

What happens if a town does not support the Gateway-1 process?

By necessity, transportation infrastructure planning and implementation must continue throughout the Corridor. If a town chooses to opt out of Gateway-1, the transportation planning for that town will continue as it is today, looking at each project on a case-by-case basis. It is possible that regional solutions developed as part of the Gateway-1 process could impact a town that has opted out of Gateway.

How can I find out more?

Go to the Gateway-1 web site at www.gateway1.org for more background on the project, copies of the individual town reports and a draft copy of the MOU, as well as the opportunity to ask questions on-line.

Where and when will the fall meetings take place?

1. Brunswick, West Bath, Bath and Woolwich, October 20th, 5:30 pm to 8:00 pm at West Bath Fire Station, State Road, Old Route 1, West Bath.
2. Northport, Belfast, Searsport and Stockton Springs, October 25, 5:30 pm to 8:00 pm at Troy Howard Middle School, 173 Lincolnville Ave, Belfast.
3. Waldoboro, Warren, Thomaston, and Rockland, November 17, 5:30 p.m. to 8:00 p.m. at Rockland City Hall, Council Chambers, 270 Pleasant St., Rockland.
4. Rockport, Camden and Lincolnville, November 18, 5:30 pm to 8:00 pm at Camden-Rockport Middle School, 34 Knowlton Street, Camden.
5. Wiscasset, Edgecomb, Newcastle, Damariscotta and Nobleboro: December 9, 5:30 to 8:00 pm at the Newcastle Congregational Church, Newcastle.



MAINE DEPARTMENT OF TRANSPORTATION

GATEWAY-1: A ROUTE 1 CORRIDOR PRESERVATION STRATEGIC PLANNING PROCESS

What is Gateway-1?

Gateway-1 is a long-term strategic planning process created to preserve both transportation capacity and the quality of life along Route 1. Initiated early in 2004, Gateway-1 is being developed in partnerships between MaineDOT and the towns on the Route 1 Corridor from Brunswick to Stockton Springs.

What will Gateway-1 accomplish?

Gateway-1 will give these towns and MaineDOT a long-term strategy for

coordinating growth and transportation decisions, so that they work with, rather than against, each other. As part of the process, Gateway-1 will incorporate each town's land use and transportation needs. This will make it possible for MaineDOT to apportion transportation funds in a way that enhances quality of life and allows economic development for each town and the region as a whole.

What is the benefit of Gateway-1 to Corridor towns?

This is an opportunity to proactively plan for growth along the Corridor. Gateway 1 will allow communities and the MaineDOT to take a step back, look at the corridor as a whole, evaluate where we want to be in 20-30 years, and agree on land use policies and transportation facilities in support of these goals. MaineDOT has engaged HNTB, a nationally respected transportation and land use planning firm, to consult on Gateway-1. Each town will be able to take advantage of this expertise as part of the Gateway planning work.

How does a town's existing Comprehensive Plan fit into Gateway-1?

Comprehensive plans and other data from each town will be an integral

part of the information we collect to put together a regional assessment of land use and transportation needs and issues along the Corridor. Because comprehensive plans are used by each town to manage growth locally, the plans' policies will both influence and ultimately be influenced by Gateway-1.

What projects might be funded thru Gateway-1?

Gateway-1 does not include the funding or implementation of projects. It will provide a framework for developing, setting priorities for, and funding future transportation projects in the Corridor.

How will Gateway-1 be funded?

We hope that Gateway-1 will be funded through a mix of federal and state dollars. MaineDOT is funding phase one, which is expected to cost \$300,000 for preliminary outreach and data collection over the first nine months.

What is the schedule for Phase I of Gateway-1?

MaineDOT staff and HNTB met with resident and town official opinion leaders from these 20 Corridor towns in May and June to hear first-hand perceptions of issues and goals

in each town. In addition, we have compiled land use and transportation data from the towns and the state. This fall, we are presenting our assessment of the issues to a larger audience drawn from multiple towns to get further feedback. Finally, we will meet again with the original opinion leaders – but in multi-town groups – to fine-tune our understanding of issues and to help us draft a Memorandum of Understanding. (MOU)

The MOU between MaineDOT and each municipality will be an important component of the first phase of Gateway-1. The MOU will outline a planning process for working together with MaineDOT and the surrounding communities. It will also list the agreed upon issues that will be the basis for the strategic planning effort. We will ask each town to ratify this MOU in the method appropriate to their form of government – either by town meeting, or town or city council.

If a sufficient number of towns on the Corridor have shown support for this process by early 2005, MaineDOT will move ahead to find funding for phase two, in which we will begin to identify long-term solutions for the problems and issues surfaced in phase one.