

9-12-2023

MPO/MaineDOT Cooperative Planning Reenvisioned

Follow this and additional works at: https://digitalmaine.com/mdot_docs

Recommended Citation

"MPO/MaineDOT Cooperative Planning Reenvisioned" (2023). *Transportation Documents*. 3531.
https://digitalmaine.com/mdot_docs/3531

This Text is brought to you for free and open access by the Transportation at Digital Maine. It has been accepted for inclusion in Transportation Documents by an authorized administrator of Digital Maine. For more information, please contact statedocs@maine.gov, adam.fisher@maine.gov.

MPO/MaineDOT Cooperative Planning Reenvisioned

September 12, 2023

CURRENT CAPITAL FUNDING MPOs

MPO	Federal Formula	State Match
ATRC	\$2,307,624	\$288,453
BACTS	\$1,976,120	\$247,015
KACTS	\$636,023	\$79,502
PACTS*	\$4,121,609	\$1,640,201

- Please note that PACTs has a special arrangement for more State funding for a local Municipal Partnership Initiative program.

MPO AREAS SPENDING

Scope Group	Amount					Amount Total
	2018	2019	2020	2021	2022	
Bridge Construction	12,711,086.94	11,115,057.60	24,278,091.57	27,494,130.99	28,747,274.09	104,345,641.19
Bridges Other	7,112,010.18	22,199,087.55	25,710,120.86	29,119,806.49	4,109,163.32	88,250,188.40
Highway Construction	3,919,572.23	4,807,631.34	8,989,806.04	7,871,521.01	32,900,889.09	58,489,419.71
Highway Light Capital Paving				1,028,734.86	8,862.33	1,037,597.19
Highway Preservation Paving	19,770,066.67	22,831,480.90	23,097,089.85	14,713,420.38	22,501,283.09	102,913,340.89
Highway Rehabilitation	2,641,023.78	3,055,364.96	15,731,278.39	3,703,213.24	3,705,128.56	28,836,008.93
Highway Safety and Spot Improvements	7,101,667.79	8,532,765.01	10,156,808.83	8,888,874.78	9,587,689.32	44,267,805.73
Maintenance	110,056.08	321,368.00	71,483.22		1,288,219.99	1,791,127.29
Multimodal	10,565,617.27	6,471,970.72	3,201,658.37	2,795,467.67	3,066,652.32	26,101,366.35
Other Work	854,278.00	0.00	6,756,154.07	685,258.38	10,860.07	8,306,550.52
Grand Total	64,785,378.94	79,334,726.08	117,992,491.20	96,300,427.80	105,926,022.18	464,339,046.20

See handout for breakdown by MPO

Limitations of the Current System

- Static Capital Allocations are quickly outpaced by inflation. Indexing allocations will not reflect volatility of Congressional appropriations and obligation limits.
- The Capitol Allocation system does not incorporate all of the needs nor funding opportunities within the MPO areas.
- The Capitol Allocation system incentivizes MPOs to be more of a scoring and funding organization rather than a planning-based organization.
- The Capitol Allocation system lacks a mechanisms to exploit special funding opportunities and be nimble.

Goals Moving Forward

- Greater MPO influence in scoping and Work Plan development for more coordinated end results
- Clearer Organizational Roles along areas of strength
 - Local/Regional knowledge and priorities - MPO
 - Asset Management - MaineDOT
- Increased funding opportunities especially through special federal funding sources
 - Planning and scoping led locally but coordinated in a statewide context
- Stronger Coordinated and more wholistic regional systems planning
- Access to new urban focused programs
 - “a program for every road”
- Develop the Work Plan development process so that the resulting TIP/STIP are automatically coordinated.

SIX STRATEGIES

Transformation from Planning and Visioning

Analytics Driving System Preservation

MPO

MaineDOT

1.
Planning and
Scoping
Transformative
Projects.

2.
Development
of Corridor
Management
Plans

3.
Urban
Partnership
Initiative

4.
Paving
Highway
Corridor
Priority
3 & 4

5.
Paving
Highway
Corridor
Priority
1 & 2,
Interstate and
Bridge

6. Cooperative Work Plan Development

Initiative 1

Planning and Scoping for Transformative Projects

This initiative is intended to tap into discretionary funding opportunities offered under BIL (aka IJA), including RAISE Grants and Congressionally Directed Spending. These are truly the projects that change a community's character.

To be successful, projects must be planned and scoped to a state of “Grant Readiness” in the following areas:

- Clear project scope and definition (What is the project exactly?)
- Public outreach, demonstrated support and consensus (Will the public support the project?)
- Preliminary engineering (Can it be built?)
- Environmental screening (Can it be permitted?)
- Right of Way impacts (Who is damaged?)
- Cost estimating (What is the cost?)
- Municipal support and funding commitments



Initiative 2

Corridor Management Plan Development

- One of the strengths of an MPO is local knowledge. This combined with a regional view make MPOs well suited for determining regional priorities.
- MPOs are therefore uniquely situated to undertake the development of corridor management plans.
- MaineDOT recommends that the MPOs develop a list of key corridors, from a systems viewpoint, and develop corridor management plans that accommodate all users, improve safety, enhance economic vitality and improve quality of life of all.



Initiative 2

Corridor Management Plan Development (cont.)

Corridor management plans should consider all applicable modes and use a complete systems approach.

Examples:

- Route 25 Brighton Avenue, Westbrook-Portland
- Route 236 Kittery, Elliot
- Wilson St - Main Rd, Brewer Holden
- Washington St, Auburn - New Gloucester

Once completed, elements of Corridor Management Plans can be incrementally fulfilled through additions to MaineDOT heavy asset management projects, stand alone Work Plan projects and in some cases, special funding opportunities depending on the scope and cost.

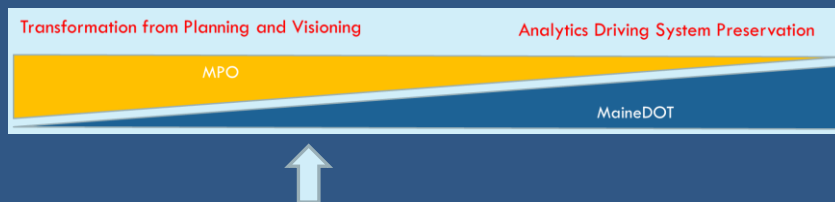


Initiative 3

Urban Partnership Initiative (UPI)

For urban HCP 2, 3 and 4 MaineDOT will add \$3M per year in State funding to its MPI program. This will take the form of an Urban Partnership Initiative (UPI) subprogram. The funds will be dedicated to MPO communities annually.

This \$3M in UPI funding would have modified eligibility to include bicycle/pedestrian facilities on State or State Aid Highways. All other MPI standards would apply. These projects would be funded up to \$1.5 million, total project cost, with an urban municipal share of at least 50%.



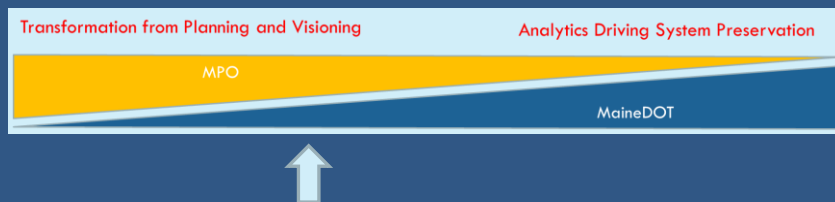
Initiative 3

Urban Partnership Initiative (UPI)

Communities would apply to the appropriate MPO for their UPI projects. The MPO would then pass off their candidates to MaineDOT with comments and their prioritization, once annually. Projects would be funded based on the MPO prioritization. If candidates exceed the allocated \$3M state share, shares of the program would be split between the MPOs by the prevailing PL formula split ratios. If no candidates are received from an MPO all funding would be split between the remaining MPOs. Surplus UPI funds will be rolled into the MPI program annually.

The UPI is in addition to the historic \$8M annually dedicated to the MPI program. After the UPI funding is consumed, MPO communities would be eligible for the remaining MPI funding on a first come first serve basis. This is the case today.

MPI and UPI programs are dependent on the availability of State funds.



Initiative 4

Paving HCP 3 & 4

- MaineDOT will provide each MPO condition and network level candidates annually based on its pavement management systems as a tool for consideration.
- Annually each MPO will return up to 10% of the HCP 3 & 4 mileage in their network as candidates for the year after next (i.e.. in September 2024 provide candidates for paving in 2026).
- Once MaineDOT receives the list of MPO candidates we will work with the host communities to determine the appropriate treatments and program for as many of the candidates as possible given available funding in the MPO priority order. Funding will be split between MPOs on a total milage basis.
- Paving on HCP 3 & 4 will be done at 80% federal and 20% local. Local interest elements will be subject to MaineDOT's Match Policy.



Initiative 5

Asset Management- Paving HPC 1 & 2, Interstate Improvements and Bridge etc.

- MaineDOT will generate PE and Construction projects for Safety & Mobility, HPC 1 & 2 paving, Interstate and Bridge Improvements, etc.
- MaineDOT will provide these candidates to the MPOs for comment, corridor management plan consistency and local knowledge.
- Projects will be funded from these lists at 100% by MaineDOT using state and federal sources. If local interest elements are added they will be subject to the MaineDOT's Match Policy.

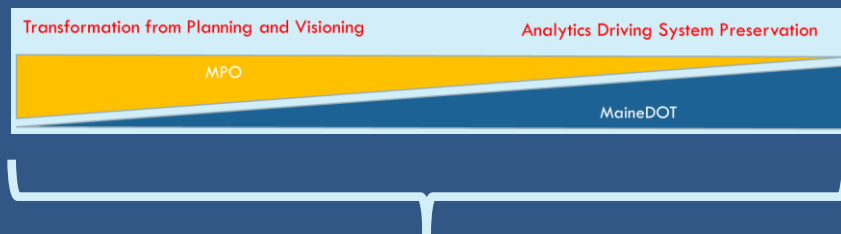


Initiative 6

Cooperative Work Plan Development (TIPs and STIPs)

MaineDOT and the MPOs will work closely together during the development of Corridor Management Plans, Special Funding Opportunity-Advanced Scoping and Workplan Development.

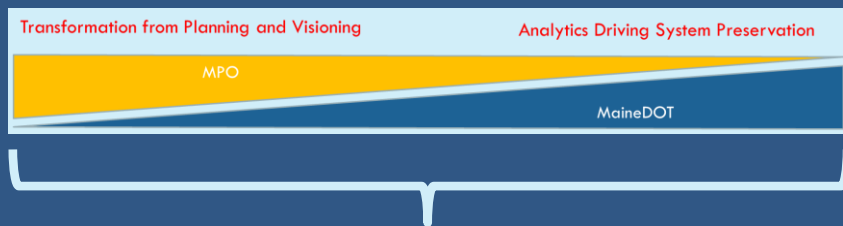
- MPOs will engage the MaineDOT Planner in all aspects of transportation study development for a streamlined process.
- MaineDOT will clearly communicate standards and expectations for safety and mobility in real time as studies are conducted.
- MaineDOT will provide asset management lists for input from the MPOs prior to Work Plan Development annually.
- MaineDOT will invite the MPO to Synergy Meetings during work plan Development.



Initiative 6

Cooperative Work Plan Development (TIPs and STIPs)

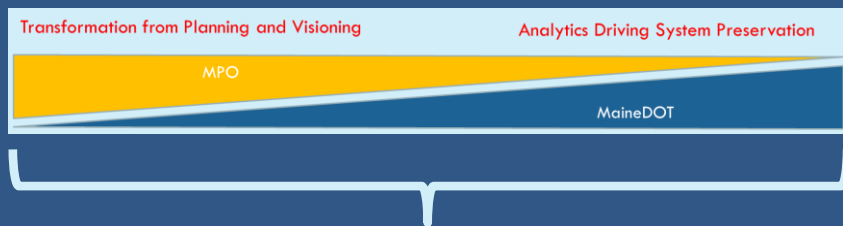
- Points of Coordination during Work Plan development:
 - During Quarterly Meetings, MaineDOT will occasionally bring Managers of asset groups to discuss asset trends and funding strategies.
 - MPOs may endorse and propose candidates outside of the standard programs through their MaineDOT Planner at any time.
 - MaineDOT will systematically provide asset management lists for MPO input prior to and during Work Plan development.
 - MaineDOT will continue to invite the MPOs to Synergy Meetings early in Work Plan development.
 - MPOs will be provided draft Work Plans, at the same time MaineDOT staff get them, for review and comment.
 - Once a Work Plan is complete MaineDOT and the MPOs will work together to cooperatively generate TIPs and the STIP.



Initiative 6

Cooperative Work Plan Development (TIPs and STIPs) cont.

- TIP/STIP amendments. Whomever initiates a TIP/STIP amendment will provide the other the following information:
 - Reason for the amendment
 - Timing implications
 - Benefits of approving
 - Consequences of not approving.



Implementation (for discussion)

- Capital Allocations have been issued through 2026. MPOs are currently submitting their projects for the 2024-2025-2026 Work Plan. Holding WINs and transfer protocols will remain in place for all existing capital allocations.
- Projects currently in the PE phase, that will need future construction funding beyond 2026, will be considered as part of the Cooperative Capital Work Plan development (Initiative 6).
- **Initiative 1, Planning and Scoping for Transformative Projects;** Is already underway in some MPOs and should be considered as part of future UPWP development.

Implementation (for discussion)

- **Initiative 2, Corridor Management Plan Development;** Is already underway in some MPOs and should be considered as part of future UPWP development.
- **Initiative 3, Urban Partnership Initiative (UPI);** Would be available in January of 2025. The first submission of candidates to the Department would be in December of 2024.
- **Initiative 4, Paving HCP 3 & 4;** This program will begin with the 25-26-27 Work Plan with candidates due to MaineDOT on September 2, 2024 for construction in 2026.

Implementation (for discussion)

- **Initiative 5, Asset Management;** This is underway with the sharing of paving lists and bridge lists in upcoming months. Synergy meetings are underway.
- **Initiative 6, Cooperative Work Plan Development;** The MOU will detail points of coordination as we move forward. Much of the coordination will come as we implement initiatives 1 through 5.

Aligning Goals & Initiatives

- Greater MPO influence in scoping and Work Plan Development for coordinated end results
 - Initiative 1, Planning and Scoping for Transformative Projects
 - Initiative 2, Corridor Management Plan Development
 - Initiative 6, Cooperative Work Plan Development
- Clearer Organizational Roles along areas of strengths
 - Initiative 1, Planning and Scoping for Transformative Projects
 - Initiative 2, Corridor Management Plan Development
 - Initiative 3, Urban Partnership Initiative
 - Initiative 4, Paving HCP 3 & 4
 - Initiative 5, Asset Management
- Increased funding opportunities especially through special federal funding sources.
 - Initiative 1, Planning and Scoping for Transformative Projects
 - Initiative 2, Corridor Management Plan Development

Aligning Goals & Initiatives

- Stronger Coordinated and more wholistic regional systems planning
 - Initiative 2, Corridor Management Plan Development
- Access to new urban focused programs
 - Initiative 3, Urban Partnership Initiative
 - Initiative 4, Paving HCP 3 & 4
- Develop the Work Plan so the the resulting TIP/STIP are automatically coordinated
 - Initiative 6, Cooperative Work Plan Development

Next Step

- Dale and new urban planner draft this section of MOU for MPO review.