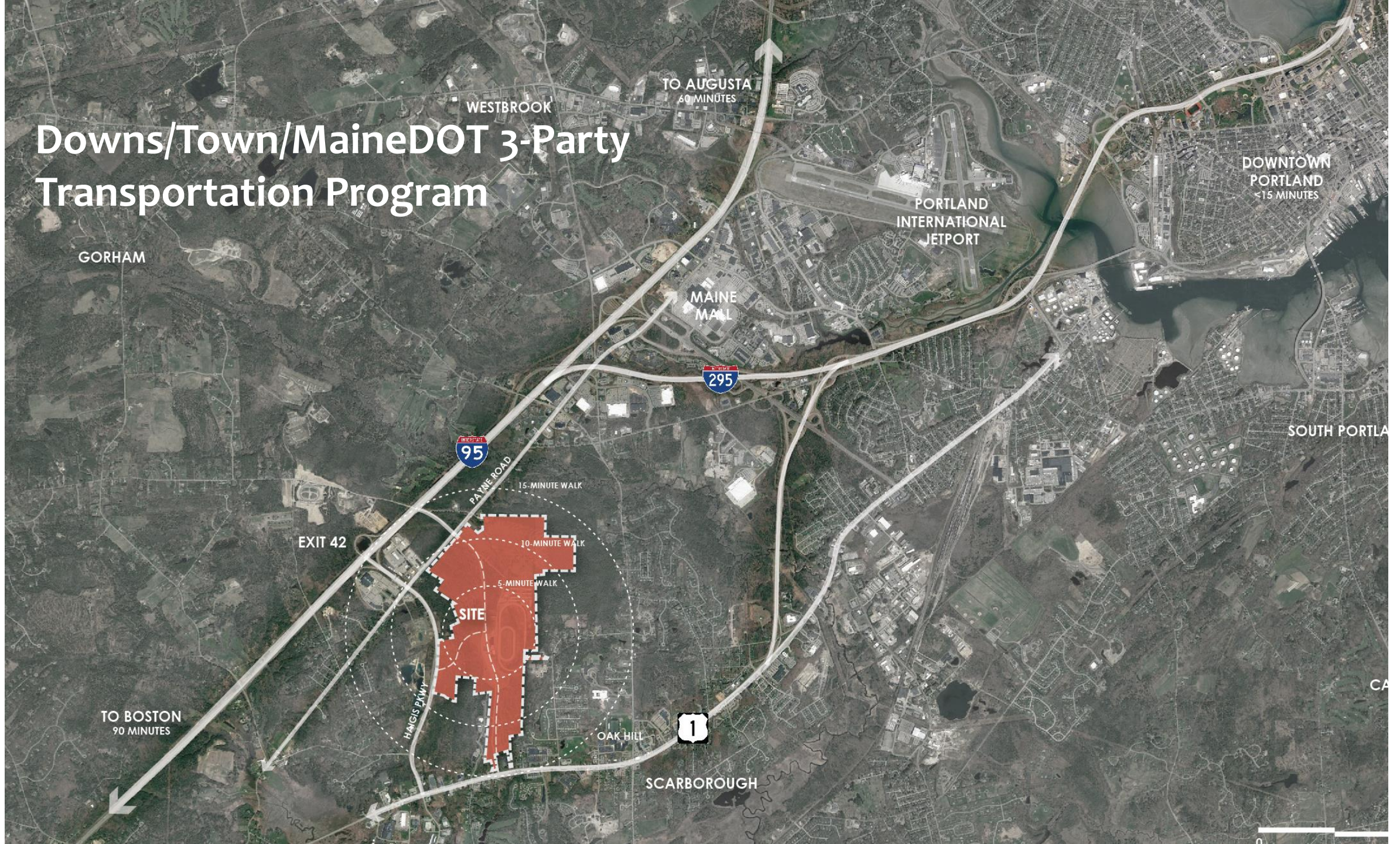


Downs/Town/MaineDOT 3-Party Transportation Program



Introduction

- ✓ Traffic Movement Permitting (TMP) is Required by MaineDOT for New Development at Downs
- ✓ TMP Mitigation includes Town Impact Fee District Responsibilities / Existing Issues, Project Impacts & Longstanding Town/MaineDOT Transportation Corridor Initiatives
- ✓ TMP is Unprecedented Opportunity for Comprehensive, Town-wide Transportation Improvements – Performed by Project & without Local Taxpayer Funding or Debt
- ✓ Project Enables 3-Year MaineDOT Business Partnership Initiative (BPI) Funding
- ✓

<u>Total Transportation Program Improvements -</u>	<u>\$14 Million +/-</u>
MaineDOT BPI Share -	\$3 Million
Town Impact Fee Share -	\$2.8 Million +/-
Project Share -	\$8.2 Million +/-
- ✓ Key Next Step to Proceed with Improvement Plan = Town Council Memorandum of Understanding (MOU) to Authorize Use of Impact Fee Monies

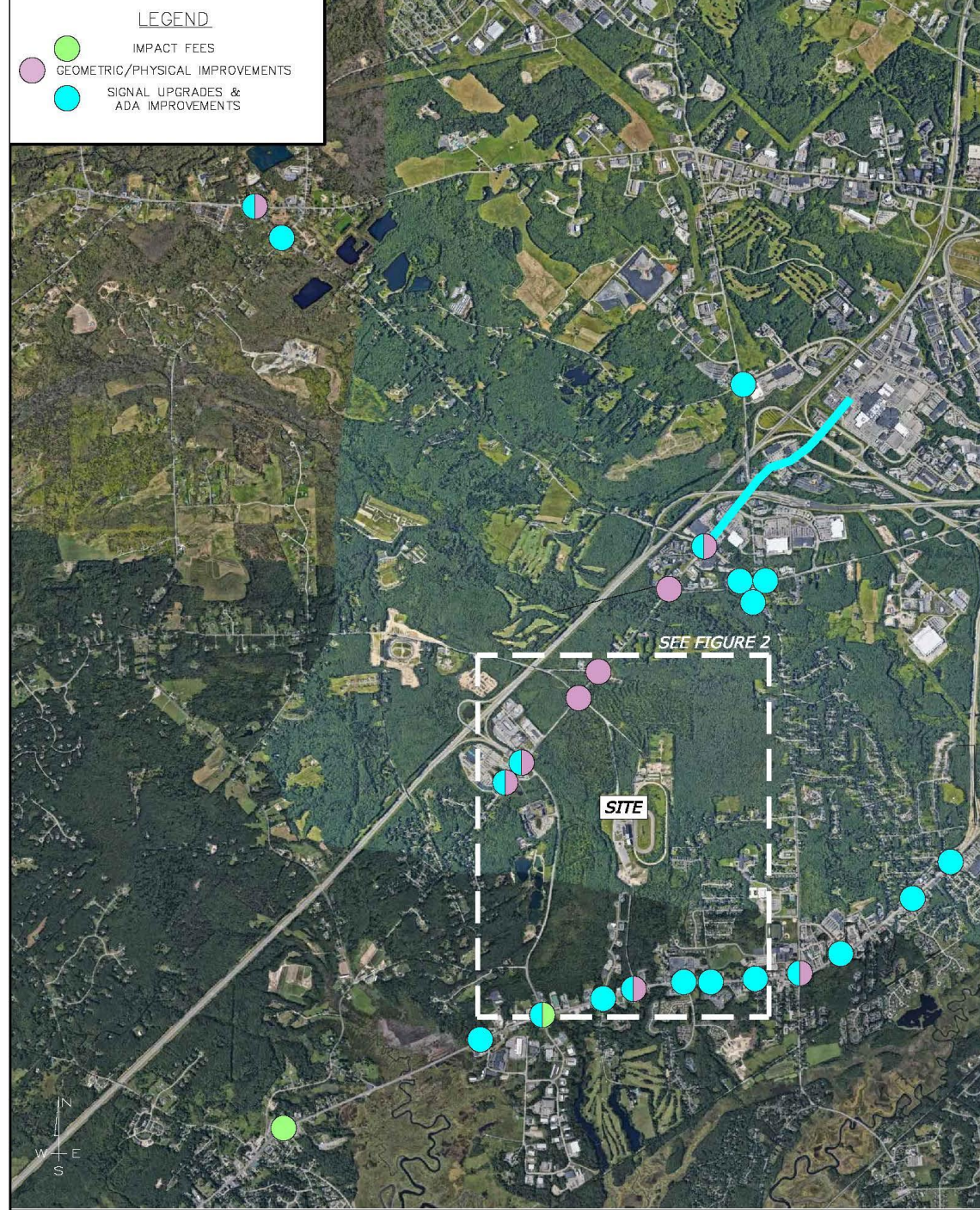
Downs Transportation Design Principles

- ✓ Higher Volume Access Points – Oriented to I-95 – Facilitates Highway Use
- ✓ Internal Layout / Land Uses – Oriented to I-95 – Facilitates Highway Use
- ✓ Model Complete Streets System – Facilitates Walking & Biking
- ✓ Mix of Uses (Live-Work-Play) – Facilitates Shared Trips / Internal Trips
- ✓ Compact Layout & Density – Facilitates Transit



Comprehensive Approach - Downs Traffic Movement Permit (TMP)

- ✓ 5 – 10 Year Long Term TMP (verses site by site)
- ✓ Accommodates Projected Buildout Over the 5 + Year Period
- ✓ Improvements/Mitigation Required all in First 5 Years (Majority in First 3 Years)
- ✓ Mitigation includes Town Impact Fee District Responsibilities / Existing Issues, Project Impacts & Longstanding Town/MaineDOT Transportation Corridor Initiatives
- ✓ Modern Approach to Transportation, Multi-Modal & Corridor Specific
- ✓ Project Will Execute Many Longstanding Town & MaineDOT Transportation Needs, Plans & Goals
- ✓ 3-Way Partnership is Fundamental to Funding & Delivering These Improvements



THE DOWNS

Transportation Improvements – Modern, Multi-Modal & Corridor Specific

Auto-Focused Capacity Improvements:

- ✓ New Signalized Intersections at Downs Front Doors
- ✓ Improvements at Exit 42/Payne/Haigis
- ✓ Payne Rd Corridor Widening & Improvements – Exit 42 thru Payne/Mussey Intersection
- ✓ Center Street / Haigis Connector & Access to Downtown

Regional Corridor Improvements, Efficiency & Safety:

- ✓ Adaptive Signal Overhaul Throughout Primary Regional Corridors

Route One (10 Intersections); Payne Rd / Maine Mall Rd (11 Intersections); Eight Corners (3 Intersections) & N. Scarborough 114/22 Overlap

- ✓ Oak Hill Signal, Safety & Access Management Improvements
- ✓ Safety Impact Fees – Payable to MaineDOT to Improve High Crash Locations

Pedestrian Connections:

- ✓ Route 1 Sidewalk Extensions
- ✓ Sidewalk Connection to Sawyer Rd & Municipal Campus
- ✓ New Haigis Pkwy Sidewalk Connection to Beacon with Linkage to Cabelas

Transit Activation:

- ✓ Continued Funding of Zoom Bus Service
- ✓ Funding for PACTS Study of Transit Expansion to Downs/Oak Hill
- ✓ Future Transit Stop(s)

Key Program Elements

- ✓ All Town/MaineDOT partnership Improvements in Next 3 Years
- ✓ Improvements To Occur Before Substantive Project Impacts
- ✓ Improvements Funded by Project, Other Past & Future Development Projects (Town Impact Fees) & MaineDOT
- ✓ TMP Addresses Transportation Impacts for 5+ Year Forecasted Build Out
- ✓ Project Requires Predictable Build Out (Residential & Commercial) Consistent with Project Forecast to Fund Program
- ✓ Vehicle Trip Tracking will Monitor When/If Future TMP Modification is Warranted (Scorecard)
- ✓ 3 Party Partnership & MOU

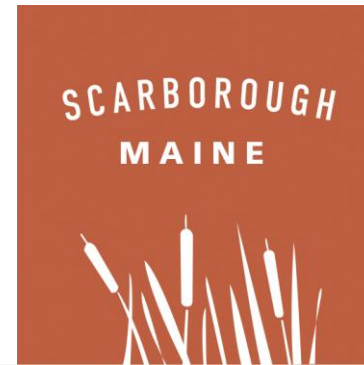
MaineDOT Business Partnership Initiative & Town Partnership MOU

- ✓ Transportation Program Executes Goals & Responsibilities for All Three Parties
- ✓ Transportation Program Cost Estimated at \$14 Million +/-
- ✓ MaineDOT is Committing \$3 Million (\$1 Million/Year over 3 Years) Thru BPI Program
- ✓ Town Impact / Mitigation Fees Collected from Development for Payne Rd Districts & Oak Hill – Estimated at \$2.8 Million – No Local Taxpayer Costs or Debt
- ✓ Project Funds the Majority & Executes Improvements - \$8 Million +/-
- ✓ MOU Necessary to Memorialize Local Funding Commitments
- ✓ Project Requires Clear, Upfront Town Impact Fee Funding Commitments in order to Proceed with Comprehensive Improvement Plan

Council Workshop

June 23, 2021

Downs Traffic Permitting & Opportunities for State, Town and Developer partnership

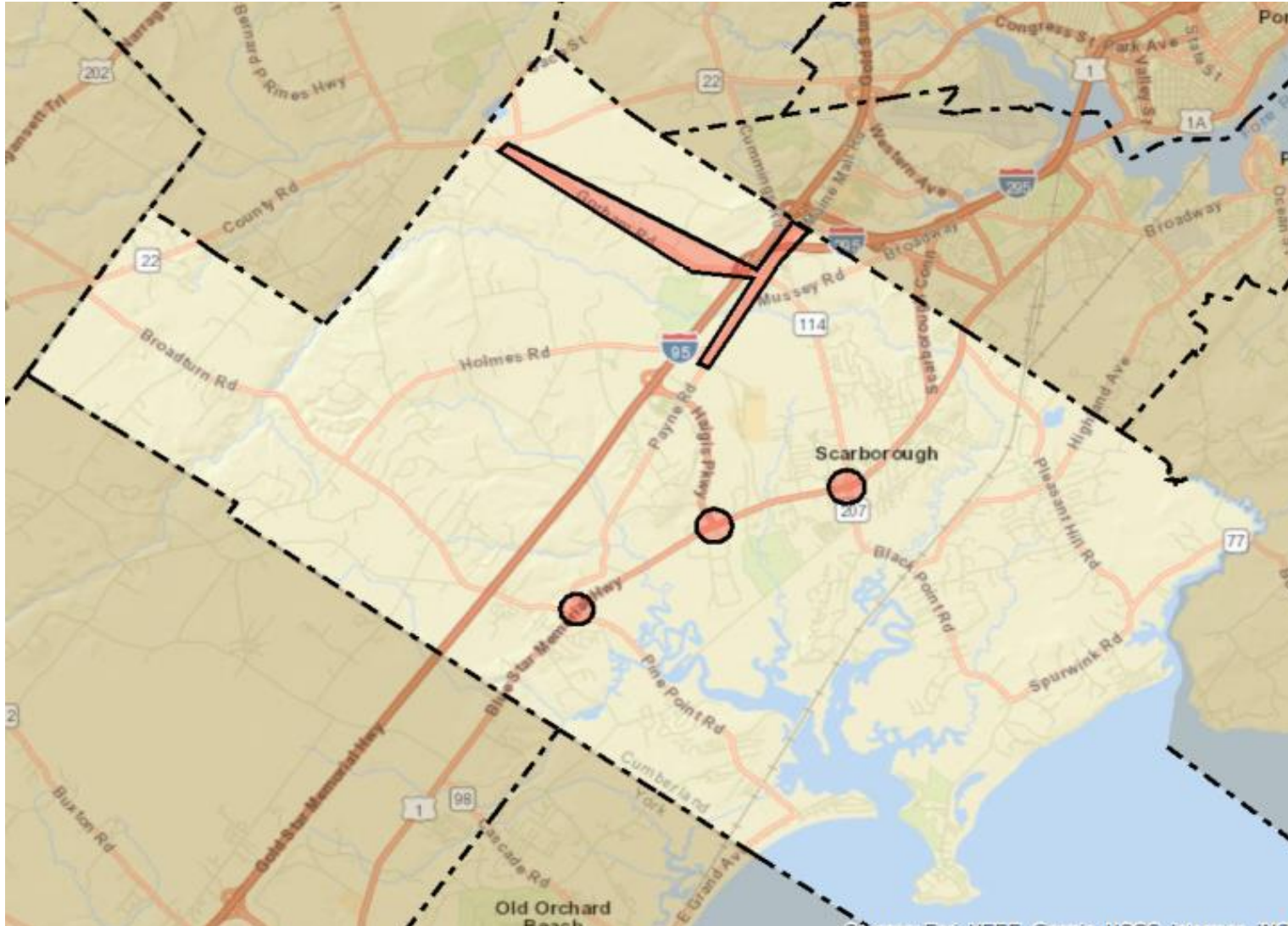


Summary of Town Traffic Impact Fee & Mitigation Fee Improvement Areas

- ❖ Purpose is to address traffic congestion and deficiencies at identified locations
 - State established 'tool' for towns to recover infrastructure costs incurred to meet demands of new development
- ❖ Imposes impact fee on new developments
 - The accumulated funds are maintained in a reserve account for purpose of making transportation improvements
- ❖ Size and magnitude of 'Downs' require physical improvements
 - Presents opportunity for Town to advanced projects in some of these impact fee areas that have not been able to move forward to date



Summary of Town Traffic Impact Fee & Mitigation Fee Improvement Areas



SCARBOROUGH
MAINE



Dunstan Corner & Haigis Parkway

❖ Dunstan Corner

- Improvements completed
- Collected funds used to pay down the town's debt
- Traffic permitting requiring Downs team to make impact fee payments

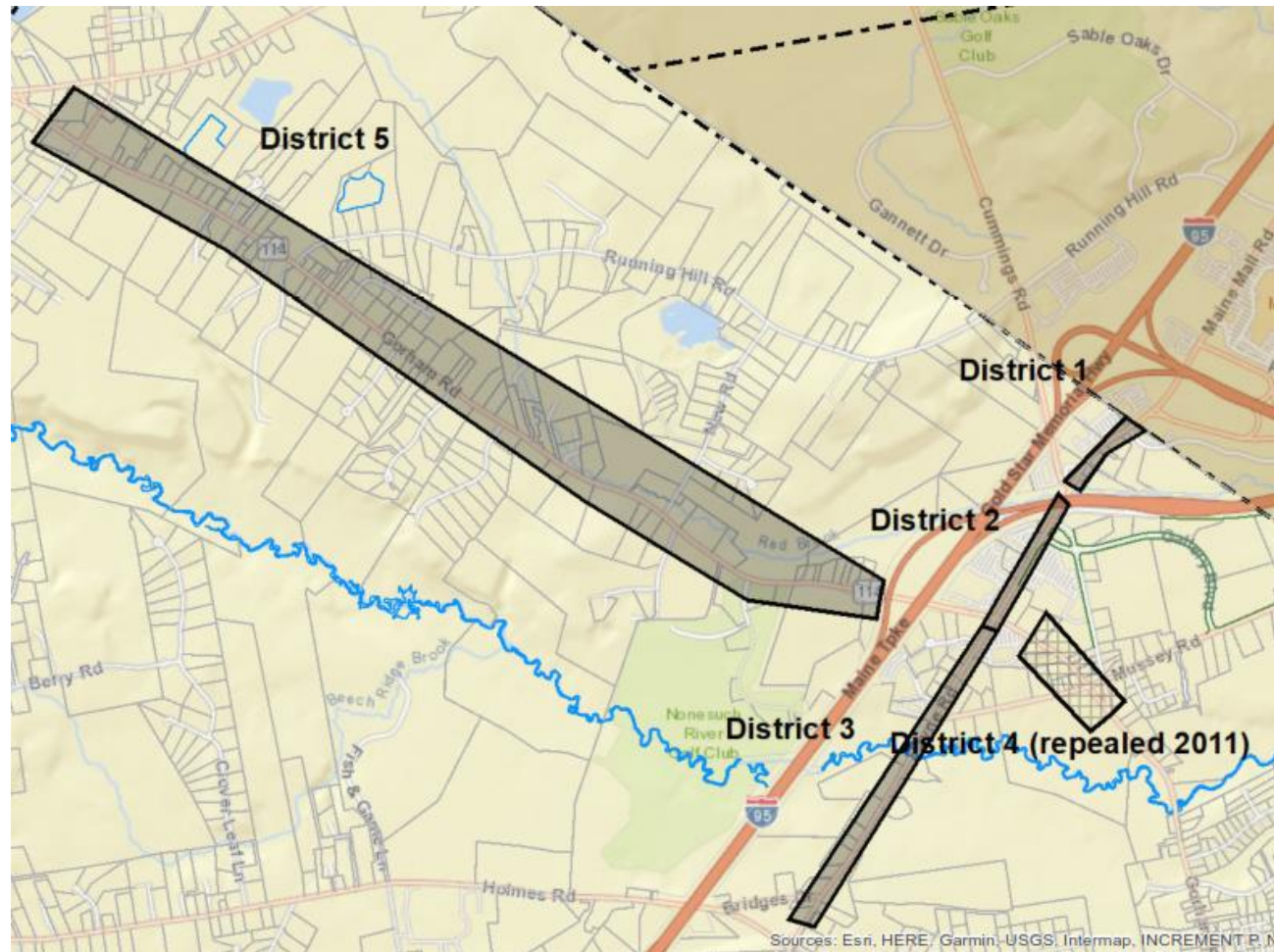
❖ Haigis Parkway

- Improvements completed
- Collected funds used to pay down the town's debt
- Traffic permitting requiring some Downs mitigation as well as impact fee payments



Payne Rd. Districts

- Adopted in 1990. Town has collected funds for 30+ years



Payne Rd.

- ❖ Traffic permit requiring Downs team to make infrastructure improvements
 - ❖ Opportunity to leverage Town reserve accounts and DOT BPI funds to enhance improvements
 - District 1 = \$ 84,432.19
 - District 2 = \$ 228,448.03
 - District 3 = \$ 864,314.41
 - District 5 = \$ 1,244,995.52
 - Includes \$920,000 from FY20 N. Scarborough CIP that will be used in construction year 2023 to coordinate timing with Downs required improvements to limit traffic disruption
 - ❖ Commitment through MOU would be approximately \$1.5M*
- *estimate subject to reduction based on current costs estimates for N. Scarborough CIP



Oak Hill

- ❖ Traffic permit requiring Downs team to make infrastructure improvements
- ❖ Opportunity to leverage Town reserve accounts and DOT BPI funds to enhance improvements
 - Account Balance = \$443,232.97
 - Includes \$346,750 of FY22 CIP for Adaptive Traffic Signals
 - Commitment through MOU would be approximately \$96,500

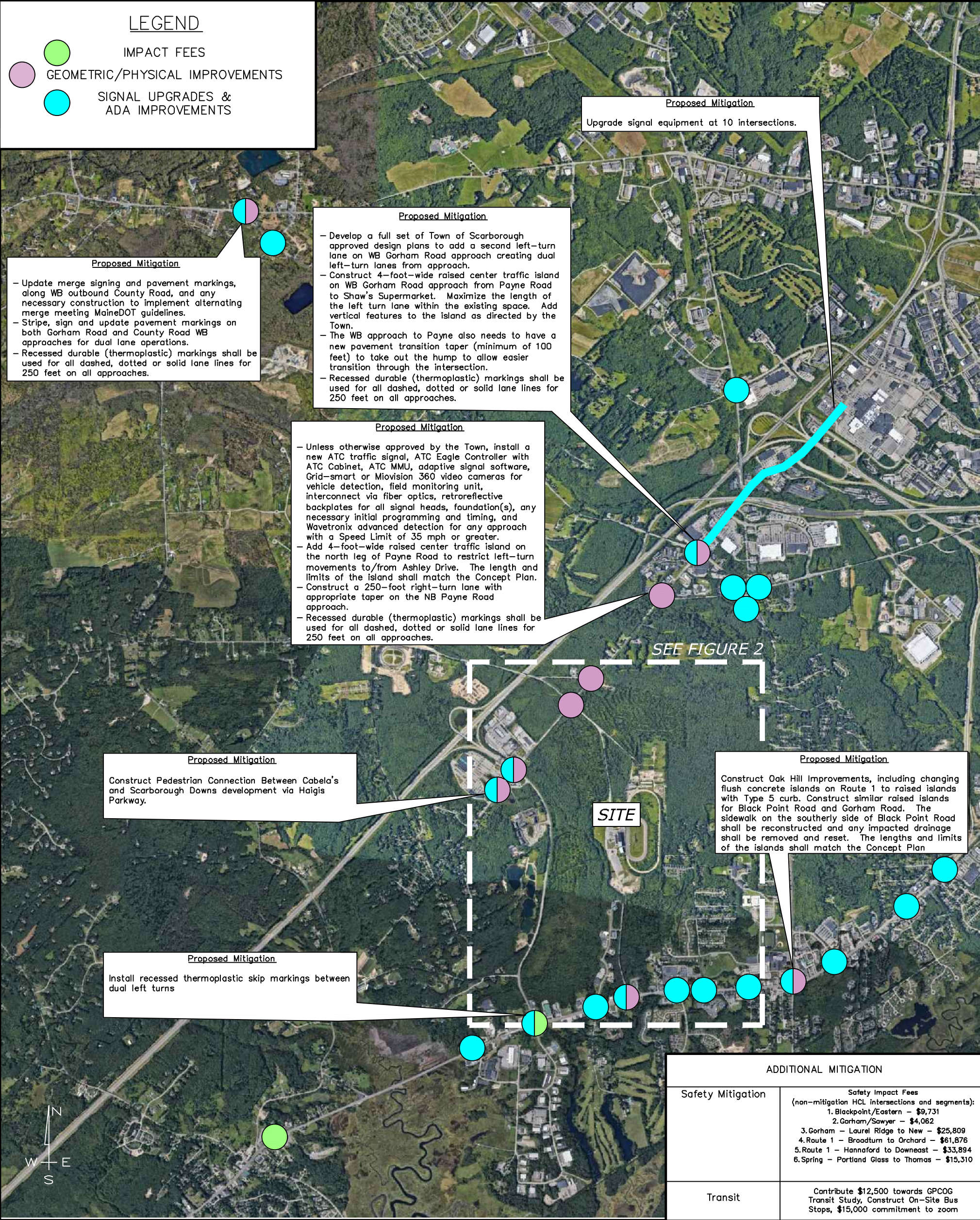


Benefits Summary of Town, State & Developer Agreements

- ❖ Leverage existing reserve account municipal funds to improve longstanding transportation issues (no direct local, taxpayer dollars)
- ❖ Coordinate construction efforts to:
 - a. Minimize distribution from construction sequencing
 - b. Leverage DOT funding sources
 - c. Efficiencies in project administration
- ❖ Enables town to reexamine traffic impact provisions to:
 - a. Modernize design and costs
 - b. Review critical intersections
 - c. Update ordinances as a component of growth management

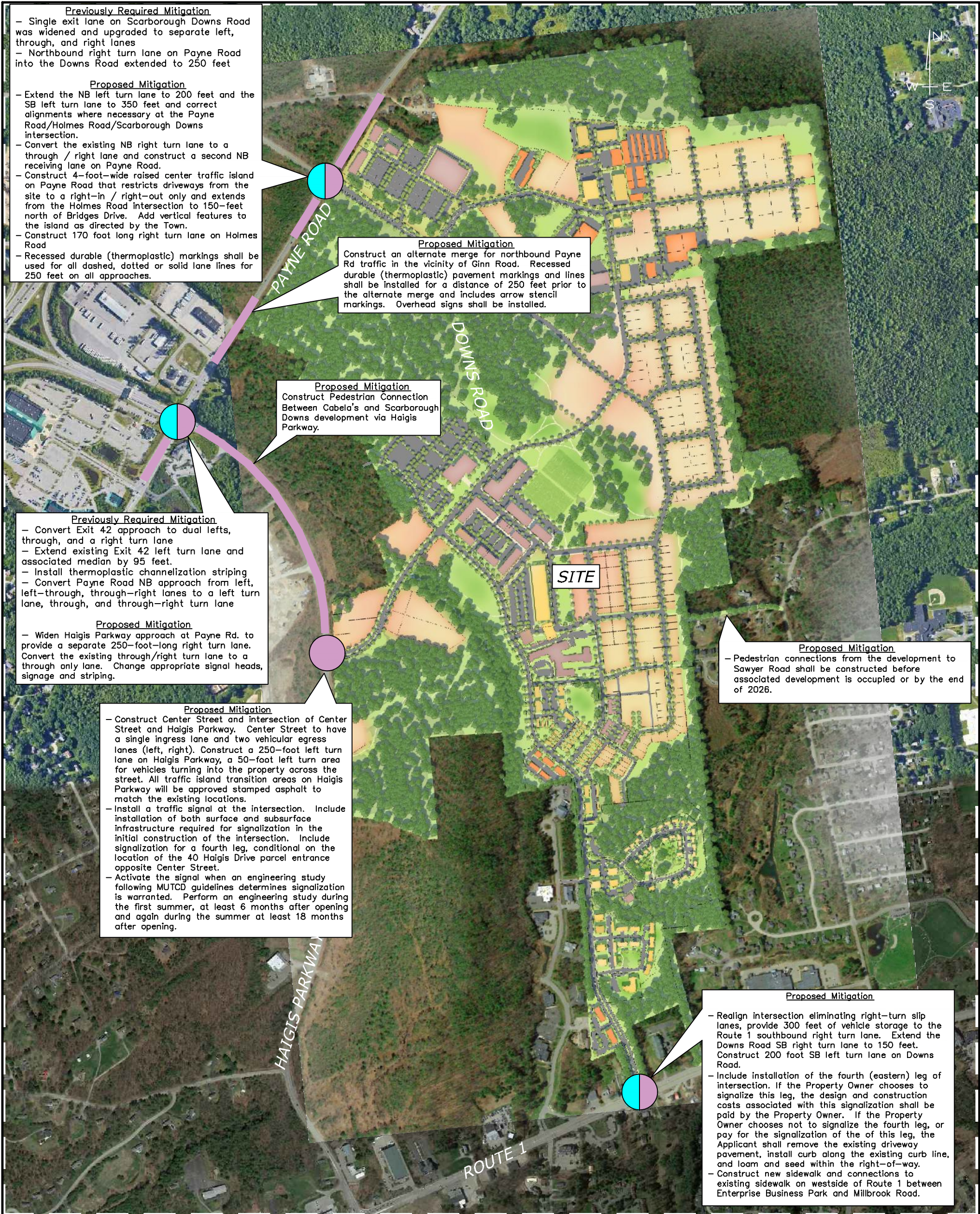


Summary of Mitigation



Summary of Mitigation

Figure No. **2**



THE DOWNS SCARBOROUGH, MAINE