

PACTS

Portland Area Comprehensive Transportation System



PACTS

Unified Planning Work Program

Fiscal Years 2010 and 2011

July 1, 2009 through June 30, 2011

The Metropolitan Planning Organization for the Portland Urbanized Area
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The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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 2010 and 2011. 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.

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 five years developing this plan which is the foundation for most of the work outlined in this UPWP. This UPWP includes a task to update the plan in order to comply with a FHWA/FTA requirement that we update it at least every four years.

Table 1

The work outlined in this UPWP also is being done 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.

Table 1
Matrix of SAFETEA-LU Planning Factors

Factors	<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>
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
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
Promote efficient system management and operation.	X	X			X	X	X	X	
Emphasize preservation of existing transportation system.	X	X			X		X		X

Tables 2, 3 and 4

Three additional tables in this UPWP 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.

PACTS Member Organizations and Committees

Regional staff, 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 2009 and was completed in May 2009 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 GPCOG staff for more information.

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. 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 February 3, 2009 the Portland Press Herald published a legal advertisement soliciting public comments for this UPWP. On February 11, 2009 PACTS staff sent an e-mail seeking public comment 150 people on our “interested parties list”.

Four members of the public responded to our solicitation. Here are their comments and our responses.

Comments from Bruce Hyman

1. Put a lot of effort into a “regional re-visioning” on economic, environmental, energy and transport topics as a first step in the update of Destination Tomorrow.

Response: The GPCOG Executive Committee is doing this. Also, the upcoming Gorham East-West Corridor study (being led by the Maine Turnpike Authority and the MaineDOT) will prompt people to think about this.

2. Do an “arterial investment/redevelopment planning” effort for one of the arterials in the region.

Response: This UPWP includes funding for two studies like this for sections of Forest Avenue and the Franklin Arterial in Portland.

3. Do a regional corridor land use transportation planning study.

Response: The Gorham East-West Corridor study, which began in March 2009, is a regional corridor land use transportation planning study which will use the PACTS Arterial Land Use Policy. That study’s Steering Committee, Advisory Committee and working groups will involve interested citizens, stakeholder organizations and many PACTS committee members and staff.

4. Do another PACTS travel diary survey similar to the one done in the early 1990’s – important now that we have had another decade of growth, changing travel patterns and now that we have had a taste of \$4.00 gas.

Response: We discussed this, but it is not in this UPWP. Note that our August 2008 \$20,000 regional telephone survey of residents included questions about changes in people’s travel behavior during the 2006 to 2008 dramatic gas price increases.

Comments from Steve Hewins

I think that the Portland International Jetport should be included in any regional transportation studies. This would be critically important, in my view, whether we are analyzing local people transiting to or from the airport; whether we are planning for visitors arriving and departing the state

and region via air; or whether we are considering multi-modal options to transfer from the airport to trains, buses, ferries, cruise ships or automobiles.

I took particular note that the Northern New England Passenger Rail Authority is included in your organization, and that the proposed extension of services to Brunswick was one of the top three initiatives of your organization. I sit on the public/private Jetport Expansion Committee and we are 'shovel-ready' to begin the new passenger terminal facility that will bring PWM up to standard befitting the need and status as Maine's primary gateway to the rest of the world. I think that this project has greater significance, and long-range strategic applicability, than the rail extension, though I can understand why people would want the line extended.

PACTS and the Jetport should have a much tighter and better-aligned relationship. Thanks.

Response: Two PACTS staff talked with this Steve (who actually works in our building). We were able to introduce him to the PACTS process, and to hear his ideas. We explained the Jetport has been involved in several regional transportation studies in recent years. We also noted that the Jetport (a department of the City of Portland) is well represented on the PACTS Policy Committee by the Portland City Manager and three other Portland staff leaders, and, to a lesser extent, on all PACTS standing committees. The PACTS Director has recently contacted the new Jetport Manager in order to introduce PACTS to him.

Comments from Robert Kahn (who serves on the PACTS Planning Committee)

It seems to me that it would be in the interest of this region – Biddeford/Saco, Portland, Brunswick/Bath and Lewiston/Auburn (B/B and L/A outside of PACTS) – to be focusing on future transportation needs at the Brunswick Naval Air Station. The realignment planning for the Navy Base will hopefully bring many jobs and economic growth. Commuting at this development should include public transit right from the start. In fact, public transit should be the focus, planned for and encouraged with incentives to this development. Otherwise, should this development be successful, we will have existing small roads with lots of traffic and a large parking lot in Brunswick. The Planning Office in Brunswick does not appear to be in good shape at this time. However, the Mid-coast Regional Redevelopment Authority (MRRA) is doing the planning; Steve Levesque is the Director. Substantial federal funding has been promised.

Response: PACTS staff discussed this idea with Robert by telephone. The MaineDOT's Portland North Small Starts Alternatives Analysis (and our collaboration with them) is an effective step in the direction suggested. Robert has also suggested this at Planning Committee meetings.

Comments from Markos Miller

PACTS staff also met with Markos, a Portland citizen, for an hour in December 2008 and discussed the PACTS process and development of this UPWP. He encouraged PACTS committee members and staff to act more regionally, and to fund more regional than local studies in this UPWP.

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, SMRPC Senior Transportation Planner
- John Duncan, PACTS Director
- Carl Eppich, Transportation Planner
- Jennifer Geaumont, Support Services
- Anne Holland, GPCOG Transportation Planner
- Steven Linnell, GPCOG Senior Transportation Planner
- Sue McIntyre, Support Services
- Paul Niehoff, Senior Transportation Planner
- Caroline Paras, Economic & Community Planner
- Tom Reinauer, SMRPC Transportation Director
- Rebecca Schaffner, Planner/Cartographer
- 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 2010/2011 biennium. Here are some highlights of activities in the 2008/2009 biennium:

- Completion of an in-depth member review of the PACTS process five years after our 2002 expansion from seven to fifteen municipalities. The most visible result was the creation in 2008 of our Executive Committee.
- Collaboration with MaineDOT and many stakeholders in the Veterans Memorial Bridge replacement stakeholders' process.
- Participation in the 2008 Maine Turnpike toll equity policy process.
- Participation in the Portland's visioning effort for the Franklin Arterial (MaineDOT-funded), and in Portland's Peninsula Transit Study (PACTS-funded)
- Periodic informal gatherings designed to give the public opportunities to learn about and comment on transportation planning work underway in the PACTS region. We held five of these "sandwich symposia" in FY 2009.

ACTIVITIES

1. Lead a regional education process related to 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 studies and stakeholder processes led by MaineDOT and/or the Turnpike Authority:
 - The Portland North Small Starts Alternatives Analysis
 - The Gorham East-West Corridor study – PACTS committee members and staff will participate in the Steering Committee, Advisory Committee and working groups.
 - The Central York County Corridor Study.
 - Stakeholder processes regarding the design for the reconstruction of the Veterans Memorial Bridge between Portland and South Portland, and of the Martin's Point Bridge between Falmouth and Portland.

3. Organize, administer, coordinate and otherwise participate actively in the 28 studies listed in Task 5.
4. Collaborate with other Maine MPO's, the MaineDOT, the Maine DEP and other state and federal agencies in the following efforts:
 - Monitoring of the development of, and then response to, the new federal policies and requirements in the next multi-year Congressional authorization, and the anticipated federal transportation policy related to global climate change.
 - 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.
 - Collaboration in a policy research and analysis on Maine urban transportation finance and jurisdictional responsibilities with the Service Center Coalition, Maine Municipal Association, Maine Better Transportation Association and other stakeholders.
 - 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.
5. 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).
6. 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. We call these informal gatherings "sandwich symposia".
 - 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) 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.

In FY 2010 we will work with the general public and our committee members on a revision to our Public Participation Policies.

7. Create a new PACTS role with MaineDOT in freight planning. This work will build upon recent discussions with MaineDOT and the PACTS Planning and Executive Committees regarding freight village development and the goal to shift more freight transportation from our highways to the “marine highway” and to rail lines.
8. Perform these and other administrative functions:
 - Monitor program expenses,
 - 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 2012/2013 biennium.

PRODUCTS

1. More awareness in our region of the need for more transportation funding.
2. Active participation in regional studies led by MaineDOT and the Turnpike Authority.
3. Administration of the studies listed in Task 5.
4. Collaboration with MaineDOT, Maine DEP, Maine’s MPO’s, our other federal and state partners, and others on several policy topics listed above.
5. Monthly PACTS committee meeting recommendations, agendas and minutes.
6. Public outreach as described above.
7. Freight planning documents
8. The UPWP administrative functions listed above.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2008 and 2009: \$670,000
 Budget for FY 2008 and 2009: \$670,000
 Estimated costs for FY 2010 and 2011: \$689,000

FUNDING SOURCES

FHWA and MaineDOT

Note: On May 21, 2009 the PACTS Policy Committee adopted this UPWP and a separate municipally funded \$88,000 budget for work to inform local, state and federal officials of our regional priorities and for contingency purposes.

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 2007) for submission to the Federal Transit and Highway Administrations. Every even numbered year we create (as we did in 2008) 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 2009) how much FTA 5307 funding will be allocated 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 2007, and a new committee is at work in 2009.

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

ACTIVITIES

1. 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. Two new PACTS staff responsibilities will start in FY 2010:
 - The administration of 3-party project agreements – MaineDOT, PACTS and municipalities – for all 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.
2. Prepare an FY 2010 to FY 2013 PACTS Transportation Improvement Program during the summer of 2009 for submission to the Federal Highway and Transit Administrations.

3. 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.
4. Collaborate with FHWA, MaineDOT and our municipal members in the application of MaineDOT's Chapter Fifteen, Flexible Design Practices and the design exemption process.
5. Coordinate the enhanced project scoping (EPS) of project proposals for 2012/2013 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.
6. In 2010 staff and Committee members will also develop the PACTS MPO Allocation projects priority list for inclusion in the MaineDOT 2012/2013 Biennial Capital Work Plan scheduled for distribution in early 2011.
7. Develop proposals for the use of 2012/2013 FHWA Safety funds.

PRODUCTS

1. Continued monitoring and administration of funded PACTS MPO Allocation projects.
2. An FY 2010 to FY 2013 PACTS Transportation Improvement Program.
3. A revised PACTS TIP Policies and Procedures document.
4. Good understanding in the PACTS region of MaineDOT's flexible highway design practices.
5. A successful application of enhanced project scoping in 2010.
6. Prioritized project candidates for the 2012/2013 MaineDOT Biennial Capital Work Plan.
7. Submission to MaineDOT of applications for 2012/2013 FHWA Safety funds.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2008 and 2009:	\$250,000
Budget for FY 2008 and 2009:	\$250,000
Estimated costs for FY 2010 and 2011:	\$230,000

FUNDING SOURCES

FHWA and MaineDOT

TASK NO. 3: REGIONAL TRANSPORTATION PLAN

OBJECTIVE

To update the 2006 version of *Destination Tomorrow*, the PACTS regional transportation plan

PREVIOUS WORK

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 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 early 2009 we began to prepare our *Update* for 2010 – four years after the adoption of our 2006 *Update* as required by federal transportation planning regulations.

ACTIVITIES

The *Update* development process will include these components:

- An Update Committee
- An update of the goals, objectives and strategies in the existing plan
- A review of the current laws and policies at the local, state and federal levels which affect transportation and land use development in our region
- A update of trends and forecasts in regional travel demand, population and employment
- 20-year regional transportation cost and revenue forecasts
- Outreach to and collaboration with the PACTS committee members and their elected leaders, the general public and our federal and state partners
- Recommendations based on the analysis and collaboration described above
- Air quality conformity analysis of the recommendations in the *Update*

PRODUCTS

An *Update* of the *Destination Tomorrow* regional transportation plan

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$50,000

FUNDING SOURCES

FHWA and MaineDOT

TASK NO. 4: 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. MaineDOT recently used the model extensively for the I-295 Corridor Study, the Portland North Small Starts analysis and the Gorham Bypass Environmental Assessment. During the past biennium we used the model for the Scarborough Transportation Plan, the Payne Road relocation study, the Yarmouth Route One Study, and for a component of the scoring of municipal proposals for funding under the FY 2010 and 2011 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*.

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. In 2009 GPCOG, SMRPC and PACTS

ACTIVITIES

1. Collaborate with our model consultant and stakeholders for the studies and planning processes listed in this work program.
2. Assist the MaineDOT in performing the air conformity analysis for the PACTS FY 2010 to FY 2013 Transportation Improvement Program during the summer of 2009 in conjunction with their air conformity analysis for the MaineDOT STIP.
3. PACTS staff will learn the reading and interpretation of PACTS model output.
4. GPCOG, SMRPC and PACTS staff will use ArcView and GIS software.
5. Use of socio-economic, demographic, Census and land use data.

6. Conduct regional traffic counts.
7. Learn and then use new software for transportation alternatives visualization and analysis relevant to PACTS studies.

PRODUCTS

1. Use the model for various studies and planning processes
2. Contribution to the air conformity analysis for the PACTS FY 2010 to FY 2013 Transportation Improvement Program
3. Reading and interpretation of PACTS model output.
4. Applications of GIS technology in PACTS studies.
5. Use of socio-economic, demographic, Census and land use data.
6. Conduct regional traffic counts.
7. Transportation alternatives visualization and analysis in PACTS studies.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for FY 2008 and 2009: \$20,000
Budget for FY 2008 and 2009: \$20,000
Estimated costs for FY 2010 and 2011: \$20,000

FUNDING SOURCES

FHWA and MaineDOT

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 13 “carryover” studies listed in the Activities section, and completed the following studies:

- Regional Collector Road Assessment Study
- Regional Priorities Telephone Survey
- PACTS Model applications for several studies listed in Task 4
- Facilitation of Veterans Bridge Replacement Stakeholders Process
- Local studies in Yarmouth, Westbrook, Windham, Freeport, Cape Elizabeth, Scarborough and Portland

ACTIVITIES

See the Appendix for details on the 28 activities under this task, and Table 2 below for a Task 5 summary list of activities and budgets.

The first 13 activities are carried over from our 2008/2009 UPWP.

1. 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.
2. Regional Bike/Ped Plan Update
To update and expand the existing PACTS Regional Bicycle and Interim Pedestrian Plan
3. Regional Planning Software
To purchase TransCad travel demand forecasting software and its visualization component
4. Regional Signal Coordination Study I
To develop a detailed plan for the coordination of 63 traffic signals in Portland, Scarborough and Westbrook.
5. Regional Traffic Counts
To perform afternoon peak hour traffic counts throughout the PACTS region for use in the calibration of the PACTS regional travel demand model for use with the Gorham East-West Corridor Study and other regional studies.

6. Scarborough Running Hill Road
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.
7. Tax Increment Financing Transit Oriented Development Outreach
To perform regional outreach to educate the general public, city and state officials about the benefits of transit oriented development, and how TOD tax increment financing could work
8. 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.
9. Transit Regional Ride Guide
To plan, design and prepared a regional routes map and timetable for users of public and private passenger transportation systems.
10. Tri-Community Transportation Plan
To develop a comprehensive transportation plan for the major corridors in Biddeford, Old Orchard Beach and Saco
11. Veterans Bridge Facilitation
To provide facilitation services to the stakeholders input process for the MaineDOT construction of a new Veterans Memorial Bridge and its points of access in Portland and South Portland.
12. 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.
13. Windham Route 302 Study
To develop a plan for addressing future traffic demand on Route 302 in North Windham between Anglers Road/Whites Bridge Road and Mineral Springs Road.
14. 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.
15. 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.
16. GPCOG Planning Services
To collaborate with PACTS staff in bike/ped system and facility planning, land-use-transportation planning and other activities as requested.

17. PACTS Model Consultant
To use the PACTS model for several of the PACTS and MaineDOT studies mentioned in this work plan.
18. Portland Forest Avenue Land Use and Transportation Plan
To generate an action plan to transform Forest Avenue into a “Great Street” by leveraging transportation and other public investments to stimulate private redevelopment and infill of underutilized properties.
19. Portland Franklin Street Arterial Feasibility Study
To perform a feasibility study of the options generated during the 2008/2009 corridor study
20. Regional Aerial Photo Flight
To contribute to the financing of a regional aerial photo flight during this biennium
21. Regional Collector Study II
To update the January 2009 PACTS Area Collector Road Assessment report.
22. Regional Destination Tomorrow Update
To provide technical assistance during the development of the 2010 Update of the Destination Tomorrow regional transportation plan
23. 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.
24. Regional Fixed Guideway Study
To develop a vision plan for a fixed guideway system linking Portland and South Portland
25. Regional Signal Study II
To develop a detailed plan for the coordination of more traffic signals in our region
26. Regional Urban Finance Study
To do policy research and analysis on Maine urban transportation finance and jurisdictional responsibilities
27. 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.
28. Yarmouth Route One Corridor Study Phase III
To perform a corridor study for the final section of Route 1 in Yarmouth.

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 2008 and 2009:	\$638,000
Budget for FY 2008 and 2009:	\$815,000
Estimated costs for FY 2010 and 2011:	\$758,459

See the Table 2 budget summary on the next page.

FUNDING SOURCES

FHWA, MaineDOT, regional and municipal funds

Table 2

Task 5 Budget Summary

<u>Line Items</u>	<u>Total Budget</u>	<u>FHWA PL \$\$</u>	<u>Match</u>	<u>Sources Of Match</u>
<u>Carryover from 2008/2009 UPWP</u>				
Portland Libbytown Trail	\$2,000	\$1,600	\$400	Portland
Regional Bike/Ped Plan Update	\$5,000	\$4,000	\$1,000	PACTS Assessment
Regional Planning Software	\$16,000	\$12,800	\$3,200	PACTS Assessment
Regional Signal Study I	\$28,500	\$22,800	\$5,700	Municipalities
Regional Traffic Counts	\$16,000	\$12,800	\$3,200	PACTS Assessment
Scarborough Running Hill Road	\$13,000	\$10,400	\$2,600	Scarborough
TIF TOD Outreach	\$2,000	\$1,600	\$400	PACTS Assessment
Transit Bus Route Study	\$30,000	\$24,000	\$6,000	GPCOG
Transit Regional Ride Guide	\$3,000	\$2,400	\$600	GPCOG
Tri-Community Transportation Plan	\$53,290	\$42,632	\$10,658	Municipalities
Veterans Bridge Facilitation	\$3,000	\$2,400	\$600	PACTS Assessment
Westbrook Downtown Streetscape	\$2,210	\$1,768	\$442	Westbrook
Windham Route 302 Study	<u>\$3,000</u>	<u>\$2,400</u>	<u>\$600</u>	Windham
Carryover Subtotal	\$177,000	\$141,600	\$35,400	
<u>New consultant studies</u>				
Maine Clean Communities	\$30,000	\$24,000	\$6,000	GPCOG
SMRPC Planning Services	\$30,000	\$24,000	\$6,000	SMRPC
GPCOG Planning Services	\$30,000	\$24,000	\$6,000	GPCOG
PACTS Model Consultant	\$46,459	\$37,167	\$9,292	MaineDOT + Muni's
Portland Forest Avenue	\$100,000	\$80,000	\$20,000	Portland
Portland Franklin Arterial	\$100,000	\$80,000	\$20,000	Portland
Regional Aerial Photo Flight	\$20,000	\$16,000	\$4,000	Municipalities
Regional Collector Study II	\$20,000	\$16,000	\$4,000	PACTS Assessment
Regional Dest. Tomorrow Update	\$25,000	\$20,000	\$5,000	MaineDOT
Regional Enhanced Project Scoping	\$25,000	\$20,000	\$5,000	Municipalities
Regional Fixed Guideway	\$40,000	\$32,000	\$8,000	South Portland
Regional Signal Study II	\$25,000	\$20,000	\$5,000	Municipalities
Regional Urban Finance Study	\$10,000	\$8,000	\$2,000	MaineDOT
Windham Comp. Transpo. Study	\$40,000	\$32,000	\$8,000	Windham
Yarmouth Route One Phase III	<u>\$40,000</u>	<u>\$32,000</u>	<u>\$8,000</u>	Yarmouth
New Studies Subtotal	\$581,459	\$465,167	\$116,292	
Total	\$758,459	\$606,767	\$151,692	

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 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 2008 and 2009, GPCOG staff served as members 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 chaired the Governor's Pre-Emergency Energy Task Force, Passenger Transportation Subcommittee. Staff also worked closely Maine DEP 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 2010-2011 ACTIVITIES

- Provide staff support to PACTS Committees.
- Prepare the **FY 2012-2013 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
- ◇ Gorham East-West Corridor Study
- ◇ Portland North, Small Starts Study
- ◇ 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 2012-2013 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 and Quarterly Status Reports

AGENCY RESPONSIBILITY

GPCOG

FUNDING

Estimated expenses for FY 2008 and 2009:	\$115,516
Budget for FY 2008 and 2009:	\$144,595
Carryover estimate:	\$ 29,079
Estimated costs for FY 2010 and 2011:	\$ 84,000

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 2010-2011 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

PROPOSED FY 2010-2011 ACTIVITIES regional transit projects (5303 Funds)

PRODUCTS/OUTCOMES:

Traveler Information – Coordination with MaineDOT 511 project, data maintenance for Google Transit on-line travel planner, development and implementation strategy for the evolution of TIDS and TransportME.org.

Regional Bus Sign and Shelter Project – 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 2008 and 2009:	\$ 31,270
Budget for FY 2008 and 2009:	\$ 55,000
Carryover estimate:	\$ 23,730
Estimated costs for FY 2010 and 2011:	\$115,000

FUNDING SOURCES

FTA and municipal funds

PROPOSED FY 2010-2011 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 2008 and 2009:	\$ 34,779
Budget for FY 2008 and 2009:	\$ 69,200
Carryover estimate:	\$ 0
Estimated costs for FY 2010 and 2011:	\$ 30,250

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.
- 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*.

PROPOSED FY 2010-2011 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 – Finalize work on the Regional Fare Card, and the Regional Map and Timetable, 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. Further 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 and Maine DOT 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 2008 and 2009:	\$189,883
Budget for FY 2008 and 2009:	\$191,000
Carryover estimate:	\$ 1,117
Estimated costs for FY 2010 and 2011:	\$156,104

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:

See Task 8. Previous UPWP did not separate Long Range System and Long Range Project tasks

PROPOSED FY 2010-2011 ACTIVITIES (Long Range Project) FTA 5303 Funds:

Projects of regional significance

PRODUCTS/OUTCOMES:

ITS Planning, Automatic Vehicle Location (AVL) – Assist area Transit Providers in developing and deploying Intelligent Transportation Systems that are compatible with one another as much as is practicable, comply with state and local ITS architecture and efficiently utilize technology to improve transit operations, marketing and outreach. A specific area of assistance will be the assessment of existing and potential AVL technologies and their long term capability to aid users, from dispatchers to riders in utilizing the system more efficiently, with an eye to compatibility with future layers of ITS technologies.

Congress Street Bus Priority Study – This will be a consultant led study jointly administered by PACTS and GPCOG staff and the City of Portland. The purpose of the study is to conduct a corridor analysis and evaluation for implementing a proposed “Bus Priority Corridor” for a portion of Congress Street between State Street and Franklin Street Arterial.

Regional Bus Passenger Survey – Based on previous passenger surveys of individual systems this survey will include all three fixed-route providers, METRO, SPBS and ShuttleBus-ZOOM. The primary purpose of the survey will be to assess the degree to which existing service fits the needs and expectations of the ridership. It will seek to identify perceived gaps in service, missing or difficult connections between systems and desirable destinations that are currently not served. In addition, the survey will seek input on rider satisfaction and update the passenger profile.

AGENCY RESPONSIBILITY

GPCOG

FUNDING

Estimated expenses for FY 2008 and 2009:	\$ 42,689
Budget for FY 2008 and 2009:	\$ 44,000
Carryover estimate:	\$ 1,311
Estimated costs for FY 2010 and 2011:	\$145,000

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),

PROPOSED FY 2010-2011 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.
- Developing the transition of Portland Transportation Information Display System (TIDS)
- Acquisition and use of various transit and transportation planning software packages.
- Assist PACTS with Destination Tomorrow planning efforts involving mapping and forecasting, and developed comprehensive transportation databases.
- Maintain Transportation pages for GPCOG, PACTS, GO Maine & Transportme Websites.

PRODUCTS/OUTCOMES

Maintain and develop GPCOG and PACTS web sites and pages, short term continuation of Transportation Information Display System
Data management and development of GIS Maps, technology advances, and updated databases

AGENCY RESPONSIBILITY

GPCOG

FUNDING

Estimated expenses for FY 2008 and 2009:	\$59,684
Budget for FY 2008 and 2009:	\$81,684
Carryover estimate:	\$22,000
Estimated costs for FY 2010 and 2011:	\$80,000

FUNDING SOURCES

FTA and municipal funds

Table 3**Funding Summaries for FY 2010 and FY 2011**

Tasks	FY 2010						FY 2011			
	2-Year Budget	Fed. Fund	Task Budget	FY 2010 Funding Sources			Task Budget	FY 2011 Funding Sources		
			Federal	MDOT	Local*		Federal	MDOT	Local*	
1 Coordination/Admin.	\$689,000	PL	\$340,000	\$272,000	\$68,000	\$0	\$349,000	\$279,200	\$69,800	\$0
2 T.I.P.	\$230,000	PL	\$100,000	\$80,000	\$20,000	\$0	\$130,000	\$104,000	\$26,000	\$0
3 Regional T. Plan	\$50,000	PL	\$40,000	\$32,000	\$8,000	\$0	\$10,000	\$8,000	\$2,000	\$0
4 Travel Demand Model	\$20,000	PL	\$10,000	\$8,000	\$2,000	\$0	\$10,000	\$8,000	\$2,000	\$0
5 Consultant (new)	\$581,459	PL	\$290,730	\$232,584	\$7,106	\$51,040	\$290,730	\$232,584	\$7,106	\$51,040
5 Consultant (carryover)	\$177,000	PL	\$177,000	\$141,600	\$0	\$35,400	\$0	\$0	\$0	\$0
<i>PL-related subtotals</i>	\$1,747,459		\$957,730	\$766,184	\$105,106	\$86,440	\$789,730	\$631,784	\$106,906	\$51,040
6 Program Support	\$113,079	5303	\$71,079	\$56,863	\$0	\$14,216	\$42,000	\$33,600	\$0	\$8,400
7 Short Range (5303)	\$138,730	5303	\$83,730	\$66,984	\$0	\$16,746	\$55,000	\$44,000	\$0	\$11,000
7 Short Range (5307)	\$30,250	5307	\$21,250	\$17,000	\$0	\$4,250	\$9,000	\$7,200	\$0	\$1,800
8 Long Range (System)	\$157,221	5303	\$76,117	\$60,894	\$0	\$15,223	\$81,104	\$64,883	\$0	\$16,221
9 Long Range (Project)	\$146,311	5303	\$95,311	\$76,249	\$0	\$19,062	\$51,000	\$40,800	\$0	\$10,200
10 Tech. Support & Maps	\$102,000	5303	\$62,000	\$49,600	\$0	\$12,400	\$40,000	\$32,000	\$0	\$8,000
<i>FTA-related subtotals</i>	\$687,591		\$409,487	\$327,589	\$0	\$81,897	\$278,104	\$222,483	\$0	\$55,621
Total	\$2,435,050		\$1,367,216	\$1,093,773	\$105,106	\$168,337	\$1,067,834	\$854,267	\$106,906	\$106,661

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

Table 4

PACTS Unified Planning Work Program

FY 2010/2011 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.	\$551,200	\$0	\$0	\$137,800	\$0	\$0	\$689,000	\$689,000	\$0	\$689,000
2 T.I.P.	\$184,000	\$0	\$0	\$46,000	\$0	\$0	\$230,000	\$230,000	\$0	\$230,000
3 Regional Transpo Plan	\$40,000	\$0	\$0	\$10,000	\$0	\$0	\$50,000	\$50,000	\$0	\$50,000
4 Travel Demand Model	\$16,000	\$0	\$0	\$4,000	\$0	\$0	\$20,000	\$20,000	\$0	\$20,000
5 Consultant Activities (new)	\$465,167	\$0	\$0	\$14,212	\$12,000	\$90,080	\$581,459	\$0	\$581,459	\$581,459
5 Consultants (carryover)	\$141,600	\$0	\$0	\$0	\$6,600	\$28,800	\$177,000	\$0	\$177,000	\$177,000
6 Program Support *	\$0	\$0	\$90,463	\$0	\$22,616	\$0	\$113,079	\$113,079	\$0	\$113,079
7 Short Range Planning *	\$0	\$24,200	\$110,984	\$0	\$23,746	\$10,050	\$168,980	\$168,980	\$0	\$168,980
8 Long Range (System) *	\$0	\$0	\$125,777	\$0	\$31,444	\$0	\$157,221	\$107,221	\$50,000	\$157,221
9 Long Range (Project) *	\$0	\$0	\$117,049	\$0	\$19,262	\$10,000	\$146,311	\$146,311	\$0	\$146,311
10 Tech Support & Mapping *	<u>\$0</u>	<u>\$0</u>	<u>\$81,600</u>	<u>\$0</u>	<u>\$20,400</u>	<u>\$0</u>	<u>\$102,000</u>	<u>\$102,000</u>	<u>\$0</u>	<u>\$102,000</u>
Total	\$1,397,967	\$24,200	\$525,873	\$212,012	\$136,068	\$138,930	\$2,435,050	\$1,626,591	\$808,459	\$2,435,050

* Includes carryover. See task narratives for details.

Appendix of Consultant Activities in the

PACTS FY 2010/2011 Unified Planning Work Program

The first 28 studies in this appendix, which are funded with help from FHWA, are listed in Task 5. The final study, the Congress Street Bus Priority Study, is in Task 8 and is funded with help from the FTA.

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.

1. Portland Libbytown Trail

Objective

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.

Previous Work

This study began during FY 2009.

Activities

- Development of a GIS base map with aerial photos overlaid with tax maps.
- Meetings with the neighborhood public and with PACTS and Portland staff
- Right-of-way research to clarify discrete and specific property ownerships and rights-of-way along the proposed trail alignment(s)
- Conceptual design plans
- Final report

Products

A feasibility study final report

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$ 8,000
Budget for FY 2008 and 2009:	\$10,000
Estimated costs for FY 2010 and 2011:	\$ 2,000

Funding Sources

FHWA and Portland

2. Regional Bike/Ped Plan Update

Objective

To update and expand the existing PACTS Regional Bicycle and Interim Pedestrian Plan

Previous Work

This study began during FY 2009.

Activities

Task A. Project Initiation, Data Collection and Inventory

- Contact and work with PACTS' communities to gather information, plans, and priority areas or corridors.
- Inventory bicycle, trail, and pedestrian facilities and plans in the 15 PACTS and immediately adjacent municipalities based upon information provided by municipalities and PACTS
- Obtain and map bike and pedestrian crash data (if in GIS format from MaineDOT)
- Map activity centers, transit routes, municipal growth centers, public parks and recreation facilities, schools, park and ride lots, pedestrian activity zones (PAZ), intermodal/transit centers, medical centers, shopping centers, and major employers with readily available data
- Compile and map PACTS bicycle and pedestrian projects, including 10/11
- Compile & map bicycle and pedestrian improvements in the PACTS region since 2000.

During the first two weeks of the project, we propose to convene groups of PACTS communities to assemble available municipal information, identify individual community issues, and synthesize this information in text and map form.

Task B. Analysis

- Map bicycle routes and determine gaps and deficiencies in network
- Identify recommended bicycle facilities (bicycle lane, bicycle boulevard, shared lane, paved shoulder, shared use path) to fill the identified gaps
- Develop order of magnitude cost estimates for recommended bicycle network based upon unit costs and project length using recent cost data from cities/towns.
- Map regional trail connections and determine gaps and deficiencies in the network with order of magnitude cost estimates based upon unit costs and project length (where applicable/appropriate and enough information is readily available)
- Determine the top ten most cost and time efficient areas of potential improvement(s)
- Determine the top ten areas of most concern for needed improvement(s).

Additional Tasks:

- Develop a methodology for prioritizing PACTS bike/pedestrian projects
- Photo archive existing infrastructure and areas of deficiencies.

The project team will review the current PACTS TIP Process for prioritizing bicycle and pedestrian projects as well as roadway projects for their 'complete streets' considerations.

The project team will also document with photographs the ‘top ten’ areas (listed above) in terms of: time efficient areas of potential improvement; and areas of most concern for needed improvements.

Task C. Final Plan and Products

- Produce final plan document including maps and recommendations for regional bicycle, trail, and pedestrian priorities both on a community basis and for regional significance
- The deliverables shall consist of 6 paper copies and a digital copy of the final plan including maps, technical details and recommendations.

A final Plan will be produced that includes: issues and opportunities, maps and recommendations, and order of magnitude cost estimates. The Plan will be a ‘strategic’ update of the current Plan setting the stage for future planning and investment.

All digital files – photographs, drawings, GIS map files, Word documents, etc – will be provided to PACTS. All final products will be made available in high resolution PDF as well as web-friendly PDF versions. Six paper copies and one digital copy will be provided.

- Develop consistent bicycle and pedestrian design guidelines to meet ASHTO and ADA

The project team will review the current GPCOG Bicycle and Pedestrian Design Guidelines as well as those in the PACTS Plan. Recommendations will be made for targeted updates to these documents to include updated or new information such as bicycle parking standards, bicycle boulevards, traffic calming applications, street/trail crossings, and intersection treatments.

Products

A final plan document including maps and recommendations for regional bicycle, trail, and pedestrian priorities both on a community basis and for regional significance

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$15,000
Budget for FY 2008 and 2009:	\$20,000
Estimated costs for FY 2010 and 2011:	\$ 5,000

Funding Sources

FHWA and PACTS Assessments

3. Regional Planning Software

Objective

To purchase TransCad travel demand forecasting software and its visualization component

Previous Work

PACTS and GPCOG have used the PACTS travel demand model and GIS mapping software for many years.

Activities

This task is strictly to finance the purchase of the software. PACTS staff will charge time under Tasks 1 to 5 for their actual use of the software for studies and other planning activities.

Products

Purchase of TransCad software

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$ 0
Budget for FY 2008 and 2009:	\$16,000
Estimated costs for FY 2010 and 2011:	\$16,000

Funding Sources

FHWA and PACTS Member Assessments

4. Regional Signal Coordination Study I

Objective

To develop a detailed plan for the coordination of 63 traffic signals in Portland, Scarborough and Westbrook for segments of Washington Avenue, Forest Avenue, Brighton Avenue, Main Street (in Westbrook), Congress Street, Riverside Street and Payne Road

Previous Work

This study began during FY 2009, and will be completed during the fall of 2009.

Activities

The consultant contract includes a six-page scope of work which includes:

- Inventory of existing signal hardware, including descriptions of existing coordination and interconnections
- Existing conditions travel time and delay data
- Existing conditions analysis of traffic signals, control equipment, signal phases and signal coordination
- Identification of system needs and direction
- Traffic signal management plan/electronic map
- Six meetings with a PACTS study committee

Products

A report that describes a plan for the coordination of 63 traffic signals in Portland, Scarborough and Westbrook

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$31,500
Budget for FY 2008 and 2009:	\$60,000
Estimated costs for FY 2010 and 2011:	\$28,500

Funding Sources

FHWA, Portland, Scarborough and Westbrook

5. Regional Traffic Counts

Objective

To perform afternoon peak hour traffic counts throughout the PACTS region for use in the calibration of the PACTS regional travel demand model for use with the Gorham East-West Corridor Study, and for other regional studies.

Previous Work

In the past, PACTS has calibrated our regional travel demand model with peak hour traffic counts done by MaineDOT, our municipalities and consultants doing traffic studies for us or for others.

Activities

A traffic counting firm will perform traffic counts – including turning movement counts and ATR counts.

Products

Afternoon peak hour traffic volumes for use by our travel demand modeler in the calibration of the enhanced PACTS model, and for use in other regional studies.

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$ 0
Budget for FY 2008 and 2009:	\$16,000
Estimated costs for FY 2010 and 2011:	\$16,000

Funding Sources

FHWA and PACTS Assessments

6. Scarborough Running Hill Road

Objective

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. This study and associated plan is intended to provide a guiding document for future use along the Running Hill Road corridor, balancing the needs of through traffic and local accessibility, while striving to improve the overall safety of the corridor for all modes of travel.

Previous Work

This study began during FY 2009.

Activities

The consultant will collect data, analyze existing and future conditions, and identify future trends and needs. Further, they will develop a balanced and context sensitive series of transportation recommendations for the corridor as well as prepare supporting figures and graphics and present study findings and information at key points in the study process.

Products

A feasibility study final report

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$22,000
Budget for FY 2008 and 2009:	\$35,000
Estimated costs for FY 2010 and 2011:	\$13,000

Funding Sources

FHWA and Scarborough

7. Tax Increment Financing Transit Oriented Development Outreach

Objective

To perform regional outreach to educate the general public, city and state officials about the benefits of transit oriented development (TOD), and how transit tax increment financing could work to finance their land use and transit objectives.

Previous Work

This work began during FY 2009.

Activities

1. To educate the general public, city and state officials about the benefits of transit and Transit Oriented Development (TOD)

Objectives:

- demonstrate in a visual way the environmental impact of public transportation.
 - educate about the public transportation system in Maine; and how TOD would benefit Maine's economy (less fossil fuel used) and environment (less greenhouse gas and carbon output)
 - educate about TOD's and how they work; the balance between adequate development/population density and the success of public transportation
 - develop a "following" of citizens supporting and interested in public transportation and TOD
2. To educate city and state officials about TOD's and transit financing tools, such as the recently passed TOD/Transit- Tax Increment Financing (TIF) works and how it could be applied in the State of Maine.

Objectives:

- inform about Tax Increment Financing and how it works as applied to TOD in Maine
- inform about the citizen interest in developing adequate public transportation and reducing our reliance on fossil fuel and lowering our carbon footprint.

To these ends, we develop a small campaign including the following:

For consumer/citizen education

a) web site that explains the scope of Transit in Maine, and the benefits of TOD from the users perspective. Answering the questions--Can I use Public transportation? Does it work for me? Is it convenient--does TOD make it more convenient? Does it really help the environment? Does it really save \$\$ and gas for me?

b) Printable pages from website about Transit and TOD, financing such as Transit-TIF, etc. how it works in other, similar markets, what it provides for, what are the expectations for it and what do we need to do to get it done in Maine for consumers education.

Products

A website, with printable pages that can be used as take-aways

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$6,667
Budget for FY 2008 and 2009:	\$8,667
Estimated costs for FY 2010 and 2011:	\$2,000

Funding Sources

FHWA and PACTS Assessments

8. 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 2008 and 2009:	\$ 0
Budget for FY 2008 and 2009:	\$30,000
Estimated costs for FY 2010 and 2011:	\$30,000

Funding Sources

FHWA and GPCOG

9. Transit Regional Ride Guide

Objective

To plan, design and prepared a regional routes map and timetable for users of public and private passenger transportation systems.

Previous Work

This study began during FY 2009.

Activities

The request for proposals for this study outlined the following work activities for the consultant:

- Attend three meetings with the PTC subcommittee during the project. These meetings will most likely take place at the Greater Portland Council of Governments (GPCOG).
- Working with MPO staff and transit providers, gather the required map and schedule information.
- Coordinate with PTC staff at GPCOG and SMRPC to verify and refine current routes and schedules for all fixed route and commuter public transit services operating in the PACTS planning area, including: Greater Portland METRO, South Portland Bus Service, Shuttle Bus/ZOOM, Downeaster, and Casco Bay Lines.
- Identify and locate major employers and major attractors of travel trips in the region for display on the route map.

- Create a graphic layout for the regional transit map. Layout options and size will be determined during the design process. The consultant is encouraged to provide at least 3 separate options for subcommittee review and feedback.
- Deliver one hard copy and one print-ready digital copy of the final product.
- Due to the changing nature of some of the information, such as transit schedules, the final product also needs to be submitted in an easy-to-edit format. All items produced by the consultant(s) shall become the sole property of GPCOG and PACTS, whose staff must be given the capability to perform all necessary edits.
- Provide any technical specifications for printing and/or folding of the map that may be required.
- If needed, coordinate the printing and delivery of the map based on numbers of copies to be determined by the PTC subcommittee.

Products

A regional routes map and timetable for all transit systems in the PACTS region

Agency Responsibilities

GPCOG

Funding

Estimated expenses for FY 2008 and 2009:	\$12,000
Budget for FY 2008 and 2009:	\$15,000
Estimated costs for FY 2010 and 2011:	\$ 3,000

Funding Sources

FHWA and GPCOG

10. Tri-Community Transportation Plan

Objective

To develop a comprehensive transportation plan for the major corridors in Biddeford, Old Orchard Beach and Saco. The plan will assess the current and future regional transportation demands along the key corridors in the study area, and explore ways to preserve the mobility and safety of the corridors through regional measures such as enhancing access to transit especially during the peak season, land use and access management, traffic signal coordination, and infrastructure improvements to these corridors. The plan will identify opportunities for more extensive transit within the region to interface with the Amtrak service to promote the idea of a car-less vacation during the summer months. Various alternatives should be evaluated for providing access to and from Routes 112/5, South Street and Route 111, and Cascade Road/Flag Pond Road as well as a potential connector road between South and Andrews Road/Route 111. A potential Industrial Road in Old Orchard Beach could relieve

traffic congestion on local roadways. The benefit of each connection or combination needs to be assessed relative to critical intersections within the study area. The study will also evaluate whether further study of a Saco River third bridge for should be done in the future.

Previous Work

This study began during FY 2009. Work done so far has included a major public forum, analysis of existing land use and transportation conditions, organizing for the performance of future travel demand forecasts, and several meetings with a study advisory committee.

Activities

The results of the analyses will point to the problem spots for capacity and safety in the transportation system encompassing the three municipalities. Each of these locations will be evaluated to determine the most efficient way to improve mobility and safety. This could include capacity preservation through access management, the addition of lanes, construction of new links within the transportation system, restrictions on existing links, potential installation of traffic signals, coordination of traffic signals, re-alignment of approaches, sidewalk and trail construction, and transit during the summer months to promote a car-less vacation.

Products

The recommendations and resulting traffic operations will be summarized and presented in a final report. This will include capacity results, graphic representations of the proposed improvements, preliminary opinions of probable construction costs, and a summary of the methodology utilized in developing the recommendations. Documentation of the public process will also be included in the report.

Agency Responsibilities

FACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$26,710
Budget for FY 2008 and 2009:	\$80,000
Estimated costs for FY 2010 and 2011:	\$53,290

Funding Sources

FHWA, Saco, Biddeford and Old Orchard Beach

11. Veterans Bridge Facilitation

Objective

To provide facilitation services to the stakeholders input process for the MaineDOT construction of a new Veterans Memorial Bridge and its points of access in Portland and South Portland.

Previous Work

This work began during FY 2009. The consultant facilitated two stakeholder meetings

Activities

The consultant will facilitate additional stakeholder meetings, as requested by MaineDOT.

Products

Stakeholder meeting(s) facilitation

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$ 2,250
Budget for FY 2008 and 2009:	\$10,000
Estimated costs for FY 2010 and 2011:	\$ 3,000

Funding Sources

FHWA and PACTS Assessment

12. Westbrook Downtown Context Sensitive Solutions/Streetscape Study

Objective

To develop a plan to use context sensitive solutions and streetscape design practices to improve the Main Street/Bridge Street corridor in downtown Westbrook.

Previous Work

This study began during FY 2009. The study is almost done as of the printing of this UPWP in June 2009. We expect to finish the work in July or August 2009.

Related prior studies include:

1. *Downtown Parking Study*. This is a parking management plan for on and off-street parking and identifies demand and makes short and long-term recommendations.
2. *Spring and Main Streets Study*. This study provides recommendations to improve the safety of vehicles and pedestrians.
3. *William Clarke Drive Study*. This study provides recommendations to improve the safety of vehicles and pedestrians.

Activities

The geographical boundaries of the study includes downtown Westbrook from Saco Street on the west to Pleasant Street on the east and from the south side of William Clarke Drive to the Presumpscot River and along Bridge Street to Lincoln Street.

The consultant will be utilized for their design and technical abilities and must have a good working knowledge of the downtown. The scope of this study will include the following:

1. Examine and analyze the existing physical condition of the study area. This process will include the use of past studies and data, coupled with the collection of new data as needed. (*Westbrook staff and committee (consultant should be familiar with this information)*)
2. Hold public meetings to familiarize the community with the purpose, findings and recommendations of the study. (*Westbrook staff and committee primarily*)
3. Establish a plan that identifies improvements to existing public ways and spaces, alternatives for traffic calming/pedestrian crossings, improvements to traffic patterns, and potential new public spaces directly related to streetscape improvement. Examine the need for pedestrian amenities given both the existing and proposed land use patterns in the corridor. Pedestrian amenities, mobility and connections should be integral to the improvement plans for the corridor. The improvement plan should be context sensitive, corresponding to the character of the study area. The plan should include graphic illustrations and descriptions of the proposed improvements. The plan should include short, near and long-term improvements as well as general cost estimates for short-term improvements. (*Staff, committee, consultant. Consultant chiefly responsible for providing professional expertise as needed, design work and cost estimates*)
4. Identify funding sources and/or mechanisms to accomplish the proposed improvements individually and concurrently with new development within the corridor. (*Staff and PACTS*)
5. Present improvement plans to the Westbrook Planning Board and City Council for feedback and ultimately endorsement. (*Staff, committee and consultant if necessary*)

Products

The planning study product shall be: a context sensitive improvement plan for the downtown Westbrook Main Street corridor that will include both road (traffic calming) and streetscape improvements; graphic illustrations depicting the build out of the improvements; descriptions of major improvements as well as general cost estimates for short-term improvements; an implementation schedule; and funding mechanisms to implement the improvement plans.

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$27,790
Budget for FY 2008 and 2009:	\$30,000
Estimated costs for FY 2010 and 2011:	\$ 2,210

Funding Sources

FHWA and Westbrook

13. Windham Route 302 Study

Objective

To develop a plan for addressing future traffic demand on Route 302 in North Windham between Anglers Road/Whites Bridge Road and Mineral Springs Road

Previous Work

This study began during FY 2009.

Activities

The Town of Windham is proposing to establish a transportation impact fee on development on Route 302. The impact fee would apply to development in the northern vicinity of the Town's high-intensity commercial district (Commercial 1 Zoning District).

In order to establish an impact fee ordinance, an engineering study must be completed to estimate future traffic volume (10 year projection), and the improvements necessary to handle that volume. The impact fee will be calculated by dividing the total cost of the improvements by the total number of new trips.

After the engineering study is completed, work on the ordinance language must be completed. At some point in the future, the Town may also be interested in establishing impact fees for other sections of Route 302 in the Commercial 1 Zoning District, so an over-

arching ordinance fee framework will be prepared, and then specific ordinance language regarding Route 302 between White's Bridge Road and Mineral Springs Road will be written. Other impact fees for other sections of roadway could be "plugged in" to that framework going forward.

Products

A feasibility study final report

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$6,700
Budget for FY 2008 and 2009:	\$9,700
Estimated costs for FY 2010 and 2011:	\$3,000

Funding Sources

FHWA and Windham

14. 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 has been a designated Clean Cities Coalition for more than 11 years. The U.S. Department of Energy recently celebrated the 15th anniversary of the Clean Cities program nationally. MC² 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.

Activities

The following summary of the program plan identifies the ongoing strategic activities of Maine Clean Communities.

A. DEPLOY MORE Alternative Fuel Vehicles (AFVs) IN THE STATE of MAINE

Work with, educate and be a resource to public and private transit operators, taxi companies, ski areas, state fleet, fuel suppliers, academic institutions, delivery fleets, airports, municipal fleets, waste haulers and any other newly emerging niche market fleets whose operations lend themselves to alternative fuel vehicle use.

Facilitate the use of the existing compressed natural gas (CNG) fueling infrastructure at METRO by other local and state government fleets.

Promote existing propane and biodiesel fueling infrastructure in the state.

B. DEPLOY MORE Alternative Fuel REFUELING STATIONS IN THE STATE of MAINE

Develop a strategic plan to expand refueling infrastructure throughout the State.

Specifically, build on established natural gas delivery infrastructure and expressed interest in Portland, Lewiston/Auburn and Bangor to develop a critical mass of fleet vehicle demand that will drive development of commercial as well as private CNG fueling infrastructure for a wide range of fleets in those areas.

Work with fuel providers to develop more propane and biodiesel fuel sites.

Collaborate with other Clean Cities Coalitions in the northeast to develop alternative fuel corridors.

C. INCREASE STAKEHOLDER FLEET RECRUITMENT

Target private fleets, fuel suppliers, vehicle manufacturers and local fleet managers to identify regional private fleet managers to recruit for stakeholder membership and to develop possible pilot projects

D. INCREASE PUBLIC AND MEDIA OUTREACH

Host and/or participate in workshops and other outreach events that promote AFV's and other petroleum reduction strategies and technologies

E. SECURE AFV LEGISLATION AND PROCUREMENT INCENTIVES

The MC² Legislative Working Group will work with state legislators and local city officials to help draft and provide support for incentives which will increase the use of AFVs in privately owned fleets.

F. SECURE FUNDS AND GRANTS FOR AFV AND INFRASTRUCTURE PROJECTS AND ENSURE A SELF-SUSTAINING COALITION

Work with current and future stakeholders to identify projects that fit the criteria for the funding sources identified, such as DOE Clean Cities grants, National Clean Cities, Inc. grants, CMAQ grants, DOT grants and other developmental and deployment grant

sources such as OEM's and Fuel Providers, and assist stakeholders in applying for these funds

G. ESTABLISH MAINE CLEAN COMMUNITIES AS A FULLY FUNCTIONING STATEWIDE PROGRAM

Work with fleets, fuel suppliers and a wide range of stakeholders to make clean, alternative fuels and energy efficient technologies integral and sustainable elements of Maine's transportation system.

Products

Promotion and implementation of clean domestically produced alternative fuels and petroleum reduction strategies for fleets throughout the State

Agency Responsibilities

GPCOG

Funding

Estimated expenses for FY 2008 and 2009:	\$25,000
Budget for FY 2008 and 2009:	\$25,000
Estimated costs for FY 2010 and 2011:	\$30,000

Funding Sources

FHWA and GPCOG

15. SMRPC Planning Services

Objective

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.

Previous Work

The SMRPC has provided this service to PACTS since 2003.

Activities

SMRPC staff will assist in staffing the PACTS Transit Committee, will serve on PACTS committees, will provide transportation planning services to PACTS staff, and will assist in the update of *Destination Tomorrow*.

Products

Staff support and technical assistance as described above.

Agency Responsibilities

SMRPC

Funding

Estimated expenses for FY 2008 and 2009:	\$30,000
Budget for FY 2008 and 2009:	\$30,000
Estimated costs for FY 2010 and 2011:	\$30,000

Funding Sources

FHWA and SMRPC In-Kind Services

16. 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 5 in this UPWP). During FY 2008 GPCOG did extensive research regarding future scenarios (as seen at recently created TMA's) for PACTS as a Transportation Management Area starting in 2012 (pending the 2010 UZA population). During FY 2009 GPCOG did the following:

- Prepared a detailed population forecast for sections of the Portland UZA in order to further examine the potential that PACTS would become a TMA in 2012.
- Provided extensive help in gathering household and employment data for the upgrade of the PACTS regional travel demand model.
- Provided technical assistance in the development of web-based outreach for the PACTS regional bicycle and pedestrian planning work.

Activities

PACTS staff will request assistance in bike/ped system and facility planning, land-use-transportation planning and other activities as requested.

Products

Staff support and technical assistance as described above.

Agency Responsibilities

GPCOG

Funding

Estimated expenses for FY 2008 and 2009:	\$30,000
Budget for FY 2008 and 2009:	\$30,000
Estimated costs for FY 2010 and 2011:	\$30,000

Funding Sources

FHWA and GPCOG

17. PACTS Model Consultant

Objective

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

Previous Work

See UWP Task 4 for an extensive narrative on previous work. In addition to the application work done, we also did an extensive upgrade of the model in collaboration with the Maine Turnpike Authority and the MaineDOT.

Activities

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

- Update of Destination Tomorrow regional transportation plan, including the required air quality conformity analysis
- Gorham East-West Corridor Study
- Portland Forest Avenue Land Use and Transportation Plan
- The Regional Fixed Guideway Study
- Windham Comprehensive Transportation Study
- Yarmouth Route One Corridor Study Phase III
- Air quality conformity analysis for the FY 2010-2013 PACTS Transportation Improvement Program and the MaineDOT's Statewide Transportation Improvement Program
- Development of 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

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 2008 and 2009:	\$40,000
Budget for FY 2008 and 2009:	\$44,000
Estimated costs for FY 2010 and 2011:	\$46,459

* PACTS also spent \$33,500 in FY 2009 to upgrade the model. This effort was complemented by additional upgrading of the model with funds provided by the Maine Turnpike Authority for the purpose of meeting the analysis needs of the Gorham East-West Corridor Study. In FY 2010, the MaineDOT is also going to use their funds to finance additional upgrades to the PACTS model.

Funding Sources

FHWA, PACTS Assessments and Municipalities

18. Portland Forest Avenue Land Use and Transportation Plan

Objective

To generate an action plan to transform Forest Avenue into a “Great Street” by leveraging transportation and other public investments to stimulate private redevelopment and infill of underutilized properties.

Previous Work

In 2008 Portland applied unsuccessfully for an EPA grant to do a study similar to this effort. During the past several years Portland staff and policy makers have taken action on a variety of fronts to make Portland a more transit and pedestrian oriented city.

Activities

The Planning Division proposes to generate an Action Plan to transform Forest Avenue into a ‘Great Street’ by leveraging transportation and other public investments to stimulate private redevelopment and infill of underutilized properties. The project will integrate urban design, transportation, land use, housing and economic development planning resulting in a comprehensive analysis and strategy for the corridor.

Concentrating on the segment from Route I-295 to Woodford's Corner, the outcomes of the study are to establish the desired residential density, business use mix, infrastructure improvements, transit service improvements, and pedestrian and bicycle amenities to promote vitality, mobility, safety and neighborhood livability along the City's key gateway corridor. An overarching goal of the process is to create a transit oriented development which seems entirely feasible given corridors assets and the resulting strategies that will arise from this study.

The intersection of Woodford's Corner with Forest Avenue will also be evaluated for specific improvements that complement the present and future land use, make more pedestrian and bike friendly and improve the overall safety functions for vehicular traffic as well. Currently motorists avoid this intersection due to its' inefficiency; this is of significant concern due to the cut-through traffic on nearby neighborhood streets. A previous PACTS Traffic Study for Vannah Avenue concluded that improving this intersection was key to reducing the cut-through impacts in the Back Cove neighborhood.

The study will feature a list of recommendations with action steps providing a clear path for implementation. Current zoning along the subject corridor will be evaluated for consistency with policies for transit oriented corridor development, including density, dimensional and design standards, and use regulations. While the predominant B-2 and B-2b zones currently allow multi-family and mixed use development, any remaining barriers to transit oriented development will be identified and methods to promote such development through incentives and regulatory mechanisms will be generated as part of the study recommendations.

Products

An Action Plan to transform Forest Avenue from Route I-295 to Woodford's Corner into a 'Great Street' based on the work outlined above

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$100,000

Funding Sources

FHWA and Portland

19. Portland Franklin Street Arterial Feasibility Study

Objective

To perform a feasibility study of the options generated from the 2009 Franklin Street Arterial Corridor Study

Previous Work

The 2009 Franklin Street Arterial Corridor Study – which we expect will be adopted by the Portland City Council in late 2009 – serves to develop concepts and strategies for creating a welcoming gateway to the heart of the city that improves the safety of pedestrians, bicyclists and motorists, and creates economic development opportunities. The recommendations of that study, of the future MDOT funded improvements at I-295 Exit 7, and a future related preliminary design for the Franklin Arterial intersections with Marginal Way, Somerset and Fox streets will mutually inform and reinforce each other. A feasibility study is needed to take the conceptual plans gained from the Corridor Study to a stage where preliminary engineering can be initiated.

Activities

1. Assess opportunities and challenges along and across the corridor from a land-use and multi-modal transportation perspective.
2. Educate stakeholders, officials, and the public in flexible design models and benefits of Context Sensitive Solutions planning models.
3. Develop broad-based participation and engagement through consensus based decision-making.
4. Evaluate conceptual alternatives to Franklin's current design and assess them in relation to evaluation criteria. These criteria may include: capacity, economic development opportunities such as housing and places of commerce and employment, safety, harmonious and respectful relationships to surrounding community and urban context, connectivity, environmental, engineering, right of way, and fiscal constraints and opportunities.
5. Recommend overall design development alternatives while recognizing Franklin's role as a major traffic Gateway onto the peninsula.
6. Assess development implications including connectivity, parcels, potential scale, and massing, with the preferred Corridor design alternative.
7. Feasibility report will articulate tangible short-, medium- and long-term goals for improving the functioning of Franklin Arterial for all users.

Products

A feasibility study final report

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$100,000

Funding Sources

FHWA and Portland

20. 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.

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.) The organizing process began during the final quarter of the 2008/2009 UPWP.

Products

Aerial photography for the PACTS municipalities that choose to participate

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$20,000

Funding Sources

FHWA and Participating Municipalities

21. Regional Collector Study II

Objective

To update the January 2009 PACTS Area Collector Road Assessment report

Previous Work

2009 PACTS Area Collector Road Assessment report

Activities

The consultant will provide technical assistance to PACTS staff, PACTS Technical Committee members and MaineDOT in the update of our 2009 report. The updated report will be used to select projects in late 2010 for programming projects in the 2012/2013 PACTS MPO Allocation program of projects.

Products

A 2010 PACTS Area Collector Road Assessment report

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	\$72,000
Budget for FY 2008 and 2009:	\$72,000
Estimated costs for FY 2010 and 2011:	\$20,000

Funding Sources

FHWA and PACTS Assessments

22. Regional Destination Tomorrow Update

Objective

To provide technical assistance during the development of the 2010 Update of the *Destination Tomorrow* regional transportation plan

Previous Work

The 2003 and 2006 versions of *Destination Tomorrow*, and the prior PACTS regional transportation plans and updates. During early 2009 PACTS staff and a plan update committee began the update process.

Activities

During the July to December 2009 period PACTS staff and the Plan Update Committee will determine the necessary scope of consultant assistance needed for this effort.

Products

Technical assistance in the development of the 2010 Update of the *Destination Tomorrow* regional transportation plan

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$25,000

Funding Sources

FHWA and PACTS Assessments

23. Regional Enhanced Project Scoping

Objective

To provide the necessary technical assistance to produce TIP project proposals adequately scoped for consideration for PACTS funding with 2012/2013 MPO Allocation funds

Previous Work

EPS reports prepared in 2006 and 2008 for the 2008/2009 and 2010/2011 biennial MPO Allocation proposals priority setting

Activities

The engineering consultant will review the TIP proposals short listed in 2010 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 2008 and 2009:	\$20,000
Budget for FY 2008 and 2009:	\$20,000
Estimated costs for FY 2010 and 2011:	\$25,000

Funding Sources

FHWA and Participating Municipalities

24. Regional Fixed Guideway Study

Objective

To develop a vision plan for a fixed guideway system linking Portland and South Portland

Previous Work

The draft *Portland Peninsula Transit Study* calls for a streetcar system on Commercial Street as a long range recommendation, and there are long-range light rail recommendations as well.

Activities

The rise in oil prices in 2007 and 2008 demonstrated the potential for energy costs to increase dramatically with serious impacts on transportation. It became evident very quickly that low gas mileage automobiles and extended commutes were more expensive than average households could afford on a continuing basis. While the race is on for automobile manufacturers to develop hybrids, electric cars, and other fuel efficient or alternative energy vehicles, a bell was loudly and clearly rung last summer announcing the need to accommodate more of the population with in-town housing and employment options and with expanded and more affordable transportation choices.

In addition to bicycling and walking, public transit by bus needs to be a priority for short-term investments in so-called alternative modes of transportation. There are many opportunities for improving the region's bus systems, including adding buses to reduce headways, intelligent transportation systems to provide real-time bus locations and ETA's, and improved bus stop facilities. In the long-term, however, there is a case to be made for adding fixed-guideway transit systems to the public transit mix. As used here, "fixed-guideway" is intended to refer broadly to a range of transit vehicles running on fixed guidance systems, such as rail or tracks. Variations include light-rail, streetcars, trams, and trolleys. The streetcar system in Portland, Oregon, is a fixed-guideway approach with which many people are familiar.

Products

A feasibility study final report

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$40,000

Funding Sources

FHWA and South Portland

25. Regional Signal Coordination Study Phase II

Objective

To develop a detailed plan for the coordination of more traffic signals in our region

Previous Work

The Regional Signal Study Phase I (to be completed in the fall of 2009) produced signal coordination and interconnection plans for segments of six corridors in our region.

Activities

Identify next set of corridors to study, and develop signal coordination and interconnection plans using the same methodology as used for the Phase I Study.

Products

A plan for the coordination of more traffic signals in our region

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$25,000

Funding Sources

FHWA and Participating Municipalities

26. Regional Urban Transportation Finance Study

Objective

To do policy research and analysis on Maine 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 (in Bangor) 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.

Activities

We will develop a scope of work after we review of the BACTS study. We will develop the scope and the subsequent study process in coordination with other stakeholders including Maine's other MPO's, MaineDOT, the Maine Municipal Association, the Maine Better Transportation Association, the Maine Service Center Coalition and others.

Products

A report summarizing the study process and recommendations

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$10,000

Funding Sources

FHWA and PACTS Assessments

27. Windham Comprehensive Transportation Study

Objective

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. 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 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.

Activities

1. Define Scope of Project
2. Develop a List of Potential Committee Members – by role in community
3. Town Council Approval of project scope and committee membership
4. Town Committee Formation
5. Town Council Approval of Committee Membership
6. Town 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 feasibility study final report

Agency Responsibilities

PACTS

Funding

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$40,000

Funding Sources

FHWA and Windham

28. Yarmouth Route One Corridor Study Phase III

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 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 2008 and 2009:	\$35,000
Budget for FY 2008 and 2009:	\$35,000
Estimated costs for FY 2010 and 2011:	\$40,000

Funding Sources

FHWA and Yarmouth

29. Congress Street Bus Priority Study

Objective

To conduct a corridor analysis for implementing a proposed “Bus Priority Corridor” for a portion of Congress Street between State Street and Franklin Street Arterial. The study will evaluate and set the stage for implementation of a signature recommendation of the draft Portland Peninsula Transit Study. The goal of the study is to convert a key central portion of Congress Street to a “bus priority corridor” with the primary purpose of improving bus headway speeds. Secondary benefits that should be incorporated into the study are improved bicycle accommodation and increased on street parking.

Previous Work

The draft Peninsula Transit Study identifies Congress Street as a corridor with potential for alleviating bus and vehicle congestion by making infrastructure adjustments, turn restrictions, signalization changes, and bus operator coordination. (Recommendation 6.9, page 6-13, Action Plan Item 17, page 8-21)

Activities

The basic concept has two major components: (1) bus stops relocated to existing or modified curb extensions, thus keeping the bus in the travel lanes, and (2) left hand turn restrictions (for all motor vehicles except busses) onto and from Congress Street. The combination of the above changes would establish busses as the primary mode of travel on the corridor. With busses staying in the travel lanes for boardings and de-boardings, all traffic moves at the speed of the bus. The left turn restrictions allow the busses to move a greater speed, potentially reducing travel time for all.

Products

A feasibility study final report

Agency Responsibilities

GPCOG

Funding

Estimated expenses for FY 2008 and 2009:	Not applicable
Budget for FY 2008 and 2009:	Not applicable
Estimated costs for FY 2010 and 2011:	\$50,000

Funding Sources

FHWA and Portland