

13.0 Financial Issues

13.1 Existing Conditions

Metropolitan Transportation Plans must be fiscally constrained so that it proposes only projects that have a chance of receiving funding based on projected revenues over the next twenty years. Table 13.1 summarizes project funding levels and sources covering the last several BACTS TIPs and projects the funding level for the next twenty years. These projections are not adjusted for inflation.

Table 13.1 BACTS Project Funding Levels for TIPs

Revenue Source	2011-2012	2013-2014	2015-2016	Biennial Average	20-Year Estimate
STP/NHS	\$8,139,790	\$5,580,622	\$6,209,931	\$6,643,448	\$6,643,4480
Pedestrian Facilities	\$93,300	\$667,494	\$117,600	\$296,131	\$296,1310
Bridge	\$1,772,372	\$97,314	\$6,604,523	\$2,824,736	\$28,247,360
Interstate	\$3,852,565	\$1,831,359	\$3,027,223	\$2,903,716	\$29,037,160
State	\$2,223,384	\$1,139,205	\$1,874,633	\$1,745,741	\$17,457,410
Local/other	\$519,627	\$1,264,469	\$630,238	\$804,778	\$8,047,780
MPO Planning			\$312,347	\$312,347	3,123,470
Total	\$16,601,038	\$10,590,463	\$18,776,495	\$15,530,897	\$155,308,970

Airport and railroad projects are not included in this table. Those projects will be funded through Federal Aviation Administration (FAA), the Federal Railroad Administration (FRA), and sources other than FTA and FHWA. The level of funding for those projects is determined on a statewide basis by MaineDOT. However, BACTS Policy Committee to choose some of the STP/NHS projects in each TIP using a predetermined allocation. The projects are titled MPO Sponsored in the BACTS TIP.

Historic FTA funding is detailed in the Public Transportation Chapter. Table 3.2 summarizes the FTA project funding level sources from 2011 to 2016 and projects funding level for the next twenty years, without any adjustment for inflation.

Table 13.2 BACTS FTA Funding Levels

Revenue Source	2011-2012	2013-2014	2015-2016	Biennial Average	20-Year Estimate
Formula Funds					
§5307 Urbanized Area	\$ 1,415,909	\$ 1,573,324	\$ 1,596,099	\$ 1,528,444	\$ 15,284,440
§5339 Bus and Bus Facilities		\$ 165,886	\$ 163,059	\$ 164,473	\$ 1,644,725
§5303 Metropolitan Transportation Planning Program	\$ 130,606	\$ 148,331	\$ 150,230	\$ 143,056	\$ 1,430,557
Competitive/Discretionary Funds					
§5307 STIC	\$ 0	\$ 1,117,431	\$ 756,439	\$ 624,624	\$ 6,246,240
§5339 Bus and Bus Facilities			\$ 1,441,600		
Total	\$ 1,546,515	\$ 3,004,972	\$ 4,107,427	\$ 2,460,596	\$ 24,605,955

Additional funding sources for the fixed route bus system will be necessary in order to expand service days and hours, service areas, and regularly replace aging vehicles before they begin to fail and so that the bus fleet is operating in a reliable state of good repair.

13.2 Future Conditions and Issues

MaineDOT determines the amount of STP/NHS funding allocated to collector and arterial projects in the MPO area while BACTS determines which projects receive funding. BACTS TIP funding details, such as the number of projects submitted and their value, are presented in Table 13-3. The majority of these projects are resurfacing and intersection improvements.

Table 13-3 BACTS STP/NHS Funding

Capital Work Plan Year	# of projects submitted by BACTS municipalities for consideration	Value of these submitted projects	# of BACTS Projects accepted in that year's CWP	Value of BACTS STP/NHS projects accepted in TIP
2006-2007	42	\$15,989,479	12	\$5,426,000
2008-2009	33	\$7,106,000	12	\$3,212,438
2010-2011	38	\$17,361,538	11	\$4,940,300
2012-2013	42	\$12,658,363	21	\$4,940,300
2014-2015	45	\$12,318,122	10	\$4,940,300
2016-2017	27	\$13,264,887	8	\$4,940,300
2018-2019	32	\$18,070,441	13	\$4,940,300
2020-2021	19	\$8,593,516	7	\$4,940,300*

* Estimated amount. Maine DOT has not finalized this figure.

The amount of funding allocated by MaineDOT to BACTS over the past sixteen years is approximately 39 percent of the costs of projects submitted by the municipalities for consideration in each TIP. The municipal list of essential projects would be much greater if more funding were available. The municipalities submit only those projects that are most in need of repair and have a chance of rating high enough for possible selection for funding. Projects that go unfunded either: 1) continue to deteriorate further, resulting in even higher construction/maintenance costs; or 2) force municipalities to pay a much higher percent of the construction costs instead of typical local match amount of 10 or 20 percent needed for state and federally funded projects. The process of prioritizing important projects becomes increasingly difficult with flat or declining funding levels. This trend is not likely to change. The BACTS Policy Committee has recently been shifting its' funding priorities to more pavement preservation and rehabilitation projects and less on reconstruction.

13.3 Recommendations

The BACTS Policy Committee has identified the following recommendations:

- Seek increased funding for transportation projects in the BACTS area from all possible funding sources including MaineDOT, FHWA, FTA, Federal TIGER grants, research funding sources and grant sources.
- Analyze the BACTS roadway pavement conditions and develop a plan that recommends improvements that are most cost effective.
- Continue to optimize capacity in the existing transportation system, where prudent, through increased efficiency and effectiveness of traffic signal systems and Complete Street designs.

- Investigate ways to leverage federal dollars using an equitable mix of state and local funds.
- Work with MaineDOT to seek innovative techniques for transportation projects to extend project life.