



Project Summary 2006

FHWA National Scenic Byways Program

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

Project No. SB-ME-2006-53209	Project Name Schoodic National Scenic Byway Program Implementation	
State Submission Date February 18, 2006	Division Submission Date	State Priority

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 an application for a seed grant?

- Yes
- No

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

- Yes
- No

Project Location

States involved in project:

Maine (primary)

Project Location (continued)

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 byway begins 10 miles east of Ellsworth, Maine on Route 1 at the Hancock-Sullivan Bridge crossing Taunton Bay. The byway continues 8 miles east on Route 1, turning south on Route 186 to Winter Harbor. The byway follows the Acadia National Park Schoodic Loop Road returning to Route 186 and ending at the Village of Prospect Harbor in Gouldsboro, Maine. A map is available on our website www.schoodicbyway.org.

Briefly describe the project 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 grant supports planning and project implementation along 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

Congressional Districts

State	District	Representative
ME	2	Michaud, Michael H.

Abstract

Project Description

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. Despite growing local support, our small communities lack sufficient resources to support byway staff, printing and travel at this time.

Abstract (continued)

Byway Benefits

This project benefits the byway traveler by matching local support with state and federal funds to implement the new six 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

During the winter of 2005-2006 the Schoodic Byway Corridor Management Committee has engaged in a significant update of the six year strategic plan that describes how the long term Corridor Management will be implemented. As this call to action unfolds, the need for state and federal support to match local input is still evident.

The first five 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.

Five years hence, 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 already offers a campus for visiting student groups, research scholars and park employees to learn more about the coastal Maine ecosystem. The off-base Navy housing has been sold to a mix of seasonal and year-round residents, with some housing still under renovation in

Project Summary (continued)

preparation for sale. Two schools merged and construction of a new consolidated school is anticipated to replace the aging structures. 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.

The Schoodic Scenic Byway has been a partner in this transformation, never leading, but playing a supporting role to plan and fund local improvements. One of our strengths has been our capacity to reach beyond sometimes arbitrary town boundaries to foster change along the corridor that transports visitors to Schoodic Peninsula and this extremely scenic portion of Acadia National Park.

Our strength, being corridor-based, has also been a challenge. Byway funding, important as it is, is still a small fraction of the cost of highway improvements in the land of ice and frost-heave. Implementation of our funded projects has been delayed many times by a shortage of state and federal funds to pay for basic road reconstruction to which scenic turnouts and other projects are attached.

This project, as stated in the abstract, carries out implementation of needed projects, long-anticipated, many of which are already funded, but which have been delayed. While local economies are in the process of recovering from the Navy Base closure, the Schoodic Byway seeks to be a source of support and not a contender for scarce local funds. Local support is necessary, but not sufficient for project implementation taking shape in the coming year.

Byway Traveler

Visitors are already seeing the benefits of Schoodic Byway investments. A new gateway facility is under construction on Taunton Bay, where visitors can learn about estuary environments and the history of fishing, granite quarries and shipping. Agreements are in place for creation of an eastern gateway that will provide visitors with an on-the-water view of a working harbor with lobster boats, the east coast's last working sardine cannery and the attached army of seagulls. New and improved scenic turnouts are taking shape along historic Route 1, highlighting views and interpretive information on natural resources, local history and recreational opportunities.

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

Byway Traveler (continued)

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. The Schoodic Education and Research Center is poised to take off with new partners working in marine biological research, eco-education and more.

It all adds up, but only if we work together and see our plans come to fruition.

Prior Projects

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

The Schoodic Corridor Management Plan adopted in 2001 includes a six year action plan. This action plan is currently being updated by the Corridor Management Committee. Some of the prior grants have raised funds for news visitor facilities that are still under constrution. This project continues implementation of the original and revised CMPs by providing project management and planning. Additionally, this project supports continued coordination and education for key volunteers on the Corridor Management Committee by off-setting some costs for attending regional and national byway meetings.

Project Coordinator

Name Barbara Shanahan		
Agency/Group Schoodic Scenic Byway Corridor Management	Title Committee	
E-mail Address flandersbay@acadia.net		
Phone 207-667-7131	Fax 207-667-2099	
Street Address C/O Hancock County Planning Commission 395 State Street		
City Ellsworth	State ME	ZIP 04605

Work Plan

Milestone/Task	Start Date/ Duration	Responsible Party	Justification
Establish funding agreement with State	AAD*		
Strategic Project Planning	AAD + 2 days* 2 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 project, key stakeholders, additional resources required and target dates.
Corridor Committee Education and Travel	AAD + 2 days* 12 months	Barbara Shanahan, Corridor Committee Chair	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. Timing of this task will depend upon when funds are approved and when conferences are held.
Project Implementation Coordination	AAD + 2 months* 6 months	Jim Fisher, Hancock County Planning Commission	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.
Planning, Evaluation and Reporting	AAD + 10 months* 2 months	Jim Fisher, Hancock County Planning Commission	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.

* AAD = Actual Award Date (estimated to be July 01, 2006)

Budget

Cost Breakdown

Description	Total Cost	Requested	Match
Project Implementation Coordination	\$20,000	\$16,000	\$4,000
Committee Education and Travel	\$5,000	\$4,000	\$1,000
Community Education and Outreach	\$5,000	\$4,000	\$1,000
Totals	\$30,000	\$24,000	\$6,000

Matching Funds

Source	Type	Description	Amount
Maine Department of Transportation	Cash		\$6,000
Totals			\$6,000

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)

Funding Allocation (continued)

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

Name		
Agency/Group	Title	
E-mail Address		
Phone	Fax	
Street Address		
City	State	ZIP

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 FY 2006.

Attachments

List all of the attachments to your application here.



Map indicating location of Schoodic Byway in Maine

This map indicates the location of the Schoodic National Scenic Byway.

[MQ ME Sullivan_map.gif](#) (GIF Image; 41,314 bytes)

Signatures

Application Completeness

I certify that this application is complete and correct, and is eligible for National Scenic Byways funding.

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: Robert LaRoche	Title Maine State Scenic Byway Coordinator
Signature	Date