

The Planning Partnership Initiative Pilot (PPI) Pilot was developed in early 2014 in order to respond to time-sensitive locally initiated planning and feasibility studies in between MaineDOT's annual Work Plan cycle. This initiative is an innovative method to study, evaluate, plan and scope transportation projects on or adjacent to the state transportation system, with MaineDOT as a partner. While MaineDOT will continue to evaluate requests for planning studies and engineering assessments during its annual Work Plan process, it is MaineDOT's intention that the PPI program remain simple, flexible, and fast-moving. MaineDOT will respond to regional and local interests, economic opportunities, and safety needs whenever possible, while ensuring the public gets good value for its tax dollars. Unless waived by MaineDOT's Bureau of Planning Director, the state and federal share will be capped at \$25,000 and generally require a minimum 50% third party share. PPI funding is limited by available state and transportation funding. Municipalities, Regional Planning Organizations, other transportation stakeholders and private entities may request or apply for PPIs and depending upon size and scope of effort have the primary role in deciding which entity does the work effort. Since MaineDOT already provides discretionary transportation planning funds to MaineDOT's four Metropolitan Planning Organizations (MPO), PPIs will be directed outside MPO planning boundaries.

PPO Requirements

In order to be eligible, each PCA must meet the following requirements:

- **Federally Eligible Consultant Procurement and Project Administration** – Procurement efforts could vary based on scope, cost, entity applying for PPI, etc. MaineDOT will discuss potential procurement options upon receipt of individual proposals.
- **Clear Purpose and Need Statement** – The PPI must articulate a clear transportation problem to be solved or economic opportunities to be realized through the evaluation of transportation improvements.
- **Deliverability** – The PPI effort must have clear schedule parameters, generally four to nine months.
- **Public Involvement** – The municipality(ies) within the study area is(are) responsible to lead the public involvement process consistent with all federal and state laws, including Maine's Sensible Transportation Policy Act.

- **State-Municipal Agreement** --The municipality(ies) and all involved parties must be willing to enter into an agreement whereby the PPI Grant amount is capped, based on project estimates prior to study kick-off.
- **Location-Specific Evaluation** – PPIs are intended for planning, engineering and scoping to evaluate potential future capital improvements or land use changes that could avoid or reduce future capital projects costs.
- **Eligibility for Federal Surface Transportation Funding.**

PPI Project Selection

MaineDOT will continuously accept project applications, and eligible projects will be selected on a first-come, first-served basis based on factors including, but not limited to, the following:

- **Implementation Funding:** Likelihood of availability of local, private, state and/or federal funding and/or local resources to implement any transportation improvements or land use changes that benefit the transportation system. The likelihood of potential future state and federal funding will be related to safety, Highway Corridor Priority and Economic Development.
- **Safety:** The PPI will evaluate direct safety need such as infrastructure improvements that address an area with a high crash history, inadequate facilities, or potential for hazardous conditions.
- **Economic Development and Job Creation:** Potential Job growth and the viability of economic development will be a basis of consideration.
- **Mobility:** The PPI will evaluate direct mobility needs such as infrastructure improvements that address an area with chronic congestion or insufficient capacity.
- **Degree of Betterment:** Projects that provide a potential for a greater infrastructure benefit than others, such as reducing maintenance costs, ride quality, or increasing safety or mobility, will be given a higher priority.
- **Percentage of Local Match:** The greater the percentage of non-state / non-federal funding, the greater the likelihood the project will be selected.
- **Customer' Benefit:** Preference will be given to projects based on the amount and degree of benefit that transportation system users will realize.

Potential Project Examples

- Economic development land use and transportation planning
- Transportation alternative feasibility analyses
- Build-out analyses and transportation impacts on undeveloped or underdeveloped land
- Multi-modal planning efforts to identify deficiencies in the transportation system, including maps, priorities, and strategies to address deficiencies.
- Conceptual rendering of transportation alternatives
- Cost estimating for potential future transportation improvements

Project Administration

Project administration will be project-specific and will be detailed in Cooperative Agreements. In general, projects are intended to be administered by a municipality, RPO or other entity, with MaineDOT reviewing work products at key milestones. The focus of MaineDOT's review will be ensuring that the project will achieve the benefits listed in the above bullets, maintain eligibility for federal funding and will not degrade safety. MaineDOT will reimburse entities once the work is complete to the satisfaction of MaineDOT. For large projects and subject to available funding, MaineDOT will consider partial payments, based on project progress.

Application Process

To apply for a PCA simply:

- Review the program criteria in this guide.
- Be prepared to discuss each item at some detail, and
- Contact the MaineDOT Scoping Division Director at 207-624-3300.