

## **3.0 Mission Statement, Goals, and Policy Issues**

### *3.1. Introduction*

BACTS has developed a mission statement, specific goals, and priorities for the greater Bangor metropolitan area that is consistent with the FAST Act goals. The BACTS Mission Statement is listed first, followed by the Federal planning factors, State policy objectives, Regional goals and the BACTS priorities.

Non-modal policy issues are addressed at the end of this chapter and include a discussion on regional coordination in transportation and land use planning and BACTS committee membership requirements mandated by federal legislations.

### *3.2 BACTS Mission Statement*

Provide for the safe, economical, efficient, and convenient movement of people and goods over a balanced multimodal transportation system compatible with the socio-economic and environmental characteristics of the region.

### *3.3 Legislation*

The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) shaped the highway program to meet the Nation's changing transportation needs.

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law, authorizing federal transportation funding appropriations through the end of fiscal year 2009. The Act was extended nine times and expired at the end of federal fiscal year 2012. SAFETEA-LU built on the foundation of ISTEA and TEA-21 by providing funding, as well as a refined programmatic framework for investments needed to maintain and grow the Nation's vital transportation infrastructure.

Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law on July 6, 2012 authorizing federal transportation funding appropriations through the end of fiscal year 2014. MAP-21 created a streamlined and performance-based surface transportation program building on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. This Act was extended five times through December 4, 2015.

On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act builds on the changes made by MAP-21 and funds surface transportation programs for federal fiscal years 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation.

#### Federal Planning Factors

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) joint rule, published in the Federal Register on May 27, 2016, updating 23 CFR Part 450 and 49 CFR Part 613 added two planning factors to the MAP-21 federal goals to address in consideration and implementation of projects, strategies, and services in the transportation planning process. The ten factors include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;

3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility for people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

### State Policy Objectives

In addition to the above federally identified planning factors, the rule implementing the Maine Sensible Transportation Policy Act outlines objectives for transportation planning, capital investment and project development decisions. The ten policy objectives include:

1. Minimize the harmful effects of transportation on public health, air and water quality, land use and natural resources;
2. Coordinate the efficient use of all available and potential future modes of transportation;
3. Give preference to non-highway new capacity projects before building new highway capacity when such non-highway new capacity projects are cost effective, feasible and meet the identified purpose and need for the transportation investment;
4. Repair, maintain and improve Maine's transportation system to provide a safe, efficient, and adequate transportation network;
5. Reduce the state's reliance on foreign oil and promote reliance on energy efficient forms of transportation;
6. Meet the diverse transportation needs of the people of the State, including rural and urban populations and the unique mobility needs of the elderly and disabled;
7. Be consistent with the purposes, goals and policies of the Comprehensive Planning and Land Use Regulation Act;
8. Incorporate a public participation process in which state, regional and local governmental bodies and the public have timely notice and opportunity to identify and comment on concerns related to transportation planning decisions, capital investment decisions and project decisions;
9. Promote investment incentives for communities that adopt and implement land use plans that minimize over-reliance on the state highway network; and
10. Be cost effective and operate within fiscal constraints.

### Regional Goals

The BACTS Policy Committee has identified six regional transportation goals and supportive regional priorities. The goals, listed in no particular order of importance, are as follows:

1. *Fiscal Responsibility* - Planning and programming within our means, focusing on the greatest needs and getting the greatest returns by targeting regional needs, leveraging partnerships, and sharing investment burdens appropriately.

2. *Economic Prosperity and Livability* – Promote transportation investments that support sustainable community and economic development.
3. *Safety and Security* – Ensure that BACTS has an ongoing process to improve the safety and security of our transportation system in the BACTS area.
4. *Public-Private Partnership and Coordination* - Local, state and federal stakeholders should be involved in partnerships to promote cost-effective decision-making: land use and transportation connections, coordinated capital investments, and joint purchasing, etc.
5. *Environmental Stewardship* - Ensure that the transportation system meets the social, cultural, historic, scenic and environmental needs of the public.
6. *Customer Oriented Focus* - Inclusive, balanced, early and effective public involvement that considers not only if projects should be done, but how.

### 3.4 BACTS Priorities

#### Fiscal Responsibility

- Seek increased funding for construction projects in the urbanized areas.
- Support the protection and integrity of Maine’s Highway Fund.
- Optimize capacity to the existing system before increasing capacity through road building activities.
- Investigate ways to leverage federal funds using an equitable mix of state and local funds.
- Develop and implement a regional transportation process that produces cost savings through regionalization.
- Seek innovative techniques for transportation projects to extend project life.

#### Economic Prosperity and Livability

- Restore passenger rail transportation with intermodal connections in the Bangor area.
- Consider shoulder paving on all highway projects.
- Strengthen intermodal links between the Bangor area and Portland, Boston, Greenville, Millinocket, and the Trenton area.
- Consider paving priorities on roadways identified in the BACTS Bicycle/Pedestrian Plan.
- Incorporate bike/pedestrian facilities on existing or potential high-use roadway crossings of interstates and rivers.
- Seek to allocate funds for providing transit service from suburban areas into and between service centers.
- Give high priority to projects that provide for connections between modes.
- Provide for the efficient movement of goods.
- Target access to key economic sites.
- Provide better/improved access to housing, employment, services, and major recreational facilities.
- Plan for streetscaping.

#### Safety and Security

- Work with safety and security agencies to develop a safer and more secure transportation system.
- Give high priority to the elimination of safety hazards in all modes.

- Evaluate the movement of hazardous materials on all transportation modes and encourage the use of safer modes.

#### Public-Private Partnership and Coordination

- Assist towns in their access management efforts.
- Seek to integrate access management, corridor planning, and broad-based transportation considerations in their comprehensive planning process.
- Encourage communities to consider land use practices, policies and standards that reduce vehicle miles of travel.
- Restore and increase freight rail transportation in the Bangor area.
- Facilitate the establishment of passenger rail or bus transfer points in established downtown areas wherever feasible.
- Improve communication and coordination between BACTS and MaineDOT on project scoping and prioritization
- Assist in developing and providing more expertise in land-use planning as is related to transportation.

#### Environmental Stewardship

- Support projects that result in reduced vehicle emissions and other impacts such as noise.
- Reduce adverse impacts on wetlands, critical habitat, water bodies and other environmentally sensitive areas.
- Support projects that promote resource efficiency and energy conservation.
- Concentrate mitigation for regional projects in areas of high environmental significance.

#### Customer Oriented Focus

- Continue to include open citizen participation in the transportation planning process.
- Increase the membership of the MPO committees to include mode representatives and/or major stakeholders.
- Promote communication with public on BACTS activities.