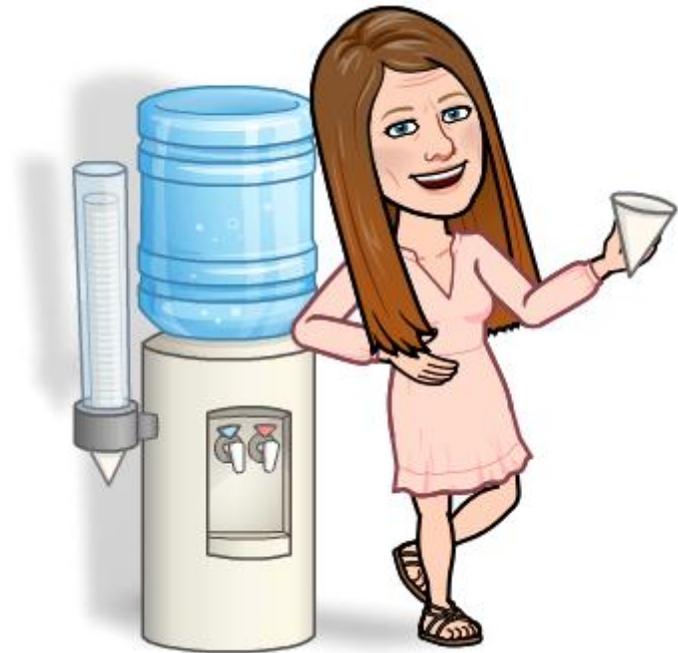


WHAT IS AN MPO, ANYWAY?

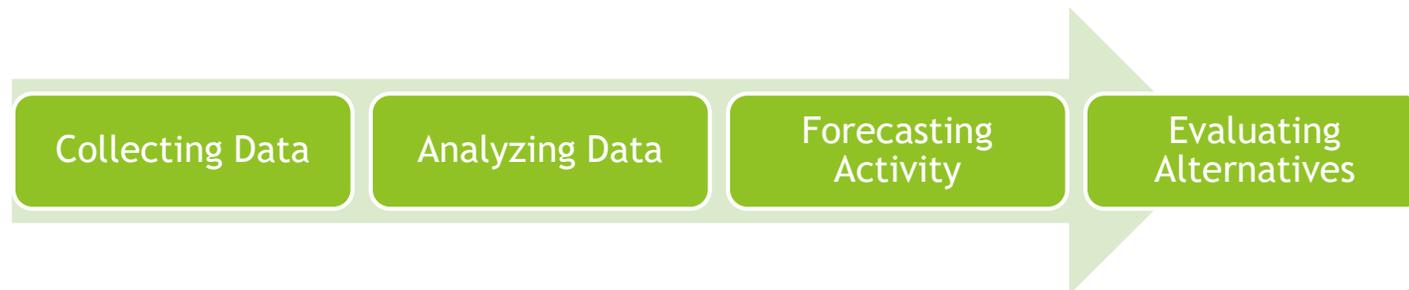


MPO - METROPOLITAN PLANNING ORGANIZATION

- ▶ Under federal law, any urbanized area with a population greater than 50,000 must have an MPO.
- ▶ An MPO is an organization that makes **regional** level transportation plans and policies and has responsibility for determining how to distribute federal transportation funds within the region.
- ▶ Regional level transportation plans and policies provide the framework for:
 - ▶ Allocating scarce transportation funding resources appropriately within the region
 - ▶ Reflecting the region's shared vision for its future
 - ▶ Examining the region's resources and potential future and investment alternatives
 - ▶ Facilitating collaboration of governments, interested parties and residents.

WHAT DO MPOs DO?

- ▶ The true influence of MPOs comes in the ability to create a collaborative process to address issues that no single jurisdiction can tackle alone. The most critical of MPO responsibilities is the regional plans which dictate how transportation funds are spent in the region.
- ▶ MPOs coordinate the various elements of transportation networks into one cohesive regional transportation system. Doing this requires coordination and partnership across jurisdictions and agencies, starting with a comprehensive planning process that looks at current and future needs and then prioritizes available resources to achieve these goals.
- ▶ MPOs are required to undertake a **continuing, cooperative, and comprehensive** transportation planning process (known as “3C”) to produce the region’s Long-Range Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Programs (TIP). The 3C planning process involves four technical phases:



FIVE CORE FUNCTIONS OF AN MPO

Establish a
Setting
(Policy
Committee)

Develop a
Unified
Planning Work
Program
(UPWP)

Develop a
Long-Range
Transportation
Plan
(MTP)

Program
Transportation
Funds
(TIP)

Involve the
Public
(Public
Participation
Program)

ESTABLISH A SETTING

MPOs establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.

- ▶ This is a critical role because MPOs often represent the only regional assembly for elected officials, stakeholders and professional experts to discuss issues of metropolitan-wide importance.

JUL 17 Tue	BACTS Policy Committee @ Machias Savings Bank Jul 17 @ 9:30 am	+
JUL 18 Wed	Traffic Incident Management Group @ TIM Group Jul 18 @ 11:00 am – 1:00 pm	+
AUG 1 Wed	Municipal Partners Transit Committee Meeting @ Machias Savings Bank Aug 1 @ 9:30 am – 11:30 am	+

DEVELOP A UNIFIED PLANNING WORK PROGRAM

MPOs use data and planning techniques to generate and evaluate realistically available options. This may require special studies and/or research projects to be performed.

- ▶ Outlines planning studies, research and tasks to be performed.
- ▶ Identifies responsible agency for each study and/or task.
- ▶ Identifies anticipated funding sources for each task.
- ▶ Covers a two calendar year period.
- ▶ Basis for BACTS contract with MaineDOT.



UNIFIED PLANNING WORK PROGRAM

CY-2018 & 2019

January 1, 2018 through December 30, 2019

Approved by the BACTS Policy Committee on October 24, 2017

UNIFIED PLANNING WORK PROGRAM

- ▶ The UPWP spans two calendar years, detailing all the transportation planning activities scheduled to be accomplished within the MPO's boundaries during the two years.
- ▶ The primary goal of the BACTS Policy Committee has been to provide for the safe, economical, efficient, effective and convenient movement of people and goods over a multimodal transportation system compatible with the socioeconomic and environmental characteristics of the region. To accomplish this BACTS cooperates with:
 - ▶ local transportation providers in allocating monies to priority programs;
 - ▶ municipal public works and highway departments to identify needs; and
 - ▶ the Maine Department of Transportation to prioritize and fund selected projects.
- ▶ Economic response to highest priority situations drives the planning strategy. This strategy relates to economic realities, practical solutions, political viability, and choices in the marketplace. With the help of consultants, priority areas relating to highway and transit that need improvement are identified and the costs for those projects quantified.
- ▶ Goals include developing a balanced transportation system, providing a suitable mix of highway and public transit services, improving arterial streets, modernizing traffic controls, keeping the public transportation systems operating at reasonable fares and expanding the urban transportation system to meet changing social and economic needs.

MAINTAIN A LONG-RANGE METROPOLITAN TRANSPORTATION PLAN

MPOs develop a MTP that fosters mobility and access for people and goods; efficient system performance and preservation; good quality of life; and sets goals and targets.

- ▶ Twenty-year horizon, updated every five years.
- ▶ Lists the region's transportation system investment priorities and anticipated available funding.
- ▶ Details regional goals and policies, consistent with the Statewide Transportation Plan, for investments in each transportation mode, including connecting modes.
- ▶ Reports on meeting regional performance goals and targets.
- ▶ Links land use and economic goals with transportation.
- ▶ Documents fiscal constraint.



BACTS METROPOLITAN TRANSPORTATION PLAN 2018-2038

Draft approved by the BACTS Policy Committee on 11/21/2017
Final approved by the BACTS Policy Committee on 1/16/2018

This Plan was funded in part through a grant from the U.S. Department of Transportation. The views and opinions of the authors or agency expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

12 Acme Road, Suite 104 ■ Brewer, Maine 04412 ■ (207) 974-3111 ■ www.bactsmpo.org

DEVELOP A TRANSPORTATION IMPROVEMENT PROGRAM

MPOs develop fiscally constrained, prioritized TIPs, consistent with the MTP.

- ▶ Four-year program covering most immediate projects (new investments, maintenance and system operations).
- ▶ Updated each year.
- ▶ Allocates limited transportation resources among the region's priorities.
- ▶ Projects must be programmed in the TIP and incorporated into the Statewide TIP once approved in order to receive federal funding.
- ▶ Must be fiscally constrained to ensure proposed projects can be reasonably completed with available funding.



TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL FISCAL YEARS 2018-2021

October 1, 2018 through September 30, 2021

Prepared by

BANGOR AREA COMPREHENSIVE TRANSPORTATION SYSTEM

POLICY COMMITTEE

Approved by the BACTS Policy Committee on February 20, 2018

INVOLVE THE PUBLIC

Community engagement is a central part of transportation planning.

- ▶ MPOs are required to develop a Public Participation Plan.
- ▶ Requirements for public notice and involvement are stipulated in related federal laws that govern the use of federal funds.

POLICY STATEMENT

The Bangor Area Comprehensive Transportation System is committed to ensuring that the fundamental principles of equal opportunity are upheld in all decisions involving our employees and contractors/consultants and, to ensuring that the public-at-large is afforded access to our programs and services.

To that end, no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any BACTS program or activity on the grounds of race, color, national origin, income, sex, age, disability, or limited English proficiency. BACTS assures all its programs and activities will be free from discrimination, whether those programs and activities are federally funded or not.

BACTS conducts its Title VI/Environmental Justice Program in a team approach involving all BACTS personnel. The Director of BACTS is responsible for BACTS' compliance with the Title VI/EJ implementing regulations.

Inquiries concerning BACTS' policies, investigations, complaints, compliance with applicable laws, regulations, and concerns regarding compliance with Title VI/Environmental Justice, may be directed to the Director, Bangor Area Comprehensive Transportation System, 12 Acme Road Suite 104, Brewer, ME 04412, telephone 207-974-3111.

This policy statement must be circulated throughout BACTS and be included by reference in all contracts, agreements, programs and services administered by BACTS.



Robert Kenerson, Jr.
BACTS Director

September 30, 2017

MPO PLANNING OR ADVISORY COMMITTEES

- ▶ MPOs use advisory committees and subcommittees to provide technical analysis, recommendations and specialized knowledge to the board on specific planning strategies, projects or issues. These committees are generally made up of local government technical staff with expertise in specific planning or engineering areas.
 - ▶ The BACTS Policy Committee also serves as the BACTS Technical Committee
- ▶ Other specialized committees may be used to address emerging and priority planning issues. These types of committees are typically responsible for reviewing and evaluating transportation-related plans and programs before items are presented to the MPO board.
 - ▶ The BACTS Municipal Partners Transit Committee is a standing comprised of representatives from each municipality which pays into the operations of the fixed-route bus system. The main purpose of this Committee is to provide a forum to share information and have open dialog about transit related initiatives, programs and projects; coordinate development efforts; and foster collaboration between the transit provider and its municipal partners.
 - ▶ When BACTS undertakes a special planning study, the Policy Committee designates an advisory committee to contribute, review and evaluate work in process on the study. The advisory committee makes recommendations to the Policy Committee; however, advisory committee members do not have voting rights and the Policy Committee is the ultimate decision-making body.