

PACTS

Portland Area Comprehensive Transportation
System



Destination 2040

PACTS

Unified Planning Work Program

January 1, 2018 to December 31, 2019

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Amendments
May 31, 2018

The Metropolitan Planning Organization for the Portland Urbanized Area
970 Baxter Boulevard • Suite 201 • Portland, Maine 04103
Telephone: (207) 774-9891 • Fax: (207) 774-7149 • www.pactsplan.org

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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 seven public transportation organizations in the PACTS metropolitan area are:

- Biddeford Saco Old Orchard Beach Shuttlebus
- Casco Bay Island Transit District
- Greater Portland Transit District
- Northern New England Passenger Rail Authority
- Regional Transportation Program
- South Portland Bus Service
- York County Community Action Program

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).

In April 2017 the PACTS Policy Committee adopted the following strategic direction for the planning work of PACTS in 2018 and 2019 which is all meant to be consistent with and help to advance the recommendations in our *Destination 2040 Plan* regional transportation plan:

1. To increase the technical capacity of PACTS staff regarding pavement management, traffic signal management, transportation performance measuring and development of bicycle/pedestrian plans and projects.
2. To begin implementation of our 2017 Regional Transit Development Plan Phase 1, and to develop an aspirational longer term Regional Transit Plan Phase 2.
3. To continue to develop and pursue strategies to lower the cost of capital projects.
4. To integrate key transportation and land-use plans to preserve the long-term capacity of the region's transportation assets.

5. To develop a priority list of regional transportation projects that would inform PACTS Policy Committee recommendations for pursuing funding opportunities, in the event that Congress substantially increases federal transportation funding.

Similarly, in June 2017 the PACTS Transit Committee adopted the following strategic direction specifically for the public transportation elements of the UPWP:

1. To provide coordination, administration and support for implementation of the transit portions of the UPWP, on behalf of the PACTS-area transit agencies. This includes ongoing administration and regulatory compliance of federal transit funding for the PACTS region (developing and updating the UPWP, Transportation Improvement Program (TIP), Six Year Capital and Operating Plan (SYCOP), facilitating the “split” of Federal FTA funding, etc.) as well as providing Transit Committee staff support, and other related sub-tasks.
2. To advance and continually improve our region’s public transportation network so that transit customers experience a seamless, efficient, environmentally sustainable, and affordable service. Activities for 2018 and 2019 will include
 - a. implementation of the 2017 Regional Transit Development Plan
 - b. the development of an aspirational longer term Regional Transit Plan with the focus on and involvement of all seven of the region’s public transit agencies; and
 - c. further development and implementation of the Regional Transit Stop Access and Regional Sign & Shelter Projects.
3. To support transit ridership growth through land use planning. Transit-supportive land uses will be fostered along the travel corridors and centers of opportunity from the *Destination 2040* plan, as well as major bus, train and ferry stations and stops, and any other priority areas identified by the Regional Transit Plan. The goal of this targeted transit-supportive land use planning will be growing the region’s jobs and homes around existing and future transit service, supporting mode shift to transit, bicycle and pedestrian-based transportation, and preserving the capacity of the road network.
4. To continue to support the reduction of transportation-related emissions and petroleum consumption (with a particular focus on PACTS municipal and transit fleets) through the Maine Clean Communities program.
5. To continue to provide basic, limited transit-related Technical Support, such as project or agency-specific Mapping and GIS assistance.

Regional staff, the Maine Department of Transportation (MaineDOT), the region’s transit systems, other PACTS member organizations and all the PACTS standing committees collaborated in the development of this two-year planning work program and budget. The process began in May 2017 and was completed in October 2017 with the ratification of the

budget and scope of work by the PACTS Policy Committee. Our transit and municipal members proposed many of the consultant studies. Contact PACTS or Greater Portland Council of Governments (GPCOG) staff for more information.

This Unified Planning Work Program (UPWP) defines the transportation planning activities that will be performed during 2018 and 2019. FHWA, FTA, state and local funds will support the majority of these tasks. The eleven 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 below shows that the work to be done will address the federal planning factors.

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 May 19, 2017, PACTS staff sent an e-mail to the 300 people on our Interested Parties list seeking public input, and we also posted a public notice on our website on August 21, 2017 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, Office Manager
- Jessa Berna, Land Use Planner
- Stephanie Carver, Planning Director
- Abe Dailey, Data Analyst
- John Duncan, PACTS Director
- Kristina Egan, GPCOG Executive Director
- Carl Eppich, Senior Transportation Planner
- Chris Hall, Director of Regional Initiatives

- Rick Harbison, Land Use and Transportation Planner
- Ben Lake, Clean Transportation Manager
- Zoe Miller, Project Manager and Public Health Specialist
- Paul Niehoff, Senior Transportation Planner
- Jennifer Puser Brennan, Energy Projects Manager
- Tom Reinauer, SMPDC Transportation Director

Table 1

Matrix of Planning Factors

<u>Factors</u>	<u>Task 1</u> <u>Coordination</u> <u>and</u> <u>Administration</u>	<u>Task 2</u> <u>Transportation</u> <u>Improvement</u> <u>Program</u>	<u>Task 3</u> <u>Studies and</u> <u>Long</u> <u>Range</u> <u>Planning</u>	<u>Task 4</u> <u>Consultant</u> <u>Activities</u>	<u>Task 5</u> <u>Transit</u> <u>Support</u> <u>and Admin</u>	<u>Task 6</u> <u>Transit</u> <u>Short Range</u> <u>System</u> <u>Planning</u>	<u>Task 7</u> <u>Transit Long</u> <u>Range</u> <u>System</u> <u>Planning</u>	<u>Task 8</u> <u>Transit Long</u> <u>Range</u> <u>Project</u> <u>Planning</u>	<u>Task 9</u> <u>Transit</u> <u>Technical</u> <u>Assistance</u>	<u>Task 10</u> <u>5307-Funded</u> <u>Transit</u> <u>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
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
Promote efficient system management and operation.	X	X		X	X	X	X	X	X	X
Emphasize preservation of existing transportation system.	X	X		X		X		X	X	X
Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	X	X	X	X	X	X	X	X		X
Enhance travel and tourism.	X	X		X		X	X	X	X	X

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.

ACTIVITIES

A. Administer PACTS

PACTS seeks to function efficiently and effectively, engage residents in the MPO's decision-making processes, and coordinate closely with federal and state partners. To meet these goals, PACTS will:

1. Facilitate committee work. The PACTS standing committees which provide policy and technical guidance to the PACTS process are: Policy, Executive, Technical, Planning, Transit and Regional Traffic Management System (regional traffic signal coordination). One hundred individuals serve on these committees.
2. Ensure an informed membership. This is accomplished through email updates, holding an annual meeting, and ensuring new members to PACTS are oriented and educated.
3. Engage the public in the decision-making process. PACTS will maintain a robust website, regularly seek opportunities to educate the public through traditional and social media, produce an annual report, and hold stakeholder and public meetings as needed. PACTS understands that PACTS can't expect that stakeholders and residents will proactively seek out information from PACTS, so PACTS is also committed to going to the places people already gather. PACTS will present to town and city councils, planning boards, service clubs, chambers of commerce, Active Community Environment groups and regional entities, and other interested groups, as well as regularly attend meetings of key groups, such as the Chamber of Commerce's advocacy committee. This outreach is intended to help build public awareness of the connections between transportation, economic development, the environment, and public health and to build stronger public engagement with PACTS over time.

B. Collaborate on project and planning initiatives with MaineDOT, the Turnpike Authority, GPCOG, the Bicycle Coalition of Maine, our federal agency partners, local law enforcement, municipal bike/ped committees and others

1. Participate in the Maine Turnpike Authority's Gorham Connector Study and the Portland Mainline Needs Assessment.
2. Participate in Phase II of the PACTS Regional Transit Plan led by the Planning and Transit Committees, GPCOG staff and a consulting team.

3. Develop an official set of regional transportation system performance targets during the next two years.
4. Update our Congestion Management Process plan benchmarking, and performance measuring.
5. Provide technical assistance to municipal Bike-Pedestrian committees, and assistance in other Bike-Pedestrian tasks.
6. Continue our involvement with Bicycle Coalition of Maine and MaineDOT on their light capital paving policy and bike and pedestrian sign program.
7. Manage the next version of the PACTS regional bike rack program.
8. Implement the PACTS northern subregion Bike Wayfinding route and signage system.
9. Lead quarterly conference calls with MaineDOT, GPCOG and Turnpike Authority staffs to coordinate work underway in our respective organizations.
10. Continue our multi-modal complete streets planning work by helping our members and others in the areas of providing and adapting infrastructure for the safety of all users, traffic calming, facilitating growth center planning and transit-friendly development. Highlights will include:
 - a. Implement the *2018 PACTS Active Transportation Plan's* recommendations for new infrastructure, design guidelines, public education and safety focus.
 - b. Work with many of our municipal staffs and their constituent local advisory committees.
 - c. Develop a PACTS lane width and shoulder width policy and incorporate it into an update of the PACTS Regional Design Guide.
 - d. Continue work with the state and local level community transformation grants, the Centers for Disease Control and Healthy Maine partners, and the Cumberland and York County health districts.

C. Monitor federal and state transportation funding deliberations

Seek opportunities for new federal, state and other funding sources for transportation in our region. Possible efforts may include:

1. Staff will continue to participate in meetings, trainings, and conferences with our federal and state partners regarding access to federal safety capital funds for projects in our region and National Highway System safety funds for educational efforts.
2. Staff will brief the Executive Committee 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.

3. Work with GPCOG as it develops its new strategic activity of organizing the region's voice to impact policy issues that impact transportation.
4. Staff will make public presentations regarding the transportation needs of our region and state. Staff will use the Fix It Now! materials as presented to our Executive Committee in 2017.
5. Staff may attend meetings on Federal or State trainings and briefings on legislation and policy development, including out of state (Transportation Research Board, and American Planning Association Federal Policy and Program briefing for examples).

D. Meet the administrative requirements of our federal and state partners

PACTS staff, with GPCOG staff help, will work on these tasks:

1. Collaborate with MaineDOT and our committees on the preparation and approval of the annual federally required *PACTS Transportation Improvement Program* document.
2. Continue to work to achieve the goals of the federal Environmental Justice and Title VI laws, including national, state, local and/or community based outreach forums and attendance at workshops and webinars. Deliver an annual progress report and set of goals to MaineDOT.
3. Attend MaineDOT/MPO quarterly meetings in Augusta at which we learn about changes in federal and state policies and requirements, and also attend quarterly coordination meetings of Portland staff and MaineDOT.
4. Continue our involvement in the national Bike Summit or similar forums and Maine based efforts such as Statewide Bicycle and Pedestrian Council.
5. Stay integral with the Maine Transportation Safety Coalition.
6. Continue to work with the State Bicycle and Pedestrian Safety Committee.
7. Develop during 2019 the 2020-2021 *Unified Planning Work Program*. Review and sign the 2-year UPWP agreement with MaineDOT and GPCOG for 2020-2021.
8. Address PACTS process issues identified by FHWA and FTA at our federal certification held in 2015.
9. Approve monthly staff work and consultant invoices to be submitted to MaineDOT by GPCOG.

PRODUCTS

1. Development of analysis, recommendations, agendas and minutes for PACTS committee meetings.
2. Increased awareness in our region of the need for more transportation funding, while eliciting change and low-cost alternatives to enhance our transportation systems.
3. Public outreach as described above.
4. Participation in regional studies led by GPCOG, SMPDC, MaineDOT and the Turnpike Authority.
5. Implementation of our Title VI annual action plan.
6. Collaboration with MaineDOT, Maine DEP, Maine’s other three MPO’s, our other federal and state partners, and others on several initiatives listed above.
7. The UPWP administrative functions listed above.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for recently completed UPWP:	\$650,000
Budget for recently completed UPWP:	\$650,000
Estimated costs for 2018 and 2019:	\$700,000

FUNDING SOURCES

FHWA and MaineDOT

TASK NO. 2: TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE

To administer the *PACTS Transportation Improvement Program* process.

ACTIVITIES

1. Work with MaineDOT and municipal members to look for ways to reduce the cost of administering federally funded capital projects.
2. Submit proposals in 2018 for MaineDOT capital funding of improvements to High Crash Locations based on concept plans developed in early 2018 (per the 2017 regional review of candidate locations).
3. Select 2020 and 2021 collector preservation projects in 2018 based on the regional assessment underway during the fall of 2017 and winter of 2018, and updated in late 2018.
4. Select plans or projects for funding with available Holding WIN funds during 2018 and 2019.
5. Select projects in 2018 and 2019 for PACTS 2019 and 2020 Municipal Partnership Initiative funding and administer the program.
6. Lead the work of the Plan Implementation Committee to potentially revise our capital project and preliminary design report selection process and related policies. Possible topics include but are not limited to:
 - How to select projects for PACTS Municipal Partnership Initiative funding in 2019 based on the start of the increase in annual funding from \$600,000 to \$1,600,000.
 - How to select projects in 2019 for 2022 and 2023 “Complex Project” funding after a review of the process first used in 2017.
7. Revise and update PACTS MPO Allocation capital project application forms, and assist members with questions about the data requirements and project selection process in 2019.
8. Score the proposals received in 2019, and write reports to our several committees regarding the proposals and the scores given.
9. Submit funded project lists to MaineDOT, and coordinate the signing of 3-party agreements. Write letters, as required, to MaineDOT explaining the scope and budget of all capital project amendments.
10. Collaborate with MaineDOT and our members on the preparation and approval of the federally required *Transportation Improvement Program* document in 2018 and 2019.
11. Make staff decisions about minor capital project scope and budget adjustments in collaboration with MaineDOT Region One and the affected municipalities.

12. Attend project development meetings as well as public meetings related to projects and project development.
13. Collaborate with GPCOG, FTA, MaineDOT and our transit providers on various aspects of FTA projects funding requirements.
14. Distribute MaineDOT's Monthly PACTS Capital Project Reports to the Technical Committee.
15. Evaluate and assess the pre-construction baseline conditions for FHWA and FTA Performance Measures.

PRODUCTS

1. Submittal of proposals for MaineDOT capital funding of improvements to High Crash Locations.
2. Submittal of 2020 and 2021 PACTS collector preservation projects.
3. Continued monitoring and administration of funded PACTS MPO Allocation projects.
4. Enhanced project scoping during 2019.
5. PACTS MPO Allocation projects lists for the MaineDOT's 2018-2020 Work Plan and MaineDOT's 2019-2021 Work Plan.
6. Applications to MaineDOT for FHWA Safety funds.
7. A 2018 version of the PACTS TIP Policies and Procedures document.
8. An FY 2018 to FY 2021 PACTS Transportation Improvement Program.
9. Administration of the 2018 and 2019 PACTS Municipal Partnership Initiative programs.
10. Distribute bike racks and wayfinding signs.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for recently completed UPWP:	\$325,000
Budget for recently completed UPWP:	\$325,000
Estimated costs for 2018 and 2019:	\$400,000

FUNDING SOURCES

TASK NO. 3: STUDIES AND LONG RANGE PLANNING

OBJECTIVE

To perform in-house technical studies, lead the region's traffic signal coordination program, oversee consultant studies, and implement elements of the PACTS Active Transportation Plan that are consistent with the PACTS regional transportation plan Destination 2040.

ACTIVITIES

1. In 2018 a Technical Engineer/Analyst will join the PACTS staff. While the primary responsibility of this individual will be implementation of the PACTS regional traffic management system policy, the individual will provide these multiple services:
 - Do traffic signal management and other traffic engineering.
 - Prepare an annual regional pavement assessment update (see more on this below).
 - Assist with locally administered capital projects, and bicycle/pedestrian plans and projects.
 - Analyze data related to federally-required transportation performance measures, including safety performance measures.

The traffic signals system scope of work of the Engineer/Analyst will probably be impacted by the Traffic Mobility Report completed by MaineDOT in late 2017.

PACTS staff, including the Technical Engineer/Analyst, will lead the development of regional collector system pavement assessment during early 2018 and then update the analysis in 2019 (and in 2020, 2021 and 2022) . This major PACTS consultant effort is being funded with PACTS capital funding (WIN 23272.00), so it is not shown in the budget of this UPWP.

2. Organize, administer, coordinate and otherwise actively participate in the consultant studies listed in Task 4.
3. Perform a MaineDOT-requested needs assessment regarding the condition of the region's sidewalks and other pedestrian infrastructure in the context of the American with Disabilities Act.
4. Develop performance-measures-based plans as federally required for Safety, Congestion, Transit Assets, Highway Assets and Transportation Planning.
5. PACTS and GPCOG staff will collaborate in-house on these studies and analyses:
 - GPCOG staff will continue to provide GIS services to PACTS, making maps and managing spatial databases as requested. GPCOG will also operate the MioVision cameras, as well as use the drone for aerial videos, images, and other data. GPCOG will develop projections and other data requested by PACTS to support transportation planning.

- GPCOG will develop a regional land use and economic plan that will be built around the PACTS region road and transit network. The plan will incorporate transportation and land-use scenario planning and other potential methods for analyzing the impacts and relationships between development, the future regional economy, housing, employment and other transportation related location-based considerations. The plan will identify areas that are priorities for development and preservation, knitting together the Centers of Opportunity or Priority Centers identified in Destination 2040 with the comprehensive plans of the region's municipalities, and further informed by local officials, staff and residents. This initiative will be funded by multiple entities in addition to PACTS.
- GPCOG will continue work funded by PACTS and started in June 2017 to determine the feasibility of a Transportation Management Association in the Greater Portland region.
- GPCOG/PACTS staff will research locations and price out options for permanent bicycle-pedestrian counters; work with communities to oversee their installation; collect data from the counters and provide periodic report-outs to PACTS, the host communities, and other relevant organizations (Portland Trails, Bike Coalition of Maine, MaineDOT, etc.).
- GPCOG in concert with PACTS, member communities and the MaineDOT will expand the focus and emphasis on vulnerable user safety. PACTS will examine and make recommendations on urban design, and either develop a regional plan of our own given the urban context of our area, adopt the performance measures, as required by FHWA, in the state's Strategic Highway Safety Plan or a combination there of.
- Continue to support the reduction of transportation-related emissions and petroleum consumption, and the development of alternative transportation fueling infrastructure through the Maine Clean Communities program.

PRODUCTS

1. Transportation focused plans with transportation related elements such as but not limited to future development scenarios, economic development, housing, employment or other factors influencing transportation plans or projects.
2. Traffic signal management and other traffic engineering.
3. Annual regional pavement assessment updates.
4. Assistance with locally administered capital projects, and bicycle/pedestrian plans and projects.
5. Data analysis related to federally-required transportation performance measures, including safety performance measures.
6. Administration of the studies listed in Task 4.
7. Performance-measures-based plans as federally required for Safety, Congestion, Transit Assets, Highway Assets and Transportation Planning.

8. Needs assessment regarding the condition of the region’s sidewalks and other pedestrian infrastructure with a focus on ADA access.
9. GIS services to PACTS.
10. Operation of the MioVision data-collecting cameras, as well as use the drone for aerial videos, images, and other data.
11. Data analysis and projections requested by PACTS to support transportation planning.
12. A regional land use and economic plan built around the PACTS region road and transit network.
13. Feasibility report regarding a Transportation Management Association in the Greater Portland region.
14. Analysis of options for permanent motor vehicle and bicycle-pedestrian counters.
15. Administration of the Maine Clean Communities program.

AGENCY RESPONSIBILITY

PACTS

FUNDING

Estimated expenses for recently completed UPWP:	\$300,000
Budget for recently completed UPWP:	\$300,000
Estimated costs for 2018 and 2019:	\$575,378

FUNDING SOURCES

FHWA, MaineDOT, GPCOG and municipalities

TASK 4: CONSULTANT ACTIVITIES

OBJECTIVE

Perform most of the technical analysis associated with the studies listed in this task, and others that may be programmed as funds come available..

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. Data Collection
3. Enhanced Project Scoping
4. PACTS Travel Demand Model Consultant
5. Portland Commercial Street Operations and Master Plan Study
6. Portland Regional Traffic Management (RTMS) Phase 3 (traffic signals) Study
7. Public Opinion Survey
8. Saco/Scarborough Route 1 Complete Streets Corridor Plan
9. Reserve Account
10. Southern Maine Planning and Development Commission

1. Bicycle/Pedestrian Implementation

PACTS is in the process of developing a new Active Transportation Plan, an update and expansion of the 2009 PACTS Regional Bicycle and Pedestrian Plan. This Plan will document improved infrastructure, including on and off-road facilities implemented since 2009. The Plan will incorporate the current emphasis on public health aspects of active transportation, that is the intersection of self-powered modes such as walking, biking, wheeling, and other modes such as public transit PACTS will continue to implement and expand all non-infrastructure aspects of the Plan including public education, working with local law enforcement agencies, state and local health agencies. Implementation also involves the expanded use of the PACTS regional design standards and guidelines for regional bicycle/pedestrian infrastructure consistency. When needed PACTS will develop detailed plans .identify high quality longer distance bicycle through 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. Perform baseline regional counts for bicyclists or pedestrians (see data section).

2. Data Collection, Analysis and Communication

We will use the *My Sidewalk* software to access a wide array of planning databases available on their website, and to develop analyses and maps for use in our transportation and land use planning projects.

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 of recreation. PACTS emphasis will be on issues and areas identified in its Congestion Management Process (CMP) plan, updated in 2017.

We will investigate the need and demand for developing a regional pool and use of speed and traffic data collection units to assess speed related issues within and connecting the PACTS communities. This will be a phased approach beginning with permanent counters at gateways to the Portland peninsula. Other phases may include permanent or additional portable equipment.

In collaboration with MaineDOT and member communities we will continue our review of High Crash Locations.

We continue regular use of our two Miovision video cameras for traffic counts and data including all system users, utilize to review behavioral parameters and before and after demonstration projects.

3. Enhanced Project Scoping

We will provide the necessary technical assistance to produce project proposals with adequate scopes and cost estimates for consideration for PACTS funding with 2022 and 2023 MPO Allocation funds.

4. PACTS Travel Demand Model Consultant

We will use the PACTS Travel Demand Model to analyze the traffic diversion impacts of bridge closings and other funded highway projects if requested by MaineDOT. We will also use the model's inputs and outputs to assist in the performance of regional transportation planning studies (to be determined) and other planning needs of PACTS and GPCOG.

5. Portland Commercial Street Operations and Master Plan Study

This study will develop a plan to create a safer and more inviting environment for users of the easterly portion of Commercial Street. The plan will allow Commercial Street to maintain its role as the spine of a great working waterfront, an economic development center, and a nationally recognized retail/tourist destination while enhancing future economic development opportunities for the region. The plan will address the following needs:

- Functional utility of piers and port facilities as centers for marine commerce
- Safe, comfortable, and reasonably managed pedestrian access along and across Commercial Street, including the width of sidewalks and location and configuration of crosswalks
- Management and facilitation of the freight and delivery activities, including to piers/wharves and the use of the center median area for deliveries to businesses

- Pedestrian-scale and roadway lighting
- Vehicular traffic operations and safety resulting in reasonable flow and travel time for all modes
- Bicycle facilities for safety and comfort, including bicycle racks and pavement markings
- Access management to improve mobility and safety for vehicles and pedestrians.

6. Portland Regional Traffic Management (RTMS) Phase 3 (traffic signals) Study

The study will produce 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 will be in line with the recommendations set forth in the FHWA Traffic Signal Management and Operations Process Improvement Review done for PACTS in 2014. The context is that in terms of equipment, controls, and communications, about half of Portland’s traffic signal system, primarily located in and around the City’s downtown peninsula continues to operate with an antiquated computer control system that is about 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.

7. Public Opinion Survey

We will perform a statistically significant public opinion survey 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 also include this data in our performance targets analysis.

8. Saco/Scarborough Route 1 Complete Streets Corridor Plan

The purpose of this study is to address the multimodal balancing act and plan for and provide recommendations to continue to transform key segments of Route 1 in both Saco and Scarborough into a more complete and balanced street that maintains and enhances regional mobility, while making the corridor safer and more comfortable for all modes, including bicyclists, pedestrians and transit riders. For both communities to continue to thrive, develop, and be livable places, Route 1 needs to continue to evolve and transform into a contemporary, multi-modal transportation corridor. The context is that Route 1 is the main arterial and priority corridor that carries a significant share of the intra- regional travel in and through the PACTS Southern Subregion and through Saco and Scarborough. At the same time, Route 1 is Saco’s Main Street and Scarborough’s main commercial and mixed- use thoroughfare that provides localized access and movement. For both of these communities, Route 1 has helped propel the subregion’s growth and economic development, but its auto centric design is reaching a tipping point with significant congestion, high crash locations, access challenges and barriers to bicycle, pedestrian and transit use and activity.

9. Reserve Account

We will reserve a small amount (\$14,758) 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.

10. 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.

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:	\$750,000
Budget for recently completed UPWP:	\$750,000
Estimated costs for 2018 and 2019:	\$401,275

FUNDING SOURCES

FHWA, MaineDOT, regional and municipal funds

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

Table 2				
Task 4 Budget Summary				
Line Items	Total Budget	FHWA PL \$\$	Match	Sources Of Match
Bicycle/Pedestrian Plan Implementation	\$60,000	\$48,000	\$12,000	Munis and MDOT
Data Collection	\$25,000	\$20,000	\$5,000	MaineDOT
Enhanced Project Scoping	\$20,000	\$16,000	\$4,000	Municipalities
PACTS Model Consultant	\$25,000	\$20,000	\$5,000	Munis and MDOT
Portland Commercial Street Study	\$82,750	\$66,200	\$16,550	Portland
Portland Traffic Signals Study	\$70,000	\$56,000	\$14,000	Portland
Public Opinion Survey	\$10,000	\$8,000	\$2,000	MaineDOT
Saco/Scarborough Route 1 Plan	\$98,525	\$78,820	\$19,705	Saco+Scarborough
SMPDC Planning Services	<u>\$10,000</u>	<u>\$8,000</u>	<u>\$2,000</u>	SMPDC
Total	\$401,275	\$321,020	\$80,255	

TASK 5: TRANSIT PROGRAM SUPPORT AND ADMINISTRATION

OBJECTIVE

To provide coordination, administration and support for implementation of the transit portions of the Unified Planning Work Program, on behalf of the PACTS-area transit agencies.

ACTIVITIES

1. Facilitate the “split” of FTA 5307 funding, including:
 - a. Updating the transit Six Year Capital & Operating Plan (SYCOP)
 - b. Applying a comprehensive and objective system to prioritize transit funding decisions during the annual SYCOP development
2. Develop and/or evaluate of transit-related applications for PACTS’ MPO Allocation Funding.
3. Develop, monitor and execute the Federal Transit Administration (FTA) 5303- and 5307-funded biennial UPWP.
4. Update the transit-related portions of the Transportation Improvement Program (TIP) and UPWP.
5. Engage the public in transit planning and programming initiatives and opportunities.
6. Research potential funding opportunities for transit planning and projects.
7. Facilitate coordination and cooperation among federal and state agencies, regional entities, transit agencies, and municipalities on projects and programs of mutual interest.
8. Maintain knowledge of and provide compliance assistance as requested with transit-related federal requirements.
9. Support the PACTS Transit Committee, including preparation of meeting agendas and minutes, maintenance of biennial calendar, and creation of technical and policy memoranda.

PRODUCTS & OUTCOMES

1. Transit funding is programmed for the region through the SYCOP, FTA 5307 & 5337 Split Letters, TIP and UPWP.
2. Clear and tested policies governing the SYCOP updates and our “Regionally Administered Discretionary” projects selection process that are understood and supported by the PACTS-area transit agencies.

3. Transit portion of PACTS 2020/2021 UPWP, Transit TIP and UPWP Amendments, Administrative Modifications, and documentation of public notices (as needed), and SYCOP spreadsheets and FTA 5307 “Split Letters”, updated and archived annually or as needed.
4. PACTS Transit Committee meeting (regular and workshop) agendas, biennial calendar, Monthly GPCOG Transit Planning program budget reports, technical and policy memoranda, and meeting minutes.

FUNDING

Estimated expenses for 2016 and 2017:	\$226,956
Budget for 2016 and 2017:	\$226,956
Estimated costs for 2018 and 2019:	\$240,000

FUNDING SOURCES

- FTA 5303 Transit Planning funds (80%)
- Municipal funds from GPCOG member dues (20%)

TASK 6: TRANSIT SHORT RANGE TRANSPORTATION PLANNING

OBJECTIVE

Increase public transportation system ridership and transportation choices in Greater Portland by improving the accessibility, visibility and appeal of our region's public transportation network.

ACTIVITIES

Regional Transit Stop Access Project, Phase II– The completed Phase I of this project determined a preliminary prioritization of how and where to spend STP funding to improve pedestrian and bicycle access at high use shared transit stops in the region. Phase II will include final stop prioritization, site design, engineering and quality assurance, as well as the selection of contractors for construction and installation.

PRODUCTS & OUTCOMES

Regional Transit Stop Access Project:

1. List and maps of recommended high-priority transit stop improvements
2. Selection of a project management structure for implementation of the transit stop capital improvements
3. Development of RFP for transit stop improvement design/engineering
4. Development of RFP for transit improvement construction/installations

FUNDING

Estimated expenses for 2016 and 2017:	\$70,000
Budget for 2016 and 2017:	\$70,000
Estimated costs for 2018 and 2019:	\$40,000

FUNDING SOURCES

FTA 5303 Transit Planning funds (80%)
Municipal funds from GPCOG member dues (20%)

TASK 7: TRANSIT LONG RANGE (System) TRANSPORTATION PLANNING

OBJECTIVES

- To advance and continually improve our region's public transportation network so that transit customers experience a seamless, efficient, environmentally sustainable, and affordable service.
- To continue to support the reduction of transportation-related emissions and petroleum consumption

ACTIVITIES

- Implementation of the Regional Transit Development Plan –Implement the short-range Regional Transit Development Plan recommendations (as adopted by the PACTS Transit Committee).
- Develop a long-range Regional Transit Plan –Develop the scope of work for the Regional Transit Plan. This plan will take a long-range (15-20 year), aspirational perspective on the region's transit system, and use a robust public process to develop recommendations for achieving that vision. It will build off of the significant work and analysis of the recently completed Regional Transit Development Plan, which was more operationally-focused and short-term (6-years). Development of the Regional Transit Plan will begin during this biennium, and will be completed in the 2020/2021 biennium.
- Maine Clean Communities – Educate fleet operators and decision makers for the purpose of promoting and deploying alternative fuel vehicles, building alternative fuel infrastructure and implementing other technologies and strategies that reduce dependence on petroleum in transportation. Particular focus will be given to PACTS municipal and transit fleets, due to their strong existing relationships with PACTS and GPCOG staff.

PRODUCTS & OUTCOMES

Regional Transit Development Plan – Recommendation Implementation:

- Technical assistance delivered to PACTS transit agencies to support implementation of recommended service changes, infrastructure and/or customer service improvements
- Implementation plan report, identifying actions taken during this biennium and proposed actions for the 2020/2021 biennium

Regional Transit Plan:

- Scope Review, Project Management Plan, Public Involvement Plan
- Technical Memorandums
- Public Engagement sessions
- Draft components of Regional Transit Plan

Maine Clean Communities:

- Targeted, one-on-one meetings with PACTS municipal and transit fleet managers to provide technical assistance on alternative fuels and fleet energy/emissions saving activities
- Annual Emissions & Petroleum Reduction Survey and Progress Report
- Alternative Fueling Station and Alternative Fuel Price Tracking
- Disseminate Clean Cities and AFV information through:
 - Hosting stakeholder meetings
 - Develop and host workshops, forums and other events
 - Newsletter, website, press releases, or other media and public relations efforts
- Expanded stakeholder and petroleum reduction project initiatives
- Technical assistance on statewide petroleum reduction project initiatives (such as the Maine Statewide Energy Plan update, the Volkswagen Emissions Settlement, and the Maine/Quebec Electric Vehicle Charging Corridor development)

FUNDING

Estimated expenses for 2016 and 2017:	\$285,000
Budget for 2016 and 2017:	\$285,000
Estimated costs for 2018 and 2019:	\$300,000

FUNDING SOURCES

FTA 5303 Transit Planning funds (80%)

Local Match: Municipal funds from GPCOG member dues (20%)*

**Whether local match for the consultant portion of the Regional Transit Plan Phase II will be provided by the PACTS Transit Agencies is currently under consideration. If approved, this document will be amended to reflect this change.*

TASK 8: TRANSIT LONG RANGE (Project) PLANNING

OBJECTIVE

To work with public transit providers and municipal planners to support transit ridership growth through land use planning. The goal of this targeted transit-supportive land use planning will be growing the region's jobs and homes around existing and future transit service, supporting mode shift to transit, bicycle and pedestrian-based transportation, and preserving the capacity of the road network.

ACTIVITIES

Transit-supportive land uses will be fostered along the travel corridors and centers of opportunity from the *Destination 2040* plan, as well as major bus, train and ferry stations and stops, and any other priority areas identified by the Regional Transit Plan.

PRODUCTS & OUTCOMES

Updated transit-supportive land-use zoning in one or more Southern Maine municipalities currently served by transit

FUNDING

Estimated expenses for 2016 and 2017:	\$137,888
Budget for 2016 and 2017:	\$ 0
Estimated costs for 2018 and 2019:	\$ 20,000

FUNDING SOURCES

FTA 5303 Transit Planning funds (80%)
Municipal funds from GPCOG or SMPDC member dues (20%)

TASK 9: TRANSIT TECHNICAL ASSISTANCE

OBJECTIVE

To continue to provide basic, limited transit-related technical support, such as project or agency-specific Mapping and GIS assistance.

ACTIVITIES

- Provide support with FTA’s Transit Asset Management (TAM) and other performance-based planning requirements on a regional level to interested PACTS transit agencies. This will include an update of the FTA-mandated MPO Regional Transit Asset Management plan, based on TAM plans from individual agencies.
- Provide support to the PACTS Transit Agencies and MaineDOT on transit-related, regional Intelligent Transportation Systems (ITS) updates, planning and development.
- Continued implementation of Geographic Information System (GIS) applications, including investment in related tools and software.
- Assist PACTS with transit planning efforts involving mapping and forecasting, and development of comprehensive transportation databases.
- Maintain Transportation webpages for GPCOG, PACTS & Maine Clean Communities.

PRODUCTS & OUTCOMES

Up to date GPCOG and PACTS information on websites
Data management and development of GIS Maps, technology advances, and updated databases

FUNDING

Estimated expenses for 2016 and 2017:	\$20,741
Budget for 2016 and 2017:	\$20,741
Estimated costs for 2018 and 2019:	\$36,676

FUNDING SOURCES

FTA 5303 Transit Planning funds (80%)
Municipal funds from GPCOG member dues (20%)

TASK 10: PROPOSED FTA 5307 FUNDED TRANSIT PLANNING

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

REGIONAL ACTIVITIES

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.

INDIVIDUAL AGENCY PLANNING

Biddeford, Saco, Old Orchard Beach Transit Committee, BSOOB

- Agency-Specific Planning – routine route planning and schedule development

Casco Bay Island Transit District, CBITD

- Agency-Specific Planning – routine route planning and schedule development

Northern New England Passenger Rail Authority, NNEPRA

- Agency-Specific Planning – routine route planning and schedule development

South Portland Bus Service

- AVL & Realtime Passenger Information Systems – Planning and technical support of the Southern Maine Transit Tracker system.
- On/Off Survey – On-board passenger boarding/alighting data collection, data entry and analysis, used for service planning
- Agency-Specific Planning – routine route planning and schedule development

See Table 3: Task 10 Regional and Agency Specific 2018 and 2019 5307 Projects below for a summary of the budgets and funding sources for these planning efforts.

TRANSIT PLANNING RESOURCES

Transit planning work for the Greater Portland region is resourced through a combination of GPCOG, SMPDC and consultants. 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.

Table 3

Task 10 Regional and Agency Specific 2018 & 2019 5307 Projects

<u>Task 10 Regional and Agency Specific 2018 & 2019 5307 Projects</u>	Total	Federal	Local
SPBS AVL Support	\$50,000	\$40,000	\$10,000
BSOOB Service Planning	\$44,000	\$35,200	\$8,800
CBITD Agency Specific Planning	\$246,410	\$197,128	\$49,282
NNEPRA Agency Specific Planning	\$25,000	\$20,000	\$5,000
Subtotal 5307	\$119,174	\$95,339	\$23,835

Table 4**Funding Summaries for 2018 and 2019**

Tasks	2018						2019			
	2-Year	Fed.	Task	2018 Funding Sources			Task	2019 Funding Sources		
	Budget	Fund	Budget	Federal	MDOT	Local*	Budget	Federal	MDOT	Local*
1 Coordination/Admin.	\$700,000	PL	\$340,000	\$272,000	\$68,000	\$0	\$360,000	\$288,000	\$72,000	\$0
2 T.I.P.	\$400,000	PL	\$200,000	\$160,000	\$40,000	\$0	\$200,000	\$160,000	\$40,000	\$0
3 Studies + Long Range	\$575,378	PL	\$275,000	\$220,000	\$33,874	\$21,126	\$300,378	\$240,302	\$39,076	\$21,000
4 Consultant Studies	\$401,275	PL	\$200,000	\$160,000	\$9,000	\$31,000	\$201,275	\$161,020	\$9,548	\$30,707
<i>PL-related subtotals</i>	\$2,076,653		\$1,015,000	\$812,000	\$150,874	\$52,126	\$1,061,653	\$849,322	\$160,624	\$51,707
5 Program Support	\$240,000	5303	\$120,000	\$96,000	\$0	\$24,000	\$120,000	\$96,000	\$0	\$24,000
6 Short Range Planning	\$40,000	5303	\$20,000	\$16,000	\$0	\$4,000	\$20,000	\$16,000	\$0	\$4,000
7 Long Range (System)	\$300,000	5303	\$150,000	\$120,000	\$0	\$30,000	\$150,000	\$120,000	\$0	\$30,000
8 Long Range (Project)	\$20,000	5303	\$10,000	\$8,000	\$0	\$2,000	\$10,000	\$8,000	\$0	\$2,000
9 Transit Technical Ass.	\$36,676	5303	\$18,338	\$14,670	\$0	\$3,668	\$18,338	\$14,670	\$0	\$3,668
<i>FTA-related subtotals</i>	\$636,676		\$318,338	\$254,670	\$0	\$63,668	\$318,338	\$254,670	\$0	\$63,668
Total	\$2,713,329		\$1,333,338	\$1,066,670	\$150,874	\$115,794	\$1,379,991	\$1,103,993	\$160,624	\$115,375

* Local sources are municipalities, SMPDC and GPCOG.

Table 5**PACTS Unified Planning Work Program****2018-2019 Two-Year Funding Summary Table**

Tasks	FHWA "PL"	FTA 5303	MDOT	GPCOG	Municipal	Total	Staff	Consultant	Total
1 Coordination/Admin.	\$560,000	\$0	\$140,000	\$0	\$0	\$700,000	\$700,000	\$0	\$700,000
2 T.I.P.	\$320,000	\$0	\$80,000	\$0	\$0	\$400,000	\$400,000	\$0	\$400,000
3 Studies + Long Range	\$460,302	\$0	\$72,950	\$12,126	\$30,000	\$575,378	\$575,378	\$0	\$575,378
4 Consultant Studies	\$321,020	\$0	\$18,548	\$0	\$61,707	\$401,275	\$0	\$401,275	\$401,275
5 Program Support	\$0	\$192,000	\$0	\$48,000	\$0	\$240,000	\$240,000	\$0	\$240,000
6 Short Range Planning	\$0	\$32,000	\$0	\$8,000	\$0	\$40,000	\$40,000	\$0	\$40,000
7 Long Range (System)	\$0	\$240,000	\$0	\$60,000	\$0	\$300,000	\$300,000	\$0	\$300,000
8 Long Range (Project)	\$0	\$16,000	\$0	\$4,000	\$0	\$20,000	\$20,000	\$0	\$20,000
9 Transit Technical Assistance	\$0	\$29,341	\$0	\$7,335	\$0	\$36,676	\$36,676	\$0	\$36,676
Total	\$1,661,322	\$509,341	\$311,498	\$139,461	\$91,707	\$2,713,329	\$2,312,054	\$401,275	\$2,713,329

Note: \$2,000 of the match in Task 4 will be from the SMPDC.