



Gateway 1

Update on Mid-Coast US Route 1 Corridor Preservation Study

April 12, 2005

I. Welcome and Introductions

- *Greetings from within the Corridor*
- *Team Introductions*

II. Introduction to Gateway 1

- *Why Gateway 1*
- *Phase I Overview*

III. Phase II Overview – Land Use Objectives

IV. Phase II Overview – Transportation Objectives

V. Phase II Overview – Public Engagement

VI. Phase II Overview – Memoranda of Understanding (MOUs) and Other Institutional Arrangements

VII. Phase II Overview – IAG Roles and Interaction

VIII. Questions/Comments/Discussion

IX. Close



Gateway 1 – Phase II Draft Scope of Work

The draft scope of work for Phase II is organized into several major tasks: These tasks include data collection, mapping, development of a travel demand model, corridor analysis, scenario building, development of Memoranda of Understanding (MOUs), and Public/Agency Engagement.

Phase II of Gateway 1 is anticipated to take 24 to 30 months to complete.

Task	Description
1.0	Base Mapping
	<i>Major Subtasks anticipated include:</i>
▪	Aerial Mapping
▪	Right-of-Way/Utility Mapping
▪	Land Use/Zoning Mapping and Inventory
▪	Historical/Cultural and Natural/Physical Resources Maps
▪	Roadway Design Mapping
2.0	Collect Data & Build Travel Demand Model
	<i>Major Subtasks anticipated include:</i>
▪	Origin and Destination Survey
▪	Traffic Data Collection
▪	Crash Data Collection and Analysis
▪	Create Travel Demand Model
▪	Identify Transit Opportunities
3.0	Conduct Analysis
	<i>Major Subtasks anticipated include:</i>
▪	Review & Augment Socio-economic Analysis
▪	Review Town Comp Plans, Ordinances and Land Use Policies
▪	Visual Assessment Study
▪	Identify Relevant MaineDOT Studies/Projects in Pipeline
▪	Review Policies and Standards
▪	Case Study of Bypassed/Non-bypassed Towns in Corridors
▪	Estimate Build-out Potential
▪	Identify Early Action Items
▪	Agency review for NEPA/STPA Adequacy
4.0	Develop Alternative Corridor Scenarios
▪	<i>Major Subtasks anticipated include:</i>

▪	Establish Cause-and-Effect Relationships
▪	Establish Stakeholder Values & Goals
▪	Sort Out “Givens” from “Indeterminates”
▪	Alternative Institutional Arrangements
▪	Create and Evaluate Scenarios (Scenario Building)
5.0	Develop Corridor Plan and Interlocal Agreements/MOUs
▪	<i>Major Subtasks anticipated include:</i>
▪	Develop Draft and Final Plan
▪	MOU Development
6.0	Public/Agency Engagement
▪	<i>Major Subtasks anticipated include:</i>
▪	Formation of Public Groups (TRPs, SGs, SC)
▪	Public Education Program
▪	Legislative Updates
▪	Ongoing Town Response Panel Management & Support
▪	Ongoing Subregional Group Management & Support
▪	Ongoing Steering Committee Management & Support
▪	Agency Policy Group Management & Support
▪	Ongoing Media Public Relations
▪	Interactive Website Updates and Maintenance

**EXECUTIVE SUMMARY
PROPOSED MEMORANDUM OF UNDERSTANDING
AMONG TOWNS, MAINE DOT, MAINE STATE PLANNING OFFICE,
AND US FEDERAL HIGHWAY ADMINISTRATION**

for the preparation of a
**STRATEGIC TRANSPORTATION-LAND USE
CORRIDOR PRESERVATION PLAN**

U.S. ROUTE 1, BRUNSWICK TO STOCKTON SPRINGS

“Whereas” memorials lay out the brief history and rationale for undertaking this Strategic Transportation-Land Use Plan.

Paragraph 1: States the purpose of the MOU, namely, to set forth the process by which the Strategic Plan will be developed. Lists the 20 municipalities in the corridor.

Paragraph 2: Sets the effective date of the MOU, and the “drop dead” date of July 1, 2005, if at least 15 of the 20 municipalities have not signed the MOU by then.

Paragraph 3: Describes the Phase II public process, including:

A. A 3-tiered advisory structure (local “Town Response Panels,” up to 5 Multi-Town Work Groups, and a Corridor-wide Steering Committee).

B. The recipient of the plan, namely a state-federal Policy Group consisting of representatives of MaineDOT, the U.S. Federal Highway Administration, the State Planning Office, and other state agencies whose decisions affect transportation and land use in the corridor.

C. The Steering Committee’s first task, namely, reviewing and advising on the scope of services to be carried out in Phase II of the project. An outline of this scope will be attached to the MOU and will set the framework for the review.

Paragraph 4: Lists the responsibilities of MaineDOT, including its funding, communications, appointments, and Policy Group responsibilities, and committing it to considering adoption of the plan upon its completion.

Paragraph 5: Lists the responsibilities of the municipalities, including constructive cooperation and appointments, and committing it to considering incorporation of the plan into its official documents (such as the local comprehensive plan).

Paragraph 6: Lists of the responsibilities of the U.S. Federal Highway Administration, including a willingness to consider the need to be flexible on standards and regulatory processes as they affect Route 1 and to recognize the contribution of the Strategic Plan

toward meeting future requirements under the National Environment Policy Act and similar laws and regulations.

Paragraph 7: Lists the responsibilities of the State Planning Office, including helping municipalities incorporate recommendations of the project into their local comprehensive plans.

Paragraph 8: Creates opportunity for input to the Plan by communities directly connected to the Route 1 mid-coast corridor but not adjacent to it.

Paragraph 9: Specifies that MaineDOT will develop the Plan collaboratively with the advisory committees and state-federal agencies.

Paragraph 10: Identifies major issues that were identified by multiple municipalities during Phase I and that will be considered as part of the Strategic Plan.

Paragraph 11: Placeholder for issues identified during Phase I by individual towns, to be evaluated for responses and possible inclusion in the Strategic Plan. (This paragraph will be customized for each town.)

Attachment: An attachment will outline a preliminary scope of services to be carried out in Phase II of the Gateway-1 project.