reflect that change.

FUNDING SOURCES

FHWA, MaineDOT and PACTS

## **TASK NO. 2: TRANSPORTATION IMPROVEMENT PROGRAM**

### **OBJECTIVE**

To administer the various aspects of the Transportation Improvement Program process

### **PREVIOUS WORK**

As we have done since 1975, every odd numbered year we adopt a PACTS Transportation Improvement Program (as we did in 2009) for submission to the Federal Transit and Highway Administrations. Every even numbered year we create (as we did in 2010) a list of federally funded projects (with our so-called “MPO Allocation” funds) for the upcoming state biennium. In addition, the PACTS Policy Committee annually decides (as we did in March 2011) how much FTA 5307 funding to allocate to the region’s transit organizations for capital, operations and planning purposes.

In response to changes in federal and state transportation policies and to changes in the membership of PACTS in 2002, a TIP Process Committee has been convened every two years during the past decade to recommend improvements to our TIP project priority setting, project scoping and project monitoring procedures and policies. The adopted changes have been written in our TIP Policies and Procedures document. The last committee completed its work in late 2009, and a new committee is at work in 2011.

In 2008 we completed a PACTS Region Collector Road Assessment Study and incorporated its recommendations for collector road project priority-setting and management processes into our TIP project selection process. In 2010 we updated the study.

In 2008 we submitted project proposals to MaineDOT for consideration for funding under the American Recovery and Reinvestment Act.

Two new PACTS staff responsibilities began in 2010:

- The administration of three-party project agreements – MaineDOT, PACTS and municipalities – for all capital projects funded through the PACTS MPO Allocation set of projects.
- Attendance at kickoff and other public meetings held during the project development process for projects funded via the PACTS MPO Allocation funds.

In 2010 we also began to collaborate with FHWA, MaineDOT and our municipal members in the application of MaineDOT’s Chapter Fifteen, Flexible Design Practices and the design exemption process.

In 2010 the PACTS Policy Committee created a pilot PACTS Credit Program. The program rewards local communities for spending 100% local funds for capital improvements on

arterials and collectors. In April 2011 the Policy Committee voted to continue this successful program for a second year.

In 2011 we initiated and subsequently worked with MaineDOT and the private sector as members of a TIP Project Efficiencies Team. The Team submitted a set of recommendations to the MaineDOT Commissioner in June 2011 shortly after the printing of this UPWP. The recommendations will address the Commissioner's charter to review MPO project prioritization, selection, scoping, engineering and construction delivery of federally funded projects.

### ACTIVITIES

1. Implement the recommendations of the 2011 TIP Project Efficiencies Team referenced above.
2. Administration of the 2011 PACTS Credit Program. Staff will review municipal proposals during the summer of 2011 and make recommendations to the Policy Committee in the fall.
3. Revise the PACTS TIP priority setting process with the TIP Process Committee based on changing circumstances experienced recently in the PACTS process, the results of TIP Project Efficiencies Team, and work on several of the topics below.
4. Continue to collaborate with MaineDOT, FTA and FHWA in the monitoring, amending and administration of projects already funded in the PACTS TIP and the MaineDOT STIP.
5. Prepare an FY 2014 to FY 2016 PACTS Transportation Improvement Program during the summer of 2013 for submission to the Federal Highway and Transit Administrations.
6. Coordinate the enhanced project scoping (EPS) of project proposals for 2014/2015 MPO Allocation funding. Based on the collaboration of PACTS staff with an engineering firm and with MaineDOT staff, our EPS process improves the proposal scope and cost estimates submitted by our municipalities.
7. In 2012 staff and Committee members will also develop the PACTS MPO Allocation projects priority list for inclusion in the MaineDOT 2014/2015 Biennial Capital Work Plan scheduled for distribution in early 2013.
8. Develop proposals for the use of 2014/2015 FHWA Safety funds.

## PRODUCTS

1. Implement the recommendations of the 2011 TIP Project Efficiencies Team.
2. New local project administration function at PACTS.
3. Administration of the 2011 PACTS Credit Program.
4. A 2011 revised PACTS TIP Policies and Procedures document.
5. Continued monitoring and administration of funded PACTS MPO Allocation projects.
6. An FY 2012 to FY 2014 PACTS Transportation Improvement Program.
7. Enhanced project scoping in 2012.
8. PACTS MPO Allocation projects list for the 2014/2015 MaineDOT Biennial Capital Work Plan.
9. Submission to MaineDOT of applications for 2014/2015 FHWA Safety funds.

## AGENCY RESPONSIBILITY

PACTS

## FUNDING

Estimated expenses for FY 2010 and 2011: \$200,000

Budget for FY 2010 and 2011: \$200,000

Estimated costs for FY 2012 and 2013: \$200,000

## FUNDING SOURCES

FHWA, MaineDOT and PACTS municipalities

## **TASK NO. 3: STUDIES AND LONG RANGE PLANNING**

### **OBJECTIVE**

To oversee consultant studies and to implement the PACTS regional transportation plan

### **PREVIOUS WORK**

Coordination and administration of twenty eight studies listed in Task 5 of the 2010/2011 UPWP. Please note that in prior UPWP's the coordination and administration of consultant studies was done under Task 1. This UPWP shows that work for the next biennium in this task.

In 2003 PACTS adopted the award winning *Destination Tomorrow*, the regional transportation plan for our seven-municipality region. In 2006 we adopted an *Update* for our expanded 15-municipality region. Both Plans were major regional planning efforts done in collaboration with our region's public transportation systems, our regional planning organization partners, our federal and state partners, and other stakeholders. In 2011 we adopted our *Update* for 2010.

Development and distribution of a video and a brochure regarding the recommendations in the 2010 Destination Tomorrow Update.

### **ACTIVITIES**

Organize, administer, coordinate and otherwise participate actively in the 25 studies listed in Task 5.

Plan and develop projects for improved, safer intersections for all modes - motor vehicles, and bicycles and pedestrians:

- Portland: Brighton Avenue intersection at the University of Southern Maine
- Old Orchard Beach: Emerson Cummings Blvd and Saco Street
- Scarborough: Route 1 at Dunstan Corner and junction of Payne Road

Prevent further degradation, continue to preserve of regionally important collector roads in good condition.

Expand capacity for aging and special needs population:

- Improve and expand regional transportation options – transit, van/car pool, bicycle and pedestrian
- Build wide accessible, ADA sidewalks and improve and increase access to transit service
- Region-wide recognizable transit signage and accessible, comfortable, and safe shelters

Assist municipalities in creating policies for transit orient development or transit supportive development:

- Adopting land use ordinance language for Gorham, Scarborough, South Portland, Westbrook and Portland

- Corridor plans such as Forest Avenue and Franklin Street in Portland
- Develop high quality pedestrian connections using sidewalks and/or paths
- Portland: Back Bay path to Back Cove path
- Cape Elizabeth: Shore Road Path between Fort Williams and Cape center
- Yarmouth: Route 1 village area signalized crosswalks, connecting Beth Condon path

Northern New England Chapter of the American Planning Association work:

- Disseminate best practices for land use and transportation planning to Maine and Greater Portland in specific
- Participate in Chapter President Councils leadership retreats
- Organize and lead regional annual NNECAPA conferences

## PRODUCTS

Administration of the 25 studies listed in Task 5.

Implement the *Destination Tomorrow* regional transportation plan.

## AGENCY RESPONSIBILITY

PACTS

## FUNDING

Estimated expenses for FY 2010 and 2011: \$70,000

Budget for FY 2010 and 2011: \$185,000

Estimated costs for FY 2012 and 2013: \$185,000

Please note that in prior UPWP's the coordination and administration of consultant studies was done under Task 1. This UPWP shows that work for the next biennium in this task. The expense and budget figures above reflect that change.

## FUNDING SOURCES

FHWA, MaineDOT and PACTS municipalities

## **TASK NO. 4: PACTS TRAVEL DEMAND MODEL**

### **OBJECTIVES**

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

### **PREVIOUS WORK**

MaineDOT, the Turnpike Authority, PACTS staff and consultants have used the PACTS model continuously during the past 25 years for many studies and other purposes, including air quality conformity analyses for the PACTS TIP and the PACTS regional transportation plan. In 2007 PACTS spent \$10,000 to provide the extensive analysis needed by MaineDOT to perform the air conformity analysis for *Destination Tomorrow* in conjunction with the air conformity analysis for the MaineDOT Twenty Year Plan. More recently, MaineDOT and the Turnpike Authority used the model for the I-295 Corridor Study, the Portland North Small Starts analysis, the Gorham Bypass Environmental Assessment and the Gorham East West Corridor Study. During the past biennium we used the model for MaineDOT project traffic diversion analyses, the Falmouth Transportation Plan, the Tri-Community Transportation Plan, the Yarmouth Route One Study Phase III, and for a component of the scoring of municipal proposals for funding under the 2012/2013 biennium PACTS MPO Allocation program.

MaineDOT, the Turnpike Authority and PACTS recently worked with a consulting team to upgrade the model, particularly for use in the Gorham East West Corridor Study and in the 2010 *Update of Destination Tomorrow*. The PACTS travel demand modeling consultant also worked with MaineDOT on enhancements to the PACTS model to provide a capability to forecast growth in AADT and truck traffic.

GPCOG has continuously provided Census and socio-economic data, GIS files and land use information for use by PACTS. In 2008 GPCOG did a regional population forecast for PACTS for an analysis of the likelihood that PACTS will become a TMA in 2012.

### **ACTIVITIES**

1. Collaborate with our model consultant and stakeholders for the studies and planning processes listed in this work program. See the two-page outline of consultant later in this UPWP.
2. Assist the MaineDOT in performing the air conformity analysis for the PACTS FY 2013 to FY 2016 Transportation Improvement Program during the summer of 2011 in conjunction with their air conformity analysis for the MaineDOT STIP.
3. GPCOG, SMRPC and PACTS staff will use ArcView and GIS software.
4. Use of socio-economic, demographic, Census and land use data.

## PRODUCTS

1. Use the model for various studies and planning processes
2. Contribution to the air conformity analysis for the PACTS FY 2014 to FY 2016  
Transportation Improvement Program
3. Applications of GIS technology in PACTS studies.
4. Use of socio-economic, demographic, Census and land use data.

## AGENCY RESPONSIBILITY

### PACTS

## FUNDING

Estimated expenses for FY 2010 and 2011: \$10,000

Budget for FY 2010 and 2011: \$10,000

Estimated costs for FY 2012 and 2013: \$15,459

## FUNDING SOURCES

FHWA and PACTS municipalities

## **TASK 5: 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 consultants began the six “carryover” studies listed in the Activities section below, and completed the following studies:

- Forest Avenue Corridor Study
- Urban transportation policy analysis for the MaineDOT Highway Simplification Study by Maine Tomorrow.
- 2010 Update of the Regional Collector Road Assessment Study
- Eight studies started during the 2008/2009 UPWP
- PACTS Model applications for several studies
- Enhanced project scoping
- The spring 2011 PACTS traffic counting program
- The 2011 Destination Tomorrow video
- Regional Traffic Signal Coordination Study II
- Portland TDM Implementation

### **ACTIVITIES**

See the Appendix for details on the 25 activities under this task, and Table 2 below for a Task 5 summary list of activities and budgets.

The first five activities were not completed within the past two years, and are carried over into this UPWP based on conditions set by MaineDOT in late May 2011.

1. Scarborough Oakhill Pedestrian Plan  
To develop a pedestrian plan for the Oakhill area of Scarborough
2. Southern Maine Transit Coordination  
To assist the transit providers in Southern Maine in assessing the feasibility of consolidating vehicle maintenance facilities, dispatch and administration
3. Transit Bus Route Study  
To conduct a comprehensive analysis and redesign of the region’s public transit service fixed routes, including coordination with other public and private systems and modes.
4. Windham Comprehensive Transportation Study  
To develop a transportation plan for the North Windham commercial area that recommends access management, bicycle and pedestrian amenities, improved landscaping, connections

between retail center parking lots, parallel service roads and means to finance the recommendations.

5. Yarmouth Route One Corridor Study Phase III

To perform a corridor study for the final section of Route 1 in Yarmouth.

*All of the activities described below are new efforts – not carryover.*

6. Biddeford/Saco Wayfinding Study

To conduct a wayfinding study that will address existing shortcomings in the current signage systems in Biddeford and Saco, and provide an updated and unified approach to signage for all user groups in the cities.

7. Gorham East West Corridor Land Use Planning

To provide technical assistance to Portland, Scarborough, South Portland, Westbrook and Gorham to support the regional land use pattern as recommended in the Gorham East West Corridor Phase I Study.

8. GPCOG Planning Services

To collaborate with PACTS staff in bike/ped system and facility planning, land-use-transportation planning and other activities as requested.

9. Maine Clean Communities

To continue to finance the Maine Clean Communities Coordinator's work to promote and implement clean domestically produced alternative fuels and petroleum reduction strategies for fleets throughout the State. This work is also funded with FTA funds.

10. PACTS Model Consultant

To use the PACTS model for several of the PACTS and MaineDOT studies mentioned in this work plan.

11. PACTS Organizational Structure Analysis (added August 2011)

To perform a comprehensive organizational structure analysis, a member satisfaction survey, a comparison with other MPO's, and an analysis of alternatives structures.

12. Portland Brighton/Deering/Falmouth Intersection Study

To evaluate and recommend a solution to better meet the traffic, bicycle, pedestrian and transit access and safety needs at this intersection.

13. Portland Libbytown Traffic Circulation and Streetscape Study

To assess and make recommendations regarding the transportation network, circulation pattern and supporting streetscape within the eastern portion of the Libbytown Neighborhood.

14. Portland Peninsula Vehicular Wayfinding (*added August 2011*)  
To develop a plan to provide a consistent and repetitive information path for the traveling public to find destinations on the Portland peninsula.
15. Regional Aerial Photo Flight  
To contribute to the financing of a regional aerial photo flight
16. Regional Bike/Ped Plan Implementation  
To implement all facets of the PACTS Regional Bike/Pedestrian Plan including education, making connections and developing standards and guidelines and detailed plans where warranted.
17. Regional Bike/Ped Wayfinding and Counts (*added August 2011*)  
To identify high quality longer distance bicycle routes that link key destinations within the region that currently combine on-road bikeway facilities and pathways that would meet the needs of cyclists, and to perform baseline regional counts for bicyclists or pedestrians.
18. Regional Collector and Arterial Studies  
To update the 2010 PACTS Collector Study, to review current ranking parameters, and to assess the region's arterial system's capacity and safety needs.
19. Regional Enhanced Project Scoping  
To provide the necessary technical assistance to produce project proposals adequately scoped for consideration for PACTS funding with 2012/2013 MPO Allocation funds.
20. South Portland Broadway Intersections (*added August 2011*)  
To perform an intersection capacity analysis and an alternatives analysis for possible improvements at the intersections of Broadway with Waterman Drive and Cottage Road.
21. Southern Maine Community College Satellite Parking and Bussing (*added August 2011*)  
To study the potential for shifting numerous trips to and from Southern Maine Community College from Broadway to public transit using satellite parking.
22. Regional Transportation Funding Study  
To do policy research and analysis on urban transportation finance and jurisdictional responsibilities
23. Regional Traffic Signals Management  
To provide the traffic signal engineering services needed to support the PACTS regional traffic management system.
24. 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 update of *Destination Tomorrow*. The first two functions are partially funded with other resources.

25. Windham Impact Fees (*added August 2011*)

To establish a funding system to leverage public and private funds for the improvements identified in the Phase I engineering plan for Route 302 from the White's Bridge Road intersection south to the intersection with Route 35/115.

PRODUCTS

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

AGENCY RESPONSIBILITIES

PACTS and GPCOG

FUNDING

Estimated expenses for FY 2010 and 2011: \$700,000

Budget for FY 2010 and 2011: \$758,459

Estimated costs for FY 2012 and 2013: \$718,772 (includes carry over)

FUNDING SOURCES

FHWA, regional and municipal funds

**Table 2**

**Task 5 Budget Summary**

<b><u>Line Items</u></b>	<b><u>Total Budget</u></b>	<b><u>FHWA PL \$\$</u></b>	<b><u>Match</u></b>	<b><u>Sources Of Match</u></b>
Carryover from 2010/2011 UPWP				
Scarborough Oakhill Pedestrian Plan	\$3,500	\$2,800	\$700	Scarborough
Southern Maine Transit Coordination	\$10,000	\$8,000	\$2,000	Transit Systems
Transit Bus Route Study	\$5,000	\$4,000	\$1,000	GPCOG
Windham Comp. Transpo. Study	\$12,000	\$9,600	\$2,400	Windham
Yarmouth Route One Phase 3	\$5,000	\$4,000	\$1,000	Yarmouth
Carryover Subtotal	\$35,500	\$28,400	\$7,100	
New consultant studies				
Biddeford/Saco Wayfinding	\$30,000	\$24,000	\$6,000	Biddeford and Saco
Gorham East West Land Use Planning	\$50,000	\$40,000	\$10,000	Five municipalities
GPCOG Planning Services	\$30,000	\$24,000	\$6,000	GPCOG
Maine Clean Communities	\$30,000	\$24,000	\$6,000	GPCOG
PACTS Model Consultant	\$40,000	\$32,000	\$8,000	PACTS Assessment
PACTS Organizational Structure Analysis	\$30,000	\$24,000	\$6,000	PACTS Assessment
Portland Brighton/Deering/Falmouth	\$35,000	\$28,000	\$7,000	Portland
Portland Libbytown	\$100,000	\$80,000	\$20,000	Portland
Portland Peninsula Vehicular Wayfinding	\$50,000	\$40,000	\$10,000	Portland
Regional Aerial Flight	\$30,000	\$24,000	\$6,000	PACTS Assessment
Regional Bike/Ped Plan Implementation	\$40,000	\$32,000	\$8,000	PACTS Assessment
Regional Bike/Ped Wayfinding and Counts	\$25,000	\$20,000	\$5,000	PACTS Assessment
Regional Collector and Arterial Studies	\$25,000	\$20,000	\$5,000	PACTS Assessment
Regional Enhanced Project Scoping	\$10,000	\$8,000	\$2,000	Municipalities
Regional Transportation Funding Policy	\$10,000	\$8,000	\$2,000	PACTS Assessment
Regional Traffic Signals Management	\$80,000	\$64,000	\$16,000	Municipalities
South Portland Broadway Intersections	\$7,500	\$6,000	\$1,500	South Portland
SMCC Satellite Parking and Bussing	\$12,000	\$9,600	\$2,400	South Portland
SMRPC Planning Services	\$30,000	\$24,000	\$6,000	SMRPC
Windham Impact Fees	<u>\$18,772</u>	<u>\$15,018</u>	<u>\$3,754</u>	Windham
New Studies Subtotal	\$683,272	\$546,618	\$136,654	
Total of Carryover and New Studies	\$718,772	\$575,018	\$143,754	

## **TASK 6: GPCOG PROGRAM SUPPORT AND ADMINISTRATION**

GPCOG subcontracts with SMRPC for some transit planning tasks in this work plan, particularly projects in the York County PACTS municipalities including Biddeford, Saco and Old Orchard Beach. Both agencies provide staff support to the PACTS Transit Committee and serve on other PACTS Committees.

### **OBJECTIVE**

To provide coordination and consideration of transit and travel demand management measures within the SAFETEA-LU planning process and to ensure effectiveness and accountability in FTA planning activities. To participate in PACTS, MDOT, FHWA 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 SAFETEA-LU 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 Executive Committee, the PACTS process in general 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, Convention and Visitor's Bureau and Maine Transit Association meetings pertinent to public and private transportation and travel demand management in Greater Portland. In FY 2010 and 2011, GPCOG staff attended meetings in various capacities of the Maine Transit Association, GO Maine Advisory Committee, the Maine Clean Communities Steering Committee, Portland Transportation Committee and the Greater Portland ADA Complementary Paratransit Advisory Committee. GPCOG staff also participated on the Governor's Office of Energy Independence and Security Advisory Committee on Transportation Energy Funding, Portland North, Small Starts Study and Gorham East-West Corridor Study 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 2012-2013 ACTIVITIES**

- Provide staff support to PACTS Committees such as meeting agendas, technical and policy memoranda and meeting minutes.
- Prepare the FY 2014-2015 public transportation tasks for incorporation into the multi-modal PACTS Unified Planning Work Program.
- Participate in PACTS Policy, Executive, Technical, Planning, 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:

- ◇ Maine Transit Association
- ◇ GO Maine Advisory Committee
- ◇ Portland Transportation Committee
- ◇ Maine Clean Communities Steering Committee
- ◇ Gorham East-West Corridor Study, Phase II
- ◇ MaineDOT Rail Planning initiatives
- ◇ MDOT and USDOT 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 2014-2015 Planning Work Statement

Coordinated mobility policy with USDOT, MaineDOT, Maine Turnpike Authority, PACTS, Human Service Agencies, MaineDEP, FTA, FHWA, and public and private transportation providers

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

Annual and Quarterly Status Reports for MaineDOT and FHWA.

### AGENCY RESPONSIBILITY

GPCOG

### FUNDING

Estimated expenses for FY 2010 and 2011:	\$125,360
Budget for FY 2010 and 2011:	\$125,360
Carryover estimate:	\$ 0
Estimated costs for FY 2012 and 2013:	\$ 88,000

### FUNDING SOURCES

FTA and municipal funds

## **TASK 7: GPCOG SHORT RANGE TRANSPORTATION PLANNING**

### **BACKGROUND**

Short Range planning includes specific projects for transit providers (5307 funds) and regional short-range pilot projects (5303 funds). In 2002, the PACTS MPO Area changed from seven to 15 municipalities, bringing two additional transit operators and a rail authority into the MPO. The trend continues for most of the Transit Providers to use FTA 5307 funds for operations. METRO and RTP each identified one individual planning task for 2012-2013 using 5307 funds.

### **PREVIOUS WORK**

GPCOG and SMRPC have provided a variety of technical assistance to public and private transportation operators and communities. Examples of work included:

- Traveler Information – Travel Planner, O+D routes across modes, TIDS
- On/Off Passenger Survey for the Greater Portland Transit District (METRO) and the South Portland Bus Service (SPBS).
- CBITD passenger and freight surveys
- METRO Fixed Route Study
- RTP Fixed Route Interface Project
- Regional Sign & Shelter Project

### **PROPOSED FY 2012-2013 ACTIVITIES regional transit projects (5303 Funds)**

#### **PRODUCTS/OUTCOMES:**

Traveler Information – Coordination with MaineDOT 511 and MODES projects, data maintenance for Google Transit on-line travel planner, development and implementation strategy for the implementation of automatic vehicle location (AVL) technology and data feeds into user interfaces. Regional Bus Sign and Shelter Project – Continue to provide technical assistance to the transit providers in the implementation of their STP funded sign and shelter project. Work may include identification and verification of high use stops and significant transfer points for eligibility, coordination of time point data, shelter location, etc.

### **AGENCY RESPONSIBILITY**

GPCOG

#### **FUNDING**

Estimated expenses for FY 2010 and 2011:	\$ 42,980
Budget for FY 2010 and 2011:	\$124,980
Carryover estimate:	\$ 82,000
Estimated costs for FY 2012 and 2013:	\$167,955

#### **FUNDING SOURCES**

FTA and municipal funds

**PROPOSED FY 2012-2013 ACTIVITIES individual transit projects (5307 Funds)**

**PRODUCTS/OUTCOMES:**

Greater Portland METRO On/Off Survey – On-board data collection, data entry and analysis, final report for the biennial FTA requirement.

Regional Transportation Program Shopper Shuttle - provide route and mapping help to RTP that will assist them to expand capacity, increase ridership, and meet more of the transportation needs of older adults and people with mobility issues, especially on the shopper shuttle.

**AGENCY RESPONSIBILITY**

GPCOG

**FUNDING**

Estimated expenses for FY 2010 and 2011:	\$25,250
Budget for FY 2010 and 2011:	\$30,250
Carryover estimate:	\$ 5,000
Estimated costs for FY 2012 and 2013:	\$30,000

**FUNDING SOURCES**

FTA and municipal funds

## **TASK 8: GPCOG LONG RANGE (System) 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**

- 2000 *Greater Portland ITS Regional Architecture Report* (June 00), *Inter-terminal Shuttle* (Dec '00),
- 2001 *Windham Commuter Bus Technical Memorandum* (June 01), *Greater Portland ITS Architecture* (June 01), *Greater Portland Job Access Plan* (June 01), *Bus Rapid Transit Competition* (May 01),
- 2002 *Greater Portland ITS Project Architecture*, METRO route planning, West Falmouth METRO Extension, Portland Transportation Website [www.transportme.org](http://www.transportme.org).
- 2003 *Maine Mall Transit Center implementation and METRO Downtown Transit Center planning*
- 2004 *Bus Rapid Transit/Light Rail Transit Study*, installed 2 TIDS screens at the CVB and Marriott
- 2005 *AVL Pilot for the Portland Explorer*, and assisted MaineDOT with the *Statewide ITS Architecture*
- 2006 *TIDS screens at USM (3) Sheraton Hotel, USM AVL Pilot, 13 new CNG Buses, Fueling Station*
- 2007 *Lakes Region Transit Study, USM Gorham Bus Study, TIDS screen at METRO DTC., PACTS Regional Transit Coordination Study.*
- 2008 *Regional Transit Coordination Study Implementation*
- 2009 *Regional Fare Card, Regional Map and Timetable, Hydrogen Tour Kick-off.*
- 2010 *Published Award winning Regional Transit Guide, held workshops on biofuels, idle reduction technology*
- 2011 *Launched Regional Fare Card, hosted National Alternative Fuel Vehicle Odyssey Day event, Propane Vehicle workshop, Eco-Driving Workshop, acted as resource to transit agencies on alternative fuel vehicles and infrastructure*

### **PROPOSED FY 2012-2013 ACTIVITIES (Long Range System) FTA 5303 Funds**

Continue Transit Coordination Study implementation. Continue administration of Maine Clean Communities program, provide support services for state and federal programs, human services transportation integration.

### **PRODUCTS/OUTCOMES**

Transit Coordination Study Implementation – Continue work on the *Regional Fare Card* including a transfer study to determine baseline and feasibility. Continue Joint Committee meetings with Planning Committee to promote incorporation of *transit planning in the comprehensive plan process* and

inclusion of transit in major land use development. Pursue additional opportunities that promote and enhance transit use and funding through land use decision making, zoning and site plan. Develop and implement a *Regional Branding and Marketing* plan that will enable the success of the Sign & Shelter project in Task 7 as well as other and development of other priority recommendations identified in the study.

Maine Clean Communities – Continue to educate fleet operators and decision makers for the purpose of promoting and deploying alternative fuel vehicles, fuels and other technologies and strategies that reduce dependence on petroleum in transportation.

State and Federal Assistance – Participate in and assist FTA, Maine DOT and other federal and state agencies with initiatives related to education, planning, data collection, policy development and implementation that enhance the goal of improving public transit and ridership.

Transportation/Human Services Planning – Assist regional human services transportation providers in areas including but not limited to: efficient use of resources, demographic analysis, data analysis, funding applications, etc.

### AGENCY RESPONSIBILITY

GPCOG

### FUNDING

Estimated expenses for FY 2010 and 2011:	\$157,221
Budget for FY 2010 and 2011:	\$157,221
Carryover estimate:	\$ 0
Estimated costs for FY 2012 and 2013:	\$198,000

### FUNDING SOURCES

FTA and municipal funds

## **TASK 9: GPCOG LONG RANGE (Project) TRANSPORTATION PLANNING**

### **OBJECTIVE**

To work with public transit providers and municipal planners to execute and/or administer long range planning projects of regional significance

### **PREVIOUS WORK**

- ITS Planning, Automatic Vehicle Location (AVL) – Developed Concept of Operations Plan, RFP, Project Engineering RFQ
- Congress Street Bus Priority Study – Tested the feasibility of Bus priority in the corridor
- Regional Bus Passenger Survey – Conducted passenger surveys for the three fixed-route providers and an on-line survey for Casco Bay Lines riders.

### **PROPOSED FY 2012-2013 ACTIVITIES (Long Range Project) FTA 5303 Funds:**

Projects of regional significance

### **PRODUCTS/OUTCOMES**

Update Regional ITS Architecture – The current Architecture is more than 10 years old. In order to successfully implement Automatic Vehicle Location (AVL) and its many potential user interfaces, as well as other ITS projects that help transit like signal priority, the architecture needs to be brought up to date with current technology and practice.

Regional Transit Authority – Continue to explore the best course of action for consolidation of administration and services that will derive optimum efficiencies while maintaining or improving customer service. This study will build on the findings and recommendations of the Regional Transit Coordination Study, the Gorham East/West Corridor Study and the Southern Maine Regional Transit Coordination Study, Phase I.

Maintenance/Administration Implementation – Develop an implementation plan and complete additional study necessary to carry out the recommendations of the Southern Maine Regional Transit Coordination Study, Phase I.

### **AGENCY RESPONSIBILITY**

GPCOG

### **FUNDING**

Estimated expenses for FY 2010 and 2011:	\$146,311
Budget for FY 2010 and 2011:	\$126,311
Carryover estimate:	\$ 20,000
Estimated costs for FY 2012 and 2013:	\$132,000

## FUNDING SOURCES

FTA and municipal funds

## **TASK 10: GPCOG TECHNOLOGY SUPPORT AND MAPPING**

### OBJECTIVE

To construct and maintain databases, websites, utilize changing technology, and develop maps.

### PREVIOUS WORK

- 2000 GPCOG developed coverages of the METRO and SPBS bus stops in GIS for more accurate data purposes; launched a commuter Website through the RideShare Program; and assisted METRO with information for the installation of two Smart Kiosks.
- 2001 GPCOG developed a Maine/New Hampshire Rail Network map, Route 302 Corridor map database, and developed ITS Architecture using Turbo Architecture Software.
- 2002 GPCOG worked with Portland Officials to develop the TIDS system with interconnected computer monitors, secured ITS funding through MaineDOT for the first TIDS installments.
- 2003 Assisted PACTS with Destination Tomorrow planning efforts involving mapping and forecasting, and developed comprehensive transportation databases.
- 2004 GPCOG provided corridor analysis for 1990 and 2000 Journey to Work Data, developed maps
- 2005 Continued implementing the TIDS Program, and continued work updating the ITS Architecture.
- 2006 Trained RTP dispatchers in GIS using Arc Explorer, digitized fixed route bus stops
- 2007 Trained METRO dispatchers in GIS and TID for DTC start up.
- 2008 Continued implementation of Geographic Information System (GIS) applications and TIDS.
- 2009 Assisted Transit Providers in developing mapping based technologies such as Automatic Vehicle Location (AVL),
- 2010 Assisted PACTS with Destination Tomorrow planning efforts involving mapping and forecasting, and developed comprehensive transportation databases, supported mapping and data component of Regional Transit Guide.
- 2011 Developed new website for Maine Clean Communities, updated and maintained transit section of GPCOG website, maintained and utilized GIS coverages for transit rout planning.

### PROPOSED FY 2012-2013 ACTIVITIES

- Continue analysis and use of Journey to Work and other demographic data from the 2010 Census
- Continued implementation of Geographic Information System (GIS) applications.
- Assist PACTS with Destination Tomorrow planning efforts involving mapping and forecasting, and developed comprehensive transportation databases.
- Maintain Transportation pages for GPCOG, PACTS, GO Maine & Maine Clean Communities.
- Invest in software and tools to get the best use out of GIS.
- Support ITS projects through data management

PRODUCTS/OUTCOMES

Maintain and develop GPCOG and PACTS web sites and pages.  
Data management and development of GIS Maps, technology advances, and updated databases

AGENCY RESPONSIBILITY

GPCOG

FUNDING

Estimated expenses for FY 2010 and 2011:	\$45,000
Budget for FY 2010 and 2011:	\$70,000
Carryover estimate:	\$25,000
Estimated costs for FY 2012 and 2013:	\$73,000

FUNDING SOURCES

FTA and municipal funds

**Table 3****Funding Summaries for FY 2012 and FY 2013**

Tasks	FY 2012						FY 2013			
	2-Year Budget	Fed. Fund	Task Budget	FY 2012 Funding Sources Federal	MDOT	Local*	Task Budget	FY 2013 Funding Sources Federal	MDOT	Local*
1 Coordination/Admin.	\$600,000	PL	\$295,000	\$236,000	\$59,000	\$0	\$305,000	\$244,000	\$61,000	\$0
2 T.I.P.	\$200,000	PL	\$95,000	\$76,000	\$19,000	\$0	\$105,000	\$84,000	\$21,000	\$0
3 Studies + Long Range	\$185,000	PL	\$90,000	\$72,000	\$6,187	\$11,813	\$95,000	\$76,000	\$2,186	\$16,814
4 Travel Demand Model	\$15,459	PL	\$7,000	\$5,600	\$0	\$1,400	\$8,459	\$6,767	\$0	\$1,692
5 Consultant (new)	\$683,272	PL	\$250,000	\$200,000	\$0	\$50,000	\$433,272	\$346,618	\$0	\$86,654
5 Consultant (carryover)	<u>\$35,500</u>	PL	<u>\$35,500</u>	<u>\$28,400</u>	<u>\$0</u>	<u>\$7,100</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<i>PL-related subtotals</i>	\$1,719,231		\$772,500	\$618,000	\$84,187	\$70,313	\$946,731	\$757,385	\$84,186	\$105,160
6 Program Support	\$88,000	5303	\$44,000	\$35,200	\$0	\$8,800	\$44,000	\$35,200	\$0	\$8,800
7 Short Range (5303)	\$167,955	5303	\$92,000	\$73,600	\$0	\$18,400	\$75,955	\$60,764	\$0	\$15,191
7 Short Range (5307)	\$30,000	5307	\$16,000	\$12,800	\$0	\$3,200	\$14,000	\$11,200	\$0	\$2,800
8 Long Range (System)	\$198,000	5303	\$99,000	\$79,200	\$0	\$19,800	\$99,000	\$79,200	\$0	\$19,800
9 Long Range (Project)	\$132,000	5303	\$64,000	\$51,200	\$0	\$12,800	\$68,000	\$54,400	\$0	\$13,600
10 Tech. Support & Maps	<u>\$73,000</u>	5303	<u>\$36,500</u>	<u>\$29,200</u>	<u>\$0</u>	<u>\$7,300</u>	<u>\$36,500</u>	<u>\$29,200</u>	<u>\$0</u>	<u>\$7,300</u>
<i>FTA-related subtotals</i>	\$688,955		\$351,500	\$281,200	\$0	\$70,300	\$337,455	\$269,964	\$0	\$67,491
Total	\$2,408,186		\$1,124,000	\$899,200	\$84,187	\$140,613	\$1,284,186	\$1,027,349	\$84,186	\$172,651

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

**Table 4**

**PACTS Unified Planning Work Program**

**FY 2012/2013 Two-Year Funding Summary Table**

<u>Tasks</u>	<u>FHWA "PL"</u>	<u>FTA 5307</u>	<u>FTA 5303</u>	<u>MDOT</u>	<u>GPCOG</u>	<u>Local</u>	<u>Total</u>	<u>Staff</u>	<u>Consultant</u>	<u>Total</u>
1 Coordination/Admin.	\$480,000	\$0	\$0	\$120,000	\$0	\$0	\$600,000	\$600,000	\$0	\$600,000
2 T.I.P.	\$160,000	\$0	\$0	\$40,000	\$0	\$0	\$200,000	\$200,000	\$0	\$200,000
3 Studies + Long Range	\$148,000	\$0	\$0	\$8,373	\$0	\$28,627	\$185,000	\$185,000	\$0	\$185,000
4 Travel Demand Model	\$12,367	\$0	\$0	\$0	\$0	\$3,092	\$15,459	\$15,459	\$0	\$15,459
5 Consultants (new)	\$546,618	\$0	\$0	\$0	\$12,000	\$124,654	\$683,272	\$0	\$683,272	\$683,272
5 Consultants (carryover)	\$28,400	\$0	\$0	\$0	\$0	\$7,100	\$35,500	\$0	\$35,500	\$35,500
6 Program Support *	\$0	\$0	\$70,400	\$0	\$17,600	\$0	\$88,000	\$88,000	\$0	\$88,000
7 Short Range Planning *	\$0	\$24,000	\$134,364	\$0	\$29,591	\$10,000	\$197,955	\$177,955	\$20,000	\$197,955
8 Long Range (System) *	\$0	\$0	\$158,400	\$0	\$39,600	\$0	\$198,000	\$158,000	\$40,000	\$198,000
9 Long Range (Project) *	\$0	\$0	\$105,600	\$0	\$26,400	\$0	\$132,000	\$92,000	\$40,000	\$132,000
10 Tech Support & Mapping *	\$0	\$0	\$58,400	\$0	\$14,600	\$0	\$73,000	\$73,000	\$0	\$73,000
Total	\$1,375,385	\$24,000	\$527,164	\$168,373	\$139,791	\$173,473	\$2,408,186	\$1,589,414	\$818,772	\$2,408,186

\* Includes carryover. See task narratives for details.

## **Appendix of Consultant Activities in the**

### **PACTS FY 2012/2013 Unified Planning Work Program**

The PACTS Assessment funding noted below is payments assessed of the municipal members of PACTS for the operations of the PACTS planning and administration program.

The first five activities were not completed within the past two years, and are carried over into this UPWP based on conditions set by MaineDOT in late May 2011.

#### **1. Scarborough Oakhill Pedestrian Plan**

##### Objective

This is a transportation study proposed by the Town of Scarborough to study and plan for new sidewalks, crosswalks and other pedestrian amenities in the Oak Hill area of Scarborough. The purpose of this study is to inventory existing sidewalks, crosswalks and trails in and around Oak Hill; examine and analyze existing and future residential, mixed use, commercial, and civic uses and development in the area; and identify the key locations for new sidewalks, crosswalks, trails, and future mass transit stops in order to make Oak Hill a more walk-able, pedestrian-friendly center for the community.

Oak Hill is Scarborough's town center and includes our public school campus, town hall, public safety building, a shopping center, and a wide range of other commercial development. Oak Hill also includes a variety of residential uses, including multi-family apartments, senior housing, and single-family neighborhoods. In addition to these existing land uses, the new Town and Village Centers zoning is intended to further Oak Hill's form and function as Scarborough's center and shape the area into a more compact, dense, and walk-able area that will also become more conducive to mass transit.

Despite the level of development in this area and the zoning in place, the sidewalk network in and around Oak Hill is both limited and scattered. Sidewalks exist on one side of Route One with occasional crossings and are along a few other roadways, but are generally lacking in and around Oak Hill and do not provide for a truly walk-able, pedestrian-friendly town center. Given this, the current Town and State transportation infrastructure in and around Oak Hill does not connect and correspond with our zoning and land use goals.

In order for Oak Hill to function as a multi-modal town center and fulfill the transportation-land use connection, it is critical for the community to study, plan and implement sidewalk, crosswalk and other pedestrian improvements to make this area walk-able and safe for pedestrians. In addition, studying and then implementing pedestrian improvements will provide some traffic relief on the existing roadways and intersections in Oak Hill as more residents and visitors take advantage of a pedestrian environment and walk from place to place. Further, establishing a comprehensive pedestrian network can be the foundation for future mass transit stops and connections to other areas of Scarborough and the greater region.

## Previous Work

The Town of Scarborough has done a variety of transportation and land use studies in this fast growing section of Scarborough during the past 20 years. In 2006 the Town completed an Oak Hill Traffic Plan. The Town also completed a town-wide transportation plan two years before that.

## Activities

1. Establish study committee
2. Inventory and map existing sidewalk infrastructure, crosswalks, and trails, and analyze the current conditions of this infrastructure
3. Inventory and map existing development and future areas for development to identify neighborhoods, businesses and activity centers that should be served by sidewalks and pedestrian connections
4. Analyze inventories and maps, to identify priority areas, roadways and locations that warrant sidewalks, crosswalks or trails
5. Identify and plan for appropriate locations for mass transit stops
6. Identify funding mechanisms/sources
7. Establish preliminary recommendations
8. Present preliminary recommendations and receive feedback
9. Review feedback and make adjustments
10. Finalize recommendations and plan

## Products

A Scarborough Oakhill Pedestrian Plan

## Agency Responsibilities

PACTS

## Funding

Estimated expenses for FY 2010 and 2011:	\$36,500
Budget for FY 2010 and 2011:	\$40,000
Estimated costs for FY 2012 and 2013:	\$ 3,500

## Funding Sources

FHWA and Scarborough

## 2. Southern Maine Transit Coordination

### Objective

The purpose is to conduct a cost/benefit analysis of consolidating transit vehicle maintenance, dispatch, and administration for the ShuttleBus, South Portland Bus Service (SPBS) and the Regional Transportation Program, and having those functions conducted at a central location within the region.

### Previous Work

The effort will serve as another direct implementation task that has been included in two important and recently completed PACTS studies. In 2007, all the transit providers in the PACTS region participated in and completed the Regional Transit Coordination Study. The goal of the study was to identify opportunities to increase efficiency of transit operations within Greater Portland and to work toward the development of one regional transportation system. Several recommendations point to the need for the proposed study:

- Control expenses and improve efficiency by exploring the coordination and/or consolidation of operational systems
- Explore opportunities for common branding of service
- Explore options for shared maintenance facilities

In 2007, the ShuttleBus and SPBS hired a consultant to conduct a joint study – The Saco Bay Transit Study. This study consisted of a comprehensive examination of the local transit market, existing services, and the development and evaluation of service improvement alternatives. It also included several recommendations to coordinate the two services better in the future, including:

- Operate both services under the same name.
- Renumber/rename routes using the same conventions for both SPBS and Shuttlebus routes.
- Develop a combined system map.
- Use same format/design for schedules.

### Activities

- Conduct inventory of current facility and maintenance costs for both services, and any savings that could be realized if consolidation took place
- Working with the Town of Scarborough, gather information regarding the current public works maintenance facility including:
  - Available and future vehicle maintenance space and storage space
  - Building layout and future expansion capabilities
  - Communication equipment
  - Available current and future office space
- Work with the ShuttleBus and SPBS to analyze existing and future requirements and costs for capital maintenance needs

- Develop preliminary cost estimates for the following:
  - Inventory of current facility and maintenance costs for both services
  - Rent (including share of utilities if applicable)
  - Fixed costs (office equipment, phone system, dispatch needs, etc.)
  - Folding maintenance into existing facility (labor, parts, fuel, etc.)
  - Administration/dispatch for transit services – possibly at the same facility as maintenance, but also could be a separate location
  - Allocation of costs and revenues between agencies
  - Employee impacts
  - Current Federal obligations and/or debt for buildings or equipment

Products

A final report regarding the cost/benefit analysis of consolidating transit vehicle maintenance, dispatch, and administration for the ShuttleBus, South Portland Bus Service and the Regional Transportation Program

Agency Responsibilities

FACTS

Funding

Estimated expenses for FY 2010 and 2011:	\$20,000
Budget for FY 2010 and 2011:	\$30,000
Estimated costs for FY 2012 and 2013:	\$10,000

Funding Sources

FHWA and Transit Systems

**3. Transit Bus Route Study**

Objective

To recommend changes to the METRO, South Portland, and Shuttlebus fixed route bus systems that would improve connections with each other, train and ferry service, increase ridership and optimize the number and alignment of the bus routes. To integrate elements of the *Portland Peninsula Transit Study*, the *Saco Bay Transit Study*, and the *Regional Coordination Study*.

Previous Work

The studies referenced above will inform the work of this study.

## Activities

1. Study Committee –GPCOG and SMRPC will meet regularly with and work with representatives of each of the three fixed route bus transit providers.
2. Advisory Committee – Comprised of a diverse group of interested people including members of the Coordination Study, businesses, political leaders and the PACTS Transit Committee - the Advisory Committee will hear presentations from GPCOG and SMRPC during the beginning, middle and end of the study at the discretion of the Committee chairman.
3. Existing Systems – GPCOG and SMRPC will inventory existing transit routes, fares, capital assets and budgets. Build on the work in the *Regional Coordination Study*
4. Analysis
  - a. Analysis of current routes: which routes have the most ridership/revenue? Which routes need to be re-visited? Which activity centers and key destinations are the most important for transit ridership? How can the system best serve customers? Which routes have trouble with on-time performance? Are routes missing a densely populated market (employment/housing)?
  - b. How should the three systems interface - At the Portland Transportation Center? At the Maine Mall? On the Peninsula? Other?
  - c. Where are the opportunities for additional park and ride lots?
  - d. Do the current headways allow for convenient transfers and easy and timely access to destinations?
  - e. Are transit providers cognizant and able to disseminate other transit options to customers?
  - f. Evaluate schedules and transit operator’s website for ease of use by customer
  - g. Evaluate transit provider’s ability to market service
5. School Transportation. Work with GPCOG, METRO and School Officials on how the fixed route bus system can better augment school bus service to Middle and High schools.
6. Opportunities for increased frequency and expansion of service
7. Develop route design alternatives
8. Develop proposed schedules for new and altered routes
9. Financial Analysis. Working within the existing and proposed funding scenarios for the PACTS area transit providers, recommend funding strategies to support study recommendations.
10. Capital Improvements. Identify a prioritized list of capital assets to support the study recommendations. How many new buses are needed? Shelters?
11. Public Outreach. GPCOG and SMRPC will conduct outreach during the study, including regular updates to municipal officials and other stakeholders and public meetings.
12. Timeline and Budget. To be determined by final scope.
13. Bicycle/Pedestrian Studies. Integrate

## Products

A report that summarizes the study purpose, process and recommendations

## Agency Responsibilities

GPCOG

### Funding

Estimated expenses for FY 2010 and 2011:	\$20,000
Budget for FY 2010 and 2011:	\$25,000
Estimated costs for FY 2012 and 2013:	\$ 5,000

### Funding Sources

FHWA and GPCOG

## **4. Windham Comprehensive Transportation Study**

### Objective

The Town of Windham is seeking to build upon its previous efforts by undertaking a comprehensive study to redevelop the existing infrastructure and guide future transportation investments. Anyone who has traveled Route 302 through the North Windham commercial corridor is familiar with the traffic issues between the intersections of Route 35/115 and White's Bridge Road. For the uninitiated, they include high crash locations, a total lack of access management, little or no provisions for through traffic or freight movement, and insufficient bicycle and pedestrian facilities.

The study will strive to accomplish the following:

- Incorporate concepts from the "Complete Street" movement. This includes access management, new bicycle and pedestrian amenities, and improved landscaping.
- Balance the dual function of Route 302 as both an inter-state travel corridor and a local commercial and industrial center.
- Develop an integrated transportation system that coordinates the use of parallel service roads and connections between retail center parking lots.
- Identify funding sources and guide future public and private investments in transportation improvements.

### Previous Work

The Town, PACTS and MaineDOT have done several studies in this regional commercial hub during the past ten years. MaineDOT, the Town and developers have made a series of capital improvements during this time. A variety of efforts have also been made to provide connections between parking lots and to develop a lateral road system.

## Activities

The Town anticipates obtaining the services of a consultant team that has experience with Complete Streets concepts. This includes transportation planning and visioning, traffic engineering, and landscape architecture.

In general, the study will be conducted over a one year period using the following methodology:

1. Define Scope of Project
2. Develop a List of Potential Committee Members – by role in community
3. Council Approval of project scope and committee membership
4. Committee Formation
5. Council Approval of Committee Membership
6. Committee Project Kick-off Meeting
7. RFP Process
8. Initial Committee Meeting with Consultant Team
  - a. Discussion of project scope, process and expectations
  - b. Discussion of initial public meetings
9. Existing Conditions Data Collection and Analysis
  - a. Committee Meetings to Discuss Information
  - b. Op-Ed Articles with Analysis
10. Public Forum/Meetings
  - a. Public Forum: Use of surveys, maps and other interactive tools to a) present data collection and analysis, and b) solicit the public's input on the current issues and vision for the future of N. Windham.
  - b. Meetings with selected community organizations
11. Visioning Process
  - a. Series of Committee Meetings to Discuss and Decide upon Options Presented by Staff and Consultants
12. Public Meetings
  - a. Presentation of Committee's findings and vision to the public and selected community organizations.
13. Committee Meeting(s) to Incorporate Public Comment
14. Committee Approval of Recommended Plan
15. Recommend Plan for Adoption by the Town Council

## Products

A comprehensive transportation plan for North Windham designed to guide future transportation investments.

## Agency Responsibilities

PACTS

## Funding

Estimated expenses for FY 2010 and 2011:	\$28,000
Budget for FY 2010 and 2011:	\$40,000
Estimated costs for FY 2012 and 2013:	\$12,000

## Funding Sources

FHWA and Windham

## **5. Yarmouth Route One Phase 3**

### Objective

To perform a corridor study for the last 1.3 mile segment section of Route 1 in Yarmouth

### Previous Work

Phase I and II corridor studies of Route 1 completed in 2005 and 2009

### Activities

The proposed concept plan for the segment will address all traffic, access, safety and land-use issues associated with the corridor including the following:

- **Traffic:** Existing traffic studies, accident data, traffic signal phasing (2) should be reviewed and updated to provide 20 year projections. Portions of the road are divided and portions are not. Through lane and turning lanes may be better aligned.
- **Access Management:** commercial properties have multiple accesses on a multi-purpose highway. Multiple access points for abutting commercial areas are incompatible with improved corridor mobility, leading to potential for more accidents as volume increases. There are opportunities for adjusting vehicle access among the properties and onto or off-of adjacent roads that should be improved.
- **Vehicle Safety:** Through-traffic speed is high and the posted 40 mph speed limit is frequently ignored (despite aggressive enforcement against speeders). There is one traffic signal at Portland Street that crosses at an acute angle with difficult left turning movements for Portland St. traffic.
- **Pedestrian Access:** The Town completed construction of a bicycle-pedestrian path on Rte 1 northerly of Portland Street intersection that is an extension of the East Coast greenbelt. The study should include the preferred location extending southerly.
- **Pedestrian Safety:** There are limited crosswalks across Rte 1. Crossings at Portland Street and Rite-Aid are wide and uninviting.

- Land Use: Adjacent properties have immediate development potential and need guidance to ensure consistency with MDOT and Town Rte 1 design guidelines.
- Zoning: Existing zoning for properties abutting the segment and on connecting streets encourages strip commercial development next to residences, which may not be the best land use of the area. Land use an zoning needs to be consistent with Destination Tomorrow principals, regional “smart-growth” priorities and Town Comprehensive Plan.
- Regional plans include Commuter Bus/Rail service (with a yet-to-be located railway station) and the MDOT Rte 295 Corridor Study is nearly complete. A major realignment of I-295 Exit 15 is planned for 2010-2011. The optimal Rte 1 corridor plan should be consistent with these plans.

Products

A feasibility study final report that includes:

- A traffic volume and circulation update with 20 year projections.
- A conceptual design of the segment with cost estimates.
  - The design will correct current traffic flow deficiencies and prepare for future growth that is consistent with MDOT standards and regional plans and priorities.
  - The conceptual design will also provide the basis for detailed design and construction as funds become available (from PACTS, MDOT, and or private development)
- A review of land uses and zoning on abutting properties and recommendations for zoning changes. Study area will be extended onto Bridge Street to Main Street and related impacts on Yarmouth village (Main St) will be evaluated using supplemental funds available for the purpose.

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2010 and 2011:	\$35,000
Budget for FY 2010 and 2011:	\$40,000
Estimated costs for FY 2012 and 2013:	\$ 5,000

Funding Sources

FHWA and Yarmouth

*All of the activities described below are new efforts – not carryover.*

## **6. Biddeford/Saco Wayfinding**

### Objective

To conduct a wayfinding study that will address existing shortcomings in the current signage systems in Biddeford and Saco, and provide an updated and unified approach to signage for all user groups in the cities.

The cities of Saco and Biddeford are striving to assert themselves as viable communities in the 21<sup>st</sup> century. Significant investment is occurring in each downtown, mill renovations are ongoing within the Biddeford-Saco Mills Historic District, and Riverfront Community Development Bond grants are resulting in access and aesthetic improvements to both downtowns. However, gateway signs are dated and missing from primary entry points to each city, and wayfinding signage for motorists, pedestrians and bicyclists is lacking in both downtowns. Furthermore, the current signage system that each city employs is fragmented and inconsistent, with no effort made to date to approach signage needs on a cooperative basis.

Signage is a critically important infrastructure improvement that can enhance the appearance of a community and signal visitors and residents alike that their arrival has been anticipated and that they are welcome. Signage can be viewed as a finishing touch in a community that may have much going for it – an attractive appearance, desirable destinations, a vital downtown, and cultural and recreational opportunities – and present appropriate graphic direction and guidance so that visitors may find the sites, shops, restaurants and other amenities that are uniquely its own.

The purpose of the effort is to address existing shortcomings in the current signage systems in Saco and Biddeford and provide an updated and unified approach to signage for all user groups in the cities. Funding would be utilized to procure the services of a qualified consulting firm charged with surveying existing conditions, developing a unified approach to wayfinding signage, and assisting the cities in implementing a cohesive wayfinding signage system.

### Previous Work

Conducting a Saco and Biddeford Wayfinding Study is a priority identified by the 2010 *Tri-Community Transportation Plan for Saco, Biddeford and Old Orchard Beach*. The Plan cites the need to "provide coordinated parking and wayfinding signage for the tri-community area..." and notes that "Saco does not have wayfinding signage for downtown (parking) lots." The Plan considers many other transportation issues including job growth, Park and Ride facilities existing and proposed, the possibility of a parking garage in Biddeford, and increased emphasis on public transit. The Wayfinding Study is an important primary step that would involve and impact each of these other critical transportation issues, as well as a number of additional recommendations of the Plan.

In general, the Cities believe that seasonal and year-round visitation is currently at appropriate and manageable levels. The issue at hand is to provide residents and visitors alike with adequate guidance to fully explore York County's primary service center communities via a cohesive wayfinding plan.

### Activities

- Review existing signage in downtown Saco and Biddeford, nearby commercial districts, and major connector and arterial roads that lead to the downtowns, including but not limited to U.S. Route One, state routes 111, 112, 5, 9, 208 and 117.
- Review the Cities' downtowns, riverfronts, and commercial districts in order to achieve an understanding of historic and cultural backgrounds.
- Identify and inventory key landmarks, cultural attractions, municipal and recreational facilities and other destinations in each of the downtowns.
- Review local, state and federal sign standards in order to ensure compliance with same.
- Survey and evaluate existing transportation modes for traveling to, from and within Saco and Biddeford, including but not limited to motor vehicle, Amtrak, the Biddeford-Saco-Old Orchard Beach Transit system, bicycle, pedestrian and water-based travel.
- Conduct at least two public meetings in order to, a) introduce members of the public and the business community to the study, its goals, and to identify community priorities, and, b) seek input on the draft study prior to finalizing.
- Create an effective wayfinding plan for guiding all user groups to destinations in the downtowns, along the riverfronts, and in the commercial districts.
- Ensure that the wayfinding plan addresses identified needs, complements existing signage infrastructure in each city, specifies proposed sign locations, and includes, a) motorist and pedestrian directional signs, b) City gateway signs, and, c) informational kiosks.

### Products

- A written report outlining the process and methodology utilized, findings, and recommendations for a unified wayfinding system for the Cities of Saco and Biddeford;
- Map(s) of the study area specifying proposed destinations and wayfinding sign locations;
- Conceptual signage graphics.

### Agency Responsibilities

FACTS

### Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$30,000

### Funding Sources

FHWA, Biddeford and Saco

## 7. Gorham East-West Land Use Planning

### Objective

The Gorham Corridor Phase I Study determined that transportation solutions alone will not be sufficient to manage the traffic growth and congestion that will occur in this region. In order to support future growth and economic viability, municipalities must consider adapting a land use pattern that supports a more efficient way for residents to travel to jobs and services. Only in this way can the public investment in new transportation infrastructure be protected and maximized. This recommended land use pattern builds on recent land use changes already evolving in Gorham, Scarborough, South Portland, Westbrook, and other communities such as Standish, Windham and Portland.

### Previous Work

The Gorham East West Corridor Phase I Study recommends that funding be made available as part of Phase II to participating communities for technical assistance in developing land use policies, identifying and defining growth areas, preparing technical materials such as guidance ordinances, and other related land use efforts. The intent is that MaineDOT, the Turnpike Authority and PACTS help to finance these land use effort in those six-plus municipalities.

### Activities

The following describes examples of the technical assistance tasks that will be undertaken for Gorham, Portland, Scarborough, South Portland and Westbrook. *The final scope of work will be developed during the summer and fall of 2011 by the municipalities, PACTS, GPCOG, the Turnpike Authority and MaineDOT.*

1. Designate future growth areas and parameters where the majority of future residential and commercial growth can be directed. With streamlined permitting and appropriate amenities, these areas will be highly attractive to developers and give each municipality a competitive edge. Increasing density in these areas will also make these areas affordable and attractive to new residents, and from a transportation perspective, placing jobs and housing in closer proximity will reduce travel distance for many. This action will conversely deflect growth from other, more rural areas, and maintain communities' rural character for a longer period of time. Task will be for communities to amend and update comprehensive plans to identify these future growth areas.
2. Zone and design these growth areas to include transportation choice by including a denser combination of combined residential and commercial development. This density will support and increase opportunities for transit service between major growth areas. It will also act to keep some level of vehicles off existing commuter arterials and town connector roads, as residents will naturally avail themselves of jobs and services closer to home. Task will include preparation and amendment of local zoning and ordinances to design to support recommended land use pattern.

3. Evaluate and develop fiscal tools, such as Transit-Oriented Development TIFs, to make development in the growth areas more attractive and generate municipal revenue that will help pay for transit, including operating expenses. Task will be for communities to evaluate plausibility of Transit TIF's to support identified growth areas.
4. Evaluate and Determine Feasibility and Mechanics of Regional Transfer of Development Rights program will be developed in conjunction with the communities. The program allows landowners in areas with lower-density zoning to sell a portion or all of their land's development rights to developers who are building projects in high-density growth areas. Task will be for communities to detail the feasibility and mechanics of a proposed TDR program or an appropriate variation of, including the types of standards, agreements, fiscal considerations, and actions that would needed to put such a program in place.
5. Develop model ordinance provisions to aid communities in leveling the development playing field. This means that no municipality can develop community-specific incentives to attract development that would be destructive to the goals of the regional transportation system. Task will be to work with the participating communities to develop these model ordinance provisions.

#### Products

1. Future growth areas identified in updated comprehensive plans
2. Amendments of local zoning and ordinances to design to support recommended land use patterns
3. Transit-Oriented Development TIF recommendations
4. Regional Transfer of Development Rights program recommendations
5. Model ordinance provisions

#### Agency Responsibilities

FACTS

#### Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$50,000

#### Funding Sources

FHWA, Westbrook, Portland, Scarborough, Gorham and South Portland

## 8. GPCOG Planning Services

### Objective

To collaborate with PACTS staff in bike/ped system and facility planning, land-use-transportation planning and other activities as requested.

### Previous Work

GPCOG has provided this service to PACTS since 2003. This work is in addition to the support staff, mapping and website management services provided to PACTS staff and committees by GPCOG staff (and funded in Tasks 1 to 4 in this UPWP). GPCOG staff did the following planning work for PACTS within this budget during the past biennium:

- Collaborated with MaineDOT in organizing a regional meeting of traffic incident management personnel.
- Provided update of demographic data and long range forecast for Destination Tomorrow, and prepared charts for Chapter 3.
- Provided input, coordination and review for PACTS staff of population, housing, employment projections for the Gorham East West Study.
- Prepared for and participated in Destination Tomorrow regional plan update advisory committee meetings.
- Provided mapping and graphics services for 20 PACTS staff requests
- Coordination/exploration of the feasibility of a regional aerial orthophoto project
- Technical assistance for the PACTS website, 2010 PACTS video and ftp site
- Created PACTS Blog website - <http://pactsblog.org/blog/>.
- Created PACTS YouTube account
- Advised with the creation of MaineTransit.org website, and renewal of maintransit.org and .com domains, and created Analytics acct and added code to main site, blog and supplied code for Maintransit.org site.
- Posted PACTS reports on the PACTS website.
- Researched and purchased, along with Go Maine, a bicycle helmet camera to use to support bicycle infrastructure projects.
- PACTS staff training in Wordpress and discussion of best practices and management.

### Activities

Similar to the services described above, GPCOG will provide to PACTS staff upon request the following:

- Demographic data analysis relative to the 2010 U. S. Census results due in 2011 and 2012, and American Community Survey
- Mapping and graphics services
- Technical assistance for the PACTS website, blog and other telecommunications functions.
- Other services, as requested by PACTS staff.

### Products

Staff support and technical assistance as described above.

### Agency Responsibilities

GPCOG

### Funding

Estimated expenses for FY 2010 and 2011: \$32,500

Budget for FY 2010 and 2011: \$32,500

Estimated costs for FY 2012 and 2013: \$30,000

### Funding Sources

FHWA and GPCOG

## **9. Maine Clean Communities**

### Objective

To continue to finance the Maine Clean Communities Coordinator's work to promote and implement clean domestically produced alternative fuels and petroleum reduction strategies for fleets throughout the State. This work is also funded with FTA and DOE funds.

### Previous Work

Maine Clean Communities (MC<sup>2</sup>) has been a designated Clean Cities Coalition for more than 13 years. MC<sup>2</sup> has played a major role in developing propane, biodiesel and compressed natural gas infrastructure in the state. The Coalition has also been integral in the formation of the METRO CNG fleet and assisting METRO's staff and Board in making decisions to move forward with CNG. In 2008 Maine Clean Communities partnered with Granite State Clean Cities Coalition to host a full-day natural gas vehicle workshop that was attended by more than 75 people, one-third of whom were from Maine. The Coalition is frequently called upon for its expertise in the area of alternative fuels and vehicles. Here are some highlights of the work done during the 2010/2011 biennium:

- Co-Sponsored Ribbon Cutting to Inaugurate the Opening of Maine Standard Bio-Fuel – Attended by the Governor
- Co-hosted [“The Compelling Case for Natural Gas Vehicles \(NGVs\)”](#)
- Co-hosted National AFV Day Odyssey with SMCC – featuring twenty alternative fuel and advanced technology vehicles were on display. Booths and talks raised awareness on the Northeast Low Carbon Fuel Standard, biodiesel, carpooling and vanpooling, and idle reduction technology.
- Conducted two annual Fleet Surveys
- Held nine Stakeholder meetings
- Increased the number of Stakeholders by 25%

## Activities and Products

- Propane Workshop(s)
- EcoDriving Workshops
- Develop Strategic Planning/Feasibility Study for Electric Vehicle and Charging Infrastructure Implementation
- Natural Gas Vehicle Workshop(s)
- Conduct 20 targeted fleet outreach visits with technical assistance follow-up
- Conduct two annual Fleet Surveys
- Hold minimum of four Stakeholder meetings
- Launch new website that is more user-friendly and searchable

## Agency Responsibilities

GPCOG

## Funding

Estimated expenses for FY 2010 and 2011: \$30,000

Budget for FY 2010 and 2011: \$30,000

Estimated costs for FY 2012 and 2013: \$30,000

## Funding Sources

FHWA and GPCOG

## **10. PACTS Model Consultant**

### Objective

To use the PACTS model for several of the PACTS and MaineDOT studies mentioned in this work plan.

### Previous Work

Examples of outputs of the PACTS travel demand model (for current and future conditions) are peak hour traffic volumes on existing and proposed roads, mode split percentages, simulated origins and destinations of trips made on selected sections of roads, and regional vehicle miles of travel and regional vehicle hours of travel. During the current biennium our consultant produced these outputs for the following studies:

- Update of Destination Tomorrow regional transportation plan, including the required air quality conformity analysis
- Tri-Community Transportation Plan
- Windham Comprehensive Transportation Study
- Yarmouth Route One Corridor Study Phase III
- Portland Forest Avenue Land Use and Transportation Plan
- Air quality conformity analysis for the FY 2010-2013 PACTS Transportation Improvement Program

- The “future growth” inputs to our PACTS Roadway Formula scoring of proposals for FY 2012/2013 TIP proposals
- Special requests from MaineDOT and the Turnpike Authority – such as the estimated diversion of traffic during construction of the Veterans Bridge and other construction projects in our region.
- Gorham East-West Corridor Study
- Assisted PACTS staff in organizing our Spring 2011 regional traffic count program.

Note that during the past three years PACTS, the Turnpike Authority and the MaineDOT jointly paid for a series of enhancements to the Model. The latest enhancements (completed in January 2011) are the creation of a daily version of the Model, and a truck travel simulation component in the Model. We paid for this work under a different budget. Note also that MaineDOT and the Turnpike Authority paid consultants during this biennium to use the Model for the Gorham East West Corridor Study and for the Portland North Alternative Modes Study.

### Activities

During this two-year period we expect to use the PACTS model for:

- New PACTS studies that we fund this spring – such as update the Regional Collector Road Study and potentially add an Arterial assessment component to the update
- Air quality conformity analysis for the FY 2012-2015 PACTS Transportation Improvement Program
- The “future growth” inputs to our PACTS Roadway Formula scoring of proposals for FY 2014/2015 TIP proposals
- It is also likely that the GPCOG/SMRPC regional sustainable development plan development process will require use of the PACTS Model. We will collectively develop a scope and budget for that work during the coming year, and decide how the work gets paid for.
- Updates to the Model based on “journey to work” data and other data from 2010 U. S. Census (delivery expected in 2012). Here is an outline of the work involved:
  - Compile 2010 Census and American Community Survey demographic data for population, households, and household vehicle availability and update TAZ data accordingly
  - Update stratification of household size by number of vehicles available used in model
  - Compile the most recent American Community Survey data on work trip mode choice and journey to work and use this information to update mode choice and trip distribution parameters in PACTS travel demand model
  - Compare American Community Survey information on average commute times to model data for home-based work trips

- Compile employment information for the year 2010 from the Maine Department of Labor and allocate to the model TAZ structure
- Review and update characteristics in the roadway and transit networks for the year 2010
- Assist in the development of updated forecasts for all TAZ demographics and employment data
- Review and update roadway and transit characteristics to be included in future base transportation systems
- Review and update the current and future year TAZ pedestrian environment factors
- Review the TAZ system and compare it to the 2010 census geographic areas
- Compile traffic count information and update to a year 2010 calibration and count database
- Update external-external and external-internal traffic volumes for 2010
- Compile information on current through travel patterns in Greater Portland; continue to refine how model reflects splits between I-95 and I-295
- Compile information on EZPass travel characteristics in model area and incorporate as a distinct trip table

#### Products

PACTS travel demand model outputs for the activities listed above, including peak hour traffic volumes, select link analyses, regional VMT and VHT amounts and mode split analyses.

#### Agency Responsibilities

PACTS

#### Funding

Estimated expenses for FY 2010 and 2011: \$36,500

Budget for FY 2010 and 2011: \$36,500

Estimated costs for FY 2012 and 2013: \$40,000

#### Funding Sources

FHWA, PACTS Assessments and Municipalities

### **11. PACTS Organizational Structure Analysis (added August 2011)**

#### Objective

To perform a comprehensive organizational structure analysis, a member satisfaction survey, a comparison with other MPO's, and an analysis of alternatives structures.

## Previous Work

PACTS did similar work in 1995 and 2008.

## Activities

The analysis will include, but not be limited to:

- PACTS organizational analysis (review of current operations, structure, efficiencies, staffing, workload, methodologies, etc)
- Benchmarking and/or comparative analysis with similar MPO agencies (reviewing cost efficiency, budget, productivity, organizational structure, operational procedures, member satisfaction, etc)
- Member satisfaction survey (value of services received in the region and by community, expectations, customer service, efficiency, performance, relations with other agencies and entities, etc)
- Cost benefit analysis of alternative structures:
  - Staffing and consulting structure
  - Privatization
  - Consolidation with other nearby MPO
  - Alternative means of funding distribution (ie – State distribution directly to communities)
  - Advantages, disadvantages of keeping current structure or modifying structure

## Products

Recommendations that could improve, if deemed necessary: member satisfaction/value; efficiency and productivity, project management; process; communication; regional impact; improved transportation systems; and administration.

## Agency Responsibilities

PACTS

## Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$30,000

## Funding Sources

FHWA and PACTS Assessments

## **12. Portland Brighton/Deering/Falmouth Intersection**

### Objective

This study will look at the complex 6-legged intersection of Brighton Avenue-Deering Avenue-Falmouth Street at the USM campus. The study will evaluate different intersection configurations to better meet traffic, bicycle, pedestrian, and transit access and safety needs. USM contributed \$250,000 towards traffic improvements at this intersection. These funds expire on June 1, 2014; therefore, it is important to develop the plan so that the USM funds can be used to fully design & engineer the preferred alternative and begin construction in 2013.

### Previous Work

This signalized intersection has an unusual geometry, as it is a full-access six-legged intersection. As a result, driver confusion with regard to lane assignments is common, and pedestrians are required to cross more approaches than at a signalized intersection with a more typical lane configuration. In addition, the six legs require significantly more clearance time than a traditional intersection, resulting in inefficient operation. The Brighton Avenue leg continues beyond the intersection to an extremely sharp corner, and cuts through USM's campus as it intersects Bedford Street. As such, it impedes efficient land use for USM, and creates numerous 'near misses' at the Bedford / Brighton intersection. The current (2007) Level of Service for the overall intersection is LOS D in the AM peak hour and LOS E for the PM peak hour. The Deering Avenue inbound lane experiences LOS F during both peak periods.

Safety is a major concern. The intersection is a High Crash Location for the three-year period 2007/2009, with 25 crashes reported and a Critical Rate Factor of 1.17. Wide expanses of pavement make pedestrian crossings difficult and unsafe. Bicycle facilities lead up to but are discontinuous through the intersection. The traffic delays are long during the peak hour periods adding to travelers' safety woes.

The city and USM have long planned to remove the segment of Brighton Avenue from Falmouth Street to Bedford Street, removing one leg from the 6-legged intersection at Bridgton and Falmouth. As a result of this closure, Bedford Street would become two-way its entire length and a traffic signal would be installed at the intersection of Bedford Street and Deering Street. By eliminating the Brighton leg between Falmouth and Bedford and creating a two way signalized intersection with Bedford and Deering, the overall traffic and pedestrian circulation system in the area will improve. This signal would be coordinated with the signal at Brighton Avenue and Falmouth Street to facilitate the orderly movement of traffic through this area.

This option, arising out of campus master planning initiatives, has yet to be fully vetted with the public for its desirability within a broader neighborhood context. Other options, such as a roundabout, would likely also be considered. The closing of Nathan Clifford School in the neighborhood as well as other recent campus changes make neighborhood/public engagement particularly important.

## Activities

The primary study area is the intersection of Brighton Avenue-Deering Avenue-Falmouth Street with connections to Bedford Street. The potential for diversions of traffic into neighborhoods will be assessed as well as possible re-routing of traffic onto intersecting streets and its impacts (for instance, on the Falmouth Street-Forest Avenue intersection).

This project will use a CSS approach, engaging a wide range of stakeholders including but not limited to: residents of the Oakdale neighborhood and abutting neighborhoods; regional commuters/users of Route 25; the business community within or directly influencing the study area; property owners; bicycle and pedestrian advocates and users; and, transit providers and users.

The process will integrate the neighborhood and USM campus master planning context into the study.

Assemble and conduct additional traffic counts, where needed Traffic analysis – Synchro/SimTraffic and roundabout-specific analysis package if needed.

Possible options include, but are not limited to:

- Maintain current configuration of Brighton and Deering Avenues with TSM improvements
- Roundabout
- Closure/removal of Brighton Avenue leg from Falmouth Street to Bedford
- New traffic signal and other options at Deering Avenue-Bedford Street

The assessment will also focus on:

- Potential benefits/impacts to existing or revised transit routing, transit access and ridership under the various alternatives
- Current bicycling conditions
- Potential bicycling conditions under the various roadway and streetscape alternatives
- Current pedestrian conditions
- Potential pedestrian conditions under the various roadway and streetscape alternatives.

## Products

1. Qualitative and quantitative evaluation of the benefits of alternative intersection/street/streetscape configurations
2. Conceptual design and order of magnitude cost estimates for the preferred alternative
3. Stakeholder engagement and buy-in.

### Agency Responsibilities

PACTS

### Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$35,000

### Funding Sources

FHWA and Portland

## **13. Portland Libbytown Traffic and Streetscape**

### Objective

This study will comprehensively assess and make recommendations regarding the transportation network, circulation pattern and supporting streetscape within the eastern portion of the Libbytown Neighborhood. The primary focus area encompasses Congress Street and Park Avenue extending from Sewall Street to St. John Street, the I-295 interchanges with the Fore River Parkway and Congress Street/Park Avenue and connecting cross-streets within Libbytown. The City of Portland is also seeking Community Development Block Grant funding to augment PACTS PL funds.

### Previous Work

This study will complement and build upon another PACTS funded study, the Congress Street Corridor Study, completed in 2007. PACTS and MaineDOT also did an analysis of the Congress Street interchange at I-295 about ten years ago.

### Activities

The primary study area is the easternmost portion of the Libbytown neighborhood in Portland. It encompasses Park Avenue and Congress Street from St. John Street to Sewall Street and includes the I295 interchanges on Park Avenue and Congress Street. Key regional accessibility issues in the study will include access to the Portland peninsula and downtown, to/from I-295, and to the Portland Transportation Center and Thompson's Point.

The MaineDOT and other transportation stakeholders will be critically important due to the transportation assets of regional and statewide significance located in the study area.

Stakeholders engaged in the study will represent the diverse nature of the study area including but not limited to residents of Libbytown and abutting neighborhoods; regional commuters/users of Route 22; the business community within or directly influencing the study area; property owners; bicycle and pedestrian advocates and users; and, transit providers and users.

As part of the study, Portland Planning staff will conduct a land use assessment of the study area in order to develop recommendations concerning regulatory amendments and/or economic development incentives that would result in immediate/longer term and visible improvements to the neighborhood. The intent is to leverage other recommendations from the study concerning transportation, circulation patterns and supporting streetscape in order to stimulate private redevelopment and infill of vacant or underutilized properties. Zoning and land use vary greatly throughout the eastern portion of Libbytown adjacent to the project and study areas. B-2 Business, R6 Residential and Industrial zones predominate.

Assemble and conduct additional traffic counts (including bicycle and pedestrian counts), where needed. Perform current year and future year Traffic analysis – HCS/Synchro/SimTraffic.

Possible roadway alternatives include, but are not limited to:

- Maintain current configuration of Park Ave and Congress Street
- Modified one-way configuration of Park Ave and Congress Street
- Conversion to two-way or hybrid one-way/two-way configuration of Park Ave and Congress Street (one road remains one-way while a second is converted to two way)
- Elimination of I-295 on and/or off ramps along Park Ave/Congress Street

The assessment will also focus on:

- Potential benefits/impacts to transit routing, transit access and ridership under the various alternatives
- Current bicycling conditions
- Potential bicycling conditions under the various roadway and streetscape alternatives
- Current pedestrian conditions
- Potential pedestrian conditions under the various roadway and streetscape alternatives
- Benefits/impacts to potential trail/pathway connections under the various alternatives.

### Products

1. Qualitative and quantitative evaluation of the benefits of alternative street/streetscape configurations and integrated land use/economic development opportunities
2. Conceptual design and order of magnitude cost estimates for the preferred alternative
3. Stakeholder engagement and buy-in

### Agency Responsibilities

PACTS

### Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

- Evaluate Route 295 highway signage and coordinate with MDOT and FHA on integrating findings from the subject process into highway wayfinding.
- Establish the location, information, and construction specifications for vehicle signs in the study area.
- Integrate and coordinate with existing and on-going pedestrian and bicycle signage systems and wayfinding processes. Identify signage for removal as of the implementation of the study results.
- Develop a phased implementation plan that is flexible and allows components to be installed on an as needed or as funded basis.

Estimated costs for FY 2012 and 2013: \$100,000

### Funding Sources

FHWA and Portland

## **14. Portland Peninsula Vehicular Wayfinding (added August 2011)**

### Objective

To develop a plan to provide a consistent and repetitive information path for the traveling public to find destinations on the Portland peninsula

### Previous Work

PACTS and the City of Portland developed a similar wayfinding plan for a small portion of the Portland peninsula several years ago.

- Analyze travel patterns onto and within the Portland Peninsula. The Portland Peninsula is generally identified as the Portland Downtown, adjacent neighborhoods and mainland areas located southeast of Route 295 in Portland, Maine.
- Identify and locate destination attractions within each district that meet the criteria for inclusion on vehicular signs.
- Identify district and neighborhood boundaries, establishing such boundaries if necessary, building on the pedestrian district boundaries described in the 2008 *Wayfinding Report*.
- Identify the key vehicle entry and exit portals to the peninsula including Route 295 highway interchanges, surface corridors, and car ferries as well significant transportation facilities.
- Establish preferred routes and parking locations serving districts and attractions for inclusion on vehicular signs. Routes and parking locations should be established to

balance neighborhood traffic impacts with traveler convenience, and should promote a positive travel experience.

Products

- Maps for signage planning and distribution to the traveling public;
- Plans, specifications, and construction drawings for sign installation suitable for seeking construction bids to implement the study recommendations;
- Written report documenting the study process and results.

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$50,000

Funding Sources

FHWA and Participating Municipalities

**15. Regional Aerial Photo Flight**

Objective

To contribute to the financing of a regional aerial photo flight during this biennium.

Previous Work

PACTS has not participated in the funding of a regional aerial photo flight in the past. We originally budgeted for a \$20,000 PACTS contribution to a regional aerial flight during the 2010/2011 biennium. GPCOG and PACTS staff worked with our municipal members and many other agencies to organize a flight, but there was not enough interest. Therefore, we dropped this item in December 2010.

Activities

PACTS and GPCOG staff will organize a PACTS contribution to a regional aerial photo flight. (The organization work will be paid for from other tasks in this UPWP.)

Products

Aerial photography for the PACTS municipalities that choose to participate.

Agency Responsibilities

PACTS

## Funding

Estimated expenses for FY 2010 and 2011: NA  
Budget for FY 2010 and 2011: NA  
Estimated costs for FY 2012 and 2013: \$30,000

## Funding Sources

FHWA and Participating Municipalities

## **16. Regional Bike/Ped Plan Implementation**

### Objectives

To implement all facets of the PACTS Regional Bike/Pedestrian Plan including education, making connections and developing standards and guidelines and detailed plans where warranted. This will include work to “ground-truth” the South Portland bicycle routes recommended in the Plan, and to develop planning level cost estimates.

To place additional emphasis on implementation and continual updating of the regional Bicycle Pedestrian Plan to make appropriate physical and conceptual connections with consistency of infrastructure installation. To initiate regional safety, encouragement and education programs.

### Previous Work

PACTS entered into a contract with the Bicycle Coalition of Maine in February 2011 to assist in education efforts, assist in the development and implementation of the Plan and to develop bike/pedestrian resource persons at the community level.

In 2009 PACTS updated the Regional Bicycle & Pedestrian Plan. The intent of the plan was not only to assess what amenities exist, what amenities are proposed, but to implement the plan bringing consistency for alternative transportation modes and lessen the potential duplication of efforts. Provide for PACTS to expand knowledge, assistance and guidance for development and use of the plan including infrastructure improvements, encouragement, and education. An additional component is a continued effort to update the regional plan as capital projects are completed and encouragement and educational plans are implemented.

There has been an upswing in interest in bicycle and pedestrian projects in the PACTS region. Many towns, including Cape Elizabeth, Yarmouth, South Portland, Freeport, Portland, Windham and Saco are actively pursuing bicycle/pedestrian initiatives which include creating facilities and/or educating users about how to safely utilize bike/pedestrian infrastructure. If not considered a coordinated effort, the projects and initiatives will often lack regional coordination of connections or consistently applied design guidelines.

Groups outside the PACTS region increasingly play a role in providing bicycle and pedestrian education and guidance to their towns. For example, the Cumberland County Government has contracted with the Bicycle Coalition of Maine to help increase bicycle mode share in the region through a combination of education and encouragement efforts in towns which may lack the knowledge or expertise for how to develop a plan. PACTS has begun this process by also contracting with BCM to assist PACTS a broader range of bike and pedestrian outreach and this proposed funding will enable continuation of this important effort.

As the regional transportation planning organization, PACTS provides continuity and coordination of bicycle/pedestrian projects proposals for PACTS or DOT funding. PACTS also offers expertise and assistance during project development and during the construction phase. When possible PACTS also assists in the development of projects funded at the local level. PACTS staff is well positioned for this role, and has some, but not all of the resources needed to guide regional bicycle/pedestrian transportation initiatives as outlined in the updated in 2009 PACTS Regional Bicycle/Pedestrian plan.

### Activities

PACTS staff and consultants will implement key priorities in the plan and to fund a mechanism for working with towns to:

- Implement the PACTS Regional Bike/Pedestrian Plan, to ensure regional connectivity and functionality
- Work closely with our member communities to assist in developing consistent implementation plans and capital improvement projects.
- Develop and implement the design guidelines of the PACTS Regional Bike/Pedestrian Plan
- Educate law enforcement agencies, motorists, pedestrians, and bicyclists on state and local statutes and the safe best practice uses of bike/pedestrian facilities
- Continually update the Plan as projects develop and are completed
- Develop a consistent and intuitive wayfinding tool box
- Determine strategic locations for utilizing “Bikes May Use Full Lane” signs
- Convene bike and pedestrian focus groups
- Conduct bike pedestrian counts in conjunction with traffic counts

### Products

1. Significant progress to implement the 2009 PACTS Regional Bike/Pedestrian Plan
2. Consistent community implementation plans and capital improvement projects
3. Implementation of the design guidelines of the PACTS Regional Bike/Pedestrian Plan
4. Education of law enforcement agencies, motorists, pedestrians, and bicyclists on state and local statutes and the safe best practice uses of bike/pedestrian facilities
5. Updates of the PACTS Plan as projects develop and are completed
6. A consistent and intuitive wayfinding tool box
7. Consensus on a list of locations for utilizing “Bikes May Use Full Lane” signs
8. Bike and pedestrian focus group sessions
9. Data from bike and pedestrian counts

## Agency Responsibilities

PACTS

## Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$40,000

## Funding Sources

FHWA and PACTS Assessments

## **17. Regional Bike/Ped Wayfinding and Counts (added August 2011)**

### Objective

To identify high quality longer distance bicycle routes that link key destinations within the region that currently combine on-road bikeway facilities and pathways that would meet the needs of cyclists, and to perform baseline regional counts for bicyclists or pedestrians.

### Previous Work

Recent proposals in draft Congressional bills indicate that project funding under the upcoming federal transportation reauthorization will be more *performance based*. Maine DOT has indicated that their funding policies will likely follow in this direction as well. While currently most federal transportation funds are distributed by formula, and states are given flexibility to make spending decisions subject to unspecified performance criteria. Regardless of the criteria, performance measures mean quantifiable measures such as level of service, crash data, and modal counts. PACTS and the Maine DOT require counts for motor vehicle movements in most studies, and Maine DOT maintains automatic vehicle counters in fixed locations. But neither MaineDOT nor PACTS has baseline or regional counts for bicyclists or pedestrians. Only under certain specific conditions and locations are modal counts obtained. This budget item would begin this effort immediately, and will continue as needed and appropriate over the next two years.

Staff also recommends ongoing funding for this each biennial budget to develop data over time.

### Activities

Development of a regional wayfinding system is the #1 recommendation and regional initiative of the 2009 PACTS Regional Bicycle & Pedestrian Plan Update. PACTS and or consultants will identify high quality longer distance bicycle routes that link key destinations within the region that currently combine on-road bikeway facilities and pathways that would meet the needs of cyclists. The scope also includes the development of bicycle specific, but also to include where appropriate pedestrians wayfinding and destination signage, including helpful information like distances, estimated time to destination, availability of transit, and

location and type of activity areas. Developing the system includes working with communities, other entities such as MaineDOT, E. Trail and East Coast Greenway Coalitions, and Portland Trails to include their priorities bring regional consistency, and consistent cost estimates for sign purchasing, including the potential for group purchases, installation and maintenance planning.

#### Products

1. Perform baseline regional counts for bicyclists or pedestrians.
2. Identify high quality, longer distance bicycle routes that link key destinations within the region
3. Implement the PACTS Regional Bike/Pedestrian Plan, to ensure regional connectivity and functionality
4. Provide appropriate pedestrian wayfinding and destination signage
5. Work with communities, other entities such as MaineDOT, E. Trail and East Coast Greenway Coalitions, and Portland Trails to include their priorities bring regional consistency, and consistent cost estimates for sign purchasing, including the potential for group purchases, installation and maintenance planning.

#### Agency Responsibilities

PACTS

#### Funding

Estimated expenses for FY 2010 and 2011: NA  
Budget for FY 2010 and 2011: NA  
Estimated costs for FY 2012 and 2013: \$25,000

#### Funding Sources

FHWA and Participating Municipalities

### **18. Regional Collector Study III and Arterial Study**

#### Objective

To update the 2010 PACTS Collector Study, to review current ranking parameters, and to assess the region's arterial system's capacity and safety needs.

#### Previous Work

In 2010 Gorrill-Palmer updated the 2008 version of this study, and also worked in 2011 with Paul and the Technical Committee on revising the ranking process for the selection of PACTS collector pavement preservation projects.

The regional Arterials Component concept was born in 2010 in the discussions of the Subcommittee for the Destination Tomorrow Update.

- Show “built” arterials and “unbuilt” arterials.
- Show opportunities for “place making” on certain arterial sections.
- Be sure to consider MaineDOT’s new draft state priorities system that MaineDOT showed staff in late 2010 and that Bruce Van Note presented at the December 2010 annual state transportation conference.

Activities

The consultant will provide technical assistance to PACTS staff, PACTS Technical Committee members and MaineDOT in the update of our past reports. The updated report will be used to select projects in late 2012 for programming projects in the 2014/2015 PACTS MPO Allocation program of projects.

The regional Arterials Component concept was born in 2010 in the discussions of the Subcommittee for the Destination Tomorrow Update.

- Show “built” arterials and “unbuilt” arterials. (We have asked MaineDOT if they already have data on this.)
- Show opportunities for “place making” on certain arterial sections.
- Be sure to consider MaineDOT’s new draft state priorities system prepared in 2010 and that Bruce Van Note presented at the December 2010 annual state transportation conference.

Products

A 2012 PACTS Area Collector Road Assessment report  
An assessment of the region’s arterial highways

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2010 and 2011: NA  
Budget for FY 2010 and 2011: NA  
Estimated costs for FY 2012 and 2013: \$25,000

Funding Sources

FHWA and PACTS Assessments

**19. Regional Enhanced Project Scoping**

Objective

To provide the necessary technical assistance to produce TIP project proposals adequately scoped for consideration for PACTS funding with 2014/2015 MPO Allocation funds

### Previous Work

EPS reports prepared in 2006, 2008 and 2010. In 2010 two consulting firms did enhanced project scoping of eight proposed projects in five municipalities.

### Activities

The engineering consultant will review the TIP proposals short listed in 2012 by the PACTS Policy Committee for enhanced projects scoping. The consultant will develop project cost estimates (including estimates of project right of way costs based on work done by a real estate appraiser) and identify potential issues that might increase the cost of the project during the project development and construction phases.

### Products

EPS reports

### Agency Responsibilities

PACTS

### Funding

Estimated expenses for FY 2010 and 2011: \$10,000

Budget for FY 2010 and 2011: \$10,000

Estimated costs for FY 2012 and 2013: \$10,000

### Funding Sources

FHWA and Participating Municipalities

## **20. Regional Transportation Funding Policy**

### Objective

To do policy research and analysis on urban transportation finance and jurisdictional responsibilities

### Previous Work

- In 2008 PACTS completed a report entitled *Leveraging Increased Funding Through Transportation Investment Partnerships*
- In June 2009 BACTS completed a study on urban transportation finance and jurisdictional policies and practices. PACTS staff and members participated in this study.
- In June 2009 the Maine Legislature directed the MaineDOT to perform a companion study regarding rural transportation topics. This was eventually named the Highway Simplification Study. (John Melrose assisted MaineDOT, PACTS and the state's other MPO's during the performance of the Highway Simplification Study. That work was paid for through a separate contract administered by PACTS for MaineDOT and the other MPO's.)

- In the fall of 2009 John Melrose assisted in the preparation for and performance of two statewide forums of MPO's regarding transportation funding priorities.
- In early 2011 Gorrill-Palmer also assisted PACTS staff and the entire group in the work of the Project Efficiencies Team (composed of MaineDOT, PACTS, FHWA and private industry representatives).

Activities

We will hire a consultant who is very familiar with state and federal transportation funding and policy. The consultant will assist PACTS staff and membership in the consideration of local, regional, state and federal transportation funding policy options and new laws that get passed by the Maine Legislature during this period. We will also continue to collaborate with Maine's other MPO's on these matters. The analysis will also be based on options before Congress during the reauthorization of SAFETEA-LU.

Products

A report summarizing the study process and recommendations

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2010 and 2011: \$7,000

Budget for FY 2010 and 2011: \$7,000

Estimated costs for FY 2012 and 2013: \$10,000

Funding Sources

FHWA and PACTS Assessments

**21. Regional Traffic Management System Implementation**

Objective

To provide the traffic signal engineering services needed to support the PACTS regional traffic management system.

Previous Work

Consultant finished Regional Signal Coordination Study I in late 2009, and Regional Signal Coordination Study II in July 2011. In 2010 staff secured earmarks to begin implementation of Study I recommendations.

We also worked with a study committee to generate a Regional Traffic Management System Policy which the Policy Committee endorsed in December 2010. The preparation included learning of similar experiences in the Bangor region, the Lewiston/Auburn region and other places.

## Activities

The four communities will collaborate on the following goals regarding 62 traffic signals:

1. Partially fund “regional system maintenance” of traffic signals
2. Standardization of traffic signal hardware and software
3. Monitor and maintain regionally our investments in signal equipment and optimization
4. Centrally collect traffic data for intersections at established regular intervals
5. Seek other available funds through Maine DOT programs, including federal homeland security funding
6. Enabling of bus transit priority (extended green light time)

The Maine Mall and Knightville system has 34 signals in it with two coordinated corridors involving 25 coordinated signals and 9 isolated signals. We also will be putting William Clarke Drive on line during the summer of 2011 with 6 signals and 1 coordinated corridor. Brighton Ave is 13 with one coordinated corridor. Riverside has one coordinated corridor and 6 signals. I assume that all 8 Congress Street signals are coordinated. This totals 67 – 9 isolated and 58 coordinated. Using my numbers I would budget ( $58 \times \$1100 = \$63,800$  plus  $9 \times \$250 = \$2,250$  for a total of \$66,050). Year one will involve some organizational set up that won't be necessary in later years, but anything new will take some time to get in place.

Staffing needs for agencies that oversee traffic signal maintenance and operations depends on the size of the systems (number of signals) and the geographic distribution of the signal locations. The person responsible for traffic system engineering (planning, system operations, equipment selection, and signal timing) should have professional engineering (PE) registration and should preferably have professional traffic operations engineer (PTOE) certification.

Signals should be retimed every 30 to 36 months. Sixty two (62) signals could equate to 1 full time engineer. The current direct salary cost for an experienced PE with a PTOE is probably \$70-80K, not including benefits.

The above staffing levels represent the condition after a system is set-up and running. The initial start-up would involve more effort and expense, but likely would be covered as part of the capital cost, and not considered as an operational expense. For example, ATRC in Lewiston/Auburn area has one engineer for their system that will ultimately contain 80 signals. They retained a less experienced engineer on staff and are supporting this individual with an on-call consulting services contract that this year is \$20K. However, it should be understood that this amount is likely not sufficient because the system is not fully set-up and running and therefore is demanding more effort than should be expected post-construction. In addition, the initial system does not contain the full 80 signals – only about 35.

Other local experience suggests that roughly \$1,100 per intersection per year for signals in coordination is a good budgetary number for consulting services to monitor and manage system operations in lieu of in-house staffing. Isolated intersections are considerably less, say \$250 per year. These numbers can vary considerably, though, depending on the extent of the data collection that is built into the systems. For example, if you only are able to monitor system performance by visual observation and customer complaints, the effort would be one level. However, if the system has full communications with remote access and 24/7 data

collection capabilities, which would provide a higher level of understanding of traffic patterns, the operational efforts would be more extensive because they would allow for greater system fine-tuning.

Products

Traffic signal engineering services in support of the PACTS regional traffic management system

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$80,000

Funding Sources

FHWA and Participating Municipalities

**22. South Portland Broadway Intersections (added August 2011)**

Objective

To perform an intersection capacity analysis and an alternatives analysis for possible improvements at the intersections of Broadway with Waterman Drive and Cottage Road.

The City of South Portland would like to evaluate the possibility of expanding the existing roadway capacity of the Broadway Corridor through Knightville in response to ever-growing vehicular demands. Three key refinements to the existing lane usage in the corridor between the Casco Bay Bridge and the Broadway/Cottage intersection have been identified. These are: 1) extending the right turn lane coming off the Bridge toward the Broadway/ Waterman intersection to allow for increased queuing out of the mainline travel lanes, 2) extending the westbound double left turn lanes at the Broadway/Waterman intersection for increased vehicle storage out of the two main travel lanes destined for the Bridge, and 3) extending the right turn lane on Broadway at the intersection of Broadway and Cottage for eastbound traffic headed to Cape Elizabeth to minimize impacts to the abutting traffic headed further eastbound on Broadway.

Previous Work:

The present lane usage and configuration of Broadway through Knightville was constructed by the MaineDOT in the mid-1990's as part of the Casco Bay Bridge Project. Since then traffic has been steadily increasing and the City of South Portland has been doing its best to manage the resulting impacts to the traveling public. In 2008 the City and MaineDOT implemented a signal coordination project involving six (6) intersections within this corridor

to improve vehicular flow during peak commuting periods and to increase pedestrian safety by installing new pedestrian signal control equipment and ADA compliant amenities. In 2010, the City took additional measures by installing new vehicular counting loop amplifiers to collect 24/7 vehicular volume information at the intersections of Broadway/Waterman, Broadway/Ocean, and Broadway/Cottage. Data retrieved from this equipment has shown a significant increase in traffic from the last field recorded count information obtained by MaineDOT in 2007. There are a number of reasons for this, not the least of which is the success and growth of SMCC in the past few years. The City has plans currently under development for fine-tuning the traffic signal programming in this corridor once again to optimize traffic flows during peak commuter travel periods throughout the year. What has been discovered is that this corridor does have a seasonal variability, which was not originally understood. The strategy now is to develop a library of signal timing plans that can be automatically accessed by the on-street signal controllers operating in a “traffic responsive” mode rather than a static Time-of-Day mode, as is customary today.

While there is a strategy in place for squeezing more operational capacity out of the existing roadway network through signal optimization, there are several areas in the existing network where minor lane extensions could make a noticeable difference in traffic flow and queuing. Two of these locations are at the Broadway/Waterman intersection and the third is at the Broadway/Cottage intersection. The City would like to explore these ideas in a conceptual manner as part of their signal optimization process and conduct a cost-benefit analysis of their potential implementation. The evaluation of a complete range of alternatives seems prudent in light of the importance of this corridor to both South Portland and Cape Elizabeth.

#### Activities

The City believes that with minor lane extensions at the Broadway/Waterman and Broadway/Cottage intersections it can increase vehicular throughput during peak commuting periods in this main artery serving both South Portland and Cape Elizabeth. Using recent aerial mapping as a base, the City would develop conceptual designs for extending the existing right turn lane at the Broadway/Waterman intersection coming from the Casco Bay Bridge to minimize traffic interference with mainline vehicles destined for eastbound Broadway and Cape Elizabeth. Traffic analyses would be performed to determine the benefits that could be realized by such a lane extension. Conceptual cost estimates would be prepared using current construction unit pricing so that a cost-benefit analysis could also be performed for this action. Similar efforts would be performed for the double left-turn lane extensions on westbound Broadway at Waterman and the eastbound right turn lane extension at Broadway/Cottage.

#### Products

There are several areas in the existing network where minor lane extensions could make a noticeable difference in traffic flow and queuing. Two of these locations are at the Broadway/Waterman intersection and the third is at the Broadway/Cottage intersection. The City will explore these ideas in a conceptual manner as part of their signal optimization process and conduct a cost-benefit analysis of their potential implementation. Additionally, traffic analyses would be performed to determine the benefits that could be realized by lane extensions at the Broadway/Waterman and Broadway/Cottage intersections. The resultant study will provide recommendations on the best course of action.

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$7,500

Funding Sources

FHWA and Participating Municipalities

**23. SMCC Satellite Parking and Bussing (added August 2011)**

Objective

To study the potential for shifting numerous trips to and from Southern Maine Community College from Broadway to public transit using satellite parking.

Previous Work

- Analyzing SMCC trip distributions.
- Working with Assessors, Brokers, and other knowledgeable people to identify potential satellite parking spots served by transit.
- Meeting with owners of candidate properties to explore satellite parking opportunities.
- Working with METRO and SPBS to develop strategies for maximizing ridership from satellite parking facilities.
- Developing costs and funding alternatives for obtaining the rights for satellite parking.

The Southern Maine Community College in South Portland has grown precipitously over the last decade and continues to do so. The projected enrollment increase for the next several years for the South Portland campus is an astounding 10% per year. The associated traffic growth has used up most of the peak hours capacity of Broadway to the point that needed redevelopment is thwarted. In addition, the inadequacy of the 1,300 available SMCC parking spaces for the current 7,000 students has become a major problem for the surrounding neighborhoods. Incentives provided by the South Portland Bus Service have pulled some trips onto the bus, thus demonstrating the potential of transit in this situation. Finding one or more transit-served satellite parking sites upstream of eastern Broadway would reduce congestion, increase safety, and alleviate parking problems.

Activities

Products

A study with recommendations on how to shift numerous trips to and from Southern Maine Community College from Broadway to public transit using satellite parking.

## Agency Responsibilities

### PACTS

## Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$12,000

## Funding Sources

FHWA and Participating Municipalities

## **24. SMRPC Planning Services**

### Objective

To provide technical assistance to PACTS through participation in PACTS study efforts and attendance at staff and committee meetings.

### Previous Work

Work during FY 2010/2011 biennium:

- Attended all PACTS Transit Committee meetings and provided staff assistance to the Committee in cooperation with GPCOG. Related work involved:
  - Reviewed and scored STP transit set-aside applications in cooperation with GPCOG and PACTS staff.
  - Participated in several meetings to review the FTA 5307 formula and proposed revisions.
  - Developed annual report to the PACTS Policy Committee regarding Transit Committee activities/accomplishments each fiscal year.
- Researched regional transit maintenance facilities and prepared draft scope for upcoming Southern Maine Transit Coordination Study.
- Attended all meetings of the Tri-Community Transportation Study and reviewed all material from consultants. Provided extensive comments on draft study documents. Conducted several traffic counts to supplement consultant data for the Tri-Community Study
- Reviewed material from the Gorham East-West study effort and provided comments as appropriate. Attended a land-use meeting for the study, provided future growth scenarios for PACTS communities in the model area, and provided GIS data layers to consultants.
- Provided technical assistance to Biddeford, Saco, and Old Orchard Beach as needed, particularly regarding the Highway Simplification Study.
- Reviewed Destination Tomorrow update chapters.
- Reviewed Biddeford Mill District Master Plan, multimodal transportation assessment

### Activities

- Continue providing staff assistance to the PACTS Transit Committee and subcommittees
- Continue to provide data, GIS layers, and other information for PACTS studies and planning efforts
- Provide technical assistance to Biddeford, Saco and Old Orchard Beach as needed
- Participation in PACTS study efforts and attendance at staff and committee meetings

### Products

- Staff assistance to the PACTS Transit Committee and subcommittees
- Data, GIS layers, and other information for PACTS studies and planning efforts
- Technical assistance to Biddeford, Saco and Old Orchard Beach as needed
- Participation in PACTS study efforts and attendance at staff and committee meetings

### Agency Responsibilities

PACTS

### Funding

Estimated expenses for FY 2010 and 2011: \$25,000

Budget for FY 2010 and 2011: \$30,000

Estimated costs for FY 2012 and 2013: \$30,000

### Funding Sources

FHWA

## **25. Windham Impact Fees (added August 2011)**

### Objective

To establish a funding system to leverage public and private funds for the improvements identified in the Phase I engineering plan for Route 302 from the White's Bridge Road intersection south to the intersection with Route 35/115.

### Previous Work

Route 302 from the White's Bridge Road intersection north to the Mineral Springs Road intersection has been an attractive area for development over the last several years. Recent projects in this commercial/industrial zone include the Enterprise Development District, Firestorm Business Park, and a permitted hotel project. As a result of this development activity, this section of Route 302 is starting to see the types of traffic issues typical of the existing North Windham commercial district.

Anyone who has traveled Route 302 through the North Windham commercial corridor is familiar with the traffic issues between the intersections of Route 35/115 and White's Bridge Road. For the uninitiated, they include high crash locations, a total lack of access management, little or no provisions for through traffic or freight movement, and insufficient bicycle and pedestrian facilities.

Rather than repeat and compound the existing transportation issues in North Windham, the Town is working to create a comprehensive and well thought out means to plan for development along Route 302 north of White's Bridge Road.

### Activities

The engineering and public participation work completed in Phase I will serve as a foundation for the methodology used to complete the proposed alternative funding plan. With the public and elected officials well engaged in the process, Phase II will build upon the four public meetings that are scheduled in the engineering phase. These include a both community meetings and public hearings before the Council.

In general, the funding study will use the following methodology:

- 1) Town Council selection of a lead consultant.
- 2) Commence the process with a public meeting to:
  - a) Review the engineering plan adopted by the Town Council, and
  - b) Discuss appropriate funding options from the Melrose/Eyerman PACTS report.
- 3) Town staff and consultant will develop funding options.
- 4) A second public meeting will be convened to present the proposed funding options.
- 5) Make revisions based on public input.
- 6) Present recommended plan to the Town Council for public hearings and adoption.

In particular, the Town will be using the recommendations of the PACTS “Leveraging Increased Funding Through Transportation Investment Partnerships” report to identify and develop the most appropriate system to ensure that new, and possibly existing, development pays a proportional share based upon its impact on the transportation network.

Products

The product will be a funding system to leverage public and private funds for the improvements identified in the Phase I engineering plan.

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2010 and 2011: NA

Budget for FY 2010 and 2011: NA

Estimated costs for FY 2012 and 2013: \$18,772

Funding Sources

FHWA and Participating Municipalities