

# **Kittery Area Comprehensive Transportation Study (K A C T S)**

## **Transportation Improvement Program**

**Fiscal Years 2008 – 2011**



for the KACTS Metropolitan Planning Organization

**ADOPTED BY THE KACTS COMMITTEE ON June 20, 2007**

### **KACTS MEMBERS**

Kittery (2) • Eliot • South Berwick • Berwick • Lebanon • Maine Department of Transportation • Maine Turnpike Authority • Public Transportation Agencies • Southern Maine Regional Planning Commission

# KACTS TRANSPORTATION IMPROVEMENT PROGRAM

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Prepared in cooperation with the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation. The contents of this study reflect the views of the Kittery Area Comprehensive Transportation Study who is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Maine Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration.

## **I. INTRODUCTION**

The Transportation Improvement Program (TIP) for the Kittery Urbanized Area is a prioritized listing of federally funded transportation projects for the Kittery Area Comprehensive Transportation Study (KACTS). KACTS serves as the Metropolitan Planning Organization (MPO) for the Maine portion of the Portsmouth and Dover-Rochester, New Hampshire, urbanized areas. The TIP includes all Federally funded projects expected for Fiscal Year 2008 through Fiscal Year 2011 in the KACTS MPO planning area. The planning area consists of the area inside the metropolitan boundaries of Berwick, Eliot, Kittery, Lebanon, and South Berwick Maine. The area is detailed on Maps 1 and 2 on pages 3 and 4.

The TIP has been prepared by the Southern Maine Regional Planning Commission (SMRPC) and the Maine Department of Transportation (MaineDOT) under the direction of the KACTS Policy Committee. This Committee is comprised of voting members from the towns of Berwick, Eliot, Kittery, South Berwick, and Lebanon, as well as MaineDOT, the Maine Turnpike Authority, SMRPC, and a representative of Public Transportation Providers in the KACTS area. Non-voting members include the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Representatives from the Rockingham Planning Commission and Strafford Regional Planning Commission, which together comprise the MPO for the New Hampshire side of the Portsmouth and Dover-Rochester urbanized areas, also serve as non-voting members of the Committee.

Each project included in the TIP was selected using methods outlined in the KACTS TIP Project Selection Procedure. The procedure weighs each project using several different scoring criteria, and ranks each accordingly. The Project Selection methods are reviewed prior to each TIP, and changes may be made by the Committee at that time. A copy of the Selection Procedure is attached as Appendix B.

Primarily, the Committee selects projects to be funded with Surface Transportation Program (STP) funds. The STP funds are allocated to each MPO in the State, and eligible projects must “compete” for available funding in each Metropolitan Area. KACTS receives approximately \$2.2 million for the four year TIP period. In the list of projects, which follows page 7, only the Kittery Route 1 reconstruction project (#11584) is funded using the allocated STP money for KACTS. The other highway projects are funded through different programs and/or STP money that does not come under Committee jurisdiction.

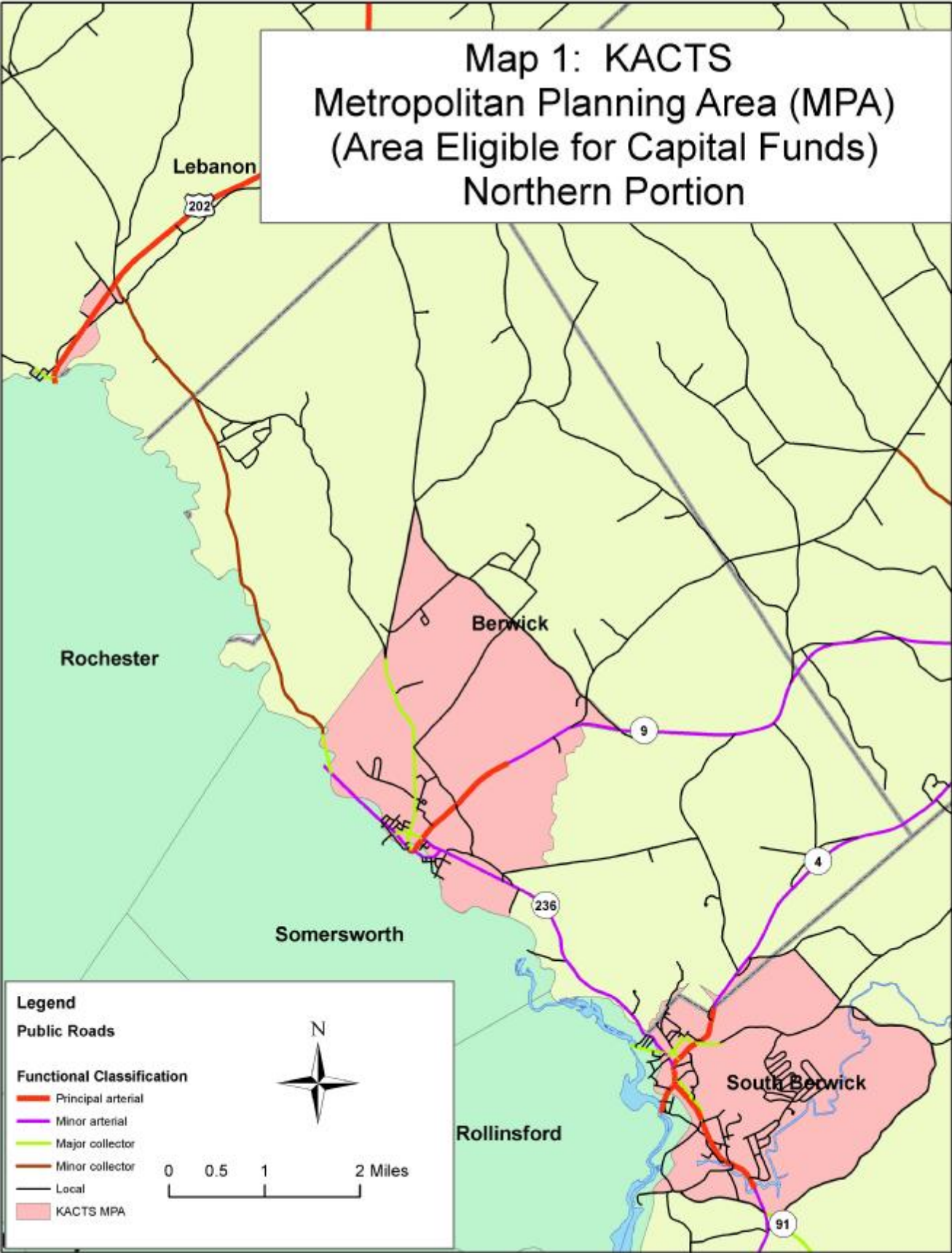
Since 1998 the Committee has, in part, been selecting projects based on a prioritized list developed as part of the MaineDOT Six Year Plan.

The TIP is governed by joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations for metropolitan transportation planning. These regulations require that the TIP:

- cover a period of not less than four (4) years
- indicate the area's priorities
- include realistic estimates of the total costs and revenues for the program period
- identify proposed sources of funding and implementing agencies, and
- identify funding sources that are reasonably consistent with the amount of Federal funds expected to be available in that area.

All projects included in this TIP are consistent with the KACTS Transportation Plan, which was last updated in 2006. The purpose of the Transportation Plan is to ensure that various transportation projects are consistent with the region's overall development policies and are coordinated with one another to provide an effective transportation system, which makes efficient use of available funds. The Committee is required to update the Transportation Plan at least every four years.

# Map 1: KACTS Metropolitan Planning Area (MPA) (Area Eligible for Capital Funds) Northern Portion



# Map 2: KACTS Metropolitan Planning Area (MPA) (Area Eligible for Capital Funds) Southern Portion



## II. PUBLIC PARTICIPATION PROCESS

The KACTS Committee was required by the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), now the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), to develop a public participation process. The process defines how and when the general public will be involved in KACTS planning activities, especially during the development of the TIP and the Transportation Plan.

The KACTS Public Involvement Process was completed on October 3, 1994. The following list is a summary of actions taken by the Committee during this TIP process. A copy of the full Public Involvement Process can be obtained by contacting the Southern Maine Regional Planning Commission (207-324-2952).

March, 2007 - KACTS Committee notifies town officials of upcoming TIP process and encourages those officials to seek citizen involvement in the development of proposed projects

May, 2007 - Preliminary list of projects is developed. People on the Committee's "Interested Parties" list are also notified.

May 31, 2007 - Draft TIP made available, Press Release and Interested Parties List notified of availability. Draft posted on SMRPC website.

June 20, 2007 - Open comment period before final approval by the Committee, and Public Information Meeting held.

## III. FINANCIAL ASSESSMENT OF TIP PROJECTS

SAFETEA-LU requires that the Transportation Improvement Program only include projects for which there is a reasonable chance of obtaining funding. Necessary State or local matching funds also have to be consistent with the revenue sources expected over the same time period.

Funding estimates in the TIP are based on past funding levels and reasonable projections of expected new funding sources. For each TIP period, the MPO receives an apportionment of Surface Transportation Program (STP) funds. Prior to being included, each proposed road project for the TIP is analyzed for cost effectiveness using methods outlined in the Selection Procedure. The projects are then prioritized by the Committee, and funded based on the available STP allocation.

Federal Transit Administration (FTA) Section 5307 funds are distributed to each Metropolitan Planning Organization (MPO) in the United States based on a set formula. Both the Cooperative Alliance for Seacoast Transportation (COAST) and York County Community Action (YCCAC) apply for these funds each year based on figures included in the TIP. YCCAC and COAST FTA Section 5307 funds have risen roughly 7% annually based on past trends. The amount of KACTS operating assistance for YCCAC is shown in Table 1 for Fiscal Years 2007-2011.

**Table 1  
FTA Operating Assistance Requests for YCCAC  
Fiscal Years 2007-2011**

<u>Fiscal Year</u>	<u>Operating Assistance</u>
2007	\$126,553
2008*	\$129,453
2009*	\$138,515
2010*	\$148,211
2011*	\$158,586

\*Projected

The COAST bus system receives three sources of funds from Maine for the operation of Route 1, a fixed service route connecting Berwick with Dover & Somersworth, New Hampshire.

The town of Berwick contributes funds annually. The State of Maine also makes a contribution to COAST, which is expected to be \$3,811 for each year in the TIP period.

In addition, COAST receives a portion of the KACTS FTA Section 5307 public transportation funds. The amount of KACTS operating assistance for COAST Route 1 is shown below for Fiscal Years 2007-2011.

**Table 2  
FTA Operating Assistance Request for COAST  
Fiscal Years 2007-2011**

<u>Fiscal Year</u>	<u>Operating Assistance</u>
2007	\$62,216
2008*	\$64,150
2009*	\$68,640
2010*	\$73,444
2011*	\$78,585

\*Projected

#### **IV. AIR QUALITY COMPLIANCE**

The Clean Air Act Amendments of 1990 (CAAA) mandate motor vehicle emission standards for each state. Conformance with emission control measures in transportation planning is a stipulation for receiving federal funding. Prior to the last Transportation Improvement Program, all of York County, of which the KACTS area is a part, was listed as an ozone nonattainment area. The Environmental Protection Agency announced in December 2006 that all of Maine reached air quality attainment levels and since that time the KACTS area has been redesignated a maintenance area. As a maintenance area, the area is required to maintain air quality controls on ozone pollution.

Typically, Federally funded projects or programs included in the TIP may not cause or contribute to new violations of air quality standards, increase the frequency or severity of any existing violations, or interfere with the timely attainment or interim emission reductions towards attainment.

The TIP in a maintenance area is also required to be in compliance with the State Implementation Program (SIP) which is in place now. The SIP is a plan outlining the State of Maine's efforts to achieve the Air Quality Standards set forth in the Clean Air Act. The current SIP was developed by the Maine Department of Environmental Protection (MDEP) and adopted in 1979, with the last amendment in January 1980. The SIP specified such programs as vapor controls of bulk storage of gasoline and crude oil, control of Volatile Organic Compound (VOC) emission from the paper coating operations, open burning, and the Federal Motor Vehicle Emission control program. The SIP called for the evaluation of reasonably available transportation control measures (TCMs) for the York County Coastal Corridor. The SIP does not specify any TCMs to be implemented in the KACTS area.

A representative from each MPO in the non-attainment area of the state also serves on a Transportation Conformity Group, which meets on a quarterly basis to discuss and make decisions concerning air quality modeling and other Clean Air Act issues. Other representatives include MaineDOT, MDEP, and EPA. This consultation process is required by the Federal Rule for Conformity of Transportation Plans, Programs, and Projects (40 CFR Parts 51 and 93), and authorized by section 176(c) of the Clean Air Act as amended (42 U.S.C. 7521[a]).



**APPENDIX A:**  
**KACTS PROJECT INFORMATION**

**KACTS MPO**  
**Transportation Improvement Program-TIP**

Federal Fiscal years 2008-2011

PIN-	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2008	FFY 2009	FFY 2010	FFY 2011
<b>MPO Sponsored</b>									
<b>008141.00</b>	STP-8141(00)X	Sidewalk Construction: Beginning 650 feet easterly of Wilson Road and extending northeasterly 0.19 of a mile.	Federal	\$364,941.40	\$364,383.16	\$553.24	\$0.00	\$0.00	\$0.00
			State	\$21,968.39	\$21,935.58	\$32.52	\$0.00	\$0.00	\$0.00
			Local-Other	\$68,278.23	\$68,173.90	\$103.40	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$455,188.02</b>	<b>\$454,492.64</b>	<b>\$689.15</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b>	Kittery								
<b>Rte/Road</b>	Route 1								
<b>Length:</b>	0.19	<b>Stages:</b>	<input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other						
<b>011584.00</b>	STP-1158(400)X	Highway Reconstruction: Beginning at Love Lane and extending northerly 0.88 of a mile to the rotary.	Federal	\$2,349,369.58	\$317,629.73	\$1,019,033.69	\$1,012,706.16	\$0.00	\$0.00
			State	\$443,671.20	\$52,666.56	\$189,266.37	\$201,738.27	\$0.00	\$0.00
			Local-Other	\$293,671.20	\$39,703.71	\$127,379.22	\$126,588.27	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$3,086,711.98</b>	<b>\$410,000.00</b>	<b>\$1,335,679.28</b>	<b>\$1,341,032.70</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b>	Kittery								
<b>Rte/Road</b>	Route 1								
<b>Length:</b>	0.88	<b>Stages:</b>	<input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other						

**KACTS MPO**  
**Transportation Improvement Program-TIP**  
 Federal Fiscal years 2008-2011

PIN-	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2008	FFY 2009	FFY 2010	FFY 2011
<b>Not MPO Sponsored</b>									
<b>010152.00</b>	NH-HP-1015(200)X	Bridge Rehabilitation: Memorial Bridge #2546 over the Piscataqua River, located on the Maine-New Hampshire state line.	Federal	\$2,843,128.91	\$1,638,928.91	\$1,204,200.00	\$0.00	\$0.00	\$0.00
			State	\$700,532.23	\$404,732.23	\$295,800.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$1,500,000.00	\$0.00	\$1,500,000.00	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$5,043,661.14</b>	<b>\$2,043,661.14</b>	<b>\$3,000,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road</b> Route 1 <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>011057.00</b>	BH-1105(700)X	Bridge Replacement: Gerrish Island Bridge (#3783) over Chauncey Creek, located at Pocahontas Road.	Federal	\$2,535,401.32	\$2,531,228.97	\$4,172.35	\$0.00	\$0.00	\$0.00
			State	\$633,957.30	\$632,914.08	\$1,043.22	\$0.00	\$0.00	\$0.00
			Local-Other	\$65,745.92	\$65,745.92	\$0.00	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$3,235,104.54</b>	<b>\$3,229,888.97</b>	<b>\$5,215.57</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road</b> Pocahontas Road <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>012655.00</b>	IM-1265(500)E	Bridge Wearing Surface Replacement: I-95/Dennett Road Bridge (#6275) over Dennett Road, located 0.50 of a mile northerly of the Stateline.	Federal	\$4,209.17	\$2,409.17	\$1,800.00	\$0.00	\$0.00	\$0.00
			State	\$8,790.83	\$8,790.83	\$0.00	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$13,000.00</b>	<b>\$11,200.00</b>	<b>\$1,800.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road</b> Interstate 95 <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>012656.00</b>	IM-1265(600)E	Bridge Wearing Surface Replacement: Ramp H Bridge (#6277) over Interstate 95, located 250 feet westerly of Route 1.	Federal	\$261,000.00	\$4,500.00	\$256,500.00	\$0.00	\$0.00	\$0.00
			State	\$29,000.00	\$12,500.00	\$16,500.00	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$290,000.00</b>	<b>\$17,000.00</b>	<b>\$273,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road</b> Route 1 Ramp <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>012657.00</b>	BH-1265(700)X	Bridge Wearing Surface Replacement: Ramp J Bridge (#6278) over Route 1, located 0.08 of mile southerly of Route 1.	Federal	\$252,000.00	\$16,000.00	\$236,000.00	\$0.00	\$0.00	\$0.00
			State	\$63,000.00	\$63,000.00	\$0.00	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$315,000.00</b>	<b>\$79,000.00</b>	<b>\$236,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road</b> Ramp Bridge <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									

# KACTS MPO

## Transportation Improvement Program-TIP

Federal Fiscal years 2008-2011

PIN-	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2008	FFY 2009	FFY 2010	FFY 2011
<b>012748.00</b>	STP-1274(800)X	Flashing Beacon: Located at the intersection of Route 236 and the Bolt Hill Road.	Federal	\$14,400.00	\$6,300.00	\$8,100.00	\$0.00	\$0.00	\$0.00
			State	\$1,600.00	\$1,600.00	\$0.00	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$16,000.00</b>	<b>\$7,900.00</b>	<b>\$8,100.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Eliot <b>Rte/Road:</b> Route 236 <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>012752.00</b>	STP-1275(200)X	Intersection Improvement with a Signal: Located at the intersection of Route 1 and Route 103.	Federal	\$288,000.00	\$36,900.00	\$131,611.50	\$119,488.50	\$0.00	\$0.00
			State	\$32,000.00	\$4,100.00	\$14,623.50	\$13,276.50	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$320,000.00</b>	<b>\$41,000.00</b>	<b>\$146,235.00</b>	<b>\$132,765.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road:</b> Route 1 <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>012753.00</b>	STP-1275(300)X	Intersection Improvement with a Signal: Located at the intersection of Route 202, Depot Road, and Little River Road.	Federal	\$256,226.40	\$36,000.00	\$109,755.90	\$110,470.50	\$0.00	\$0.00
			State	\$28,469.60	\$4,000.00	\$12,195.10	\$12,274.50	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$284,696.00</b>	<b>\$40,000.00</b>	<b>\$121,951.00</b>	<b>\$122,745.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Lebanon <b>Rte/Road:</b> Route 202 <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>013345.00</b>	STP-1334(500)X	Bicycle/Pedestrian Facility Improvement: Located on Eastern Trail Dennett Road.	Federal	\$170,000.00	\$12,000.00	\$78,842.00	\$79,158.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$170,000.00</b>	<b>\$12,000.00</b>	<b>\$78,842.00</b>	<b>\$79,158.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road:</b> Dennet Road Trail <b>Length:</b> 0.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>014507.00</b>	ER-1450(700)X	York Flood Federal Emergency: Washouts located at numerous locations in Eliot, on Route 101: ER confirmed, Inspection Report# 12.	Federal	\$10,000.00	\$0.00	\$10,000.00	\$0.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Eliot <b>Rte/Road:</b> Route 101 <b>Length:</b> 5.48 <b>Stages:</b> <input type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>015816.00</b>	STP-1581(600)X	Crack Sealing: Beginning at New State Road (Route 1) and extending southerly 0.30 of a mile to Bridge Street.	Federal	\$1,089.35	\$0.00	\$1,089.35	\$0.00	\$0.00	\$0.00
			State	\$267.58	\$0.00	\$267.58	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$1,356.93</b>	<b>\$0.00</b>	<b>\$1,356.93</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road:</b> Route 103 <b>Length:</b> 0.30 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									

**KACTS MPO**  
**Transportation Improvement Program-TIP**  
 Federal Fiscal years 2008-2011

PIN-	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2008	FFY 2009	FFY 2010	FFY 2011
<b>015817.00</b>	STP-1581(700)X	Highway Resurfacing: Beginning at Lewis Road and extending northerly 1.00 mile to the York town line.	Federal	\$238,206.82	\$0.00	\$0.00	\$238,206.82	\$0.00	\$0.00
			State	\$58,513.18	\$0.00	\$0.00	\$58,513.18	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$296,720.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$296,720.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road:</b> Route 1 <b>Length:</b> 1.00 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									
<b>015894.00</b>	NH-1589(400)E	Crack Sealing: Beginning at Williams Avenue and extending 0.67 of a mile southerly to New State Road (Route 1).	Federal	\$2,424.39	\$0.00	\$2,424.39	\$0.00	\$0.00	\$0.00
			State	\$606.09	\$0.00	\$606.09	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$3,030.48</b>	<b>\$0.00</b>	<b>\$3,030.48</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b> Kittery <b>Rte/Road:</b> Route 103 <b>Length:</b> 0.67 <b>Stages:</b> <input checked="" type="radio"/> PE/ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other									

**KACTS MPO**  
**Transportation Improvement Program-TIP**  
 Federal Fiscal years 2008-2011

**FTA Projects**

PIN-	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2008	FFY 2009	FFY 2010	FFY 2011
<b>FTA 5307 Urbanized Area Formula Program</b>									
<b>016203.00</b>		Transit Operating Assistance for the York County Community Action Corporation in southern York County, Federal Transit Administration §5307. Fiscal Year 2008.	Federal	\$123,872.00	\$0.00	\$123,872.00	\$0.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$117,801.00	\$0.00	\$117,801.00	\$0.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$241,673.00</b>	<b>\$0.00</b>	<b>\$241,673.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b>	Sanford								
<b>Length:</b>	0.00								
<i>Nepa:</i>	CE-S/16								
		<b>Stages:</b>	<input type="radio"/> PE/ROW	<input type="radio"/> Con/CE	<input checked="" type="radio"/> Other				
<b>016205.00</b>		Transit Operating Assistance for the York County Community Action Corporation in southern York County, Federal Transit Administration §5307. Fiscal Year 2009.	Federal	\$131,761.00	\$0.00	\$0.00	\$131,761.00	\$0.00	\$0.00
			State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Local-Other	\$122,561.00	\$0.00	\$0.00	\$122,561.00	\$0.00	\$0.00
			<b>Totals:</b>	<b>\$254,322.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$254,322.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Town(s):</b>	Sanford								
<b>Length:</b>	0.00								
<i>Nepa:</i>	CE-S/16								
		<b>Stages:</b>	<input type="radio"/> PE/ROW	<input type="radio"/> Con/CE	<input checked="" type="radio"/> Other				

**KACTS MPO**  
**Transportation Improvement Program-TIP**  
 Federal Fiscal years 2008-2011

**FTA Projects**

PIN-	Federal Project #	Description	Fund Source	Available Funds	Obligations				
					To Date	FFY 2008	FFY 2009	FFY 2010	FFY 2011

**FTA 5311 Nonurbanized Area Formula Program**

<b>016122.00</b>  Park and Ride Facility Construction: Construction of the Wells Park and Ride to support the Shoreline Explorer.  <b>Town(s):</b> Wells  <b>Length:</b> 0.00 <i>Nepa: CE-P/D/4</i>  <b>Stages:</b> <input type="radio"/> PE/ROW <input type="radio"/> Con/CE <input checked="" type="radio"/> Other	Federal	\$250,000.00	\$0.00	\$250,000.00	\$0.00	\$0.00	\$0.00
	State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>Totals:</b>	<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$250,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**APPENDIX B:**  
**KACTS PROJECT SELECTION PROCEDURE**

## **KACTS T.I.P. PROJECT SELECTION PROCEDURE**

### **I. INTRODUCTION**

**This Project Selection Procedure has been developed in response to Maine's Sensible Transportation Policy Act, the Intermodal Surface Transportation Efficiency Act (ISTEA), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the 1990 Clean Air Act Amendments. These laws require additional public involvement and additional attention to alternative transportation modes when undertaking transportation planning and programming.**

**This process will be used when developing all KACTS Transportation Improvement Programs (TIPs). The KACTS Committee may find it necessary to amend the project selection procedure in the future as additional Federal and State policies and rules are generated in response to the laws cited above.**

### **II. PUBLIC INVOLVEMENT**

**All public involvement procedures for the Transportation Improvement Program will be performed in accordance with the KACTS Public Involvement Process, adopted by the KACTS Committee on October 3, 1994.**

**Copies of the Process can be obtained by contacting the Southern Maine Regional Planning Commission (207-324-2952).**

### **III. ORGANIZATION ELIGIBILITY CRITERIA**

**The general public is encouraged to identify transportation problems, to propose possible solutions, and to get involved in existing municipal decision making processes in the development of projects to be funded with Federal funds available via KACTS. The chief elected or administrative officials from the following public organizations may propose projects through the KACTS process:**

**Town of Kittery  
Town of Eliot  
Town of South Berwick  
Town of Berwick  
Town of Lebanon  
The Southern Maine Regional Planning Commission  
Maine Department of Transportation (MaineDOT)  
Maine Department of Environmental Protection  
Cooperative Alliance for Seacoast Transportation (COAST)  
York County Community Action Corporation (YCCAC)**

## IV. REGIONAL FUNDING POLICY

### A. Funding Allocations by Project Type

The KACTS Committee will recommend a list of projects based on a split of the regional SAFETEA-LU funding allocation into three general categories:

1. public transportation projects to be funded with Federal Transit Administration (FTA) funds,
2. conventional roadway projects, and
3. other projects such as public transportation, travel demand management (TDM), and other "alternative" mode projects.

### B. Allocation Category Lists

#### *1. Transit Projects*

- \* Capital costs for transit projects.
- \* Operating costs for transit projects.
- \* Transit safety improvements and programs.
- \* Programs for improved public transit.
- \* Carpool projects, and fringe and corridor parking facilities and programs.

#### *2. Conventional Roadway Project Types*

- \* Construction, reconstruction, rehabilitation, resurfacing and restoration of highways and bridges.
- \* Highway safety improvements and programs.
- \* Traffic operational improvements, including installation and upgrading of traffic signals.

#### *3. Other Project Types*

- \* Development and establishment of management systems.
- \* Capital and operating costs for traffic monitoring, management, and control facilities and programs.
- \* Construction of bicycle storage facilities and bicycle lanes.
- \* Non-construction projects related to safe bicycle use.
- \* Restriction of existing, or construction of new, roads or lanes for use solely by passenger busses or high occupancy vehicles.
- \* Employer-based transportation management plans.
- \* Trip reduction ordinances.
- \* Traffic flow improvement programs that achieve emission reductions.

- \* Programs to limit or restrict vehicle use in areas of emission concentration particularly during periods of peak use.
- \* Programs for the provision of all forms of high occupancy, shared-ride services.
- \* Pedestrian overpasses, and related road improvements.
- \* Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place.
- \* Programs and ordinances to facilitate non-automobile travel, provision utilization of mass transit, and to reduce the single-occupant vehicle use.
- \* Programs for new construction and major reconstruction of paths, tracks, or areas solely for the use of pedestrian or other non-motorized means of transportation.
- \* Acquisition of scenic easements and scenic or historic sites.
- \* Scenic or historic highway programs.
- \* Landscaping and other scenic beautification.
- \* Historic preservation.
- \* Rehabilitation and operating of historic transportation buildings, structures, or facilities.
- \* Preservation of abandoned railway corridors (including their conversion and use for pedestrian or bicycle trails).
- \* Control and removal of outdoor advertising.
- \* Archaeological planning and research.
- \* Mitigation of water pollution due to highway runoff.

## V. PROJECT SELECTION SCHEDULE

This schedule is approximate. Actual times may vary depending on the particular TIP.

### July:

Municipalities in the KACTS area are asked to submit proposed projects.

Press releases regarding requests for TIP projects are sent to news papers covering the KACTS area.

### August:

Committee approves project selection procedure for the up-coming TIP.

Copies of the project selection procedure are distributed to organizations which might submit proposed projects.

**September:**

Proposed projects are due.

SMRPC prepares a preliminary analysis, including a determination of the eligible funding sources for each proposal.

The Committee may visit the sites for all proposals.

The Committee votes on a short list of projects for submission to MaineDOT for the preparation of preliminary cost estimates.

**October:**

The Committee entertains comments from the general public on short list of projects.

**November:**

The Committee reviews the project rankings based on the addition of the MaineDOT cost estimates, and develops short list of projects to be reviewed and endorsed by Selectmen and Councils, and to be commented upon by the general public.

**December:**

SMRPC and MaineDOT begin air quality analysis of short list of projects which are not exempt.

**January:**

The Committee reviews Selectmen/Councils' endorsements, general public's comments, and results of air quality analysis. If appropriate, the Committee votes on a final list of projects for consideration by MaineDOT.

SMRPC and MaineDOT finalize air quality assessment on the final list to be included in the State's TIP.

**February:**

MaineDOT submits statewide TIP to Legislature.

**Spring:**

Legislature approves a statewide TIP.

KACTS completes the MPO's TIP.

## **VI. OTHER REQUIREMENTS**

**A. The KACTS Committee may reject a proposal which fails to have a written problem statement, analysis, recommendation, and estimated benefits.**

**B. Proposals must be consistent with the KACTS Regional Transportation Plan.**

**C. When considering proposals and when developing the Transportation Improvement Program the KACTS Committee must, at a minimum, consider the following the eight SAFETEA-LU Planning Factors:**

### **SAFETEA-LU FACTORS**

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;**
- (2) Increase the safety of the transportation system for motorized and nonmotorized users;**
- (3) Increase the security of the transportation system for motorized and nonmotorized users;**
- (4) Increase the accessibility and mobility of people and for freight;**
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;**
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;**
- (7) Promote efficient system management and operation, and;**
- (8) Emphasize the preservation of the existing transportation system.**

## **VII. SELECTION CRITERIA**

**The KACTS Committee will use separate selection criteria to compare the "conventional roadway" proposals, the transit proposals, and the "other" proposals.**

### **A. "Conventional Roadways"**

**Conventional roadway projects will be evaluated based on the Maine Department of Transportation Cost Effectiveness scoring system as modified to suit**

the needs of the KACTS area. Roadway projects for evaluation will be grouped into three categories for the purposes of rating.

1. Reconstruction projects will be rated on:

- \* capacity,
- \* pavement condition,
- \* safety, and
- \* geometry.

2. Resurfacing projects will be rated on :

- \* pavement condition.

3. Intersection projects will be rated on:

- \* capacity,
- \* safety, and
- \* geometry

*The formula for Cost Effectiveness is:*

$$CE = \frac{K \times ADT \times 365 \times L}{\text{Unit Cost}} \times [(Change \text{ in Pave. Cond.} \times W1) + (Change \text{ in v/c} \times W2) + (Change \text{ in Geo.} \times W3) + (Change \text{ in Safety} \times W4)]$$

Where:

- K = Normalizing Factor
- ADT = Average Daily Traffic
- L = Estimated Project Life
- W1 = Weighting Factor = 50%
- W2 = Weighting Factor = 10%
- W3 = Weighting Factor = 10%
- W4 = Weighting Factor = 30%

Procedures for developing the change in the pavement condition, v/c, geometry, and safety, are contained in the attached Project Evaluation Form.

Conventional highway projects will be prioritized using the Cost Effectiveness and the Benefit-to-Cost Ratio. This information will be available to the Committee to use in their deliberation in developing the TIP.

## **B. Evaluation of Transit Proposals**

When there is no "competition" for the available FTA Urban Area funding, the KACTS Committee will use the information submitted in the providers' requests,

budget information, the KACTS Transportation Plan, and communities' needs, economics, and air quality improvement goals to approve the providers' funding requests.

This evaluation will be performed by SMRPC in conjunction with MaineDOT when FTA Urban Area Planning funds and time permit it. If funding and/or time do not permit evaluation by SMRPC and MaineDOT the "applicant" will be required to submit the evaluation based upon the above criteria.

When there is competition for available Urban Area funding, the following percentages will be used for distribution:

*60% for the York County Community Action Corporation  
40% for the Cooperative Alliance for Seacoast Transportation*

### C. Evaluation of "Other" Proposals

A set of six subjective factors will be used to evaluate the "other" proposals. On a separate form, the applicant responds to how the proposal addresses these factors:

- \* Maintain existing infrastructure?
- \* Reduce air pollution?
- \* Promote intermodal travel?
- \* Promote regional continuity?
- \* Promote energy conservation?
- \* Reduce demand for motorized travel?

SMRPC will review the Form submissions and prepare a scoring summary for review by the KACTS Committee. One point will be given for addressing each factor, up to the maximum score of six.

Due to the complexity of these kinds of proposals (particularly in terms of measuring the benefits of the proposals) and the limited experience in making project selections under the SAFETEA-LU framework, the KACTS Committee will use the factor scores only as a guide, not as the definitive measure, by which to recommend funding for projects.

The KACTS Committee will use the information generated by the three project evaluation procedures described above as one item in the evaluation process. Other parts of the evaluation process will include public comment, the level of community support, and KACTS plans and studies, and may also include community goals and needs, and economics. The final analysis is left to the KACTS Committee which represents the KACTS Area communities.

**APPENDIX C:**  
**METROPOLITAN TRANSPORTATION PLANNING PROCESS**  
**CERTIFICATION**

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION  
(To be submitted with Transportation Improvement Program)

The Metropolitan Planning Organization for the Kittery urbanized area(s), the Kittery Area Comprehensive Transportation Study (KACTS), hereby certifies that the transportation planning process is addressing major issues in the metropolitan planning area and is being carried out in accordance with the following requirements:

- I. 49 U.S.C. Section 5323(k) and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964 and Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21<sup>st</sup> Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105(f), Pub.L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of the Americans With Disabilities Act of 1990 (Pub.L.101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).



Signature

**Tom Reinauer**

Printed Name

Director

Title

June 1, 2007

Date