

PACTS

Portland Area Comprehensive Transportation System



PACTS

Unified Planning Work Program

January 1, 2016 to December 31, 2017

Adopted on November 19, 2015

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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.

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INTRODUCTION

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

The eighteen communities in the PACTS metropolitan area are Arundel, Biddeford, Cape Elizabeth, Cumberland, Falmouth, Freeport, Gorham, North Yarmouth, Old Orchard Beach, Portland, Raymond, Saco, Scarborough, South Portland, Standish, 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 2016 and 2017. 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. Table 1 on the next page shows on a task-by-task basis that the work to be done in this UPWP will address the federal planning factors.

Regional staff, the Maine Department of Transportation (Maine DOT), 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 March 2015 and was completed in November 2015 with the ratification of the budget and scope of work by the PACTS Policy Committee. Our transit and municipal members proposed almost all of the consultant studies. Contact PACTS or Greater Portland Council of Governments (GPCOG) staff for more information.

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

Table 1

Matrix of Planning Factors

<u>Factors</u>	<u>Task 1 Coordination and Administration</u>	<u>Task 2 Transportation Improvement Program</u>	<u>Task 3 Studies and Long Range Planning</u>	<u>Task 4 Consultant Activities</u>	<u>Task 5 COG Support and Admin</u>	<u>Task 6 COG Short Range System Planning</u>	<u>Task 7 COG Long Range System Planning</u>	<u>Task 8 COG Long Range Project Planning</u>	<u>Task 9 COG Technology Support and Mapping</u>	<u>Task 10 5307-funded Regional Planning</u>	<u>Task 11 5307-funded Individual Agency Planning</u>
Support economic vitality of the urbanized area.	X	X	X	X		X	X	X		X	
Increase safety of transportation system for motorized and non-motorized users.		X		X		X	X			X	
Increase security of transportation.			X	X		X				X	
Increase accessibility and mobility options for people and freight.	X	X	X	X		X	X	X	X	X	X
Protect and enhance the environment, promote energy conservation and improve quality of life.	X	X		X			X	X		X	
Enhance integration and connectivity of transportation system, across modes, for people and freight.	X		X	X	X	X	X	X	X	X	X
Promote efficient system management and operation.	X	X		X	X	X	X	X	X	X	X
Emphasize preservation of existing transportation system.	X	X		X		X		X	X	X	X

Public Input

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

In addition to responding to direction from our municipal leaders in the development of this UPWP, we reached out to the general public in two specific ways. On June 2, 2015, PACTS staff sent an e-mail to 300 people on our “interested parties” list seeking public input, and we also posted a public notice on our website in September 2015 asking for public input. In both cases we received no public comments.

Staff

As in the past PACTS and GPCOG staff will coordinate with each other on all the non-consultant work in this UPWP. In some cases PACTS staff will delegate work to GPCOG staff, and vice versa. In this regard the individuals listed below essentially work for the same organization. This principle also applies to the work paid for through this UPWP and done by the staff of the Southern Maine Planning and Development Commission.

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

- Maddy Adams, Executive Program Assistant
- Stephanie Carver, Senior Planner
- John Duncan, PACTS Director
- Carl Eppich, Senior Transportation Planner
- Jennifer Geaumont, Support Services
- Rick Harbison, Land Use and Transportation Planner
- Ben Lake, Energy and Transit Program Analyst
- Steven Linnell, GPCOG Transportation and Energy Services Director
- Paul Niehoff, Senior Transportation Planner
- Caroline Paras, Economic & Community Planner
- Jennifer Puser, Energy and Transit Planner
- Tom Reinauer, SMPDC Transportation Director
- Rebecca Schaffner, Land Use Planning Director
- Donna Tippet, Transportation & Land Use Technology Planner
- Muriel White, Support Services

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 2016/2017 biennium. Here are some highlights of activities in our recently completed UPWP:

- Continuous coordination with MaineDOT and the Turnpike Authority regarding all the studies underway and planned in our region.
- Our first federal triennial certification review by FHWA and FTA.
- Continued annual briefings for state legislators regarding federal, state and local transportation policy opportunities.
- Regional Wayfinding Plan (first of its kind in Maine)

ACTIVITIES

1. Continued regional education process related to efforts underway to reduce and control the cost of transportation projects, and the need for more transportation funding. This work includes communication with local and state elected officials, the news media and the general public, as well as collaboration with Maine DOT, the Maine Better Transportation Association, other Maine MPO's, our other state and federal partners, and our PACTS committee members. Possible efforts may include:
 - Staff will brief the Executive Committee on a monthly basis about funding opportunities identified through connections with MaineDOT, our federal agency partners, our two county legislative delegations, our federal delegation and others. The Executive Committee will create ad hoc member groups to assist as appropriate.
 - Work with GPCOG's Metro Coalition if they choose to focus on transportation funding (a topic that they discussed recently).
 - Staff will continue to participate in meetings with our federal and state partners regarding access to federal safety capital funds for projects in our region and NHS safety funds for educational efforts.
 - Staff will monitor the development of new funding levels/streams in the next federal transportation authorization (possible in 2016). We will be assisted with updates from the national Association of MPO's.

- Staff may attend meetings on Federal or State trainings and briefings on legislation and policy development, including out of state (Transportation Research Board and APA Federal Policy and Program briefing, for examples).
2. Participate actively in these studies and stakeholder processes led by GPCOG, the SMPDC, MaineDOT and/or the Turnpike Authority:
 - Phase II of the Gorham East-West Corridor Study.
 - Implementation of the Sustain Southern Maine initiative.
 3. Lead the implementation of the PACTS regional traffic management system policy regarding traffic signals.
 4. Continue the implementation of the 2009 PACTS Regional Bicycle/Pedestrian Plan Update, and update the Plan in the process. Possible topics include:
 - Technical assistance to municipal Bike-Pedestrian committees
 - Continued involvement with BCM and MaineDOT on their light capital paving policy and bike and pedestrian sign program
 - Implementation of regional Bike Wayfinding route and signage system
 - Assistance in bicycle-pedestrian tasks described in Task 4 below.
 - Management of the regional bike rack program
 - Project management of the North Portland sub region project
 - Our work with many of our municipal staffs and their constituent local advisory committees.
 - Developing a lane width and shoulder width PACTS policy.
 - Implementation of the *PACTS Regional Bicycle/Pedestrian Plan's* recommendations for new infrastructure, design guidelines, public education.
 - Continued work with the state level community transformation grants, the CDC and Healthy Maine partners, and the Cumberland and York County health districts.
 - Continue our involvement in the Statewide Bicycle and Pedestrian Council.
 - Stay integral with the Maine Transportation Safety Council and the newly formed State Bicycle and Pedestrian Safety Committee.
 5. We will complete the work outlined in our Title VI Plan, and submit annual reports to MaineDOT.
 6. Collaborate with other Maine MPO's, the MaineDOT, 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.

- Quarterly meetings of Maine’s MPO’s and MaineDOT.
- 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.
- Follow-up to the November 2015 TMA certification of PACTS performed by FHWA and FTA.
- Develop an MPO roadway safety plan incorporating all users and integrate into MaineDOT SHSP.
- Continue to represent MPO’s and RPO’s and transportation on the CTG Leadership Team and other Health committees and boards.
- Congestion Management Process plan benchmarking, and performance measuring.
- Project and program management of the MPI program

We expect that the anticipated federal rules will come out requiring us to develop an official set of regional transportation system performance targets during the next two years.

Work with MaineDOT and municipal members to look for ways to collaborate on reducing the cost of administering federally funded capital projects?

It appears that we will need to update our 2013 Congestion Management Process plan in 2016 or 2017. The federal guidance says: “Although the CMP does not have an update cycle established by federal regulations, both the four-year certification review cycle and the four- or five-year MTP update cycle for each TMA provide a baseline for a re-evaluation/update cycle in the absence of an identified requirement. “

Organize and participate in many other regional and state studies, including:

- The Maine Turnpike/MaineDOT Gorham East West Corridor Study Phase II.
- GPCOG’s Southern Maine Area Regional Transit initiative.
- Development of the PACTS Regional Transit Plan led by the Transit Committee, GPCOG staff and a consulting team.
- The Portland/MaineDOT Franklin Street corridor design.
- Lead monthly conference calls with MaineDOT and Turnpike Authority staffs regarding coordination of the studies underway in our respective organizations

Continue our local complete streets planning work by helping our members and others in the areas of traffic calming, facilitating growth center planning and transit-friendly development.

Another factor to consider for PACTS staff work in 2016 is that GPCOG’s Neal Allen will be retiring in early 2016. His replacement will make some changes to the day to day operations at GPCOG and thereby bring some changes to the relationship with the PACTS staff. Similarly, but on a higher level, the current GPCOG strategic planning process currently includes a discussion

about changing the relationship of GPCOG with PACTS, and with Cumberland County. The results of these discussions could lead to some continued PACTS staff work on these subjects in 2016.

7. Work with the seven PACTS committees: Policy, Executive, Technical, Planning, Transit, RTMS (traffic signals) and Transit Operations. Here are several examples of the work involved:
 - Staff work includes speaking with committee leadership before each meeting, doing appropriate research and analysis between meetings, writing of meeting minutes, and staff support and leadership at the meetings.
 - Staff sends periodic email *PACTS Updates* in order to keep the entire membership aware of the latest developments and upcoming topics at PACTS.
 - Our preparation for the PACTS annual meeting each June.
 - Staff provides periodic orientation sessions for new committee members. Significant turnover in city manager, planner/engineer and elected official positions in the region in 2015 will require continued orientation for our new members.
8. Reach out to the general public, our committee members and other stakeholders in local government in the following ways:
 - Collaborate with the staff and members of the Portland City Council's Transportation, Sustainability and Energy Committee.
 - Send out periodic news releases regarding transportation policies and studies.
 - Conduct periodic informal gatherings designed to give the public opportunities to learn about and comment on transportation planning work underway in the PACTS region.
 - Perform public speaking to town and city councils, planning boards, service clubs, chambers of commerce, Active Community Environment groups and regional entities, and other interested groups.
 - Maintain the PACTS website (www.pactsplan.org) 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.
 - Continue representing the transportation and health connection at the local, regional and state levels.

9. Perform these and other administrative functions:
 - Monitor program expenses, and provide audit information as required by federal and state agencies.
 - Amend this UPWP when necessary.
 - Develop a PACTS Unified Planning Work Program for the 2018/2019 biennium.

PRODUCTS

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

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for recently completed UPWP:	\$600,000
Budget for recently completed UPWP:	\$600,000
Estimated costs for 2016 and 2017:	\$650,000

FUNDING SOURCES

FHWA and MaineDOT

TASK NO. 2: TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE

To administer the various aspects of the Transportation Improvement Program process

PREVIOUS WORK

PACTS has submitted Transportation Improvement Programs (TIP) to the Federal Transit and Highway Administrations since 1975. In 2013, we began working with MaineDOT to adopt our TIP schedules and procedures to be in sync with MaineDOT's new annual Work Plan system.

In response to changes in federal and state transportation policies and to changes in the membership of PACTS, a TIP Process Committee has been convened every two years 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 TIP Process Committee completed its work in late 2015.

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. We have updated the study every two years since.

In 2013 we created a PACTS version of MaineDOT's successful Municipal Partnership Initiative.

ACTIVITIES

1. Continue to collaborate with MaineDOT, FTA and FHWA in the monitoring, amending and administration of projects funded in the PACTS TIP, and the MaineDOT STIP and Work Plan. This fundamental aspect of the PACTS staff workload is outlined here:
 - Revise and update capital project application forms, and assist members with questions about the data requirements and process.
 - Score the proposals received, and write reports to our several committees regarding the proposals and the scores given.
 - Assist GPCOG in the scoring of transit capital project proposals.
 - Develop staff recommendations for projects to be funded.
 - Submit funded project lists to MaineDOT.
 - Submit capital Project Identification Forms to MaineDOT.
 - Coordinate the signing of 3-party agreements.

- Write letters to MaineDOT explaining the scope and budget of all capital project amendments.
 - Make staff decisions about minor capital project scope and budget adjustments in collaboration with MaineDOT Region One and the affected municipalities.
 - Re-program funds via our Holding WIN. This involves a periodic monitoring of the Holding WIN balance with MaineDOT, and can be a lot of work given the large number of PACTS projects and the varying project match ratios.
 - Administer our PACTS Municipal Partnership Initiative program. Select projects each year for implementation the next year.
 - Collaborate with GPCOG, FTA, MaineDOT and our transit providers on various aspects of FTA projects funding requirements.
 - Distribute MaineDOT's Monthly PACTS Capital Project Reports to the Technical Committee.
 - Collaborate with MaineDOT and our committees on the preparation and approval of the federally required *Transportation Improvement Program* document based on a new annual procedure that MaineDOT is currently developing in concert with FHWA.
2. Coordinate the 2016 enhanced project scoping (EPS) of project proposals for 2019 MPO Allocation funding. (Based on the collaboration of PACTS staff with engineering firms and with MaineDOT staff, our EPS process improves the proposal scopes and cost estimates submitted by our municipalities.) We will do additional EPS work in 2017 in preparation for selection of our 2020, 2021 and 2022 projects.
 3. In 2016 staff and Committee members will develop the 2019 PACTS MPO Allocation projects priority list for inclusion in the MaineDOT 2017-2019 Work Plan scheduled for distribution in early 2017. In 2017, we will provide a list of 2020 projects for incorporation into MaineDOT's 2018-2020 Work Plan.
 4. Develop a safety plan and subsequent proposals for the use of FHWA Safety funds.
 5. Revise the PACTS TIP priority setting process with the 2017 TIP Process Committee based on changing circumstances experienced in the PACTS process, and work on several of the topics below.
 6. Prepare an FY 2018 to FY 2021 PACTS Transportation Improvement Program during the winter of 2016 for submission to the Federal Highway and Transit Administrations.
 7. Administer the annual PACTS Municipal Partnership Initiative, and develop and administer the PACTS regional bike rack and wayfinding signs purchasing programs.

PRODUCTS

1. Continued monitoring and administration of funded PACTS MPO Allocation projects.
2. Enhanced project scoping during 2016 and 2017.
3. PACTS MPO Allocation projects lists for the MaineDOT 2017-2019 Work Plan and MaineDOT's 2018-2020 Work Plan.
4. Submission to MaineDOT of applications for FHWA Safety funds.
5. A 2017 revised PACTS TIP Policies and Procedures document.
6. An FY 2018 to FY 2021 PACTS Transportation Improvement Program.
7. Administration of the 2016 and 2017 PACTS Municipal Partnership Initiative.
8. Disseminate bike racks and wayfinding signs.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for recently completed UPWP:	\$291,000
Budget for recently completed UPWP:	\$291,000
Estimated costs for 2016 and 2017:	\$336,000

FUNDING SOURCES

FHWA and MaineDOT

TASK NO. 3: STUDIES AND LONG RANGE PLANNING

OBJECTIVE

To oversee consultant studies, implement the PACTS regional transportation plan, and to maintain, update and use the PACTS regional travel demand model.

PREVIOUS WORK

Coordination and administration of many studies in past UPWP's.

In 2003 PACTS adopted the award winning *Destination Tomorrow*, the regional transportation plan for our seven-municipality region. In 2006 we adopted an *Update* for our expanded 15-municipality region. Both Plans were major regional planning efforts done in collaboration with our region's public transportation systems, our regional planning organization partners, our federal and state partners, and other stakeholders. We also adopted Plan Updates in 2011 and 2015.

During the past biennium GPCOG staff did the following planning work for PACTS:

- Mapping (including Title VI report maps) and graphics services
- Title VI and Environmental Justice work: attend meetings in Augusta, and prepare maps for and assist PACTS staff in writing the Title VI Plan annual report.
- Technical assistance for the PACTS website, blog and other telecommunications functions.
- Demographic data analysis

Collaborated with our model consultant on these activities:

- Inputs to the GPCOG/SMPDC regional sustainable development plan development process required use of the PACTS Model.
- Model outputs for these PACTS and others' studies:
 1. I-295 Forest Avenue ramps analysis for MaineDOT
 2. Baxter Boulevard construction project traffic diversion for MaineDOT
 3. Westbrook bridge replacement traffic diversion for MaineDOT
 4. Town of Falmouth Route One Corridor Study traffic forecasts
 5. City of Portland State-High two way traffic conversion traffic analysis
 6. City of Portland Somerset Street traffic conversion analysis
 7. Portland and MaineDOT Franklin Street Corridor Study Phase II analysis
 8. PACTS Congress Street Bus Priority study
 9. PACTS Libbytown area traffic analysis
 10. PACTS request for town-by-town vehicle miles of travel data from the model (relative to work to determine the number of seats on our future Policy Committee)
 11. PACTS initial work on updating the model with 2010 Census data
 12. Sustain Southern Maine regional travel demand analysis

ACTIVITIES

We will organize, administer, coordinate and otherwise participate actively in the studies listed in Task 4. The PACTS and GPCOG staff roles regarding consultant studies are:

1. Finalize the scope of work with the affected parties such as the municipality(s) involved and with MaineDOT. This involves securing MaineDOT approval of the scope, so it usually involves leading a scope amendment process with all parties per MaineDOT's comments.
2. Develop a request for proposals, per federal and state requirements, or lead the lesser consultant selection procedure as appropriate.
3. Negotiate a contract with the consultant and all affected parties.
4. Secure MaineDOT endorsement of a study contract before the PACTS Director signs the contract.
5. Monitor consultant invoices and progress reports.
6. Collaborate with the consulting team, PACTS committees, municipalities, study advisory committees and MaineDOT during the performance of each study. PACTS staff is a key player in assuring the appropriate level of MaineDOT involvement in the study process.

We will also work to expand and improve transportation system capacity for aging and special needs populations:

- Improve and expand regional transportation options for transit users, vanpools/carpools, bicycles and pedestrians
- Build accessible, ADA sidewalks and improve and increase access to transit service
- Region-wide recognizable transit signage and accessible, comfortable, and safe shelters
- Collaborate with various partners to develop complete street policies at the local community level as well as State level policies.

We will work with FHWA, MaineDOT, the Turnpike Authority and our PACTS model consultant on a review of the PACTS regional travel demand model. In the event that we determine that an upgrade is needed, we will seek funding to do the upgrade.

PRODUCTS

1. Administration of the studies listed in Task 4.
2. Regional collaboration and education on the several items listed above.
3. An updated PACTS regional travel demand model (see narrative above).

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for recently completed UPWP:	\$300,000
Budget for recently completed UPWP:	\$300,000
Estimated costs for 2016 and 2017:	\$300,000

FUNDING SOURCES

FHWA, MaineDOT and PACTS municipalities

TASK 4: 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 completed the following studies:

1. Biddeford-Saco Mill District Traffic Permit
2. Congestion Management Process Data Collection
3. Destination Tomorrow Update Technical Assistance
4. Destination Tomorrow Update Survey
5. Falmouth Pedestrian and Bicycle Plan Update
6. Gorham East West Corridor Land Use Planning
7. Gorham Village Pedestrian Study
8. GPCOG Planning Services
9. Maine Clean Communities
10. PACTS Model Consultant
11. Portland Bayside Circulation Master Plan
12. Portland Bikeway Network Implementation Plan
13. Portland Martin's Point Pathway
14. Portland West Commercial Street Design
15. Regional Arterial System Assessment
16. Regional Bike/Ped Implementation
17. Regional Collector Study
18. Regional Enhanced Project Scoping
19. Regional Traffic Signals Management
20. Regional Transportation Funding Study
21. SMPDC Planning Services
22. Standish Village Center Connector
23. Westbrook Riverwalk North Trail Design
24. Yarmouth Village Land Use Study/Code

ACTIVITIES

See Table 2 below for a Task 4 summary list of activities and budgets. Please contact PACTS staff for more information on the purpose and methodology to be used for these studies.

1. Bicycle/Pedestrian Plan Implementation
2. Collector System Assessment
3. Data Collection

4. Destination 2040 Summary Plan
5. Enhanced Project Scoping
6. Falmouth, Cumberland and Yarmouth Route One Complete Streets Study
7. Gorham Village Pedestrian Study
8. Maine Clean Communities
9. PACTS Travel Demand Model Consultant
10. Public Opinion Survey
11. Regional Traffic Signals Management
12. Reserve Account
13. Southern Maine Planning and Development Commission
14. South Portland and Portland Multimodal Corridor Study

1. Bicycle/Pedestrian Implementation

We will update the 2009 PACTS plan to include new physical connections made since 2009 including route designations. Continue to implement all non-physical aspects of the PACTS Regional Bike/Pedestrian Plan including education, working with local law enforcement agencies, state and local health agencies. Expand the use of the PACTS standards and guidelines for regional consistency. Develop detailed plans where warranted, and to identify high quality longer distance bicycle routes that link key destinations within the region that currently combine on-road bikeway facilities and pathways that safely meet the needs of cyclists both commuter and recreational, and to perform baseline regional counts for bicyclists or pedestrians (see data section).

2. Collector System Assessment

We will update the 2015 PACTS Collector Study and review current ranking parameters by expanding the current baseline parameters and data.

3. Data Collection

We will work with our federal, state and local partners to develop a data collection program consistent with best national methods to quantify use of our transportation systems to include all users and for all uses, be it transportation, health or recreation.

We anticipate buying regional travel speed data (“probe data”) in 2017 to complement the 2015 data we purchased in late 2015. This will be the start of a biennially monitoring process. Similarly, we anticipate purchasing bicycle and pedestrian data similar to the Strava data purchased in early 2015.

We also look forward to regular use of our two Miovision video cameras.

4. Destination 2040 Summary Plan

We will prepare a stand-alone graphics-intensive summary of the *Destination 2040* long range regional transportation plan for distribution to government leaders and to the general public.

5. Enhanced Project Scoping

We will provide the necessary technical assistance to produce project proposals correctly scoped and cost estimated for consideration for PACTS funding with 2019, 2020, 2021 and 2022 MPO Allocation funds.

6. Falmouth, Cumberland and Yarmouth Route One Complete Streets Study

This three-communities planning study will produce a plan for a 12-mile long Complete Street for the Route One Corridor. The Route One corridor functions as a transportation corridor serving a regional housing and labor market. A comprehensive Complete Street approach will help to identify the top regional transportation priorities for Route One. This effort will build on all previous planning efforts and infrastructure investments in each of the three communities. Future implementation of the “NoPo Region Route One Complete Street Study” will:

- Stimulate economic development along the Route One Corridor and strengthen each of the Priority Centers identified in Destination 2040;
- Restore the corridor as a travel way between and within the communities with specific street improvements and enhancements that embrace and highlight the unifying features of the corridor and respond to the land use context. These improvements will be suitable for incorporation in future CIP work of each of the three communities;
- Improve mobility, safety, and accessibility for all users within the corridor;
- Identify signalization and timing improvements that will result in reduced energy consumption for travelers;
- Reduce energy consumption for travelers by enabling more walking, bicycling, and transit use,
- Improve healthy living through active transportation; and
- Lay the groundwork for the development, and application, of a comprehensive, regionally-consistent approach for Complete Street Best Practices implementation in each of the three communities.

7. Gorham Village Pedestrian Study

We will investigate and plan for new pedestrian, parking and bicycle infrastructure such as sidewalks, crosswalks, parking lots, bicycle lanes, bicycle racks and other amenities in the Gorham Village area. The purpose of this study is to assess existing pedestrian and bicycle infrastructure including sidewalks, crosswalks, trails, and parking areas along

with the behaviors of their users and to recommend improvements; examine existing and future residential, mixed-use, and commercial development and associated civic uses in the area; and identify key locations for new sidewalks, crosswalks, trails, parking areas, bicycle lanes and mass transit stops in order to make the Gorham Village a more pedestrian and bicycle friendly area of the Town.

8. Maine Clean Communities

We will 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. The work (which includes some tasks and deliverables from overall Clean Cities work plan) will include these components:

- Plan and conduct additional workshops on Natural Gas, Propane, Electric Vehicles, Biodiesel, EcoDriving and Fleet Efficiency
- Conduct more than 20 targeted fleet outreach visits with technical assistance follow-up
- Conduct two annual Fleet Surveys
- Hold minimum of four Stakeholder meetings
- Issue a minimum of eight Newsletters
- Organize and Facilitate additional First Responder Workshops on alternative fuels and AFVs
- Continue partnership established with SMCC to train mechanics to repair and maintain alternative fuel vehicles
- Prepare for Re-designation as a Clean Cities Coalition in 2017
- Continue assistance to Acadia National Park in the implementation of their Clean Cities National Parks Initiative (CCNPI) grant for replacement of diesel and gasoline powered vehicles with electric, plugin hybrid-electric, propane-powered vehicles, and EV charging stations, along with staff education and public outreach
- Continue to assist the Island Explorer (Downeast Transportation) in the effort to maintain their fleet of propane powered buses.
- Work with municipalities, schools and other public entities to reduce unnecessary vehicle idling, utilizing the IdleBox Toolkit
- Plan and conduct AFV public outreach events, such as National Drive Electric Week and Workplace Charging Challenges
- Conduct Quarterly Alternative Fuel Price Reports
- Continue the successful GPCOG/MC2 Electric Vehicle Lending Program
- Regularly Update the Alternative Fuel Station Locator Map
- Research and promote funding opportunities for alternative fuel vehicles and infrastructure procurement, outreach and education

9. PACTS Travel Demand Model Consultant

We will update the PACTS travel demand model based in part on the recent discussions that we have had with MaineDOT, the Turnpike Authority and FHWA. The work will include updating the PACTS region population and employment forecasts to reflect the recent forecasts prepared for MaineDOT's statewide model (the land use assumptions in the model are from the 2011 Gorham Corridor study and pre-date the Census for the base year). Updating the transportation system in the model, in particular to reflect changes in our region's transit systems, is also on the list. We envision the following seven tasks:

- Task 1: Update, Confirm, and Validate Transportation System Represented in Model
- Task 2: Update, Confirm, and Validate Characteristics of Model Area Trip Generators
- Task 3: Identify, Obtain, and Secure Data on Transportation System Usage
- Task 4: Update Trip Generation Component
- Task 5: Update Trip Distribution Component
- Task 6: Update Mode Share Component
- Task 7: Update Assignment Component

10. Public Opinion Survey

We have decided to perform a statistically significant public opinion survey every two years as a means to monitor public opinion on transportation policy and on the condition of the region's transportation system. We will also ask about their travel behavior and thereby be able to monitor change in behavior over time. We will include this data in our performance targets analysis.

11. Regional Traffic Signals Management

We will continue to provide traffic signal engineering services needed to support the PACTS regional traffic management system.

PACTS and the MaineDOT have collaborated continuously for the past twenty years to plan for and fund improvements to our highest priority intersections with traffic signals. PACTS has completed three major regional studies and made major signal system upgrades in the Maine Mall Area of South Portland and Scarborough, and on arterial corridors connecting Portland to South Portland, Scarborough and Westbrook. Biddeford and Saco have a funded project for construction in 2016 of thirteen intersections along Route 1.

After several years of collaboration, Portland, South Portland, Scarborough and Westbrook, along with Biddeford and Saco, signed a Memorandum of Agreement regarding a Regional Traffic Management System in May of 2015. The expanded six-member "RTMS Committee" has already collaborated for two years with an engineering

consultant and MaineDOT on a variety of planning, maintenance, capital improvement priority setting and capital project administration topics. Falmouth and Gorham have just begun participating in the RTMS Committee meetings, and we welcome other municipalities to join in also. Their fundamental goals are:

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

We will develop a 10-year regional traffic signal improvement plan that recommends staffing, study and capital expenditures (as suggested in a 2015 FHWA assessment report done for our region).

A significant portion of this regional planning effort will focus on signals located in and around the City’s downtown peninsula where many of the signals are 30 years old, with interconnections that are up to 40 years old. In many cases, the signal controller devices have been rebuilt multiple times, with the specific devices long having gone out of manufacture. Some locations, with traffic signals that predate I-295 and the current alignment of the Casco Bay Bridge, may no longer even need signalized control. Maine’s largest city is also unique in that the signals have no way to respond to emergency vehicles, which must force their way through intersections. In addition, it is anticipated that a forthcoming ancillary structure review by MaineDOT of Portland’s signal system will reveal deficiencies, and Portland at this time does not have a plan or capital to respond to these issues.

The Portland-focused work will include a short-medium and long-term capital plan for signal equipment, communications, and related infrastructure compatible with the PACTS RTMS system, able to accommodate multi-modal needs far more robustly, including pedestrian accommodations and prioritization for emergency and transit vehicles. The outcomes would be in line with the recommendations set forth in the FHWA Traffic Signal Management and Operations Process Improvement Review mentioned above. Here are the anticipated recommendations categories:

Short-Term Recommendations

- a. Communications network
- b. Pre-emption technology and methodology
- c. Removal of Unwarranted Signals
- d. Linkages to RTMS

Medium-Long-Term Recommendations (10-20 years)

- a. Future technology opportunities
- b. Linkages to other transportation control devices (flashers, dynamic signage, etc.)
- c. Long-term transportation network components
- d. Multi-modal strategies
- e. Communications center/facility

Final Report

- a. Links to GIS-based asset information
- b. Intersections Policies
- c. Signal Coordination/Communication
- d. Long Range Operations Strategic Plan
- e. Technology Migration Program
- f. Emergency Operations Recommendations

12. Reserve Account

We will reserve a small amount (\$50,653) in order to use it for new study requests or for additions to budgets of existing studies. We expect to program this money during the first year of the biennium.

13. Southern Maine Planning and Development Commission

The staff of the Southern Maine Planning and Development Commission will assist in staffing the PACTS Transit Committee, serve on PACTS committees, and provide other transportation planning services to PACTS staff.

14. South Portland and Portland Multimodal Corridor Study

The purpose of the study is to create a high quality multimodal transportation corridor to directly support job growth and economic development from Morrill's Corner in Portland to Southern Maine Community College in South Portland. The project will improve safety, accessibility and mobility for all users including vehicular, transit users, bicyclists and pedestrians. The land uses and urban design of the corridor will support development of a high quality transit service in terms of frequency and span of service as well as many qualities of Bus Rapid Transit as the corridor can support.

The study will use an integrated land use and transportation approach within a Complete Streets framework. The study will encompass the PACTS Central Sub-region's identified High Priority Corridor. It will make use of a multimodal level of service methodology to look at existing conditions as well as assess the trade-offs and benefits of the alternatives and the recommended alternative. We also intend for this study to take a "second look" and develop more specific intersection treatment concepts for several intersections that were very generally covered in the 2012 PACTS UPWP's Transforming Forest Avenue, Phase I study.

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 recently completed UPWP: \$957,653
 Budget for recently completed UPWP: \$957,653
 Estimated costs for 2016 and 2017: \$775,653

FUNDING SOURCES

FHWA, MaineDOT, regional and municipal funds

Table 2 is a summary of the draft budgets and sources of match for the studies outlined above.

<u>Table 2</u>				
<u>Task 4 Budget Summary</u>				
<u>Line Items</u>	<u>Total Budget</u>	<u>FHWA PL \$\$</u>	<u>Match</u>	<u>Sources Of Match</u>
Bicycle/Pedestrian Plan Implementation	\$60,000	\$48,000	\$12,000	Munis and MDOT
Collector System Assessment	\$15,000	\$12,000	\$3,000	MaineDOT
Data Collection	\$30,000	\$24,000	\$6,000	MaineDOT
Destination 2040 Plan Summary	\$15,000	\$12,000	\$3,000	MaineDOT
Enhanced Project Scoping	\$25,000	\$20,000	\$5,000	Municipalities
Fal-Cumb-Yar Complete Streets	\$65,000	\$52,000	\$13,000	Fal-Cumb-Yar
Gorham Village Pedestrian Study	\$40,000	\$32,000	\$8,000	Gorham
Maine Clean Communities	\$30,000	\$24,000	\$6,000	GPCOG
PACTS Model Consultant	\$55,000	\$44,000	\$11,000	Munis and MDOT
Public Opinion Survey	\$10,000	\$8,000	\$2,000	MaineDOT
Regional Traffic Signals Management	\$150,000	\$120,000	\$30,000	Munis and MDOT
Reserve Account	\$50,653	\$40,522	\$10,131	Municipalities *
SMPDC Planning Services	\$10,000	\$8,000	\$2,000	SMPDC
South-Portland and Portland Corridor	<u>\$220,000</u>	<u>\$176,000</u>	<u>\$44,000</u>	So. Portland+Ptld.
Total	\$775,653	\$620,522	\$155,131	

* Assumption for now is local funding. It could change later during the biennium.

TASK 5: GPCOG PROGRAM SUPPORT AND ADMINISTRATION

GPCOG subcontracts with SMPDC 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 MAP-21 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 MAP - 21 multi-modal transportation planning process. GPCOG serves as a member on the Policy, Technical, Transit and Planning Committees, provides staff support as needed to the PACTS Executive Committee, the PACTS process in general and develops the transit and travel demand management elements of the PACTS Unified Planning Work Program (UPWP). GPCOG staff attends PACTS, GPCOG, and some 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 2014 and 2015, GPCOG staff attended meetings in various capacities of the Maine Transit Association, the Maine Clean Communities Steering Committee, and Portland Transportation, Sustainability and Energy Committee. GPCOG staff also participated as a member of the Steering Committee to the State Transit Strategic Plan. 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 2016 and 2017 ACTIVITIES

- Provide staff support to PACTS Committees such as meeting agendas, technical and policy memoranda and meeting minutes.
- Develop transit capital needs planning by and with all of the region's seven transit and paratransit systems within the context of the FTA federal funding system, including the one percent requirement for "associated transportation improvements".
- Assist PACTS in the preparation of the Transportation Improvement Program (TIP), Title VI reports and the public transportation tasks for incorporation into the 2018-2019 multi-modal PACTS Unified Planning Work Program.
- Participate in PACTS Policy, Executive, Technical, Planning, Transit Committee and subcommittee meetings including the Transit Operations Working Group as appropriate and assist the PACTS Director, transit operators, and communities with transit, travel demand management, and related transportation planning projects.

- Monitor the development of federal transportation reauthorization and related new federal MPO requirements specific to transit that arise from them such as the addition of performance measures in the PACTS capital selection process.
- Follow up on the federal agencies' October 2015 in-depth certification review of the PACTS process as it relates to transit.
- Prepare invoices and status reports as appropriate.

Participate in meetings and related activities of the following:

- ◇ Maine Transit Association
- ◇ Portland Transportation, Sustainability and Energy Committee
- ◇ Maine Clean Communities Steering Committee
- ◇ Gorham East-West Corridor Study
- ◇ MaineDOT Rail Planning initiatives
- ◇ MaineDOT, FTA 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

Monthly meetings of the PACTS Transit Committee and the Operations Working Group with meeting packets and notices sent ahead of time.

Assistance with the transit elements of the Surface Transportation Program (STP) allocation including but not limited to preparation of proposals and associated planning for implementation/deployment.

Unified Planning Work Program for 2018 and 2019.

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

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

AGENCY RESPONSIBILITY

GPCOG

FUNDING

Estimated expenses for 2014 and 2015:	\$110,000
Budget for 2014 and 2015:	\$110,000
Carryover estimate:	\$ 0
Estimated costs for 2016 and 2017:	\$120,000

FUNDING SOURCES

FTA and municipal funds

TASK 6: GPCOG SHORT RANGE TRANSPORTATION PLANNING

PREVIOUS WORK

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

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

PROPOSED 2016 and 2017 ACTIVITIES regional transit projects (5303 Funds)

Find Other Funding Opportunities – The total amount of FTA funding to the region will not likely be sufficient for all the needs of the transit providers and GPCOG for Operations, Capital, Planning and Maintenance. Additional funds will be required to conduct the Regional Transit Plan described in Task 7. Research opportunities, develop proposals, educate partners.

Regional Sign & Shelter Phase II – Continue ongoing planning for implementation and deployment of the STP funded project to provide new bus shelters and bus route signs throughout the region.

Update plan, coordinate purchase and deployment.

Safety Management Systems – FTA is in the process of adopting proposed rules that will establish SMS as the basis for its new Public Transportation Safety Program required in MAP-21. Once established, the new rules will need to be incorporated into the operations and oversight of the region's public transit agencies. This project will assist the providers in understanding the requirements and how to implement them. Review rules, prepare and give presentations, assist with implementation.

Regional Stop Improvements – Building on the work of the Sign and Shelter project, this will create a methodology for identifying how and where to spend STP funding to improve pedestrian and bicycle access at high use shared transit stops in the region. Create criteria, develop deployment plan, identify candidates, develop site based work plans, assist with implementation.

Regional Passenger Survey – On-board passenger satisfaction survey intended to capture rider’s attitudes about the particular service they are riding as well as their impressions of the system as a whole. Surveys may also be conducted on-line, in focus groups and/or by phone or mail for non-riders as well as current users. Update survey instrument, deploy surveyors, develop and employ additional sample techniques, enter and analyze data, produce final reports.

AGENCY RESPONSIBILITY

GPCOG

FUNDING

Estimated expenses for 2014 and 2015:	\$136,621
Budget for 2014 and 2015:	\$136,621
Carryover estimate:	\$ 0
Estimated costs for 2016 and 2017:	\$115,000

FUNDING SOURCES

FTA and municipal funds

TASK 7: 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.
- 2010 Published Award winning Regional Transit Guide, held workshops on biofuels, idle reduction technology
- 2011 Launched Regional Fare Card, hosted National Alternative Fuel Vehicle Odyssey Day event, Propane Vehicle workshop, Eco-Driving Workshop, acted as resource to transit agencies on alternative fuel vehicles and infrastructure
- 2012 Continued to implement the Coordination Study Recommendations and educate fleets about alternative fuels
- 2013 Began a Regional Branding and Marketing program for transit
- 2014 Developed a unifying logo for transit in the region, began a process for consolidating the transit providers in the region
- 2015 Outreach and education to fleets on alternative fuels and petroleum reduction

PROPOSED 2016 and 2017 ACTIVITIES (Long Range System) FTA 5303 Funds

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

Regional Transit Plan – This is envisioned as a major regional planning effort that will cover the PACTS Planning Area and build on the ideas developed in the PACTS Long Range Plan: *Destination 2040*, with due focus on the Centers and Corridors concept.

Regional Transit Plan, staff – Provide staff support to develop a scope of work, prepare and execute a solicitation for consultant services, organize and participate in the selection process, develop and administer the contract, participate in the process and provide staff support and input throughout.

Congestion Management Process – Another requirement of MAP – 21 is to develop strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. Staff will work with PACTS staff and consultants to establish and monitor transit system performance targets.

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

AGENCY RESPONSIBILITY

GPCOG

FUNDING

Estimated expenses for 2014 and 2015:	\$285,000
Budget for 2014 and 2015:	\$285,000
Carryover estimate:	\$ 0
Estimated costs for 2016 and 2017:	\$193,048

FUNDING SOURCES

FTA and municipal funds

TASK 8: GPCOG LONG RANGE (Project) TRANSPORTATION PLANNING

OBJECTIVE

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

PREVIOUS WORK

- ITS Planning, Automatic Vehicle Location (AVL) – Developed Concept of Operations Plan, RFP, Project Engineering RFQ
- Congress Street Bus Priority Study – Tested the feasibility of Bus priority in the corridor
- Regional Bus Passenger Survey – Conducted passenger surveys for the three fixed-route providers and an on-line survey for Casco Bay Lines riders.
- Regional Transit Authority - Conducted initial research for the SMART initiative.
- Portland Transportation Hub Link Study – to assess the routing and service parameters in preparation for using Transit TIF dollars to connect major transit hubs in Portland.

PROPOSED 2016 and 2017 ACTIVITIES (Long Range Project) FTA 5303 Funds:

Projects of regional significance

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

Transit Coordination Study Implementation – Continue Joint Committee meetings with Planning Committee to promote incorporation of *transit planning in the comprehensive plan process* and inclusion of transit in major land use development. Pursue additional opportunities that promote and enhance transit use and funding through land use decision making, zoning and site plan. The other high priority recommendations have been completed but others include: Annual meeting of all transit boards, better coordination of data, explore cooperative purchasing, update progress of the plan.

Southern Maine ARea Transit initiative – Pending the results of the first phase of the study, this effort will begin the recommended steps to consolidate the fixed route transit providers in the region.

AGENCY RESPONSIBILITY

GPCOG

FUNDING

Estimated expenses for 2014 and 2015:	\$99,267
Budget for 2014 and 2015:	\$99,267
Carryover estimate:	\$0
Estimated costs for 2016 and 2017:	\$137,888

FUNDING SOURCES

FTA and municipal funds

TASK 9: GPCOG TECHNOLOGY SUPPORT AND MAPPING

OBJECTIVE

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

PREVIOUS WORK

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

2011 Developed new website for Maine Clean Communities, updated and maintained transit section of GPCOG website, maintained and utilized GIS coverages for transit route planning.
 2012/13 - Supported transit providers in various AVL, GIS and other technology pursuits
 2014/15 – Supported updates to General Transit Feed Specification for Trip Planning in Google, Assisted with mapping and route changes and implementation of AVL/RTPI project that is starting with METRO, SPBS and CBITD

PROPOSED 2016 and 2017 ACTIVITIES

- Continue analysis and use of Journey to Work and other demographic data from the most recent Census
- Continued implementation of Geographic Information System (GIS) applications.
- Assist PACTS with Destination 2040 planning efforts involving mapping and forecasting, and development of comprehensive transportation databases.
- Maintain Transportation webpages for GPCOG, PACTS & Maine Clean Communities.
- Invest in software and tools to get the best use out of GIS.
- Support continuing implementation of regional Automatic Vehicle Location (AVL) project and regional electronic bus sign deployment beyond the initial deployment.
- Support ITS projects through implementation of ITS Architecture, data management, the coordination of ITS training and workshops and staff training and professional development on relevant ITS topics.

PRODUCTS/OUTCOMES

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

AGENCY RESPONSIBILITY

GPCOG

FUNDING

Estimated expenses for 2014 and 2015:	\$105,000
Budget for 2014 and 2015:	\$105,000
Carryover estimate:	\$0
Estimated costs for 2016 and 2017:	\$55,000

FUNDING SOURCES

FTA and municipal funds

TASK 10: PROPOSED 5307 FUNDED REGIONAL AND CONSULTANT PLANNING

FTA 5307 projects are not included in the contract between PACTS/GPCOG and MaineDOT but are included in the UPWP.

PROPOSED 2016 and 2017 REGIONAL ACTIVITIES

Federal Requirements Review – Research and assist the providers in meeting federal and state requirements such as Title VI and National Transit Database (NTD) reporting. Identify areas that need improvement, educate the providers in these areas, assist with implementation where applicable.

Emergency Planning – Assess what kind of emergency planning is being done currently in the region and how it accounts for and anticipates utilizing transit. Also take stock of emergency plans that the transit providers have developed or collaborated on locally and regionally. Identify partners to work with going forward and set priorities for the types of emergency planning needed over time. Establish baseline information such as routes and other infrastructure potentially threatened by flooding, identifying critical routes and alternate pathways. Develop baseline report, identify gaps and low hanging fruit, create maps, develop/adapt protocols, final report.

Performance Based Planning – One of the new requirements of MAP- 21 is a performance based planning process. The MPO is required to establish performance targets that address forthcoming U.S. DOT-issued national performance measures that are based on the goals outlined in the legislation such as safety, condition of infrastructure, reliability, etc. TIPs must include a description of the anticipated progress toward achieving the performance targets. Assist the providers in understanding the requirements, develop plan(s) for implementation, incorporate into TIP process, develop technical memorandum.

Regional Transit Plan - A portion of the planning funds will come from 5303 and will be augmented by additional funds including but not limited to: 5307, non-profit partners, private sector partners and in-kind or force account funds.

Regional Transit Plan, consultant – A portion of the planning funds will come from 5303 and will be augmented by additional funds including but not limited to: 5307, non-profit partners, private sector partners and in-kind or force account funds.

Regional Transit Map – This project was developed in the last work plan to show the expanding geographic scope of the services available in the region and provide various formats for display. Staff will provide the data to the consultant and coordinate the process with the providers in choosing and refining a final product.

Regional Transit Map Consultant – A vendor has been identified.

AVL/RTPI/ITS – Staff will continue to assist with the deployment and refinement of Clever Devices technology that enables Automatic Vehicle Location, Real Time Passenger Information and a number of other tools that are intended to aid both operators and users in utilizing transit by making

it more transparent and accessible. Once established, staff will turn to the task of organizing, analyzing and reporting the copious amount of data these systems are expected to generate as well as document the methods used to create the system.

PROPOSED 2016 and 2017 Individual Agency Planning:

Biddeford, Saco, Old Orchard Beach Transit Committee, BSOOB

Casco Bay Island Transit District, CBITD

Greater Portland Transit District, METRO

Northern New England Passenger Rail Authority, NNEPRA

South Portland Bus Service

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

This survey is conducted every two years to determine the transit provider’s vehicle passenger miles for the National Transit Database reporting.

SPBS has not opted to deploy passenger counting in its AVL/RTPI system.

Estimated costs for 2016 and 2017:

GPCOG staff: \$202,664 minimum amount needed for a full budget.

Consultants and outside vendors and staff: \$ 187,020

Table 3										
Funding Summaries for 2016 and 2017										
Tasks	2-Year Budget	Fed. Fund	2016				2017			
			Task Budget	2016 Funding Sources			Task Budget	2017 Funding Sources		
				Federal	MDOT	Local*		Federal	MDOT	Local*
1 Coordination/Admin.	\$680,000	PL	\$340,000	\$272,000	\$68,000	\$0	\$340,000	\$272,000	\$68,000	\$0
2 T.I.P.	\$336,000	PL	\$150,000	\$120,000	\$30,000	\$0	\$186,000	\$148,800	\$37,200	\$0
3 Studies + Long Range	\$300,000	PL	\$140,000	\$112,000	\$28,000	\$0	\$160,000	\$128,000	\$32,000	\$0
4 Consultant Studies	\$775,653	PL	\$500,000	\$400,000	\$28,000	\$72,000	\$275,653	\$220,522	\$23,298	\$31,833
<i>PL-related subtotals</i>	\$2,091,653		\$1,130,000	\$904,000	\$154,000	\$72,000	\$961,653	\$769,322	\$160,498	\$31,833
5 Program Support	\$120,000	5303	\$60,000	\$48,000	\$0	\$12,000	\$60,000	\$48,000	\$0	\$12,000
6 Short Range Planning	\$115,000	5303	\$55,000	\$44,000	\$0	\$11,000	\$60,000	\$48,000	\$0	\$12,000
7 Long Range (System)	\$193,048	5303	\$95,000	\$76,000	\$0	\$19,000	\$98,048	\$78,438	\$0	\$19,610
8 Long Range (Project)	\$137,888	5303	\$65,000	\$52,000	\$0	\$13,000	\$72,888	\$58,310	\$0	\$14,578
9 Tech. Support & Maps	<u>\$55,000</u>	5303	<u>\$25,000</u>	<u>\$20,000</u>	<u>\$0</u>	<u>\$5,000</u>	\$30,000	<u>\$24,000</u>	<u>\$0</u>	<u>\$6,000</u>
<i>FTA-related subtotals **</i>	\$620,936		\$300,000	\$240,000	\$0	\$60,000	\$320,936	\$256,749	\$0	\$64,187
Total	\$2,712,589		\$1,430,000	\$1,144,000	\$154,000	\$132,000	\$1,282,589	\$1,026,071	\$160,498	\$96,020
* Local sources are municipalities, SMPDC and GPCOG.										
** The FTA lines here are for 5303-funded work only, so there are no lines for the 5307-funded work in Task 10.										

Table 4										
PACTS Unified Planning Work Program										
2016-2017 Two-Year Funding Summary Table										
Tasks	FHWA "PL"	FTA 5303	MDOT	GPCOG	Local	Total	Staff	Consultant	Total	
1 Coordination/Admin.	\$544,000	\$0	\$136,000	\$0	\$0	\$680,000	\$680,000	\$0	\$680,000	
2 T.I.P.	\$268,800	\$0	\$67,200	\$0	\$0	\$336,000	\$336,000	\$0	\$336,000	
3 Studies + Long Range	\$240,000	\$0	\$60,000	\$0	\$0	\$300,000	\$300,000	\$0	\$300,000	
4 Consultant Studies	\$620,522	\$0	\$51,298	\$6,000	\$97,833	\$775,653	\$0	\$775,653	\$775,653	
5 Program Support	\$0	\$96,000	\$0	\$24,000	\$0	\$120,000	\$120,000	\$0	\$120,000	
6 Short Range Planning	\$0	\$92,000	\$0	\$23,000	\$0	\$115,000	\$115,000	\$0	\$115,000	
7 Long Range (System)	\$0	\$154,438	\$0	\$38,610	\$0	\$193,048	\$193,048	\$0	\$193,048	
8 Long Range (Project)	\$0	\$110,310	\$0	\$27,578	\$0	\$137,888	\$137,888	\$0	\$137,888	
9 Tech Support & Mapping	<u>\$0</u>	<u>\$44,000</u>	<u>\$0</u>	<u>\$11,000</u>	<u>\$0</u>	<u>\$55,000</u>	<u>\$55,000</u>	<u>\$0</u>	<u>\$55,000</u>	
Total	\$1,673,322	\$496,749	\$314,498	\$130,187	\$97,833	\$2,712,589	\$1,936,936	\$775,653	\$2,712,589	