

PACTS

Portland Area Comprehensive Transportation Committee



**PORTLAND AREA
COMPREHENSIVE
TRANSPORTATION COMMITTEE**

**FISCAL YEARS 2008 and 2009
UNIFIED PLANNING WORK PROGRAM**

July 1, 2007 through June 30, 2009

Adopted on May 17, 2007

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INTRODUCTION

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

The 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 2008 and 2009. FHWA, FTA, state and local funds will support the majority of these tasks. The ten tasks described in this UPWP reflect the eight metropolitan planning factors as stated in 23 CFR §450.316 and the FHWA/FTA Planning Emphasis Areas.

Destination Tomorrow Plan

In 2006 the PACTS Policy Committee adopted a major update of the PACTS long range regional transportation plan, called *Destination Tomorrow*. Staff and the members of the PACTS Committees spent a tremendous amount of time and resources over five years developing this plan which is the foundation for most of the work outlined in this UPWP. Past PACTS UPWP's have included major tasks for the development of *Destination Tomorrow*.

Two years from now, the 2010/2011 PACTS UPWP will include a task to begin preparing for the next update of the *Destination Tomorrow*. This 2008/2009 UPWP, however, does not have a *Destination Tomorrow* task. Instead, the entire UPWP is basically about implementing the Plan.

Tier 1 and 2 Priorities

The work outlined in this PACTS UPWP addresses the priorities developed during the spring of 2007 by the four standing PACTS Committees. The priority setting process included consideration of a wide variety of ideas. Table 1 shows the ideas which the Policy Committee members considered the most important. Consequently, we will devote a significant effort to accomplishing these.

Table 1

<u>April 2007 PACTS Policy Committee Top Priorities for FY 2008 and FY 2009</u>		
	<u>Score</u>	<u>Tier</u>
Explore ways to increase funding	790	1
Implement 2007 transit coordination study	520	1
Streamline the LAP process and project delivery process	510	1
Assess PACTS MPO funding model - is it broken ?	480	1
Look at how PACTS/DOT allocates funding -	450	1
Focus on how we restructure PACTS and how it can be accomplished	340	1
Improve collector paving and road funding selection process	340	1
Investigate impact fees and developer funding for transportation	330	1
Direct more state funding directly to towns	290	1
Collaborate with MEDOT on design standards for collector paving	280	1
Continue to explore earmark funding process	270	2
Develop guideline to incorporate transit planning into municipal comprehensive planning	270	2
Consider the addition of more toll roads	250	2
Review application of DOT design standards	240	2
Review other MPO governance and programming structures	230	2
Increase our working relationship with legislators - education/marketing & outreach	230	2
Assess the regionality of invested funds and how to improve it	220	2
Plan/ design & implement a regional map & time table for public use	220	2
Study Travel Demand Management on a regional basis	210	2

The work outlined in this UPWP also is being done within the SAFETEA-LU Planning Factors developed by the FHWA and FTA. Table 2 shows how we are doing this on a task by task basis.

Table 2
Matrix of SAFETEA Planning Factors

<u>Factors</u>	<u>Task 1</u>	<u>Task 2</u>	<u>Task 3</u>	<u>Task 4</u>	<u>Task 5</u>	<u>Task 6</u>	<u>Task 7</u>	<u>Task 8</u>	<u>Task 9</u>	<u>Task 10</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
Protect and enhance the environment, promote energy conservation and improve quality of life.	X	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
Promote efficient system management and operation.	X		X			X	X	X	X	
Emphasize preservation of existing transportation system.	X		X			X		X		X

Tables 3, 4 and 5

Three additional tables in this UPWP provide important budget information. Table 3 in Task 6 lists the consultant studies to be funded with FHWA planning funds. Table 4 summarizes the budgets by task by year. Table 5 shows the amounts by funding source by task for the two-year period.

Public Input

As part of the PACTS public participation process, a letter and e-mails seeking public comment were sent to the PACTS Interested Parties List. A legal advertisement was also placed in the Portland Press Herald newspaper. Five public comments were received.

Suggestion 1: To study rail corridors for potential commuter services.

Action taken: Staff met with the individual at a recent PACTS Transit Committee meeting and discussed our past and current work on this subject. MaineDOT is beginning the FTA Small Starts rail planning process and staff will be sure to include this and other interested parties in this effort.

Suggestion 2: To study the tradeoffs between subsidized rail, and savings on highway maintenance and other external costs of truck transport.

Action taken: Staff spoke with the individual and discussed opportunities for a freight study to address this. A scope of work will be developed and reviewed by the PACTS Committees for consideration.

Suggestion 3: To develop bicycle design standards for Portland, and to study the before and after bike use rates along streets that have received some level of treatment to encourage bicycling, and to apply context sensitive solutions principles in planning processes for the I-295 interchange at Forest Avenue and the entire Franklin Street corridor.

Action taken: Staff talked with the individual (a representative of the Portland Bicycle Pedestrian Advisory Committee) and described how these ideas might become part of the Regional Bike and Pedestrian Plan work listed in Task 6. Staff will also attend a public forum regarding the Franklin Arterial later this month.

Suggestion 4: To explore the possibility of developing park & ride lots in the suburbs and bussing people into Portland.

Action taken: Staff talked with the individual and described several past and current efforts to explore this. Promising corridors include bus service from Gorham, Windham and Brunswick. GO Maine staff are also working on park and ride lots in areas not served by interstate highways, where most lots are located.

Suggestion 5: To take up the concept of transportation planning between communities; educating the public and towns on the impact of disconnected subdivisions; planning for light rail up Route 1 and other major corridors; and regional planning.

Action taken: Staff talked with the individual, a local town councilor, about these ideas and the past and current work of PACTS, GPCOG and our planning partners.

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
- Julia Dawson, Research Analyst
- John Duncan, PACTS Director
- Jennifer Geaumont, Support Services
- Matti Gurney, Planner/Cartographer
- Steven Linnell, GPCOG Senior Transportation Planner
- Joshua Mack, SMRPC Transportation Planner
- Sue McIntyre, Support Services
- Paul Niehoff, Senior Transportation Planner
- Caroline Paras, Economic & Community Planner
- Tom Reinauer, SMRPC Transportation Director
- Erik West, Kids and Transportation Coordinator
- David Willauer, GPCOG Planning Director

TASK NO. 1: COORDINATION AND ADMINISTRATION

OBJECTIVE

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

PREVIOUS WORK

This is an activity every year. Many of the activities listed below are continuations of current work in progress.

ACTIVITIES

1. Lead a regional education process related to the need for more transportation funding.
2. Organize and oversee the development of concept plans for High Priority Project proposals to be submitted by PACTS to our Congressional Delegation in 2008.
3. Participate actively in regional studies on the following topics:
 - The proposed widening of the Maine Turnpike in the Portland region,
 - A Maine Turnpike toll policy,
 - A “Westerly Access Road” from South Portland to Gorham
 - A land use plan for the region potentially affected by the proposed Westerly Access Road,
 - The addition of highway capacity between Biddeford and Sanford,
 - The extension of passenger rail service from Portland to Brunswick,
 - The diversion of trucks from I-295 to the turnpike.
4. Organize and administer the 34 studies listed in Task 6.
5. Perform a review of the effectiveness of the current organizational structure and policies of PACTS, and make changes to improve the decision-making process.
6. Participate with Maine’s other MPO’s and MaineDOT in the following efforts:
 - Coordination with MaineDOT during the completion of the MaineDOT’s *Connecting Maine* long range plan,
 - Revisions to the MaineDOT Rule for the Sensible Transportation Policy Act,
 - Completion of an “MPO Administrative Guide” being drafted by MaineDOT and Maine’s four MPO’s,
 - Coordination with the work of the Southern Maine Corridor Committee.

7. Work with the Chairs of the Policy, Technical, Planning and Transit Committees to develop recommendations for consideration by the committees. Support of the committee process will include the preparation of technical/policy memoranda and meeting minutes.
8. Continue our work begun in FY 2007 to promote the incorporation of Context Sensitive Solutions into the transportation planning/design processes of MaineDOT and our member municipalities.
9. Perform access management technical assistance. (This is an item which we will start in FY 2008 at the earliest depending on PACTS staff resources and committee priorities a year from now.)
10. Maintain the PACTS website (www.pactsplan.org) in order to enhance public access to the work of PACTS.
11. Prepare and distribute an annual report on transportation issues facing the region and on the accomplishments of PACTS.
12. Public speaking to town and city councils, planning boards, service clubs, chambers of commerce and other interested groups.
13. 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.
14. Perform other administrative functions which include:
 - Monitor program expenses,
 - Amend this UPWP when necessary,
 - Submit quarterly performance reports to the FHWA and MaineDOT,
 - Develop a UPWP for FY 2010/2011,
 - Evaluate the PACTS planning process for the purposes of certification and for consistency with the State Implementation Plan for air quality.

PRODUCTS

1. More awareness in our region of the need for more transportation funding.
2. The submission of a list of High Priority Projects by the Policy Committee.
3. Active participation in a series of important regional studies.
4. PACTS staff administration of the studies listed in Task 6.
5. A set of recommendations for improving the PACTS organization and decision-making processes.
6. Coordination with MaineDOT on several important MaineDOT initiatives.
7. Monthly committee meeting recommendations, agendas and minutes.

8. The incorporation of Context Sensitive Solutions into MaineDOT and PACTS work.
9. Access management technical assistance (if time permits).
10. A well maintained PACTS web site.
11. Two annual reports.
12. Public speaking engagements.
13. Participation with business groups.
14. The several UPWP administrative functions listed above.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2006 and 2007:	\$445,000
Budget for FY 2006 and 2007:	\$445,000
Estimated costs for FY 2008 and 2009:	\$620,000

FUNDING SOURCES

FHWA, MaineDOT and municipal funds

TASK NO. 2: SAFETEA-LU ACTIVITIES AND AIR QUALITY COMPLIANCE

OBJECTIVE

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

PREVIOUS WORK

In 2002, PACTS established a new metropolitan area boundary to reflect the expansion of PACTS from seven to fifteen municipalities. In 2005, the metropolitan area boundary established in 2002 was “smoothed.” Also in 2005, an exhaustive review and reclassification of Federal Functional Classification was completed. PACTS staff has participated in the air quality conformity quarterly meeting process led by MaineDOT and MaineDEP during the past ten years. PACTS has also collaborated with MaineDOT in preparing reports relative to compliance with air quality requirements.

ACTIVITIES

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

PRODUCTS

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

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2006 and 2007: \$ 15,000
Budget for FY 2006 and 2007: \$ 15,000
Estimated expenses for FY 2008 and 2009: \$ 20,000

FUNDING SOURCE

FHWA and Municipal Funds

TASK NO. 3: TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE

To administer the various aspects of the TIP process

PREVIOUS WORK

PACTS has prepared multi-modal Transportation Improvement Programs since 1974. Every two years during the past decade a TIP Process Subcommittee convened to recommend improvements to our priority setting, project scoping and project monitoring procedures and policies. The adopted changes have been written in our TIP Policies and Procedures document.

ACTIVITIES

1. Prepare an FY 2008 to FY 2011 PACTS Transportation Improvement Program during the summer of 2007 for submission the Federal Highway and Transit Administrations.
2. Revise the PACTS TIP priority setting process with the TIP Process Committee based on changing circumstances experienced recently in the PACTS process, and the results of work on several of the topics below.
3. Work with MaineDOT, FHWA, municipalities and engineering community on improvements to the MaineDOT's Local Project Administration process.
4. Work with the relevant parties on the administration of changes to some of MaineDOT's highway design standards. This work will be coordinated with the Context Sensitive Solutions work referenced in Task 1.
5. Improve the collector paving priority-setting and management processes as outlined in a staff scope of work endorsed several months ago.
6. Coordinate a new round of enhanced project scoping of project proposals.
7. Staff and Committee members will also develop the PACTS MPO Allocation projects priority list for inclusion in the MaineDOT 2010/2011 Biennial Capital Work Plan.
8. Develop proposals for the use of 2010/2011 FHWA Safety funds as was done successfully for the 2008/2009 MaineDOT Biennial Capital Work Program.
9. Investigate the potential benefits of using Microsoft Access, or a similar software, to enhance the existing PACTS capital projects accounting system developed by PACTS staff in Microsoft Excel.

PRODUCTS

1. A 2008/2011 PACTS Transportation Improvement Program.
2. A revised TIP Policies and Procedures document.
3. Improvements to the MaineDOT LAP process.
4. Improvements in the application of MaineDOT's flexible highway design standards.
5. Improved PACTS collector paving process.
6. A successful application of enhanced project scoping in 2008.
7. Prioritized project candidates for the 2010/2011 MaineDOT Biennial Capital Work Plan.
8. Proposals for 2010/2011 FHWA Safety funds.
9. Enhancements to the PACTS capital projects accounting system.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2006 and 2007: \$205,000
Budget for FY 2006 and 2007: \$205,000
Estimated expenses for FY 2008 and 2009: \$210,000

FUNDING SOURCE

FHWA and Municipal Funds

TASK NO. 4: TRAVEL DEMAND MODEL

OBJECTIVE

To maintain and use the PACTS regional travel demand model.

PREVIOUS WORK

Staff and consultants have used the PACTS model continuously during the past 20 years for a variety of studies and other purposes, including TIP air quality conformity analyses. The last major upgrade of the model was completed in 2004. During FY 2007 PACTS paid our model consultant \$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.

ACTIVITIES

1. Use the model for various studies listed in this work program (as listed in Tasks 1 and 6).
2. Assist the MaineDOT in performing the air conformity analysis for the PACTS FY 2008 to FY 2011 Transportation Improvement Program the summer of 2007 in conjunction with their air conformity analysis for the MaineDOT STIP.
3. New PACTS staff will learn the reading and interpretation of PACTS model output. PACTS staff will also assist the PACTS Model Consultant (see Task 6) in the following activities to improve calibration and precision of model:
 - Improve the model trip distribution function to better replicate current trip-making patterns that pass through greater Portland (e.g., the model has very few Scarborough-to-Freeport trips, for example).
 - Compare model trip distribution to that found in Maine Turnpike Authority origin-destination survey and make adjustments as necessary.
 - Respond to traffic forecast requests from PACTS communities.

PRODUCTS

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

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2006 and 2007: \$10,000
Budget for FY 2006 and 2007: \$10,000
Estimated expenses for FY 2008 and 2009: \$50,000

FUNDING SOURCES

FHWA and Municipal Funds

TASK NO. 5: DATA MANAGEMENT AND FORECASTING

OBJECTIVES

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

PREVIOUS WORK

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

ACTIVITIES

1. GPCOG, SMRPC and PACTS staff will use ArcView and GIS software.
2. Interpretation of data and analysis.
3. Applications of GIS technology in PACTS studies.
4. Use of socio-economic, demographic, Census and land use data.
5. Perform the following activities designed to improve the PACTS Model:
 - Update base year household and employment values to the year 2005 (or some other base year, like 2007) and confirm estimate with GPCOG staff and local jurisdictions.
 - Update peak hour volume database to include most recent actual MDOT count data.

PRODUCTS

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

AGENCY RESPONSIBILITY

PACTS, SMRPC and GPCOG

FUNDING

Estimated expenses for FY 2006 and 2007: \$35,000
Budget for FY 2006 and 2007: \$60,000
Estimated expenses for FY 2008 and 2009: \$50,000

FUNDING SOURCE

FHWA and Municipal Funds

TASK 6: 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 have completed thirteen studies. Several of them were carryover from the prior UPWP. Several others were started and finished during this biennium, while several others were started but will be completed after June 30, 2007.

ACTIVITIES

See Table 3 below for a complete list of all the activities and their 2008/2009 UPWP budgets. The first seven activities are carried over from the 2006/2007 UPWP.

1. **Portland Peninsula Transit Study**
To comprehensively evaluate the potential, methods and the benefits of expanding and optimizing a transportation system of alternatives to automobile travel that would make the urbanized area, especially the Portland peninsula, the hub of a transit service serving the City and region
2. **Portland Libbytown Trail**
To conduct a corridor identification and alternatives analysis for a proposed multi-use trail link through the Libbytown area connecting the I-295 Connector trail to Deering Oaks.
3. **Portland Wayfinding Plan**
To comprehensively redesign Portland's Old Port area system of signage and Wayfinding for vehicles, bicycles and pedestrians
4. **Portland Woodford's Corner**
To develop a streetscape and roadway improvement plan for this congested two-intersection area on Forest Avenue (Route 302) in Portland.
5. **Portland Eastern Waterfront**
To develop recommendations for the use of a City-owned parcel of land located next to the Ocean Gateway facility on the Eastern Waterfront of Portland.
6. **Regional Stormwater User Fee**
To develop a regional funding mechanism to preserve, operate and maintain stormwater management facilities and to meet the Phase II requirements of the Clean Water Act

These next activities are new and/or ongoing for the 2008/2009 UPWP.

7. PACTS Model Consultant

To have consultant help in using the PACTS model for several of the PACTS and MaineDOT studies mentioned in this work plan, and to do the following:

- Train PACTS staff on the reading and interpretation of PACTS model output
- Improve the model trip distribution function to better replicate current trip-making patterns that pass through greater Portland (e.g., the model has very few Scarborough-to-Freeport trips, for example)
- Compare model trip distribution to that found in MTA origin-destination survey and make adjustments as necessary
- Update base year household and employment values to the year 2005 (or some other base year, like 2007) and confirm estimate with GPCOG staff and local jurisdictions
- Update peak hour volume database to include most recent actual MDOT count data
- Respond to traffic forecast requests from PACTS communities

8. 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.

9. SMRPC Planning Services

To assist in staffing the PACTS Transit Committee, to serve on PACTS committees, to provide transportation planning services to PACTS staff, and to assist in the expansion of *Destination Tomorrow*. The first two functions are partially funded with other resources.

10. GPCOG Planning Services

To collaborate with PACTS and SMRPC staff on bike/ped planning and facility design guidelines, TIP development and review, port planning, regional land-use-transportation planning and other activities as requested.

11. Cape Elizabeth Sidewalk and Bikeway Master Plan

To create a plan for a town-wide interconnected network of sidewalks and bikeways as recommended in the recently adopted Town comprehensive plan.

12. Falmouth Town Transportation Plan

To develop a town-wide transportation plan that will serve as the primary mechanism for establishing future Town policies with regards to transportation.

13. Freeport School Street Extension Study

To perform a feasibility study for extending School Street to Bow Street, as recommended in the 2005 Town-wide Transportation Study financed by PACTS.

14. PACTS Regional Bicycle and Pedestrian Plan Update
To update the 1995 regional bicycle and pedestrian plan
15. Greater Portland Freight Planning Study
To conduct a freight study to inventory and assess regional warehouse capacity, reduce freight “backhaul” problems and identify freight congestion in Greater Portland.
16. Transit Oriented Development Model Overlay Districts
To develop a transit oriented development overlay zone for municipalities to incorporate into municipal land use ordinances.
17. Electronic Fare Collection Study
To study public transportation electronic fare collection systems, determine implementation steps and identify funding sources.
18. Regional Ride Guide
To plan, design and prepared a regional routes map and timetable for users of public and private passenger transportation systems.
19. Regional Bus Route Study
To conduct a comprehensive analysis and redesign of the public transit service fixed routes, including coordination with other public and private systems and modes.
20. Fixed Route Transit On/Off Survey
To perform the biennial on/off survey for the METRO bus service and the South Portland Bus Service in order to satisfy FTA requirements.
21. Impact Fees
To provide technical assistance in the investigation of opportunities for the creation and administration of impact fees designed to increase funding for transportation capital investments and operating costs in our region.
22. Old Orchard Beach Downtown
To develop a pedestrian, parking and traffic management plan for Downtown Old Orchard Beach
23. Portland Transportation Center Expansion Plan
To work with public and private operators interested in expanding transportation facilities on Thompson Point.
24. Regional Education and Training
To bring speakers to the region to inform the general public, and to inform/train officials from PACTS member organizations on topics relevant to the regional transportation and land use planning process.

25. Regional Enhanced Project Scoping
To provide the necessary technical assistance to produce project proposals adequately scoped for consideration for PACTS funding with 2010/2011 MPO Allocation funds. PACTS first paid consultants for this kind of work in our last UPWP.
26. Regional High Priority Projects
To provide the necessary technical assistance to produce adequately scoped concept plans for High Priority Project proposals to be submitted by PACTS to our Congressional Delegation in 2008.
27. Regional Land Use Plan
To develop an inter-municipal land use plan for the communities affected by the Westerly Access Road which is currently being proposed by MaineDOT, the Turnpike Authority, Scarborough, Westbrook, South Portland and Gorham.
28. PACTS Process Review
To assist the PACTS members in a review of the effectiveness of the current organizational structure and policies of PACTS, and to make changes to improve the decision-making process.
29. Regional Traffic Signal Coordination
To develop a detailed plan for the coordination of traffic signals throughout the PACTS region. This plan will build upon the analysis done by PACTS staff in 2006 and early 2007.
30. Saco Area Regional Transportation Study
To develop a long-range comprehensive plan for the major corridors in Biddeford, Old Orchard Beach and Saco
31. Scarborough Running Hill Road Transportation Study
To study the future transportation demands upon Running Hill Road in Scarborough, and to integrate the short to medium term development goals for the area with the medium to longer term regional transportation visions for a Gorham Connector.
32. Westbrook Downtown Context Sensitive Solutions/Streetscape Study
To develop a plan to use context sensitive solutions and streetscape design practices to improve the Main Street/Bridge Street corridor in downtown Westbrook.
33. Yarmouth Route 1 Corridor Study Phase II
To develop a concept plan for the Route 1 corridor from East Main Street to the Route 115 overpass.
34. Reserve Account
To reserve funds in the PACTS budget for new study proposals and for study cost overruns during the course of the biennium.

PRODUCTS

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

AGENCY RESPONSIBILITIES

PACTS and GPCOG

FUNDING

Estimated expenses for FY 2006 and 2007:	\$600,000
Budget for FY 2006 and 2007:	\$943,800
Estimated expenses for FY 2008 and 2009:	\$1,619,150

See Table 3 budget details on the next page.

Table 3**Task 6 Budget Summary**

Line Items	Total Budget	FHWA PL \$\$	Match	Sources Of Match
<u>Carryover from 2006/2007 UPWP</u>				
Portland Peninsula Alt. Modes	\$75,000	\$60,000	\$15,000	Portland
Portland Eastern Waterfront	\$5,000	\$4,000	\$1,000	Portland
Portland Libbytown Trail	\$10,000	\$8,000	\$2,000	Portland
Portland Wayfinding Plan	\$25,000	\$20,000	\$5,000	Portland
Portland Woodford's Corner	\$40,000	\$32,000	\$8,000	Portland
Stormwater User Fee Structure	<u>\$14,150</u>	<u>\$11,320</u>	<u>\$2,830</u>	Municipalities
Carryover Subtotal	\$169,150	\$135,320	\$33,830	
<u>New consultant studies</u>				
PACTS Model Consultant	\$100,000	\$80,000	\$20,000	Dues (1)
Maine Clean Communities	\$25,000	\$20,000	\$5,000	GPCOG
SMRPC Planning Services	\$30,000	\$24,000	\$6,000	SMRPC
GPCOG Planning Services	\$50,000	\$40,000	\$10,000	GPCOG
Cape E. Sidewalk/Bikeway Plan	\$35,000	\$28,000	\$7,000	Cape Elizabeth
Falmouth Town Transpo. Plan	\$70,000	\$56,000	\$14,000	Falmouth
Freeport School St Extension	\$25,000	\$20,000	\$5,000	Freeport
PACTS Regional Bike/Ped Plan	\$50,000	\$40,000	\$10,000	GPCOG
GPCOG Freight Planning	\$30,000	\$24,000	\$6,000	GPCOG
GPCOG Transit Oriented Zoning	\$5,000	\$4,000	\$1,000	GPCOG
GPCOG Electronic Fare Collection	\$20,000	\$16,000	\$4,000	GPCOG
GPCOG Regional Ride Guide	\$25,000	\$20,000	\$5,000	GPCOG
GPCOG Regional Bus Route Study	\$60,000	\$48,000	\$12,000	GPCOG
GPCOG Bus On/Off Survey	\$30,000	\$24,000	\$6,000	Transit Providers
Impact Fees	\$25,000	\$20,000	\$5,000	Dues (1)
Old Orchard Beach Downtown	\$60,000	\$48,000	\$12,000	Old Orchard Beach
Portland Transpo Center Expansion	\$10,000	\$8,000	\$2,000	Portland
Regional Education and Training	\$20,000	\$16,000	\$4,000	Dues (1)
Regional Enhanced Project Scoping	\$40,000	\$32,000	\$8,000	Municipalities
Regional High Priority Projects	\$50,000	\$40,000	\$10,000	Dues (1)
Regional (subregion) Land Use Plan	\$100,000	\$80,000	\$20,000	Municipalities
Regional PACTS Process Review	\$10,000	\$8,000	\$2,000	Dues (1)
Regional Signal Coordination	\$100,000	\$80,000	\$20,000	Municipalities
Saco Area Regional Transpo Study	\$80,000	\$64,000	\$16,000	Municipalities
Scarborough Running Hill Road	\$40,000	\$32,000	\$8,000	Scarborough
Westbrook Downtown Streetscape	\$30,000	\$24,000	\$6,000	Westbrook
Yarmouth Route 1 Phase II	\$35,000	\$28,000	\$7,000	Yarmouth
Reserve Account	<u>\$295,000</u>	<u>\$236,000</u>	<u>\$59,000</u>	Municipalities
New Studies Subtotal	\$1,450,000	\$1,160,000	\$290,000	
Total	\$1,619,150	\$1,295,320	\$323,830	

TASK 7: 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 process and develops the transit and travel demand management elements of the PACTS Unified Planning Work Program (UPWP). GPCOG staff attends PACTS, GPCOG, METRO, RTP, CBITD, Chamber of Commerce, 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 2006, GPCOG staff served as members of the Maine Transit Association, GO Maine Advisory Committee, the Maine Clean Communities Steering Committee, and the Greater Portland ADA Complementary Paratransit Advisory Committee. Staff also works closely with MaineDEP and other stakeholders on two subcommittees with goals to reduce VMT for improvements in climate change emissions and air toxics. GPCOG is currently a member of the Governor's Hydrogen Fuel Cell Partnership. 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 2008-2009 ACTIVITIES

- Provide staff support to PACTS Committees and Portland Transportation Committee.
- Prepare the **FY 2010-2011 Public Transportation Planning Work Statement** for incorporation into the multi-modal PACTS Unified Planning Work Program.
- Participate in PACTS Policy, 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
- ◇ 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 2010-2011 Planning Work Statement

Coordinated mobility policy with USDOT, Maine DOT, 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, Quarterly, and Monthly Status Reports

BUDGET (FTA 5303 Funds)

Program Support	Total	Federal	Local
Administration	\$40,000	\$32,000	\$8,000
PACTS Committee Support	\$40,000	\$32,000	\$8,000
Total Administration	\$80,000	\$64,000	\$16,000

TASK 8: 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. Two transit providers, METRO and RTP, have identified individual planning tasks for 2008-2009 using 5307 funds.

PREVIOUS WORK

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

- Portland Explorer Administration
- 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

PROPOSED FY 2008-2009 ACTIVITIES regional transit projects (5303 Funds)

Short Range Support	Total	Federal	Local
Traveler Information	\$40,000	\$32,000	\$8,000
Portland Explorer	\$15,000	\$12,000	\$3,000
Total Short Range Support	\$55,000	\$44,000	\$11,000

PROPOSED FY 2008-2009 ACTIVITIES for Transit Providers (5307 Funds):

Providers, proposed projects	Total	Federal	Local
CBITD			
METRO: COMMS, Survey	\$30,000	\$24,000	\$6,000
NNEPRA			
RTP AVL, other ITS projects	\$15,000	\$12,000	\$3,000
SPBS			
ShuttleBus			
YCCAC			
Totals	\$45,000	\$36,000	\$9,000

PRODUCTS/OUTCOMES: On-line Travel Planner, TIDS screens at selected hotels, transportation terminals and other locations, Portland Explorer Administration, METRO Communications Plan, METRO survey, RTP AVL and other ITS projects.

TASK 9: GPCOG LONG RANGE TRANSPORTATION PLANNING

OBJECTIVE:

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

PREVIOUS WORK:

- 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.
- 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.*

PROPOSED FY 2008-2009 ACTIVITIES (Long Range System) FTA 5303 Funds:

Long Range - System	Total	Federal	Local
Transit Coordination Study*	\$60,000	\$48,000	\$12,000
Maine Clean Communities	\$50,000	\$40,000	\$10,000
Regional Corridor Planning	\$40,000	\$32,000	\$8,000
State & federal assistance	\$10,000	\$8,000	\$2,000
Welfare to Work	\$5,000	\$4,000	\$1,000
Total Long Range System	\$165,000	\$132,000	\$33,000

**Priorities to be determined by the PACTS Transit Committee*

PROPOSED FY 2008-2009 ACTIVITIES (Long Range Project) FTA 5303 Funds:

Long Range - Project	Total	Federal	Local
ITS Planning	\$40,000	\$32,000	\$8,000
METRO DTC	\$10,000	\$8,000	\$2,000
Maine Mall Transit Center	\$20,000	\$16,000	\$4,000
Total Long Range Project	\$70,000	\$56,000	\$14,000

PRODUCTS/OUTCOMES:

Transit Coordination Study implementation, Corridor Transit Plans, meeting materials for Maine Clean Communities Meetings, continue to promote and deploy vehicle and fuel technologies that reduce dependence on petroleum, JARC Plan 2007-2008, ITS Architecture Update, contribution to Maine Mall Transit Center, contribution to Downtown Transit Center, Maine ITS Chapter and Annual Meetings Fall 2008 and 2009.

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.

PROPOSED FY 2008-2009 ACTIVITIES

- Continue analysis and use of Journey to Work and other demographic data from the 2000 Census
- Continued implementation of Geographic Information System (GIS) applications.
- Continue implementing Portland Transportation Information Display System (TIDS)
- Acquisition and use of various transit and transportation planning software packages.
- Assist PACTS staff in traffic modeling improvements to take better account of land use factors.
- Maintain Transportation pages for GPCOG, PACTS, GO Maine & Transportme Websites.

BUDGET

Technical Support	Total	Federal	Local
Databases, Training	\$30,000	\$24,000	\$6,000
Mapping & GIS Support	\$24,000	\$19,200	\$4,800
Total Technical Support	\$54,000	\$43,200	\$10,800

PRODUCTS/OUTCOMES

GPCOG and PACTS web sites and pages, Contribution to Transportation Information Display System GIS Maps, technology advances, updated databases.

Table 4**Funding Summaries for FY 2008 and FY 2009**

<u>Tasks</u>	FY 2008						FY 2009			
	2-Year	Fed.	Task	<u>FY 2008 Funding Sources</u>			Task	<u>FY 2009 Funding Sources</u>		
	<u>Budget</u>	<u>Fund</u>	<u>Budget</u>	<u>Federal</u>	<u>MDOT</u>	<u>Local*</u>	<u>Budget</u>	<u>Federal</u>	<u>MDOT</u>	<u>Local*</u>
1 Coordination/Admin.	\$620,000	PL	\$300,000	\$240,000	\$55,000	\$5,000	\$320,000	\$256,000	\$55,000	\$9,000
2 Air Quality	\$20,000	PL	\$10,000	\$8,000	\$0	\$2,000	\$10,000	\$8,000	\$0	\$2,000
3 T.I.P.	\$210,000	PL	\$100,000	\$80,000	\$0	\$20,000	\$110,000	\$88,000	\$0	\$22,000
4 Travel Demand Model	\$50,000	PL	\$25,000	\$20,000	\$0	\$5,000	\$25,000	\$20,000	\$0	\$5,000
5 Data Management	\$50,000	PL	\$25,000	\$20,000	\$0	\$5,000	\$25,000	\$20,000	\$0	\$5,000
6 Consultant (new)	\$1,450,000	PL	\$600,000	\$480,000	\$0	\$120,000	\$850,000	\$680,000	\$0	\$170,000
Consultant (carryover)	<u>\$169,150</u>	PL	<u>\$90,000</u>	<u>\$72,000</u>	<u>\$0</u>	<u>\$18,000</u>	<u>\$79,150</u>	<u>\$63,320</u>	<u>\$0</u>	<u>\$15,830</u>
<i>PL-related subtotals</i>	\$2,569,150		\$1,150,000	\$920,000	\$55,000	\$175,000	\$1,419,150	\$1,135,320	\$55,000	\$228,830
7 Program Support	\$80,000	5303	\$40,000	\$32,000	\$0	\$8,000	\$40,000	\$32,000	\$0	\$8,000
8 Short Range Planning	\$55,000	5303	\$27,500	\$22,000	\$0	\$5,500	\$27,500	\$22,000	\$0	\$5,500
Short Range Planning	\$45,000	5307	\$22,500	\$18,000	\$0	\$4,500	\$22,500	\$18,000	\$0	\$4,500
9 Long Range Planning	\$165,000	5303	\$82,500	\$66,000	\$0	\$16,500	\$82,500	\$66,000	\$0	\$16,500
Long Range Planning	\$70,000	5303	\$35,000	\$28,000		\$7,000	\$35,000	\$28,000		\$7,000
10 Mapping & Technology	<u>\$54,000</u>	5303	<u>\$25,000</u>	<u>\$40,000</u>	<u>\$0</u>	<u>\$5,000</u>	<u>\$29,000</u>	<u>\$23,200</u>	<u>\$0</u>	<u>\$5,800</u>
<i>FTA-related subtotals</i>	\$469,000		\$232,500	\$206,000	\$0	\$46,500	\$236,500	\$189,200	\$0	\$47,300
Total	\$3,038,150		\$1,382,500	\$1,126,000	\$55,000	\$221,500	\$1,655,650	\$1,324,520	\$55,000	\$276,130

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

Table 5

PACTS Unified Planning Work Program

FY 2008/2009 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>In Kind</u>	<u>Local</u>	<u>Total</u>	<u>Staff</u>	<u>Consultant</u>	<u>Total</u>
1 Coordination/Admin.	\$496,000	\$0	\$0	\$110,000	\$0	\$0	\$14,000	\$620,000	\$620,000	\$0	\$620,000
2 SAFETEA and Air Quality	\$16,000	\$0	\$0	\$0	\$0	\$0	\$4,000	\$20,000	\$20,000	\$0	\$20,000
3 T.I.P.	\$168,000	\$0	\$0	\$0	\$0	\$0	\$42,000	\$210,000	\$210,000	\$0	\$210,000
4 Travel Demand Model	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000	\$50,000	\$0	\$50,000
5 Data Management	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000	\$50,000	\$0	\$50,000
6 Consultant Activities	\$1,295,320	\$0	\$0	\$0	\$53,000	\$6,000	\$264,830	\$1,619,150	\$0	\$1,619,150	\$1,619,150
7 Program Support	\$0	\$0	\$64,000	\$0	\$16,000	\$0	\$0	\$80,000	\$80,000	\$0	\$80,000
8 Short Range Planning	\$0	\$36,000	\$44,000	\$0	\$7,000	\$4,000	\$9,000	\$100,000	\$100,000	\$0	\$100,000
9 Long Range Planning	\$0	\$0	\$188,000	\$0	\$47,000	\$0	\$0	\$235,000	\$235,000	\$0	\$235,000
10 Mapping & Technology	\$0	\$0	\$43,200	\$0	\$10,800	\$0	\$0	\$54,000	\$54,000	\$0	\$54,000
Total	\$2,055,320	\$36,000	\$339,200	\$110,000	\$133,800	\$10,000	\$353,830	\$3,038,150	\$1,419,000	\$1,619,150	\$3,038,150