



Project Summary 2008

SB-2008-ME-55199: Schoodic Byway
Planning and Administration

State Submission Date

Mar 28, 2008

Division Submission Date

not submitted

State Priority

0

This application must be completed online at <http://www.bywaysonline.org/grants/>, and submitted electronically and in printed form.

Project Category

Which category best describes the location of this project?

- Project that is associated with a highway that has been designated as a National Scenic Byway, All American Road, or one of America's Byways.
- Project along a State or Indian tribe scenic byway that is carried out to make the byway eligible for designation as a National Scenic Byway, an All-American Road, or one of America's Byways.
- Project that is associated with the development of a State or Indian tribe scenic byway program.

Choose from the following categories of eligible work the type that best fits your project.

- Byway Programs
- Corridor Management
- Safety Improvements
- Byway Facilities
- Access to Recreation
- Resource Protection
- Interpretive Information
- Marketing

Is this application a resubmission of an unfunded project from a previous year?

- Yes
- No

Project Location

State(s) involved in project:

Maine

Indicate the byway's regional location within the State. Reference prominent landmarks such as parallel major highways, natural features, counties, or large cities, that makes the byway(s) easy to locate in a road atlas.

The Schoodic National Scenic Byway is located in coastal downeast Maine on US Route 1 and State Route 186 and includes the towns of Sullivan, Gouldsboro and Winter Harbor as well as the Schoodic portion of Acadia National Park.

Briefly describe the project's location(s) on the byway using references to route numbers, byway gateway communities, project location communities and landmarks so any reviewer can identify the project sites.

This project affects the entire byway.

Associated Byways

State	Byway Name
ME	Schoodic Scenic Byway

Is this project consistent with the Corridor Management Plan(s) for the byway(s) involved?

- Yes
- No / CMP not available

Congressional Districts

State	District	Representative (at time of application)
ME	2	Michaud, Michael H.

Abstract

Project Description

Complete the sentence "This project will..." before adding remaining information.

This project will: 1) provide staff support for administering the corridor management plan, 2) pay for printing and publishing byway educational documents, and 3) support travel of byway representatives to regional and national conferences and workshops. Local support for these activities grows every year, with volunteers from each of the participating communities attending regular corridor planning meetings, towns and businesses supporting community revitalization, transit services and visitor outreach.

Byway Benefits

Complete the sentence "This project benefits the byway traveler by..." before adding remaining information.

This project benefits the byway traveler by matching local support with state and federal funds to implement the new year action plan. Visitors will enjoy a coordinated interpretive program, scenic turnouts, GIS enhanced byway way-finding. Perhaps most importantly, visitors will continue to hear about local cultural and recreational opportunities through the byway website, calendars and other electronic and printed documents. This scenic, rural portion of coastal Maine has a lot to offer visitors. Completion of projects already in the pipeline and communication of our story will only enhance that experience.

Readers are encouraged to visit www.schoodicbyway.org for more information.

Narrative

Project Summary

Completely describe all the major elements of your proposed project in a concise but complete summary.

This proposal provides staff support for the Schoodic National Scenic Byway as well as providing funding for documentation and education about the byway and committee participation in educational workshops.

Planning support is provided by the Hancock County Planning Commission (HCPC), a 501(c)3 Regional Planning Organization that acts as an umbrella for the Schoodic National Scenic Byway. HCPC uses planning and administration funds to:

- Support an all volunteer committee that directs byway management
- Provide technical planning assistance to the host communities on issues like viewshed management, conservation practices, tourism management, interpretive signage and interlocal collaboration. The goals, objectives and strategies for promoting and preserving the Schoodic National Scenic Byway are available online at www.schoodicbyway.org.
- Provide educational information for visitors including maintaining www.schoodicbyway.org, production and dissemination of byway brochures, presentations at workshops and conferences
- Support byway committee travel to regional, state and national byway conferences
- Act as a liaison with outside parties including tourism organizations, media and governmental agencies.

Background

Long anticipated projects finally went into full gear in 2006 and 2007. Our gateway and scenic turnout projects were delayed as we waited for road reconstruction to begin. With these projects now well into implementation, we are able to look forward to a variety of new planning initiatives. State and federal support to match local input will help us to define our future course.

The first six years have seen dramatic changes along the Schoodic Byway. At the time the Corridor Management Plan was endorsed by voters in the host communities the largest employer, a Navy base, was closing, schools were faced with insufficient enrollments and major local economic restructuring was anticipated. Anxiety about the economic future of the Schoodic region was widespread and manifest in the creation of local discussion groups, a raft of ideas for reuse of former Navy base infrastructure and a wave of consultants and government officials visiting the region to assess what should come next.

In the midst of this turmoil the Schoodic Byway was born, and a dedicated group of residents pushed ahead with proposals to enhance this working landscape with modest “points of view” for visitors. These points of view took shape in several forms, with the rapid creation of a Schoodic Byway website (www.schoodicbyway.org), interim brochure and outreach to local businesses and the National Park Service. Long-range planning also took hold with successful grant applications and local investments garnered to build physical points of view such as the newly created Taunton Bay Scenic Gateway.

In 2008 the Schoodic region is seeing new economic vitality and new opportunities for visitors. The Navy has departed, but the former Winter Harbor Navy Base has been reborn as the Schoodic Education and Research Center operated by the National Park Service. This center offers a campus for visiting student groups, research scholars and park employees to learn more about the coastal Maine ecosystem.

The village of Winter Harbor is seeing renewed investment, with the creation of a village park, reconstruction of roads with better sidewalks and paved shoulders, village information kiosks for visitors and more. Renewed investment also brings new challenges, particularly where development alters historic rural and scenic landscapes.

The Schoodic Scenic Byway has been a partner in economic transformation, seeking ways to balance growth and conservation. One of our strengths has been our capacity to reach beyond town boundaries to foster change along the corridor that transports visitors to Schoodic Peninsula and this extremely scenic portion of Acadia National Park.

The three host communities are very small and rural, and have limited fiscal and organizational capacity for byway implementation. Navy Base closure in 2002 ushered in a new persona for the region, with the introduction of the Schoodic Education and Research Center partnership with Acadia National Park. The Schoodic byway seeks to be a source of support and not a competitor for scarce local funds. Local support is necessary, but not sufficient for project implementation taking shape in the coming year.

Benefit to Byway Traveler

Describe how the proposed project will benefit a byway traveler, add to their travel experience or fulfill an important objective of your CMP.

Visitors are already seeing the benefits of Schoodic Byway investments. The western gateway facility is now in use, and we hope to have the remaining structures installed in 2007. New interpretive panes will help visitors to learn about estuary environments and the history of fishing, granite quarries and shipping. Improvements to the proposed eastern gateway will provide visitors with a close view of a working harbor with lobster boats, and interpretation of the east coast's last working sardine cannery. Other interpretive stations are also under construction and will provide visitors with new and improved opportunities to enjoy scenic vistas and learn about our resource-based economy.

This grant will play a critical role in seeing that our byway projects are coordinated, well designed and built in a way that supports the local economy. Travelers will learn about the byway before they come through ongoing improvements to the website, improved photography of scenic, natural resource, historical and cultural opportunities, greater publicity through regional and national publications, updated byway brochures and more.

Once they arrive, visitors will benefit from well appointed gateway facilities and scenic turnouts providing them with great "points of view." Interpretive signage and printed information will help to tell our story and turn visits into a learning adventures. Visitors are discovering that there is a lot to do in this region, and over time this knowledge translates into local investments in restaurants, lodging, excursion activities and cultural events, such as the ten day Schoodic Arts for All Festival.

The communities benefit as well. Local pride is manifested in seeing improvements to rest areas, turnouts, safer roads with paved shoulders and village sidewalks. New businesses are created every year that offer goods and services valued by tourists, summer and year round residents. It all adds up, but only if we work together and see our plans come to fruition.

Prior Projects

Describe any relationship between this project and previously funded National Scenic Byways grant projects. In addition, discuss how the proposed work relates to any multi-year work plan byway leaders have developed.

Project Coordinator

Please provide contact information for a person responsible for this project.

Name: James Henry Fisher

Title: Senior Planner

Organization: Hancock County Planning Commission

Address: 395 State Street
Ellsworth, ME 04605

Phone: (207) 667-7131

Fax: (207) 667-2099

E-mail: jfisher@hpcme.org

Work Plan

Milestone/Task	Start Date	Duration	Responsible Party	Justification
Establish funding agreement with State	AAD*			
Establish contract with the Maine Department of Transportation	AAD + 1 day*	1 month	Jim Fisher, Hancock County Planning Commission	No work can proceed without a signed contract with the Maine Department of Transportation.
Strategic Planning	AAD + 1 month*	3 months	Jim Fisher, Hancock County Planning Commission	In order to carry current projects to completion, the committee will devote two successive meetings to creating a strategic implementation plan. During these meetings a workplan will be developed with projects, key stakeholders, additional resources required and target dates.
Corridor Committee Education and Travel	AAD + 1 month*	12 months	Barbara Shanahan, Byway Committee Chair	<p>This task provides members of the Corridor Management Committee with an opportunity to attend state, regional and national byway conferences, workshops or other related events. Use of these funds is restricted to reimbursement for registration, travel, lodging and related expenses.</p> <p>Timing of this task will depend upon when funds are approved and when conferences are held. The Schoodic Byway has been represented in Portland, Albuquerque, Detroit and Baltimore National Conferences and several state byway conferences.</p>
Planning, Evaluation and Reporting	AAD + 1 month*	12 months	Jim Fisher, Hancock County Planning Commission	<p>HCPC will assist the Corridor Management Committee to assess progress made in the course of the year, publicize successes, identify future Corridor Committee members and resources and report findings to State Agencies.</p> <p>HCPC will maintain www.schoodicbyway.org throughout the year, posting updates about community events, traveler opportunities, maps, and links to other byways throughout the state and country.</p>

Milestone/Task	Start Date	Duration	Responsible Party	Justification
				<p>HCPC will prepare reports about byway activities for the host communities and continually seek public involvement in corridor planning initiatives.</p>
<p>Project Implmentation and Coordination</p>	<p>AAD + 1 month*</p>	<p>12 months</p>	<p>Jim Fisher, Hancock County Planning Commission</p>	<p>Implementation of the workplan established in the first two months will continue through the year. HCPC will work with MaineDOT and other state agencies to see that projects move forward. Much of this work is tactical, bringing needed resources, information and people to the table, identifying and overcoming barriers and assisting with permitting.</p>

* AAD = Actual Award Date (estimated to be August 01, 2008)

Budget

Cost Breakdown

#	Description	Total Cost	Requested	Match
1.	Project Implementation Coordination	21,250	17,000	4,250
2.	Committee Education and Travel	5,000	4,000	1,000
3.	Community Education and Outreach	5,000	4,000	1,000
Total		\$31,250	\$25,000	\$6,250

Matching Funds

Source	Type	Description	Amount
Maine Department of Transportation	Cash		6,250
Total			\$6,250

Funding Allocation

Do the byways involved in the project cross any Federal Lands? (Check all that apply)

- Bureau of Indian Affairs
- Bureau of Land Management
- Fish and Wildlife Service
- National Park Service
- USDA Forest Service

If this project is selected for funding, please indicate your preference for carrying out the project (check one):

- FHWA allocates the funds for the project to the State DOT
- FHWA allocates the funds for the project to one of the Federal Land Management agencies marked above (provide contact information below)
- FHWA allocates the funds for the project to an Indian tribe or tribal government (provide contact information below)

If funding should be allocated to a Federal land management agency or Indian tribal organization, please provide contact information for that organization:

Name:

Title:

Organization:

Address:

Phone:

Fax:

E-mail:

Application Checklist

The following statements are for informative purposes. Please read and check each statement.

- I understand that this is a reimbursement program - funds are not available up-front.
- I have reviewed and responded to the Complete Application statements as outlined in the Grants Guidance.
- I have been in touch with the State scenic byway coordinator and have responded to recommendations or requirements of the State.
- I have verified with the State byway coordinator that this proposed project can receive authorization to proceed from the State and FHWA division before the end of the fiscal year for which the application is made.

Attachments

Use this as a checklist to verify that all attachments are provided with your printed application.



Schoodic Byway Map

Map of the Schoodic National Scenic Byway indicates full area of interest.

Digital version: [SchoodicBywayMap.gif](#) (40.3 KB)

Signatures

Application Completeness

I certify that this application is complete and correct, and is eligible for National Scenic Byways funding. (This should be completed by the State's scenic byways coordinator.)

Please print name:	Title:
Signature:	Date:

Matching Funds Certification

I certify that the matching funds for this project are available for use at the time of application.

Please print name: Duane Scott	Title: State Scenic Byway Coordinator
Signature:	Date: