

Appendix 4 - Modified TELUS Model

TELUS Scoring System	
Score Value Range:	
- 3 = Major Negative Effect	
- 2 = Moderate Negative Effect	
- 1 = Minor Negative Effect	
0 = No Effect/Not Applicable	
1 = Minor Positive Effect	
2 = Moderate Positive Effect	
3 = Major Positive Effect	
Scoring Parameters	
Economic Vitality - Supports economic vitality by enabling competitiveness, productivity, and efficiency while enhancing the accessibility, connectivity, integration and mobility of the transportation system across and between modes.	
Promotes general economic development - increases # of jobs; retains current jobs	
Improves or enhances tourism - increases # of tourists; enhances tourist spending	
Improves or enhances the movement of freight and services - increases efficiency; reduces costs	
Improves or enhances access to jobs and opportunities - reduces commuter travel time and expenses	
Provides enhanced or new capacity, mobility or accessibility to the transportation system to move people - offers modal choice/diversity	
Enhances the range of freight service options available to local business - improves roads and bridges structurally and functionally; offers modal choice/diversity	
Improves intermodal connectivity for freight - offers modal choice/diversity	
Improves heavy haul truck network, e.g., working forests, farms and waterfronts - improves roads and bridges structurally and functionally	
Impacts Pine Tree Zone - increases new businesses; stimulates economic development opportunities	
Safety & Security - Increases the safety and security of the transportation system for all modes.	
Reduces vehicular crashes - decrease in # and severity of vehicular crashes	
Increases access to crash incidences and/or disabled motorists - improves functional infrastructure; reduces congestion; enhances modal choice/diversity	
Enhances the public safety of motorist and non-motorist - improves structural and functional infrastructure	
Contributes to a reduction in traffic volume - reduces congestion, travel delay and modal conflicts	
Improves the handling of hazardous materials movement - improves structural and functional infrastructure; isolates potential exposure	
Enhancements - Protects and enhances the environment, promotes energy conservation, and improves quality of life.	
Reduces overall vehicle emissions and/or noise - actual net reductions to ambient levels	
Decreases fuel consumption - encourages fuel conservation via design and/or operational improvements	
Protects wetlands or other natural habitats - mitigates high value natural resources	
Decreases water pollution - implements state-of-the-art erosion control measures	
Promotes non-motorized travel - directly provides or links to bike/ped routes	
Improves traffic flow - encourages optimal traffic speeds	
Supports cultural and/or historic property retention or development - minimizes infrastructure "footprint"	
Supports community cohesion and design - provides aesthetic, multimodal transportation links	
Promotes environmental equity - benefits Environmental Justice/Title VI goals	
Enhances development of brownfields - directly encourages reuse of brownfields	
Advances "smart growth" objectives - incorporates land use policies	
Improves intermodal connectivity for people - offers modal choice	
Conforms with local, MPO, regional and State land use plans - provides compatibility with other community, regional and State development plans	
Provides benefits for multiple jurisdictions - maximizes local, regional and statewide benefits	
Improves access and/or enhance vitality of downtown or community/village center - provides aesthetic and economic incentives	
Recreational access to a water body - access directly associated with a public way	
Improves school, healthcare and neighborhood connections - directly links to bike/ped routes	
Improves Scenic Byways - officially designated Federal Scenic Byway	

Transportation System Sustainability - Emphasizes the preservation of the existing transportation system and promotes efficient system management and operation.
Incorporates new Intelligent Transportation Systems (ITS) technology - innovative/integrated use of ITS devices, traveler information, etc. to alert travelers to road conditions, alternate routing, etc.
Reduces transportation costs - favors existing infrastructure vs. new
Contributes to better system maintenance - increased longevity and efficiency are enhanced
Emphasizes system rehabilitation rather than expansion - no new capacity or additional impact "footprint"; maximizes existing capacity; optimizes use of existing infrastructure to enhance service
Encourages public/private partnerships - leverages public/private funding sources
Provides favorable return on investment - life cycle economic benefits surpass life cycle costs of the facility
Promotes public affordability - provides access at reasonable user costs
Provides sustainability - long-term funding will be available to operate and maintain the facility over its life
Maximizes funding availability - meets or exceeds program requirements
Delivers on initial feasibility - demonstrates public acceptability

TELUS Regional Strategic Investments Scoring

Region:						
Corridor Name:						
Scoring:						
-3	Major Negative Impact					
-2	Moderate Negative Impact					
-1	Minor Negative Impact					
0	No Impact or Not Applicable					
1	Minor Positive Impact					
2	Moderate Positive Impact					
3	Major Positive Impact					
		Strategic Investment				
Scoring Parameter		#1	#2	#3	#4	#5
Economic Vitality (-27 to 27 Points)						
Promotes general economic development						
Improves or enhances tourism						
Improves or enhances the movement of freight and services						
Improves or enhances access to jobs and opportunities						
Provides enhanced or new capacity, mobility or accessibility to the transportation system to move people						
Enhances the range of freight service options available to local business						
Improves intermodal connectivity for freight						
Improves heavy haul truck network, e.g., working forests, farms and waterfronts						
Impacts Pine Tree Zone						
Subtotal		0	0	0	0	0
Weighting Factor (25% of Total)		0.93	0.93	0.93	0.93	0.93
Weighted Score		0	0	0	0	0
Safety & Security (-15 to 15 Points)						
Reduces vehicular crashes						
Increases access to crash incidences and/or disabled motorists						
Enhances the public safety of motorist and non-motorist						
Contributes to a reduction in traffic volume						
Improves the handling of hazardous materials movement						
Subtotal		0	0	0	0	0
Weighting Factor (25% of Total)		1.67	1.67	1.67	1.67	1.67
Weighted Score		0	0	0	0	0
Enhancements (-54 to 54 Points)						
Reduces overall vehicle emissions and/or noise						
Decreases fuel consumption						
Protects wetlands or other natural habitats						
Decreases water pollution						
Promotes non-motorized travel						
Improves traffic flow						
Supports cultural and/or historic property retention or development						
Supports community cohesion and design						
Promotes environmental equity						
Enhances development of brownfields						
Advances "smart growth" objectives						
Improves intermodal connectivity for people						
Conforms with local, MPO, regional and State land use plans						
Provides benefits for multiple jurisdictions						
Improves access and/or enhance vitality of downtown or community/village center						
Recreational access to a water body						
Improves school, healthcare and neighborhood connections						
Improves Scenic Byways						
Subtotal		0	0	0	0	0
Weighting Factor (25% of Total)		0.46	0.46	0.46	0.46	0.46
Weighted Score		0	0	0	0	0
Transportation System Sustainability (-30 to 30 Points)						
Incorporates new Intelligent Transportation Systems (ITS) technology						
Reduces transportation costs						
Contributes to better system maintenance						
Emphasizes system rehabilitation rather than expansion						
Encourages public/private partnerships						
Provides favorable return on investment						
Promotes public affordability						
Provides sustainability						
Maximizes funding availability						
Delivers on initial feasibility						
Subtotal		0	0	0	0	0
Weighting Factor (25% of Total)		0.83	0.83	0.83	0.83	0.83
Weighted Score		0	0	0	0	0
Total Raw Score (-126 to 126 Points)		0	0	0	0	0
Total Weighted Score		0	0	0	0	0
Priority						
Strategic Investment Description						
#1						
#2						
#3						
#4						
#5						

Appendix 5 - Internet Survey and Analysis

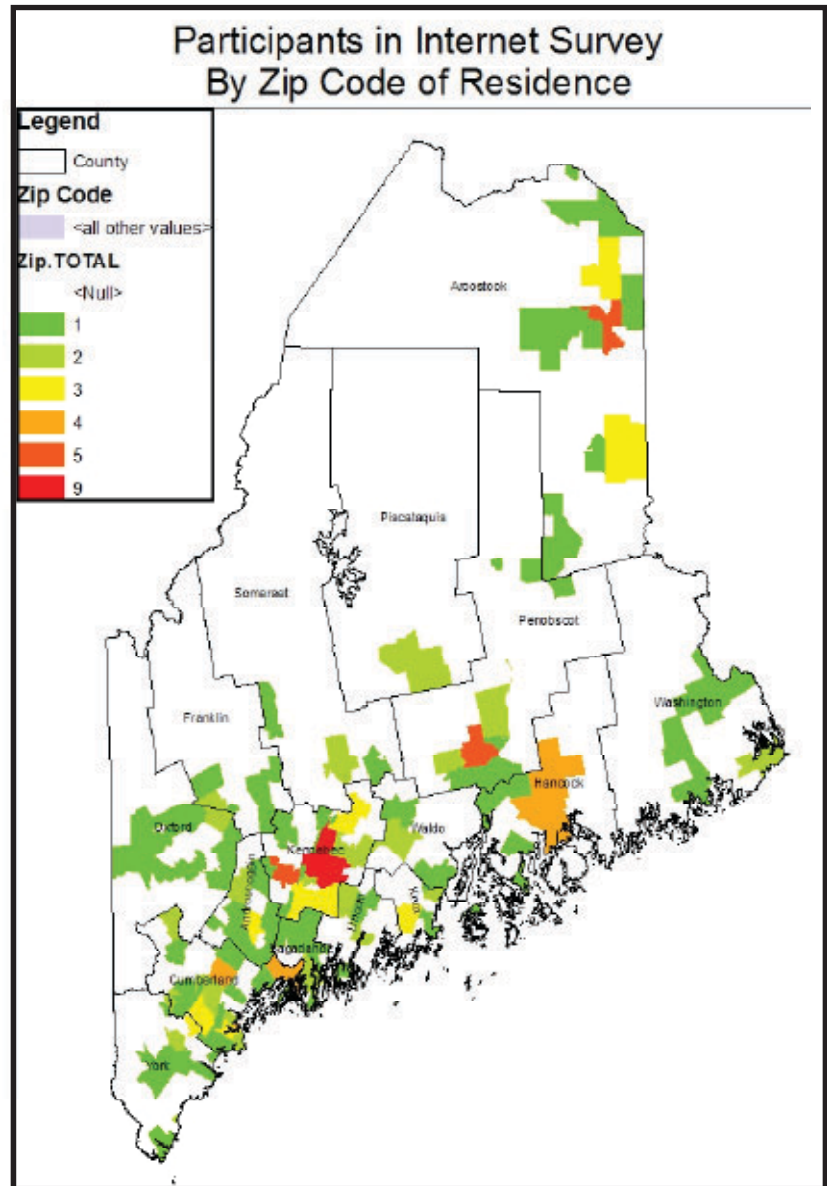
Provided Courtesy of James H. Fisher, Ph.D., AICP
Hancock County Planning Commission
July, 2007

Internet Survey

MaineDOT launched a web-based survey providing easy access to the plan and an additional platform for public comment. The survey guided individuals through the draft plan asking substantive questions related to specific sections that were readily accessible and complimented by a text summary. Incentives were offered to encourage the public to complete the survey. Several hundred people completed the survey, the results of which are analyzed below. A complete tabulation of results is annexed to this report.

Demographics

One hundred and ninety-nine survey respondents are drawn from 118 different zip codes. A few areas with higher concentrations of respondents include Augusta (9), Winthrop (5), Bangor (5), and Presque Isle (5). Participation generally tracks population density, though numbers of participants per zip code area are too small to be considered representative.



Introduction

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
As the Foreword states, Maine is “losing ground” in its effort to maintain and improve its transportation system. By “losing ground” we mean that Maine’s transportation system is wearing out and deteriorating faster than the financial resources allow rebuilding it. How do you feel about this assessment?	65%	27%	5%	3%	0%

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
As a Maine citizens, how concerned are you about the overall deterioration in Maine’s transportation system?	64%	29%	3%	4%	1%

The level of concern for Maine’s Transportation infrastructure is very high, with more than 90% of respondents in the “top two boxes” or response categories.

Visions and Goals

The next set of questions are based on Chapter 1 of *Connecting Maine*.

Goals (Responses sorted by percent saying strongly agree)	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Transportation long-range planning should support quality of life in Maine.	57%	34%	7%	2%	1%
Transportation long-range planning should ensure a safe and secure transportation system.	55%	44%	2%	0%	0%
Transportation long-range planning should support economic vitality.	54%	43%	3%	1%	0%
Transportation long-range planning should support effective land-use planning.	50%	41%	8%	1%	1%

Here again there is widespread agreement around the four goals set forth in Chapter 1 of *Connecting Maine*. While quality of life had the highest percentage of Strongly Agree, Safety and economic vitality have virtual unanimity for the highest “top two boxes” scores.

	Very Important	Somewhat Important	Neutral	Marginally Important	Not Important	No Answer
How important do you think regional coordination is in guiding Maine's transportation future?	68%	22%	8%	2%	1%	1%

Regional coordination is also strongly endorsed by survey respondents. There is a significant degree of correlation between support for regional coordination and interest in coordinating land use and transportation planning. To the (very limited) extent that there is any lack of support for transportation goals, this may be associated with concern about expanding the role of state and regional governmental organizations.

Forces Shaping the Future

The next question is based on chapter two of *Connecting Maine*. Please take a moment to open and read chapter two or its summary. Please rank the statements of policy below from 1 through 6, with 1 being the most important policy direction you think Maine should take, and 6 being the least important from your perspective.

Forces (Responses sorted by percent saying most important)	1 Most Important	2	3	4	5	6 Least Important	No Answer
To increase financial resources to expand the transportation system	35%	18%	10%	7%	12%	18%	1%
To encourage economic growth	22%	23%	21%	17%	11%	6%	1%
To protect the natural environment and cultural heritage	18%	15%	23%	22%	9%	13%	0%
To encourage effective land-use planning	14%	18%	22%	19%	16%	13%	0%
To cap activities in response to limited financial resources	9%	6%	10%	10%	19%	46%	1%
To respond to demographic challenges	8%	19%	23%	23%	20%	8%	1%

MaineDOT's message - that revenues are not keeping pace with costs - has resonated with survey respondents. This issue was considered the highest priority among the choices by over a third of respondents and over half put this as first or second priority. The importance of investing in transportation for statewide economic growth was the next priority, with 45% considering it to be among their top two choices. While responding to demographic challenges did not rank high among first choices, capping MaineDOT activities to respond to financial limitations received the clearest bottom ranking among all choices.

Investment Initiatives

The next question is based on chapter three of *Connecting Maine*. If you had \$100 to spend on transportation, how would you allocate this amount the following initiatives?

Category (sorted from highest to lowest)	Average Amount Allocated
Highways	\$27.23
Bridges	\$19.60
Bus and Rail passenger transportation	\$11.82
Congestion reduction	\$7.09
New or improved economic connections	\$7.02
Freight intermodal systems	\$6.33
Seaport development	\$6.01
Bicycle and pedestrian trails	\$5.61
Airport development	\$5.03
Quality community enhancement	\$3.78

Responses to the survey were quite diverse. The table above averages all responses and then ranks priorities by the amount of funding provided to each. Comparisons between the choices is somewhat complicated as they are neither comprehensive nor mutually exclusive. For instance, investments to reduce congestion can take many forms, including rail, transit, highways and trails. With that in mind, Highways and Bridges are the two top priorities, taking nearly half of all dollars.

Other modal investments, considered separately, place passenger bus and rail service at the top, followed by freight, seaport, bicycle and pedestrian and finally airport investments.

The three remaining choices rank in order congestion mitigation, economic connections and quality community enhancements. Because these overlap with the other investments and with each other, it is difficult to interpret these results other than to say that the respondents are primarily focused on efficient transportation as opposed to initiatives thought to be only indirectly related.

Comparative Funding Scenarios and Future Performance

Which funding scenario outlined in chapter 4 best provides the transportation system that meets your future needs?

1. Current Funding 20%
2. Strategic Funding 80%

In contrast to answers given earlier that appeared to endorse spending directly on highways and bridges, there is an interest in coordinating expenditures for strategic goals. Findings from deliberative polling studies suggest that complex decisions like this can be influenced through an educational process. The materials presented in Chapter 4 as well as other public outreach may encourage some participants to endorse strategic investment programs.

Transportation Funding and Financing Options

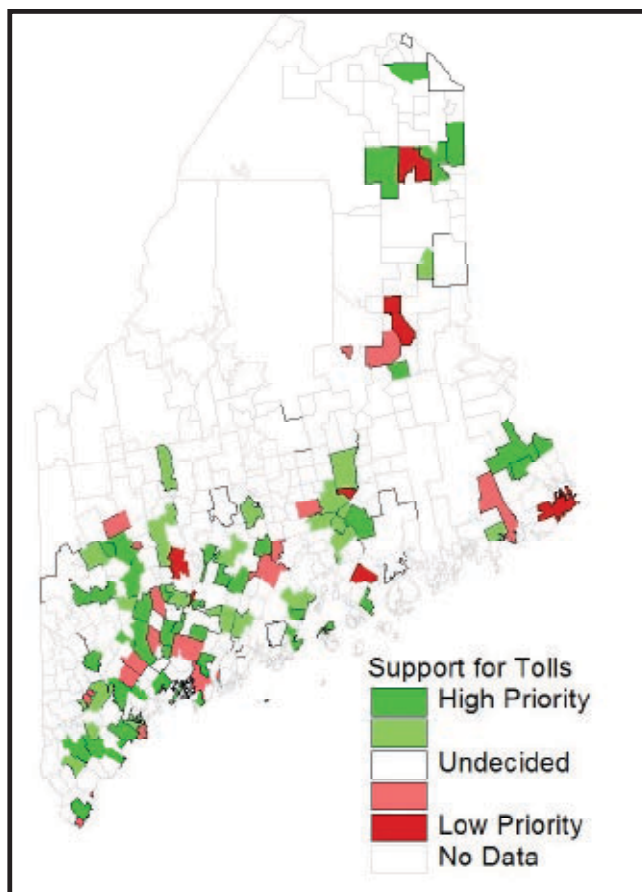
The next question is based on chapter five of *Connecting Maine*. Please rank the following funding methods. How should MaineDOT solve its current and future funding challenges? (RANK 1-6)

Challenge (sorted by highest priority) (modal response in bold face)	1 Best	2	3	4	5	6 Worst
Increasing the gasoline & diesel fuel tax	28%	16%	10%	12%	17%	18%
Borrowing by legislative bond referendum issues, or by borrowing from other sources	23%	16%	14%	15%	15%	18%
Putting limits on spending	17%	9%	15%	17%	14%	28%
Expand use of tolling highways	16%	25%	23%	14%	16%	7%
Public-Private Partnerships	13%	18%	16%	21%	19%	15%
Adopting distance based fees for traveling or using some highways	4%	18%	22%	22%	20%	15%

Survey respondents were most likely to endorse increasing funding using traditional tax and borrowing packages. While tolling was not the first choice for many, it received a plurality of second priority votes, putting it among the more popular, if traditional answers.

Common speculation is that people living in areas without toll roads may be more supportive of raising tolls, presumably on roads that they rarely drive. The attached map suggests very little pattern to the opposition to toll roads. Note that this sample would need to be very large, certainly in the thousands, to have a significant number of respondents in all zip code areas.

Putting limits on spending, as before, received the most significant negative vote. The concept of public-private partnerships receive the least decisive vote with nearly equal percentages in at all levels of priority. Distance based fees also received a lukewarm rejection, with a low percentage of supporters.



How did you hear about this survey?

- | | | | |
|----|----------------|------------|---|
| 1. | Cable TV | 5 people | |
| 2. | Public Meeting | 17 people | |
| 3. | Newspaper | 10 people | |
| 4. | Other | 141 people | (a please specify field was needed here!) |
| 5. | Postcard | 25 people | |

Media and mailings account for approximately 1/4th of all participants. Three fourths stated that they learned from other sources. Unfortunately we cannot determine the sources. In future surveys it is essential to ask people to specify what other sources they relied-upon for notification.

Are you 18 or older?

- | | | |
|----|-----|-----|
| 1. | Yes | 99% |
| 2. | No | 1% |