



Policy Committee Meeting

March 17, 2020 at 9:30 a.m.

**Community Room
Machias Savings Bank
Wilson Street, Brewer**

Agenda

1) Call to Order

2) Public Comment

Members of the public in attendance of today's meeting have an opportunity to provide public comment on today's agenda items.

3) Approval of February 24, 2020 BACTS Policy Committee meeting minutes (Attachment A)

4) Staff Report (Attachment B)

5) Policy Committee Recognition for 25 Years of Service

Staff Report

For the past 25 years Rob Kenerson has served the Region as the Executive Director of BACTS. Rob has been a leader for Metropolitan Planning Organizations in the Region, the State and the Country. Today, we wish to celebrate Rob and all he has accomplished. On behalf of all the BACTS members, we thank you Rob, with our sincere appreciation for 25 years of untiring and devoted efforts.

Proposed Action: Authorize the retirement of Rob Kenerson after 25 years of service to the Bangor Area Comprehensive Transportation System.

6) Transportation Improvement Program Administrative Modification (Attachment C)

Staff Report

All federally funded projects must be in the State Transportation Improvement Program (STIP) and the Metropolitan Planning Organization's Transportation Improvement Program (TIP) in order to receive federal funding. These projects are located in the BACTS area and are funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds; however, not all of the projects are funded through BACTS or with BACTS-allocated funds. BACTS must update the TIP when there is a change to any project, such as a funding increase or a request to add a project to the TIP. Once BACTS approves the updates to the TIP, MaineDOT also updates the STIP. MaineDOT must receive the BACTS Policy Committee endorsement when any federally funded project has a

major scope change or cost increase or when MaineDOT wishes to add a project to the STIP. MaineDOT is requesting the following modification to the 2019-2022 TIP:

- WIN 18915.20- Brewer, Wilson Street/I-395 Bridge- Additional funding added to the project (\$1,550,000.00)

Proposed Action: Approve the proposed TIP modification for increased funding for the Brewer Wilson Street/I-395 Bridge

7) 2020-2023 Transportation Improvement Program (Attachment D)

Staff Report

MaineDOT annually submits the Statewide Transportation Improvement Program (STIP), which includes each MPO TIP, to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for joint approval. FHWA and FTA may not approve the STIP as complete and release the federal funds for any project unless and until all individual MPO TIPS have gone through their public comment periods and have been endorsed by their respective Policy Boards. At the January 2020 BACTS Policy Committee meeting, the committee authorized staff to prepare and post the draft 2020-2023 Transportation Improvement Program (TIP) for a 30-Day public comment period. The draft TIP was posted to the BACTS website for public comment on February 13th, 2020. As March 10th no public comment has been received. The public comment period ends on March 13th, 2020. Attachment D includes the BACTS TIP and the Errata sheet. Once these are endorsed by BACTS, staff will submit these documents to MaineDOT. Once MaineDOT receives all MPO-approved TIPs, they will initiate their 30-day public comment period for the Statewide Transportation Improvement Program (STIP).

Proposed Action: Approve the BACTS Transportation Improvement Program for 2020-2023.

8) 2023 Work Plan Development (Attachment E)

Staff Report

At the February BACTS Policy Committee, staff provided an update on the schedule for the development of the 2022-2023 capital workplan. BACTS Policy Committee must select the final projects for funding from the 2023 Federal Highway Administration capital funding to be submitted to MaineDOT at the July Policy Committee meeting. Each year members submit projects for consideration for future funding. BACTS staff conducts an initial scoring of the projects based on established criteria. Today, staff is requesting the Policy Committee take the following actions:

- Review projects based on preliminary scores and estimates.
- Determine the percentage to be allocated to each project type.
- Select a short preliminary list of projects within the funding constraints of 2 times the 2023 Allocation of \$1,780,150.00, so that staff can collect current data on the projects and preliminary list can be sent to MaineDOT for input and review.
- Authorize staff to hire an independent consultant to further develop scopes and cost estimates, not to exceed \$10,000.00

Proposed Actions for the 2023 workplan:

- 1. Select the short list of projects for 2023 so staff can collect current data and the preliminary list can be submitted to MaineDOT for input and review.***

2. **Authorize staff to select an independent consultant to further develop scopes and cost estimates for the short preliminary list of projects, not to exceed \$10,000.00**

9) **Transit Report**

- a) **Developing Bus Stop Policy:** As part of the 2020/2021 Unified Planning Work Program (UPWP) developing a best practices for Bus Stop location and design was identified as one of the tasks to be completed with BACTS' Federal Transit Administration 5303 funding. Staff has began researching industry standards/best practices and guidance documents. Reviewed the Stantec Transit Study and other Agency Bus Stop Policies and Procedures. Scheduled meeting with MaineDOT "super users" of StreetLight Data for assistance and to determine if StreetLight Data can help inform where transit riders are coming/going for stop placement.

Staff will continue to coordinate with the Community Connector in developing a scope for development of a bus stop policy over the next several months. Staff will continue to update the Policy Committee on the progress.

- b) **Funding:** In mid- February, FTA announced fiscal year 2020 appropriated formula funding available for award and obligation of grants. The Community Connector met two of the six Small Transit Intensive Cities (STIC) performance factors, providing an additional \$548,915 in \$5307 funding above the apportioned \$5307 formula funds of \$869,230.

On March 2, 2020, a Notice of Allocation of Fiscal Year 2019 Grants for Bus and Bus Facilities Competitive Funding Program (\$5339b) was published in the Federal Register. The City of Bangor will receive funding for construction of a new Bangor Transportation Center in the amount of \$1,286,000. Funds allocated in this announcement must be obligated in a grant by September 30, 2023.

| | |
|---|--------------------|
| Total \$5307 Funding | \$1,418,145 |
| \$5307 Formula Funds | 869,230 |
| \$5307 Incentive STIC Funds | 548,915 |
| Total \$5339 Funding | \$1,407,585 |
| \$5339a Formula Funds | 121,585 |
| \$5339b Competitive Funds | 1,286,000 |
| Total Appropriated Federal Funding | \$2,825,730 |

- c) **Transit Driver Appreciation Day (Attachment F):** March 18 is recognized as *National Transit Driver Appreciation Day*. It is an annual event to celebrate public service transit vehicle operators. March 18 was selected to commemorate the first bus line, Blaise Pascal's Carrosses a Cinq Sous in Paris in 1622. The Bangor City Council has officially proclaimed March 18, 2020 as Transit Driver Appreciation Day and urges residents and visitors in the greater Bangor area to ride the bus on March 18th and thank our Transit Drivers.

Proposed Action: For discussion only

10) **Technical Issues**

Members will provide updates on BACTS funded construction projects in the Region.

Proposed Action: For discussion only

11) MaineDOT Report

MaineDOT staff will provide an update on any MaineDOT projects, policies, or plans.

Proposed Action: For discussion only

12) Other Business

Discussion of other items not on today's agenda.

13) Upcoming Meetings

Transit Retreat - April 7, 2020

Policy Committee - April 21, 2020

Municipal Partners Transit Committee – May 6, 2020

Policy Committee – May 19, 2020

Bangor Area Comprehensive Transportation System

Policy Committee Meeting Minutes

February 24, 2020

Machias Savings Bank

Members

| Name | Representing |
|-----------------|-------------------|
| Rob Yerxa | Town of Orono |
| John Theriault | City of Bangor |
| Linda Johns | City of Brewer |
| Jeremy Caron | City of Brewer |
| David Pardilla | Penobscot Nation |
| Eric Willett | City of Bangor |
| Sean Currier | Town of Hampden |
| Kyle Drexler | Town of Orono |
| Joe Hayes | Town of Orrington |
| Laurie Linscott | City of Bangor |

MaineDOT/FHWA

| Name | Representing |
|-------------|-----------------|
| Darryl Belz | MaineDOT |
| John Devin | MaineDOT |
| Carlos Pena | Federal Highway |

Guests

| Name | Representing |
|-------------------|-----------------------------|
| Bruce Van Note | Commissioner, MaineDOT |
| Jennifer Brickett | Planning Director, MaineDOT |

Staff

| Name | Representing |
|--------------------|--------------|
| Rob Kenerson | BACTS |
| Sara Devlin | BACTS |
| Cindy Meservey | BACTS |
| Dianne Rice-Hansen | BACTS |
| Connie Reed | BACTS |

Approval of Meeting Minutes

| Topic | Discussion | Action |
|---------|---|---|
| Minutes | Rob Yerxa called the February 24, 2020 meeting of the Bangor Area Comprehensive Transportation System Policy Committee to order at 9:35 a.m. at the Machias Savings Bank. | <i>Eric Willett made the motion to accept the minutes of the January 21, 2020 Policy Committee. Laurie Linscott seconded the motion. Unanimously approved.</i> |

Welcome Commissioner Van Note

| Topic | Discussion | Action |
|-------|--|--------|
| | <p>Rob Kenerson introduced Commissioner Bruce Van Note.</p> <p>The Commissioner told the Committee that he wanted to discuss three topics: State funding, changes in MPI program, and the I-395 project.</p> <p>The State workplan introduction speaks to sources of funds, uses of those funds and unmet need. It is broken down into three sections (A-C). State Highway funds come from the per-gallon fuel and motor vehicle fees. Federal funding comes from core formula programs, multimodal funds and federal competitive grants. Bonding is another substantial funding source.</p> <p>A Blue Ribbon Commission was organized to study and recommend funding solutions for transportation. Members consisted of appointments by the President of the Senate, Governor, and Speaker of the House, other Maine Legislators, the Commissioner of MainesDOT and Director of the Maine Turnpike Authority. The Commission voted to support five findings and made a recommendation for moving forward.</p> <p>The Municipal Partner Initiative (MPI) has changed to try to make it possible for smaller communities to participate by creating a sliding scale of cost share. The scale is based on municipal valuation. There is also funds available in the MPI program for municipalities to hire an engineer to do design and oversight of the project. There is also a State infrastructure loan with a very low interest rate.</p> <p>Finally, the Commissioner told the Committee that the State is moving forward with the I-395 expansion project. The total cost when finished will be approximately \$100 million. There is a federal grant</p> | |

| | | |
|--|--|--|
| | <p>that requires the State to use it or lose it. Maine is known to always deliver, which increases the chance of getting another grant in the future. Maine cannot afford to jeopardize this type of funding.</p> <p>The Commissioner introduced Jennifer Brickett, the new Planning Director at MaineDOT. The Planning Department is working to reinvigorate relationships and support planning with a purpose.</p> <p>Carlos Pena asked if there is full support of the legislature for transportation funding proposals. The Commissioner indicated they have bipartisan agreement as to the need, but no agreement on how to fund. The Governor has not signed off on the how.</p> <p>Linda Johns asked for an update on bicycle and pedestrian program funding. Commissioner VanNote stated that this program is hugely oversubscribed by a factor of three to four times. With the funding crisis, there will be no dramatic increases in active transportation funding in the near future.</p> <p>Rob Kenerson told the Commissioner that BACTS is looking at an AID grant for a signal project on the Penobscot Corridor that runs from State Street in Bangor to North Main Street in Brewer. Some of the scope supports the Every Day Counts initiative. The project is in the TIP, but Rob would like to apply for the grant. The Commissioner said he is not ready to say that MaineDOT would support the grant application until he has a chance to further review the project scope, but advised innovation would be key. Rob asked who he should talk to at MaineDOT. The Commissioner suggested Andy Bickmore or Jennifer Brickett.</p> <p>Sara Devlin asked if it is possible for two or more municipalities to partner on a project using MPI funds. John Devin said it would be a case of one municipality taking the lead with an agreement between the two towns. Sara asked if there were any changes to what is eligible. John indicated there were no changes, it is still a curb to curb program.</p> <p>Rob Kenerson asked about the status of dredging in Searsport. The Commissioner believes it will happen next year.</p> <p>Sara told the Commissioner it was great to have him at the meeting. BACTS is looking forward to any chance to be a partner.</p> | |
|--|--|--|

2023 Work Plan Schedule and Process

| Topic | Discussion | Action |
|-------|--|--------|
| | <p>Dianne distributed a schedule to the Committee. She reminded them that due to the lack of funding, no projects have been funded for 2022. This process is looking toward 2023, which is the last year for paying back funding for the Hampden project.</p> <p>Her list to date has seven OSI projects and 13 preservation. She will be collecting exiting data on all the projects in order to score them. She will then provide a list of all the projects with scores and preliminary estimates at the March meeting. The Committee will be tasked to create a short list based on preliminary scores and estimates.</p> <p>Dianne is planning a project ride in May. Once the committee has developed a short list, she will begin collecting current data for each project on the short list. BACTS will hire a consultant to do independent estimates. The final list of projects needs to be sent to Maine DOT by August.</p> <p>Sean Currier said there will be a scope change to the Western Avenue project they submitted for consideration. Western Avenue is going to be paved curb to curb by MDOT in 2022. Sean would like to have the curb fixed as part of that project but MDOT won't fund the curbing so he would like to ask for that piece of the project be funded through the 2023 work plan. If the project makes the cut and is funded there would need to be some conversation with MDOT to see if they would front the funding for the curbing and allow BACTS to pay back the amount from the 2023 allocation. Sean also told the Committee that Hampden would like to partner with other municipalities on a signal project using MPI funds.</p> | |

Transit Report

| Topic | Discussion | Action |
|-------|--|--------|
| | <p>BACTS is coordinating a transit retreat visioning session for the municipalities contributing to the operation of the Community Connector system. There will be a facilitator there to help get discussions going. The session is scheduled for April 7 from 9:00 a.m. to 1:00 p.m.</p> | |

Technical Issues

| Topic | Discussion | Action |
|-------|---|--------|
| | <p>Bangor</p> <ul style="list-style-type: none">• Bids for Trail 5 were opened. Thibodeau was awarded the project.• The tank project for the waterfront has been awarded to McMillan. <p>Hampden</p> <ul style="list-style-type: none">• Contractor is looking to start a sewer project on Route 1A now. | |

MaineDOT Report

| Topic | Discussion | Action |
|-------|--|--------|
| | <p>John Devin indicated the MPI regional engineers are involved in the approval process. All but the \$1 million set aside for the lower valuation towns has been awarded for 2021. He is not sure if the money will roll to the next year or be available for other municipalities in 2021 if it is not used by the lower valuation towns. Bangor, Brewer and Hermon all had projects funded.</p> | |

Other Business

| Topic | Discussion | Action |
|-------|--|--------|
| | <p>BACTS TIP has been posted for public comment. The period ends on Friday, March 13 at 4:00 p.m. The Committee will need to approve the TIP at the March meeting.</p> | |

| Topic | Discussion | Action |
|-------------|------------|--|
| Adjournment | | <i>The meeting was adjourned at 11:18 a.m.</i> |

Attachment B

Staff Report

Penobscot Indian Island expressed interested in developing a transit program for its residents. Because Indian Island is within the urbanized area, they do not qualify for the FTA Tribal Transit Program (TTP) funding. Began researching demographics, transportation programs of social service agencies, current allocated transportation funding for Indian Island, as well as what federal and state funding may be used as local match to FTA §5307 funding.

Data/GIS

- ***StreetLight Data:*** Participated in online training and User Group meeting. Meeting with MaineDOT in Augusta for hands-on training and assistance with specific project needs. StreetLight data is available to all members. MaineDOT will be presenting on StreetLight data at the April meeting.
- ***ArcView/GIS:*** Scheduled GIS training for staff.

Public Transportation Agency Safety Plan (PTASP): At the end of February, the FTA Acting Administrator sent letters to State DOTs and Transit Agencies to remind them of their obligations under the Public Transportation Agency Safety Plan (PTASP) regulation. By **July 20, 2020**, FTA will not obligate grants unless the applicant certifies they have met the requirements of the PTASP regulation. MaineDOT is writing a Safety Plan on behalf of small transportation providers in the state that receive Section 5307 funding unless they opt out of the State-drafted Plan. MaineDOT organized a working group consisting of representatives from the four MPOs, FHWA, and transit providers who are participating in the State-drafted-plan. We have been assisting with developing the required performance targets. The draft State plan has been submitted to FTA review and comment. MaineDOT is working on revising the draft based on FTA feedback.

The City of Bangor Community Connector has opted-out of the State-drafted Plan.

Unified Planning Work Plan Study Updates

- ***I-395/Odlin Road***
Developing Request for Proposal for I395/Odlin Road Study- Staff has developed the draft RFP for the study team to review. Once the RFP is finalized, the study team will request three proposals from the MaineDOT's pre-qualified list of consultants. Once proposals are received the committee will review and select a firm based on qualification. The Policy Committee will vote to approve the recommended consultant at the April Policy Committee meeting.
- ***Orono/University of Maine Coordinated Signal Emergency Evacuation Plan Study***
Met with the Town of Orono and the University of Maine to develop preliminary scope. Staff will develop draft RFP for study team approval. Staff will bring consultant recommendation to Policy Committee in late Spring.

Member Meetings

Rob and Sara have been meeting with all member municipalities as an introduction for Sara. Staff will continue these meetings during the month of March.

Project Ride

Staff did a project ride to review current Transportation Improvement Program projects. Updated Sara on scopes and schedules of programmed capital projects.

Revised Timesheet

Staff revised the previous timesheet to include a memo section. This allows us to closely monitor the UPWP budget, prepare for the annual report, and to make staff adjustments if necessary.

Attachment C

| WIN | Fed Project # | Title | Scope | Development Responsibility | Town(s) | Workplan Description | PE | ROW | CON | CE | Planning | Other | Total Available | STIP Funding Change | Change Details |
|----------|---------------|--|---------------------|----------------------------|---------|--|------|------|------------------|---------------|----------|-------|------------------|---------------------|--|
| 18915.20 | | Brewer, Wilson Street/I-395 Bridge #1564 | Bridge Construction | MaineDOT | Brewer | Wilson Street/I-395 Bridge (#1564) over Interstate 395. Located 0.35 of a mile west of Dirigo Drive. FHWA INFRA Grant recipient. | \$ - | \$ - | \$ 12,500,000.00 | \$ 950,000.00 | \$ - | \$ - | \$ 13,450,000.00 | \$ 1,550,000.00 | Administrative Modification; additional funding added to the project (PE and ROW are funded under original WIN 18915.00) |



DRAFT

TRANSPORTATION IMPROVEMENT PROGRAM

2020-2021-2022-2023

Prepared by

**BANGOR AREA COMPREHENSIVE TRANSPORTATION SYSTEM
POLICY COMMITTEE**

Approved by the BACTS Policy Committee on

Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Federal Transit Administration Section 5307 Program.

“The preparation of this document has been funded in part by the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The contents of this document do not necessarily state or reflect the official views or policies of the U.S. Department of Transportation.”

NON-DISCRIMINATION POLICY STATEMENT

The Bangor Area Comprehensive Transportation System (BACTS), as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes and regulations, is committed to ensuring that no person shall, on the grounds of race, color, national origin, gender, age, disability, income, or limited English proficiency, be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program or activity conducted by BACTS, regardless of whether programs and activities are federally funded or not.



Robert Kenerson, Jr.
BACTS Executive Director

October 1, 2019

DRAFT

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INTRODUCTION

This Transportation Improvement Program (TIP) is a federally mandated, annually prepared document that contains transportation projects recommended for federal funding during the next four years. This document describes both the transportation-related projects and the methodologies employed to determine the projects to be accomplished within the BACTS Metropolitan Planning Area (MPA) using Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Maine Department of Transportation (MAINE DOT), and local matching funds during the years of 2020, 2021, 2022, and 2023 in accordance with the requirements of 23 CFR Parts 450 and 49 CFR part 613.

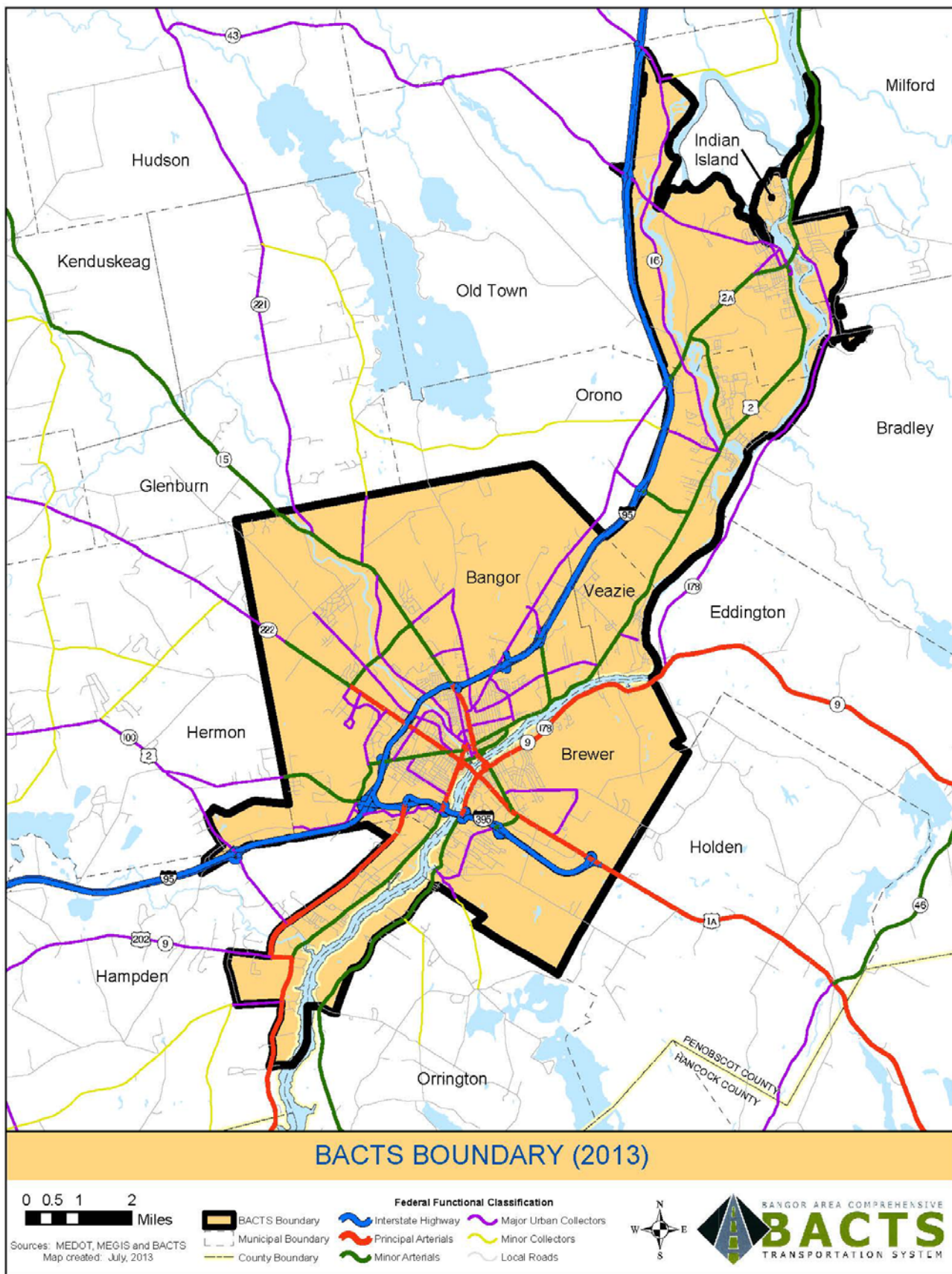
The projects included in the TIP ultimately establish an overall program strategy reflecting the BACTS Metropolitan Transportation Plan (MTP) and the State of Maine transportation plans, which are aimed at meeting the long-range needs of the transportation system. Where the MTP defines goals and objectives for transportation planning operations for the next twenty years; the TIP defines the actual expenditures and efforts to move towards or meet those goals and objectives.

Implementing agencies propose projects to BACTS on a biannual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the short-range. These listings include information regarding cost, specific funding sources, project timing, etc. Once in the TIP, projects represent a commitment of funding on the part of the implementing agency. Included within this document is a description of the process that culminated in the establishment of the project slate listed, explanation of terms used, project rating criteria, public involvement in the process, compliance with other federal and state regulations, and certifications to funding agencies.

The 1980 U.S. Census determined that the Bangor Urbanized Area (UZA) defined by the Bureau of Census exceeded the threshold requirement of 50,000 population for the establishment of a planning agency to manage federal funding for transportation. In 1982, the Governor of the State of Maine, in accordance with the municipalities of Bangor, Brewer, Hampden, Old Town, Orono, and Veazie (the constituents of the Census Urbanized Area), created the Bangor Area Comprehensive Transportation Study (changed to "System" in 1996), the so-called BACTS Metropolitan Planning Organization (MPO). The Memorandum of Understanding between the municipalities and the State of Maine established the BACTS Policy Committee and its duties and jurisdictions.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provided the basis at the federal level for transportation planning; creating a multitude of new requirements for MPO's and the State, related to transportation planning. One of the ISTEA creations was expansion of transportation planning areas. The Census Defined UZA of BACTS incorporates those contiguous areas where population density exceeds 1,000 persons per square mile. ISTEA expanded that boundary to include additional areas that are urbanized, but do not meet the Census criteria. That area is termed the "urbanized area." ISTEA then defined another boundary to include those areas that probably will be classified as urbanized 20 years from now. That area is termed the "metropolitan planning area."

A map of the BACTS metropolitan planning area is located on page 2. It includes all of Bangor, Brewer, and Veazie and portions of Hampden, Old Town, Orono, Milford, Bradley, Hermon, Orrington and Penobscot Indian Island. No federal funds may be encumbered on transportation activities within the BACTS planning area unless the BACTS TIP lists those expenditures. Within the BACTS area, the BACTS Policy Committee and the Maine Department of Transportation (Maine DOT) have agreed to make Maine DOT responsible for certain areas of planning requiring overall knowledge of statewide planning activities.



Those areas of planning designated as Maine DOT domain include Interstate-95 and Interstate-395 activities, hazard elimination activities, major bridge planning activities, rail planning activities, airport planning activities, port and marine planning activities, and special transportation planning activities. While BACTS is not the lead agency, BACTS does coordinate with Maine DOT on these efforts.

ROAD IMPROVEMENT PROJECT SELECTION

To meet the requirements of Fixing America's Surface Transportation (FAST) ACT, the federal legislation enacted in 2015, and Maine DOT, there are several categories of projects listed in this TIP document. All projects in this TIP are consistent with the BACTS MTP. All transportation related projects on which federal funding will be expended during 2020-2023 must be listed in this document. This includes those projects over which Maine DOT has domain. All I-95, I-395, bridge, rail, airport, marine, and hazard elimination projects within the BACTS metropolitan planning area are listed in this document. BACTS is not responsible for any prioritization process for these projects since they are ranked on a statewide basis. All other highway related projects are ranked by the BACTS criteria and ranked for inclusion in this document. The BACTS project rating process is detailed in Appendix C of this document.

Carryover projects are listed in this TIP. They are projects that were approved under previous programs that have been started either in the preliminary engineering phase or preconstruction phase but have not yet been constructed. Funding for these projects may be from previous programs, this program, or future programs, depending on the magnitude and complexity of the project.

PRIORITIZED PROJECT LISTING

Applying the BACTS project rating criteria to the preliminary list of projects generated by the municipalities historically has produced a priority list of projects. This rating criteria can be found in Appendix C.

Many projects selected in previous BACTS TIPs have recently experienced significant increases in the cost estimates as well as high bid prices well over the initial programmed amounts. Consequently, budgets for many projects that are scheduled for construction in the next few years have been reduced and rescheduled allow BACTS to transfer funding to current projects that are ready to go out to bid and be awarded for construction. Since these budget reallocations have been so significant, the BACTS Policy Committee decided to keep the same projects that are currently in the pipeline and not select any new projects until previously selected projects are fully funded.

FHWA ROADWAY PROJECT FUNDING

A requirement of the FAST ACT legislation is that a financial plan be included with the TIP document indicating that funding is reasonably expected to be available in sufficient amounts to accomplish the projects listed each year.

The BACTS 2020-2023 TIP contains both MPO sponsored projects and those sponsored by the Maine DOT. The BACTS sponsored projects are funded using federal, state and local monies. The projects sponsored by the Maine DOT and their funding information are found in the Maine DOT Statewide TIP (STIP). FHWA funds are allocated to BACTS by Maine DOT by formula. BACTS receives Surface Transportation Program (STP), Surface Transportation Block Grant Program (STBG), and National Highway Performance Program (NHPP), and National Highway System (NHS) funds as part of their allocation. The type of funds is indicated as part of each project in the TIP list of projects. The non-federal funds used to match the allocated FHWA funds for highway projects are allocated at ten percent state and ten percent local funds.

All the funds for the 2020-2023 TIP are reasonably expected to be available based on both past funding and agreements with Maine DOT for the federal and state funds and the local communities for their share of projects.

Once the MPO sponsored project budgets and scopes are approved by the MPO Policy Committee, Maine DOT develops a three-party agreement for each project. The agreements are between the Maine DOT, BACTS, and the municipality. These agreements detail the planned scope of work and the funding commitments. These agreements outline responsibilities through the ROW and preliminary engineering phases of work. This is to reduce the chance of future decisionmakers at each entity from significantly changing the decisions made by their predecessors. When the project is designed and ready for bid the Maine DOT develops a two-party agreement with the municipality to outline responsibilities during the construction and construction engineering phases of the project and locks in the financial commitments for the local share.

Maine DOT has provided BACTS with an estimated allocation of federal formula funding of \$1,976,120, Maine DOT funding of \$247,015 and required match of \$247,015 in local funds for BACTS sponsored projects.

ANNUAL FHWA – MPO SPONSORED PROJECT LISTING

As noted earlier, the estimated annual allocation of federal formula funding of \$1,976,120, Maine DOT funding of \$247,015 and required match of \$247,015 in local funds for BACTS sponsored projects. However, the allocation of federal funding available for obligation is reduced by \$552,000 annually through 2023, and state funding by \$69,000, per an agreement with Maine DOT to reimburse the advanced funding provided for the Hampden Route 1A project (WIN 011577.00) as programed in the 2018 TIP/STIP. As a result, the total available funding for each year of this TIP for BACTS MPO-Sponsored projects is \$1,780,150. Below is a list of prioritized projects, construction phase and the allocation year they were funded.

| WIN# | Project Title | Project type | Allocation Year |
|-------------|--|---------------------|------------------------|
| 023519.00 | Bangor Main Street, PE and Construction | Preservation | 2020 |
| 023573.00 | Bangor State Street and Forest Avenue, PE and Construction | Signal /OSI | 2020 |
| 023575.00 | Brewer Wilson Street and Dirigo Drive, PE and Construction | Signal /OSI | 2020 |
| 023517.00 | Bangor, Hogan Road, PE and Construction | Preservation | 2020 |
| 023521.00 | Bangor, State Street, PE and ROW only | Rehabilitation | 2020 |
| 011577.00 | Hampden Route 1A, Construction | Reconstruction | 2020 |
| 023521.00 | Bangor, State Street, Construction | Rehabilitation | 2021 |
| 022445.00 | Old Town, Stillwater Avenue, Construction | Preservation | 2021 |
| 023112.00 | Brewer Route 9 Penobscot Corridor PE and Construction | Signal /OSI | 2021 |
| 023114.00 | Bangor Route 2, Penobscot Corridor, PE and ROW only | Signal/OSI | 2021 |
| 022692.00 | Orono, Route 2 Culvert replacement, Construction | Rehabilitation | 2022 |
| 023971.00 | Old Town, Center Street, Construction | Signal/OSI | 2022 |
| | Miscellaneous unallocated construction projects | | 2023 |

ANNUAL FTA –5307 TRANSIT OPERATIONS AND MAINTENANCE PROJECT LISTING

FTA's Urbanized Area Formula Funding program (§5307) makes federal resources available to urbanized areas for transit capital and operating assistance and transportation related planning in urbanized areas. Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; overhaul and rebuilding of vehicles, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs. Because the greater Bangor urbanized area has a population of less than 200,000; operating assistance is also an eligible expense under the §5307 program.

Below is the Program of Projects (POP) proposed by the City of Bangor – Community Connector to be funded from FTA \$5307 funding.

2019 FTA \$5307 Funding Allocation Carried Forward to 2020

| WIN | Project Description | Federal | State | Local | Total |
|-----|---|------------|-------|------------|--------------|
| | Carryover of previous year unused \$5307 apportionment* | \$ 731,134 | | \$ 731,134 | \$ 1,462,268 |

* Assumes funding will be used for operating expenses at 50/50 match

2019 FTA \$5307 Projects Carried Forward to 2020

| WIN | Project Description | Federal | State | Local | Total |
|-----------|--|-----------|-------|-----------|-----------|
| 024323.00 | Short-Range Transit Route Planning Study | \$ 73,425 | | \$ 18,356 | \$ 91,781 |
| | Total | \$ 73,425 | | \$ 18,356 | \$ 91,781 |

2020 FTA \$5307 Projects

| WIN | Project Description | Federal | State | Local | Total |
|-----------|--|--------------|------------|------------|--------------|
| 020720.20 | Urban Transit ADA Paratransit Service Operating Assistance | \$ 144,000 | | \$ 36,000 | \$ 180,000 |
| 022757.20 | Capital – Eligible Preventative Maintenance | \$ 455,000 | | \$ 113,750 | \$ 568,750 |
| 022761.20 | Urban Transit System Operating Assistance | \$ 776,000 | \$ 101,109 | \$ 674,891 | \$ 1,552,000 |
| 024665.00 | Capital Purchase - Customer Service and Reporting Software | \$ 40,000 | | \$ 10,000 | \$ 50,000 |
| | Total | \$ 1,415,000 | \$ 101,109 | \$ 834,641 | \$ 2,350,750 |

2021 FTA \$5307 Projects

| WIN | Project Description | Federal | State | Local | Total |
|-----------|--|--------------|------------|------------|--------------|
| 020720.21 | Urban Transit ADA Paratransit Service Operating Assistance | \$ 170,000 | | \$ 42,500 | \$ 212,500 |
| 022757.21 | Capital – Eligible Preventative Maintenance | \$ 487,260 | | \$ 121,815 | \$ 609,075 |
| 022761.21 | Urban Transit System Operating Assistance | \$ 795,090 | \$ 101,109 | \$ 693,981 | \$ 1,590,180 |
| | Total | \$ 1,452,350 | \$ 101,109 | \$ 858,296 | \$ 2,411,755 |

2022 FTA \$5307 Projects

| WIN | Project Description | Federal | State | Local | Total |
|-----------|--|--------------|------------|------------|--------------|
| 020720.22 | Urban Transit ADA Paratransit Service Operating Assistance | \$ 170,000 | | \$ 42,500 | \$ 212,500 |
| 022757.22 | Capital – Eligible Preventative Maintenance | \$ 517,518 | | \$ 129,380 | \$ 646,898 |
| 022761.22 | Urban Transit System Operating Assistance | \$ 803,303 | \$ 101,109 | \$ 702,194 | \$ 1,606,606 |
| | Total | \$ 1,490,821 | \$ 101,109 | \$ 874,074 | \$ 2,466,004 |

2023 FTA \$5307 Projects

| WIN | Project Description | Federal | State | Local | Total |
|-----------|--|--------------|------------|------------|--------------|
| 024697.00 | Urban Transit ADA Paratransit Service Operating Assistance | \$ 170,000 | | \$ 42,500 | \$ 212,500 |
| 024717.00 | Capital – Eligible Preventative Maintenance | \$ 549,656 | | \$ 137,414 | \$ 687,070 |
| 024719.00 | Urban Transit System Operating Assistance | \$ 810,789 | \$ 101,109 | \$ 709,680 | \$ 1,621,578 |
| | Total | \$ 1,530,445 | \$ 101,109 | \$ 889,594 | \$ 2,521,148 |

ANNUAL FTA – 5339 TRANSIT CAPITAL FUNDING AND PROJECT LISTING

FTA's Bus and Bus Facilities program (§5339) makes federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicle or facilities. Funding is provided through formula allocations and competitive grants.

As the small urban transit provider in the greater Bangor urbanized area, the City of Bangor - Community Connector receives FTA Section 5339a Bus and Bus Facilities formula funds annually as allocated by the Maine DOT Multimodal Planning Division. This funding is provided to assist in financing capital projects to replace, rehabilitate, purchase buses and related equipment, and to construct bus-related facilities.

2020 FTA §5339a Projects

| WIN | Project Description | Federal | State | Local | Total |
|--------------|---|------------|-------|-----------|------------|
| 022769.19 | Capital Equipment Purchase - Small Urban Formula Funds 3 new or leased ADA Paratransit Vehicles | \$ 116,820 | | \$ 29,205 | \$ 146,025 |
| 022769.20 | Capital Equipment Purchase - Small Urban Formula Funds 3 new or leased ADA Paratransit Vehicles | \$ 121,585 | | \$ 30,396 | \$ 151,981 |
| Total | | \$ 238,405 | | \$ 59,601 | \$ 298,006 |

2021 - 2023 FTA §5339a Program Funding

| WIN | Project Description | Federal | State | Local | Total |
|-----------|--|------------|-------|-----------|------------|
| 022769.21 | Transit Capital Assistance for Small Urban Transit - FY 2021 | \$ 116,820 | | \$ 29,205 | \$ 146,025 |
| 022769.22 | Transit Capital Assistance for Small Urban Transit - FY 2022 | \$ 116,820 | | \$ 29,205 | \$ 146,025 |
| 024739.00 | Transit Capital Assistance for Small Urban Transit - FY 2023 | \$ 116,820 | | \$ 29,205 | \$ 146,025 |

In addition to the §5339a Bus and Bus Facilities formula funding allocated by MaineDOT, the §5339 funding program also offers an opportunity for transit agencies to competitively apply for funding for capital projects to replace, rehabilitate, purchase buses and related equipment, and to construct bus-related facilities.

In the 2020 program of projects, there are two §5339b projects programmed. In fiscal year 2018, the City of Bangor Community Connector was awarded funding to purchase an additional seven buses and obtain smart bus technology and bus support equipment. In fiscal year 2019, the City of Bangor Community Connector was awarded funding to construct a new transit center and related technology, as well as bus stop and shelter facilities.

2020 FTA §5339b Projects

| WIN | Project Description | Federal | State | Local | Total |
|--------------|--|--------------|-------|------------|--------------|
| 024329.00 | FY18 §5339b Bus and Bus Facilities Grant - Purchase seven (7) 30-foot Transit Buses | \$ 2,730,000 | | \$ 490,000 | \$ 3,220,000 |
| 024329.00 | "Smart Bus" Technology (AVL, scheduling/dispatch, annunciation, passenger count, real-time tracking, ticketing) | \$ 160,000 | | \$ 40,000 | \$ 200,000 |
| 024753.00 | FY19 §5339b Bus and Bus Facilities Grant - Construct New Transit Center; Related Communication Systems and Amenities; Bus Stops and Shelters | \$ 1,286,000 | | \$ 321,500 | \$ 1,607,500 |
| Total | | \$ 4,176,000 | | \$ 851,500 | \$ 5,027,500 |

TRANSIT PROGRAM FINANCIAL PLAN

To determine future year appropriated §5307 funding, a growth rate was estimated using the annual average increase for the previous five years of authorizations (1.46% formula funds; 0.43% STIC funds). Amounts available to be programmed may also include carryover funds from the previous program year. The amount of §5307 carryover funds available for programming is \$731,134. For the purposes of preparing this TIP, MaineDOT assumes the §5339a formula funds allocated to the small urban transit agencies remain flat based on the previous program year funding. The financial tables Appendix D show the total funding of transit projects programmed by federal source and year.

| Estimated Federal Appropriations | | | | | |
|----------------------------------|---------------------|---------------------|---------------------|---------------------|--|
| | 2020 | 2021 | 2022 | 2023 | |
| Total §5307 Funding | \$ 1,389,544 | \$ 1,404,415 | \$ 1,419,481 | \$ 1,434,744 | |
| §5307 Formula Funds | \$ 863,488 | \$ 876,116 | \$ 888,929 | \$ 901,930 | |
| §5307 Incentive STIC Funds | \$ 526,056 | \$ 528,299 | \$ 530,552 | \$ 532,814 | |

The City of Bangor Community Connector prepares a three-year projected financial plan for operations which shows total expected operating expenses and revenues from all sources. The local funds required for operating the federally funded fixed route transit system are allocated, by formula based on percentage of vehicle revenue hours, among the six municipalities which the Community Connector serves and the University of Maine. The funds required for operating the locally funded Black Bear Orono Express are paid equally by the Town of Orono and the University of Maine.

| Transit Financial Plan | | | | |
|--|---------------------|---------------------|---------------------|---------------------|
| Federally Funded Fixed Route | | | | |
| | 2020 | 2021 | 2022 | 2023 |
| Total Operating Expenses | \$ 3,435,257 | \$ 3,508,055 | \$ 3,667,072 | \$ 3,835,787 |
| Federal §5307 Funding to be Obligated | \$ 1,488,425 | \$ 1,452,350 | \$ 1,490,521 | \$ 1,530,445 |
| MaineDOT Funding | \$ 101,109 | \$ 101,109 | \$ 101,109 | \$ 101,109 |
| Fares | \$ 670,000 | \$ 670,000 | \$ 670,000 | \$ 670,000 |
| Advertising | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ 60,000 |
| Other | | \$ 12,400 | \$ 12,400 | \$ 12,400 |
| Total Operating Awards and Revenues | \$ 2,319,534 | \$ 2,295,859 | \$ 2,334,030 | \$ 2,373,954 |
| Local Funds Required for Operating Expenses | \$ 1,115,723 | \$ 1,212,196 | \$ 1,333,042 | \$ 1,461,833 |
| Capital Projects | | | | |
| ADA Paratransit Vehicles | \$ 298,006 | | | |
| Technology | \$ 200,000 | | | |
| Transit Buses | \$ 3,220,000 | | | |
| New Transit Facility Construction | | \$ 1,607,500 | | |
| Total Capital Expenses | \$ 3,718,006 | \$ 1,607,500 | \$ - | \$ - |
| VW Settlement Funds | | | | |
| Federal §5339a Funds | \$ 238,405 | | | |
| Federal §5339b Funds | \$ 2,890,000 | \$ 1,286,000 | | |
| Total Capital Awards and Revenues | \$ 3,128,405 | \$ 1,286,000 | \$ - | \$ - |
| Local Funds Required for Capital Expenses | \$ 589,601 | \$ 321,500 | | |
| Locally Funded Black Bear Orono Express | | | | |
| Local Funds Required for Operating Expenses | \$ 168,598 | \$ 148,623 | \$ 154,861 | \$ 161,791 |
| Total Annual Expenses | \$ 7,321,861 | \$ 5,264,178 | \$ 3,821,933 | \$ 3,997,578 |
| Total Fares and Revenues | \$ 730,000 | \$ 742,400 | \$ 742,400 | \$ 742,400 |
| Total Federal Funds to be Obligated | \$ 4,616,830 | \$ 2,738,350 | \$ 1,490,521 | \$ 1,530,445 |
| Total State Funds Awarded | \$ 101,109 | \$ 101,109 | \$ 101,109 | \$ 101,109 |
| Total Local Funds | \$ 1,873,922 | \$ 1,682,319 | \$ 1,487,903 | \$ 1,623,624 |

FINANCIAL CAPACITY OF PUBLIC TRANSIT OPERATOR

The City of Bangor owns and operates the fixed route public transit system in the BACTS area and is a direct recipient of FTA Section 5307 Urbanized Area Formula Funding. FTA requires grantees to certify their ability to: a) operate and maintain current assets, b) operate and maintain new projects listed in the TIP/STIP, and c) maintain the same level of service during a 20-year period, or a single equipment replacement cycle. These self-certifications are subjected to FTA review during STIP approval and, subsequently, at the time of grant application. BACTS relies on FTA's *Financial Capacity Certifications* to fulfil the requirement for demonstrating the transit operator's ability to operate and maintain their systems.

ANNUAL PLANNING FUNDING AND PROGRAMMING

MPOs receive federal funds, established by formula, to support planning studies and report preparation for the transportation planning process, through FHWA's Metropolitan Planning Funds (PL), and through FTA's Section 5303 program. These planning program funds make up the majority of BACTS budget for carrying out planning activities and studies, and for developing transportation plans, TIPs and other planning documents. Planning is also an eligible activity under various capital programs, such as STBG, CMAQ, and FTA's urban and non-urban area formula programs. The PL and Section 5303 planning programs are jointly administered by FHWA and FTA.

FHWA PL funding allocated to BACTS by MaineDOT has remained flat since 2014. BACTS was notified that PL funding through 2021 was anticipated to remain at the same levels. The local match required for FHWA PL funding is paid by member municipalities and assessed by formula on an annual basis.

FTA §5303 funding allocated to BACTS by MaineDOT has increased by an average of 1.45 percent over the last five years. Because FTA funding appropriations are not published prior to the drafting of this document, MaineDOT makes assumptions based on prior federal fiscal year allocations for the purposes of this document. Local match for FTA Section 5303 funding is made by member municipalities through in-kind contributions.

2020-2023 FHWA Unified Planning Work Program Funding

| WIN | Project Description | Federal | State | Local | Total |
|-----------|---------------------------------|------------|------------|-----------|------------|
| 002163.20 | BACTS UPWP Planning 2020 - 2021 | \$ 624,331 | \$ 117,062 | \$ 39,021 | \$ 780,414 |
| 002163.22 | BACTS UPWP Planning 2022 -2023 | \$ 624,331 | \$ 117,062 | \$ 39,021 | \$ 780,414 |

2020 - 2023 FTA §5303 Metropolitan Planning Funding to Support UPWP

| WIN | Project Description | Federal | State | Local | Total |
|-----------|----------------------------------|-----------|-------|-----------|------------|
| 023342.20 | BACTS Metropolitan Planning 2020 | \$ 86,632 | | \$ 21,658 | \$ 108,290 |
| 023342.21 | BACTS Metropolitan Planning 2021 | \$ 81,000 | | \$ 20,250 | \$ 101,250 |
| 023342.22 | BACTS Metropolitan Planning 2022 | \$ 81,000 | | \$ 20,250 | \$ 101,250 |
| 024695.00 | BACTS Metropolitan Planning 2023 | \$ 82,000 | | \$ 20,500 | \$ 102,500 |

PUBLIC PARTICIPATION PROCESS

The BACTS Policy Committee is the policy making body and has authority to develop, endorse, and revise the TIP when needed. Policy Committee meetings are open to the public. Meeting notices and agendas are posted to the BACTS website seven days prior to a scheduled meeting, and meeting minutes are available after Committee approval.

The BACTS Policy Committee has a written Public Participation Plan, which is available on the BACTS website. A notice of opportunity for public comment along with the draft TIP document shall be posted on the BACTS website. A public notice of the posting and public comment period shall be sent (either via e-mail or postal mail) to the contacts on the *Interested and Affected Parties* mail list. A period of at least 30 days beginning from the date of the posting of public notice shall be provided during which comments may be submitted to BACTS for consideration.

BACTS compiles all relevant public comments (*for MPO-Sponsored projects*), or a summary of similar comments, for consideration by the Policy Committee prior to final approval of the TIP. Comments received and Policy Committee responses are included as part of the final TIP. Any public comments received on MaineDOT-Sponsored projects will be forwarded to MaineDOT for their review, response and inclusion in the final STIP. The final approved TIP shall be posted on the BACTS website and shall be available at the BACTS office for public viewing.

To receive a grant under FTA §5307, a recipient must meet certain requirements concerning public participation in development of a Program of Projects (POP) and must certify compliance with these requirements. As a recipient of FTA §5307 funding, the City of Bangor has opted to satisfy their public participation requirements through the development of the metropolitan TIP. ***Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program.***

AIR QUALITY CONFORMITY

The BACTS UZA has been determined to be in attainment for all federal air quality standards at this time.

PERFORMANCE MEASURES

FHWA SAFETY PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and subsequent federal rulemaking established five performance measures related to Safety. The measures are:

1. Number of fatalities;
2. Number of serious injuries;
3. Rate of fatalities per 100 million vehicle miles traveled;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of non-motorized fatalities and serious injuries.

Federal regulations require BACTS to establish safety targets (expressed as five-year rolling averages and compared with a five-year rolling average base period comprising of the five calendar years ending prior to the year the targets are due) each year within six months of Maine DOT's reporting of annual targets related to each of these five performance measures on August 31 by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure; **OR**
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

The BACTS Policy Committee has committed to support the performance targets for all five safety performance measures for 2020 established by MaineDOT (recorded in the meeting minutes of January 21, 2020) as shown below.

| MAINE AREA PM-1 SAFETY PERFORMANCE TARGETS | | | |
|---|-------------|-------------|-------------|
| | 2020 | 2019 | 2018 |
| Number of Fatalities | 161.0 | 165.0 | 151.6 |
| Number of Serious Injuries | 737.0 | 737.6 | 746.4 |
| Rate of Fatalities | 1.07 | 1.1 | 1.02 |
| Rate of Serious Injuries | 4.90 | 4.90 | 5.04 |
| Number of Non-Motorized Fatalities and Serious Injuries | 90.0 | 91.0 | 89.6 |

Source: MaineDOT Office of Safety

The table below shows actual performance for the safety performance measures using data obtained from the MaineDOT Public Crash Query Tool and 2019 projected VMT provided by the MaineDOT Office of Safety. The 2019 figures may not be final.

| MAINE PERFORMANCE | | | | | | | |
|--------------------------|-------------------|---------------------------|-------------------------|---------------------------------|--|-------------------------------|---|
| Calendar Year | Fatalities | Rate of Fatalities | Serious Injuries | Rate of Serious Injuries | Non-Motorized Fatalities and Serious Injuries | Vehicle Miles Traveled | 100 Million Vehicle Miles Traveled |
| 2017 | 173 | 1.16 | 731 | 4.89 | 96 | 14,942,946,858 | 149.4294686 |
| 2018 | 137 | 0.91 | 685 | 4.56 | 81 | 15,012,703,963 | 150.1270396 |
| 2019 Estimate | 162 | 1.07 | 657 | 4.35 | 78 | 15,089,389,841 | 150.8938984 |

The five-year rolling average for the five calendar years ending 2017, 2018, and 2019 are shown below, as well as the projected five-years ending 2020.

| MAINE 5-YEAR ROLLING AVERAGE | | | | | | | |
|------------------------------|------------|--------------------|------------------|--------------------------|---|------------------------|------------------------------------|
| Calendar Year | Fatalities | Rate of Fatalities | Serious Injuries | Rate of Serious Injuries | Non-Motorized Fatalities and Serious Injuries | Vehicle Miles Traveled | 100 Million Vehicle Miles Traveled |
| 2016-2020 Projected | 160.8 | 1.07 | 737.2 | 4.90 | 89.8 | 15,039,291,101.00 | 150.3929110 |
| 2015-2019 Estimate | 157.6 | 1.05 | 714.8 | 4.78 | 86.2 | 14,971,758,682.88 | 149.7175868 |
| 2014-2018 | 151.4 | 1.02 | 746.4 | 5.04 | 90.2 | 14,822,754,195.97 | 148.2275420 |
| 2013-2017 | 153.0 | 1.04 | 782.4 | 5.33 | 88.6 | 14,699,869,381.97 | 146.9986938 |

The Maine DOT Office of Safety provided BACTS with region specific calculations applying the same assumptions and methodology used to develop the State performance targets as shown below.

| BACTS PLANNING AREA PM-1 SAFETY PERFORMANCE TARGETS | | | |
|---|------|------|------|
| | 2020 | 2019 | 2018 |
| Number of Fatalities | 5.6 | 6.0 | 7.4 |
| Number of Serious Injuries | 38.0 | 39.0 | 43.6 |
| Rate of Fatalities | 0.66 | 0.71 | 0.87 |
| Rate of Serious Injuries | 4.50 | 4.64 | 5.08 |
| Number of Non-Motorized Fatalities and Serious Injuries | 9.0 | 9.8 | 11.4 |

Source: MaineDOT Office of Safety

The table below shows actual performance for the safety performance measures in the BACTS planning area. 2019 data was obtained from the MaineDOT Public Crash Query Tool and may not be final. Actual Vehicle Miles Traveled (VMT) data for 2019 is not available and is estimated using a 5-year estimated annual growth rate of 0.34%.

| BACTS PLANNING AREA PERFORMANCE | | | | | | | |
|---------------------------------|------------|--------------------|------------------|--------------------------|---|------------------------|------------------------------------|
| Calendar Year | Fatalities | Rate of Fatalities | Serious Injuries | Rate of Serious Injuries | Non-Motorized Fatalities and Serious Injuries | Vehicle Miles Traveled | 100 Million Vehicle Miles Traveled |
| 2017 | 2 | 0.24 | 34 | 4.03 | 7 | 842,718,876 | 8.42718876 |
| 2018 | 1 | 0.12 | 32 | 3.78 | 4 | 847,339,452 | 8.47339452 |
| 2019 Estimate | 11 | 1.29 | 29 | 3.41 | 13 | 850,220,406 | 8.50220406 |

The five-year rolling average for the five calendar years ending 2017, 2018, and 2019 are shown below, as well as the projected five-years ending 2020.

| BACTS PLANNING AREA 5-YEAR ROLLING AVERAGE | | | | | | | |
|--|------------|--------------------|------------------|--------------------------|---|------------------------|------------------------------------|
| Calendar Year | Fatalities | Rate of Fatalities | Serious Injuries | Rate of Serious Injuries | Non-Motorized Fatalities and Serious Injuries | Vehicle Miles Traveled | 100 Million Vehicle Miles Traveled |
| 2015-2019 Estimate | 5.4 | 0.64 | 34.8 | 4.11 | 8.4 | 848,050,939.2 | 8.480509392 |
| 2014-2018 | 5.2 | 0.62 | 37.6 | 4.46 | 8.2 | 843,807,909.4 | 8.438079094 |
| 2013-2017 | 5.6 | 0.67 | 41.4 | 4.93 | 9.6 | 841,063,682.4 | 8.410636824 |

BACTS will continue to support local, regional and state-wide efforts aimed at decreasing crashes and serious injuries through better crash investigation and reporting that can reveal existing hazardous areas, stricter enforcement of existing laws and regulations, physical reconfigurations of hazardous conditions, more local regulations that encourage good bicycling and walking environments, and greater awareness of other users of the transportation system.

Many stakeholders across the State are working together to improve these results and the 2017 Maine DOT Strategic Highway Safety Plan outlines action plans related to Enforcement, Education, Engineering and Emergency/Incident Response that are necessary to affect safety improvements. The Plan defines the crash focus areas and outlines the strategies that the various stakeholders can employ together in a coordinated, comprehensive program. BACTS supports the State's efforts and coordinates and cooperates with Maine DOT to the maximum extent possible in implementation of programs, plans and projects which improve the safety of the transportation network of the region, and the State.

FHWA PAVEMENT AND BRIDGE PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and subsequent federal rulemaking established six performance measures related to Bridge and Pavement Condition. The measures are:

1. Percentage of Interstate pavements in Good condition
2. Percentage of Interstate pavements in Poor condition
3. Percentage of non-Interstate NHS pavements in Good condition
4. Percentage of non-Interstate NHS pavements in Poor condition
5. Percentage of NHS bridges by deck area in Good condition
6. Percentage of NHS bridges by deck area in Poor condition

Federal regulations required BACTS to establish initial bridge and pavement condition performance targets on or before November 16, 2018, and requires targets to be established every four years thereafter, related to each of these six performance measures by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT target for that performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

Maine is somewhat unique in that Maine DOT owns the entire NHS system in Maine except for the Maine Turnpike. Maine DOT collects 100% of the pavement data for the NHS system (including the Turnpike) and inspects all non-Turnpike bridges. Maine NHS pavement data is collected annually by a single collection vehicle and a single Maine DOT crew; therefore, maximizing the potential for consistent data collection. Maine DOT inspects NHS bridges on a 24-month cycle using both above and underwater inspection teams.

As Maine DOT has responsibility and authority for planning and programming all projects for the Interstate and major bridge planning activities, the BACTS Policy Committee voted (as recorded in meeting minutes of September 18, 2018) to support the relevant Maine DOT established 4-year pavement and bridge condition performance targets by supporting the planning and programming of projects that contribute to the State's goals as shown below.

| Maine PM2 Targets | | | | | |
|--------------------------------|------|----------------------------|----------------------|----------------------|-------------|
| <i>Asset</i> | | <i>Existing Conditions</i> | <i>2-Year Target</i> | <i>4-Year Target</i> | <i>SOGR</i> |
| Interstate Pavement | | | | | |
| | Good | 36.3% | 38.0% | 40.0% | 40.0% |
| | Fair | 62.5% | | | 57.0% |
| | Poor | 1.2% | 1.5% | 1.5% | 3.0% |
| Non-Interstate Pavement | | | | | |
| | Good | 31.2% | 32.0% | 34.0% | 35.0% |
| | Fair | 63.3% | | | 55.0% |
| | Poor | 5.5% | 5.0% | 5.0% | 10.0% |
| NHS Bridges | | | | | |
| | Good | 30.0% | 32.0% | 34.0% | 40.0% |
| | Fair | 66.3% | | | 53.0% |
| | Poor | 3.8% | 4.0% | 4.0% | 7.0% |

The Maine DOT Results and Information Office has provided BACTS with region specific pavement and bridge condition data as shown below.

| BACTS Region NHS Pavement Existing Conditions | | | |
|---|-----------|-------------|--------------------|
| Asset | Condition | Lanes Miles | Percent Lane Miles |
| Interstate Pavement | Good | 22.27 | 36.0% |
| | Fair | 39.36 | 63.7% |
| | Poor | 0.2 | 0.3% |
| | Total | 61.83 | |
| Non-Interstate Pavement | Good | 11.48 | 17.4% |
| | Fair | 46.08 | 69.8% |
| | Poor | 8.47 | 12.8% |
| | Total | 66.03 | |
| BACTS Region NHS Bridge Existing Conditions | | | |
| Asset | Condition | Deck Area | Percent Deck Area |
| NHS Bridge | Good | 58,101 | 10.9% |
| | Poor | 31,847 | 6.0% |
| | Total | 534,955 | |

Minimum acceptable pavement conditions require that not more than five percent of Interstate pavements be in poor condition. FHWA will make yearly determinations of minimum pavement conditions and if it is determined that the Interstate pavement condition falls below the minimum level for any given year, Maine DOT will be required to obligate the National Highway Performance Program (NHPP) and transfer a portion of its Surface Transportation Program (STP) funds to adequately address pavement conditions.

Minimum acceptable conditions for NHS bridges that require that not more than ten percent of the total deck area of a State's NHS bridges are classified as structurally deficient for three consecutive years. FHWA will make a yearly determination for the minimum bridge condition and if that minimum is not met for three consecutive years, Maine DOT will be required to obligate NHPP funds and reserve funds for eligible bridge projects.

Additional information about Maine DOT's pavement and bridge condition performance measures, performance target methodology and implementation strategies are referenced in the following document:

- MainedOT Transportation Asset Management Plan:
<https://www.maine.gov/mdot/publications/docs/plansreports/MaineDOT-Transportation-Asset-Management-Plan-final.pdf>

FHWA SYSTEM PERFORMANCE AND FREIGHT PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and subsequent federal rulemaking established six performance measures to carry out the National Highway Performance Program (NHPP); the National Highway Freight Program (NHFP); and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The measures are:

1. Two measures to assess reliability of system performance:
 - a. Percent of reliable person-miles traveled on the Interstate.
 - b. Percent of reliable person-miles traveled on the non-Interstate NHS.
2. A measure that will assess freight movement on the Interstate by the percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index).
3. A measure that will assess total emissions reductions by applicable pollutants under the CMAQ program.

4. Two measures that will assess traffic congestion under the CMAQ program:
 - a. A measure that will assess annual hours of peak hour excessive delay per capita.
 - b. A measure that will assess modal share; specifically, the percent of non-single occupancy vehicle travel which includes travel avoided by telecommuting.

The BACTS area does not contain any part of a nonattainment or maintenance area for any of the criteria pollutants, as provided in 23 CFR 490.105(f)(6); and is therefore not subject to the CMAQ traffic congestion measure (23 CFR 490.703), or on-road mobile source emissions measures (23 CFR 490.707 and 23 CFR 490.807) as identified in the measures described in 3 and 4 above.

Federal regulations required BACTS to establish initial System Performance and Freight reliability performance targets on or before November 16, 2018, and every four years thereafter, related to each of these performance measures by either:

1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT targets for system performance and freight reliability performance measure; or
2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

As referenced in meeting minutes of September 18, 2018, the BACTS Policy Committee agreed to plan and program projects to contribute toward the accomplishment of the relevant Maine DOT established 4-year System Performance and Freight Reliability performance targets as shown below. The Maine DOT Results and Information Office has also provided BACTS with region specific system performance and freight reliability condition data as shown below.

| Maine PM3 System Performance and Freight Reliability on NHS | | | | |
|---|-----------|-----------|------------------|-----------------|
| Performance Measure | | 2017 Data | 2018 Performance | MaineDOT Target |
| Truck Travel Time Reliability Index (TTTR) | Statewide | 1.23 | 1.24 | < 1.50 |
| | BACTS | 1.26 | 1.29 | |
| % PMT Reliable on Interstate | Statewide | 100.00% | 100.00% | ≥ 95% |
| | BACTS | 100.00% | 100.00% | |
| % PMT Reliable on Non-Interstate NHS | Statewide | 91.30% | 91.50% | ≥ 90% |
| | BACTS | 92.00% | 85.50% | |

BACTS will track and monitor non-interstate NHS performance to determine if decline in performance is related to any specific area, related to weather events, construction events or other non-traffic related issues. BACTS will continue to support local, regional and state-wide efforts to improve system performance and reliability.

Additional information about Maine DOT's system performance and reliability performance measures, performance target methodology and implementation strategies are referenced in the following document:

- MainesDOT Transportation Asset Management Plan:
<https://www.maine.gov/mdot/publications/docs/plansreports/MainesDOT-Transportation-Asset-Management-Plan-final.pdf>

FTA TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

During 2019, three (3) new Buses (BU) were added to the fleet and four (4) Buses (BU) and two Cutaway Buses (CU) were retired. Actual Performance of the Rolling Stock Assets that meet or exceed the ULB is 34.78% or eight (8) of the total 23 fleet vehicles.

The tables below show actual fiscal year 2019 performance compared to targets set.

BACTS 2020-2021-2022-2023 TIP

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| BACTS METROPOLITAN PLANNING AREA FY 2019 ACTUAL PERFORMANCE ASSET CATEGORY: ROLLING STOCK | | | | | | | | |
|---|-------------------|-----------|--------------------|--------------|-------------|--------------|--------------------------------|---------------------------|
| Rolling Stock | | Fleet | FY 19 Age of Fleet | | | | Assets that Meet or Exceed ULB | |
| Sub-Category | Class | Total | Average | Median | Newest | Oldest | ULB | FY19 Total Performance |
| Bus (BU) | (S) Standard | 14 | 9.70 | 8.00 | 0.00 | 19.00 | 14 | 6 42.86% |
| Bus (BU) | (E) Extended Life | 6 | 13.30 | 16.00 | 8.00 | 16.00 | 18 | 0 0.00% |
| BU Subcategory Total | | 20 | 10.80 | 11.50 | 0.00 | 19.00 | 6 | 30.00% |
| Cutaway Bus (CU) | | 1 | 10.00 | 10.00 | 10.00 | 10.00 | 10 | 1 100.00% |
| Trolley (RT) | | 1 | 20.00 | | | | 14 | 1 100.00% |
| Minivan (MV) | | 1 | 7.00 | | | | 8 | 0 0 |
| Total | | 23 | 11.00 | 10.00 | 0.00 | 20.00 | 8 | 34.78% |

| Rolling Stock | | Performance Targets | | |
|-----------------------------|-------------------|---------------------|--------------|---------------|
| | | FY19 | | |
| Sub-Category | Class | # in Fleet | # Exceed ULB | Target |
| Bus (BU) | (S) Standard | 15 | 6 | 40.00% |
| Bus (BU) | (E) Extended Life | 6 | 0 | 0.00% |
| BU Subcategory Total | | 21 | 6 | 28.57% |
| Cutaway Bus (CU) | | 3 | 2 | 66.67% |
| Trolley (TR) | | 1 | 1 | 100.00% |
| Van (VN) | | 1 | 0 | 0.00% |
| Total | | 26 | 9 | 34.62% |

2019 Performance Targets calculated February 2019.

Public transit agencies are required to set and report transit state of good repair targets annually and must share those targets with the MPO in which their projects and services are programmed in the TIP. MPOs are not required to set planning area targets annually; however, state of good repair targets must be set when updating the Metropolitan Transportation Plan (MTP). When the MTP was updated in late 2017 and (adopted in January 2018), the BACTS initial State of Good Repair targets had just been set for fiscal year 2018. As implementation of the rule was effective after the date of adoption of the MTP (MTPs amended or adopted after October 1, 2018), the Metropolitan Planning Area performance targets are not included in the MTP. Therefore, in January 2019, the BACTS Policy Committee adopted State of Good Repair performance targets from 2020 – 2023, when the next MTP will be updated.

In November 2019, the Policy Committee adjusted the rolling stock asset class useful life definitions and benchmarks to better align the BACTS Metropolitan Planning Area performance metrics with those being used by the City of Bangor Community Connector. The definitions and benchmarks are shown in the table below and performance targets from 2020 on have been calculated using the adjusted ULB definitions and benchmarks. Because the last Cutaway bus will be retired and there are no plans to include that type of vehicle in the fleet, that asset class has been removed from the definitions.

| BACTS METROPOLITAN PLANNING AREA TRANSIT ASSET CATEGORY: ROLLING STOCK DEFINITIONS AND BENCHMARKS | | | | | | |
|---|---------------------|-------|---------------|--|----------------|--------------------------|
| Subcategory | | Class | | Definition | ULB (Years) | |
| BU | Bus | S | Standard | Rubber-tired passenger vehicles 29 feet or greater in length, powered by diesel fuel engine. | 12 | From date of manufacture |
| | | E | Extended Life | Rubber-tired passenger vehicles 29 feet or greater in length, powered by diesel fuel engine, with significant and purposeful investments made to rebuild mechanical systems with the intent of enhancing reliability and extending the vehicle's life. | 16 | From date of manufacture |
| MV | Minivan | | | Light-duty vehicle having a typical seating capacity of up to seven passengers plus a driver. | 8 | From date of manufacture |
| RT | Rubber Tire Trolley | | | Rubber-tire bus designed to resemble an old-style Trolleybus | 14 | From date of manufacture |

Performance targets for rolling stock for fiscal years 2020 through 2023 are calculated based on the following assumptions:

- 7 new Standard Buses will be added to the fleet, and 4 will be retired in 2020
- 1 Cutaway Bus will be retired; and that class of asset will be eliminated from the fleet in 2020
- 3 new Minivans will be added to the fleet, and 1 will be retired in 2020
- 3 new Standard Buses will be added to the fleet, and 1 will be retired in 2021
- 2 Extended Life Buses will be retired in 2021
- 2 Standard Buses will be added to the fleet, and 1 will be retired in 2022
- 2 Extended Life Buses will be retired in 2022
- 2 Standard Buses will be added to the fleet, and 3 will be retired in 2023.

| BACTS METROPOLITAN PLANNING AREA FY 2020 - 2023 PERFORMANCE TARGETS ASSET CATEGORY: ROLLING STOCK | | | | | | | | | | |
|---|-------------------|--|------------|---------|------------|---------|------------|---------|------------|---------|
| Rolling Stock | | Performance Targets - Assets that Meet or Exceed ULB | | | | | | | | |
| Sub-Category | Class | ULB* | FY20 | | FY21 | | FY22 | | FY23 | |
| | | | # in Fleet | Target | # in Fleet | Target | # in Fleet | Target | # in Fleet | Target |
| Bus (BU) | (S) Standard | 12 | 17 | 11.76% | 19 | 5.26% | 20 | 0.00% | 19 | 0.00% |
| Bus (BU) | (E) Extended Life | 16 | 6 | 66.67% | 4 | 50.00% | 2 | 0.00% | 2 | 0.00% |
| BU Subcategory Total | | | 23 | 26.09% | 23 | 13.04% | 22 | 0.00% | 21 | 0.00% |
| Trolley (RT) | | 14 | 1 | 100.00% | 1 | 100.00% | 1 | 100.00% | 1 | 100.00% |
| Minivan (MV) | | 8 | 3 | 0.00% | 3 | 0.00% | 3 | 0.00% | 3 | 0.00% |
| Total | | | 27 | 25.93% | 27 | 14.81% | 26 | 3.85% | 25 | 4.00% |

During the City of Bangor 2019 fiscal year (July 1, 2018 to June 30, 2019), renovations to the Pickering Square Parking Garage began. The Bus Hub waiting area was dislocated as well during the construction. Temporary waiting areas, shelters and restrooms were used during the construction. The construction was not completed during the fiscal year. Condition information for facilities in fiscal year 2019 was obtained from data provided by the National Transit Database <https://www.transit.dot.gov/ntd/data-product/2018-urbanized-area-asset-summary-tool-0>.

The total facilities exceeding the benchmark in 2019 was four out of seven facilities or 57.14%.

| BACTS METROPOLITAN PLANNING AREA FY 2019 ACTUAL PERFORMANCE ASSET CATEGORY: ADMINISTRATIVE AND MAINTENANCE FACILITIES | | | | | | | |
|---|-------------------------|----------------------------------|--------------------------|------------|-------------------|---------------------|---------------------|
| Category | Sub-Category | Class | Location | Year Built | Current Condition | Condition Benchmark | Exceeding Benchmark |
| Facilities | Administrative Facility | Administrative Office | 475 Maine Avenue, Bangor | 2017 | 5.00 | 3 - Adequate | |
| | | City of Bangor Motor Pool Garage | 481 Maine Avenue, Bangor | 1958 | 2.00 | 3 - Adequate | 50.00% |
| | Maintenance Facility | Bus Barn | 481 Maine Avenue, Bangor | 2005 | 4.00 | 3 - Adequate | |
| | | Bus Wash | 481 Maine Avenue, Bangor | 2003 | 4.00 | 3 - Adequate | |
| | | Bus Barn - Cold Storage | 481 Maine Avenue, Bangor | 1958 | 2.00 | 3 - Adequate | 33.30% |
| Total Administrative and Maintenance Facilities | | | | | 3.40 | 3 - Adequate | 40.00% |

| BACTS METROPOLITAN PLANNING AREA FY 2019 ACTUAL PERFORMANCE ASSET CATEGORY: PASSENGER AND PARKING FACILITIES | | | | | | | |
|--|--------------------|---------------------------------|--------------------------|------------|-------------------|---------------------|---------------------|
| Category | Sub-Category | Class | Location | Year Built | Current Condition | Condition Benchmark | Exceeding Benchmark |
| Facilities | Passenger Facility | Pickering Square Bus Hub | 100 Broad Street, Bangor | 1989 | 1.00 | 3 - Adequate | 100.00% |
| | Parking Facility | Pickering Square Parking Garage | 100 Broad Street, Bangor | 1989 | 2.00 | 3 - Adequate | 100.00% |
| Total Passenger and Parking Facilities | | | | | 1.50 | 3 - Adequate | 100.00% |

Performance targets for facilities for fiscal years 2020 through 2023 are calculated based on the following assumptions:

- Construction on the Pickering Square Parking Garage completed during calendar year 2020.
- Construction of new Transit Depot completed in calendar year 2022.
- No other facility construction/renovation projects are planned.

| BACTS METROPOLITAN PLANNING AREA FY 2020-2023 PERFORMANCE TARGETS: ASSET CATEGORY: ADMINISTRATIVE AND MAINTENANCE FACILITIES | | | | | | | | | | |
|--|-------------------------|----------------------------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|
| CategorySub-CategoryClass | | | 2020 Target | | 2021 Target | | 2022 Target | | 2023 Target | |
| | | | Condition | Exceeding Benchmark | Condition | Exceeding Benchmark | Condition | Exceeding Benchmark | Condition | Exceeding Benchmark |
| Facilities | Administrative Facility | Administrative Office | 5.00 | | 5.00 | | 5.00 | | 5.00 | |
| | | City of Bangor Motor Pool Garage | 2.00 | 50.00% | 2.00 | 50.00% | 2.00 | 50.00% | 2.00 | 50.00% |
| | Maintenance Facility | Bus Barn | 4.00 | | 4.00 | | 4.00 | | 4.00 | |
| | | Bus Wash | 4.00 | 33.30% | 4.00 | 33.30% | 4.00 | 33.30% | 4.00 | 33.30% |
| | | Bus Barn - Cold Storage | 2.00 | | 2.00 | | 2.00 | | 2.00 | |
| Total Administrative and Maintenance Facilities | | | 3.40 | 40.00% | 3.40 | 40.00% | 3.40 | 40.00% | 3.40 | 40.00% |

| BACTS METROPOLITAN PLANNING AREA FY 2020-2023 PERFORMANCE TARGETS ASSET CATEGORY: PASSENGER AND PARKING FACILITIES | | | | | | | | | | |
|--|--------------------|---------------------------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|---------------------|
| Category | Sub-Category | Class | 2020 Target | | 2021 Target | | 2022 Target | | 2023 Target | |
| | | | Condition | Exceeding Benchmark | Condition | Exceeding Benchmark | Condition | Exceeding Benchmark | Condition | Exceeding Benchmark |
| Facilities | Passenger Facility | Pickering Square Bus Hub | 1 | 100.00% | 1 | 100.00% | 1 | 100.00% | 5 | 0.00% |
| | Parking Facility | Pickering Square Parking Garage | 4 | 0.00% | 4 | 0.00% | 4 | 0.00% | 4 | 0.00% |
| Total Passenger and Parking Facilities | | | 2.5 | 50.00% | 2.5 | 50.00% | 2.5 | 50.00% | 4.5 | 0.00% |

TRANSIT ASSET MANAGEMENT PLAN

Statute and regulation provide that an MPO must integrate (directly or by reference) the goals, objectives, performance measures, and targets described in the transit agencies' Transit Asset Management (TAM) Plans into the MPO planning process. This TIP incorporates the City of Bangor Community Connector most recently modified Transit Asset Management Plan as of December 3, 2018.

ACRONYMS

| | |
|--------|--|
| 3-C | Continuing, Cooperative and Comprehensive Planning Process |
| AADT | Annual Average Daily Traffic |
| AASHTO | American Association of State Highway and Transportation Officials |
| ADA | Americans with Disabilities Act |
| AMPO | Association of Metropolitan Planning Organizations |
| APTA | American Public Transit Association |
| ARAN | Automatic Road Analyzer |
| ASCE | American Society of Civil Engineers |
| AVL | Automatic Vehicle Location |
| BACTS | Bangor Area Comprehensive Transportation System |
| BBOE | Black Bear Orono Express |
| BGR | Bangor International Airport |
| BMV | Bureau of Motor Vehicles |
| BRT | Bus Rapid Transit |
| BTS | Bureau of Transportation Statistics |
| CAA | Clean Air Act |
| CE | Categorical Exclusions |
| CE | Construction Engineering |
| CFR | Code of Federal Regulations |
| CIP | Capital Investment Plan |
| CMAQ | Congestion Mitigation and Air Quality Improvement Program |
| CMQ | Central Maine and Quebec Railway |
| CNG | Compressed Natural Gas |
| CON | Construction |
| CRF | Critical Rate Factor |
| CY | Calendar Year |
| CV | Connected Vehicles |
| DACF | Department of Agriculture, Conservation and Forestry |
| DBE | Disadvantaged Business Enterprise |
| DECD | Department of Economic and Community Development |
| DEP | Department of Environmental Protection |
| DEV | Development |
| DOJ | Department of Justice |
| DOL | Department of Labor |
| DOT | Department of Transportation |
| DPS | Department of Public Safety |
| EA | Environmental Assessment |
| EEO | Equal Employment Opportunity |
| EIS | Environmental Impact Statement |
| EJ | Environmental Justice |
| EMA | Emergency Management Agency |
| EMCC | Eastern Maine Community College |
| EMDC | Eastern Maine Development Corporation |
| EMMC | Eastern Maine Medical Center |
| EMS | Emergency Medical Services |

| | |
|----------|--|
| EO | Executive Order |
| EPA | Environmental Protection Agency |
| ESA | Economical Statistical Area |
| EV | Electric Vehicle |
| FAA | Federal Aviation Administration |
| FAST ACT | Fixing America's Surface Transportation Act |
| FEMA | Federal Emergency Management Agency |
| FFC | Federal Function Classification |
| FHWA | Federal Highway Administration |
| FONSI | Finding of No Significant Impact |
| FR | Federal Register |
| FRA | Federal Railroad Administration |
| FTA | Federal Transit Administration |
| FY | Fiscal Year |
| GA | General Aviation |
| GBCVB | Greater Bangor Convention and Visitors Bureau |
| GHG | Green House Gases |
| GIS | Geographic Information Systems |
| GPS | Global Positioning System |
| GVW | Gross Vehicle Weight |
| HCL | High Crash Location |
| HMVMT | Hundred Million Vehicle Miles Traveled |
| HOV | High Occupancy Vehicle |
| HSIP | Highway Safety Improvement Program |
| IRI | International Roughness Index |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| ITS | Intelligent Transportation Systems |
| LED | Light Emitting Diode |
| LMA | Labor Market Area |
| LPG | Liquid Propane Gas |
| LOS | Level of Service |
| LOTTR | Level of Travel Time Reliability |
| LRTP | Long-Range Transportation Plan |
| M&O | Management and Operations |
| MaineDOT | Maine Department of Transportation |
| MAP-21 | The Moving Ahead for Progress in the 21st Century Act |
| MEMA | Maine Emergency Management Agency |
| MER | Maine Eastern Railroad |
| MEV | Million Entering Vehicles |
| MMA | Montreal, Maine and Atlantic Railway |
| MPA | Metropolitan Planning Area |
| MPH | Miles Per Hour |
| MOU | Memorandum of Understanding |
| MPA | Metropolitan Planning Agreement |
| MPO | Metropolitan Planning Organization |
| MSA | Metropolitan Statistical Area |

| | |
|--------|---|
| MSTPA | Maine Sensible Transportation Policy Act |
| MTA | Maine Turnpike Authority |
| MTP | Metropolitan Transportation Plan |
| MUTCD | Manual on Uniform Traffic Control Devices |
| NAA | Nonattainment Area |
| NAAQS | National Ambient Air Quality Standards |
| NEMHP | New England Marine Highway Project |
| NEPA | National Environmental Policy Act of 1969 |
| NHFP | National Highway Freight Program |
| NHPP | National Highway Performance Program |
| NHS | National Highway System |
| NHTSA | National Highway Traffic Safety Administration |
| NNEPRA | Northern New England Passenger Rail Authority |
| NOFO | Notice of Funding Opportunity |
| NPMRDS | National Performance Management Research Data Set |
| NPRM | Notice of Proposed Rule Making |
| NRCM | Natural Resources Council of Maine |
| NTD | National Transit Database |
| NTSB | National Transportation Safety Board |
| O & M | Operations and Maintenance |
| OGIS | Office of Geographic Information Services |
| OLD | DeWitt Field, Old Town Municipal Airport |
| OMB | Office of Management and Budget |
| OSHA | Occupational Safety and Health Administration |
| OSI | Operational and Safety Improvements |
| PAC | Public Advisory Committee |
| PAR | Pan Am Railways |
| PBCAT | Pedestrian and Bicycle Crash Analysis Tool |
| PBIC | Pedestrian and Bicycle Information Center |
| PBPP | Performance-Based Planning and Programming |
| PCR | Pavement Condition Rating |
| PE | Preliminary Engineering |
| PHB | Pedestrian Hybrid Beacon |
| PHED | Peak Hour Excessive Delay |
| PI | Percentage of Personal Injuries |
| PIN | Project Identification Number |
| PIP | Public Involvement Plan |
| PL | FHWA Planning Funds |
| PM | Performance Measures |
| PMT | Person Miles Traveled |
| POP | Program of Projects |
| PPLT | Protected-Permissive Left Turn |
| PPP | Public Participation Plan |
| PRES | Preservation |
| PROWAG | Public Rights of Way Accessibility Guidelines |
| PR/PE | Process Review/Product Evaluation |

| | |
|------------|--|
| PS&E | Plans, Specifications and Estimates |
| PSI | Potential for Safety Improvement |
| PY | Prior Year |
| RECON | Reconstruction |
| REHAB/REH | Rehabilitation |
| RESURF | Resurfacing |
| RFP | Request for Proposals |
| RFQ | Request for Qualifications |
| ROD | Record of Decision |
| ROW | Right of Way |
| RRFB | Rectangular Rapid Flashing Beacon |
| RSA | Road Safety Audit |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| SCP | Signal Control and Prioritization |
| SD | Stopped Delay |
| SGR | State of Good Repair |
| SMS | Safety Management System |
| SOV | Single Occupancy Vehicle |
| SOW | Statement of Work |
| STIC | Small Transit Intensive Cities |
| STIP | Statewide Transportation Improvement Program - |
| STBG | Surface Transportation Block Grant Program |
| STP | Surface Transportation Program |
| STPA | Sensible Transportation Policy Act |
| STRAHNET | Strategic Highway Network |
| TAM | Transit Asset Management |
| TAMP | Transportation Asset Management Plan |
| TAP | Transportation Alternatives Program |
| TBD | To Be Determined |
| TDM | Transportation Demand Management |
| TEA-21 | Transportation Efficiency Act for the 21st Century |
| TERM | Transit Economic Requirements Model |
| TIFIA | Transportation Infrastructure Finance and Innovation Act of 1998 |
| TIM | Traffic Incident Management |
| TIP | Transportation Improvement Program |
| TMA | Transportation Management Area |
| TOD | Transit-Oriented Development |
| TPM | Transportation Performance Management |
| TRB | Transportation Research Board |
| TSM&O | Transportation Systems Management & Operations |
| TTTR | Truck Travel Time Reliability |
| ULB | Useful Life Benchmark |
| UMA | University of Maine - Augusta |
| UMO | University of Maine - Orono |
| UPS | Uninterrupted Power Supply |

| | |
|-------|-----------------------------------|
| UPWP | Unified Planning Work Program |
| USACE | U.S. Army Corp of Engineers |
| USC | United States Code |
| USDOT | U.S. Department of Transportation |
| USFWS | U.S. Fish and Wildlife Service |
| UZA | Urbanized Area |
| VA | Veterans Affairs |
| V/C | Volume to Capacity |
| VMS | Variable Message Sign |
| VMT | Vehicle Miles Traveled |
| VOC | Volatile Organic Compound |
| VSS | Variable Speed Sign |
| WIN | Work Identification Number |

BACTS Region FHWA MPO Sponsored

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---|---|---------|-----------|--------------------|-----------|----------------------|-----------|-----------|-----------|-----------|
| Bangor 0216320 | 002163.20 Production Support And Administration Mpo Program Management | PE: | \$0 | Federal FTA | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Federal MPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$0 | Federal Planning | \$624,331 | \$0 | \$208,110 | \$208,110 | \$208,110 | \$0 |
| | | CE: | \$0 | Highway and Bridge | \$117,062 | \$117,062 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$780,414 | Local | \$39,021 | \$39,021 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | \$780,414 | \$156,083 | \$208,110 | \$208,110 | \$208,110 | \$0 | |
| BACTS Planning Bangor Area Comprehensive Transportation System (BACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Bangor region. Years 2020-2021. | | | | | | | | | | |
| Bangor | 002163.22 Production Support And Administration Mpo Program Management | PE: | \$0 | Federal MPP | \$624,331 | \$0 | \$0 | \$0 | \$208,110 | \$208,110 |
| | | ROW: | \$0 | Highway and Bridge | \$39,021 | \$0 | \$0 | \$0 | \$13,007 | \$13,007 |
| | | CON: | \$0 | | | | | | | |
| | | CE: | \$0 | Local | \$117,062 | \$0 | \$0 | \$0 | \$39,021 | \$39,021 |
| | | Other: | \$780,414 | | | | | | | |
| | | Totals: | | \$780,414 | \$0 | \$0 | \$0 | \$260,138 | \$260,138 | |
| BACTS Planning Bangor Area Comprehensive Transportation System (BACTS) Unified Planning Work Program: Federally mandated program associated with Maine's U.S. Census-defined metropolitan planning area in the Greater Bangor region. Years 2022-2023. | | | | | | | | | | |
| Bangor 2085600 | 020856.00 Highways Mill And Fill | PE: | \$15,549 | Federal NHPP | \$299,793 | \$299,793 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$351,651 | Highway and Bridge | \$37,474 | \$37,474 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$7,541 | Local | \$37,474 | \$37,474 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | \$374,741 | \$374,741 | \$0 | \$0 | \$0 | \$0 | |
| Maine Avenue Beginning at Johnson Street and extending south 0.57 of a mile to Venture Way. BACTS Sponsored. | | | | | | | | | | |
| Bangor 2085700 | 020857.00 Highways Mill And Fill | PE: | \$15,506 | Federal NHPP | \$283,313 | \$283,313 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$333,919 | Highway and Bridge | \$35,414 | \$35,414 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$4,716 | Local | \$35,414 | \$35,414 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | \$354,142 | \$354,142 | \$0 | \$0 | \$0 | \$0 | |
| Maine Avenue Beginning at Venture Way and extending south 0.40 of a mile to Hammond Street. BACTS Sponsored. | | | | | | | | | | |
| Bangor 2089500 | 020895.00 Highways Install Or Replace Traffic Signals | PE: | \$9,500 | Federal STP | \$199,227 | \$8,100 | \$191,127 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Highway and Bridge | \$24,903 | \$22,213 | \$2,691 | \$0 | \$0 | \$0 |
| | | CON: | \$224,534 | Local | \$24,903 | \$22,213 | \$2,691 | \$0 | \$0 | \$0 |
| | | CE: | \$15,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$249,034 | \$52,525 | \$196,509 | \$0 | \$0 | \$0 | |
| Ohio Street Located at the intersection of Ohio Street and Fourteenth Street. BACTS Sponsored. | | | | | | | | | | |
| Bangor 2089600 | 020896.00 Highways Install Or Replace Traffic Signals | PE: | \$10,000 | Federal STP | \$226,827 | \$10,000 | \$216,827 | \$0 | \$0 | \$0 |
| | | ROW: | \$2,500 | Highway and Bridge | \$28,353 | \$25,050 | \$3,303 | \$0 | \$0 | \$0 |
| | | CON: | \$256,034 | Local | \$28,353 | \$25,050 | \$3,303 | \$0 | \$0 | \$0 |
| | | CE: | \$15,000 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$283,534 | \$60,100 | \$223,434 | \$0 | \$0 | \$0 | |

| Towns | WIN | | | | | Obligated | | | | |
|---|---|---------|-----------|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Fed Project # | Asset | | | | | to Date | | | | |
| Description | Scope | Stage | Available | Source | Available | | 2020 | 2021 | 2022 | 2023 |
| Route 222 | | | | | | | | | | |
| Located at the intersection of Route 222 and Fourteenth Street. BACTS Sponsored. | | | | | | | | | | |
| Bangor 2282700 | 022827.00 Highways Intersection Improvements W/ Signal | PE: | \$17,500 | Federal NHPP | \$70,408 | \$14,000 | \$56,408 | \$0 | \$0 | \$0 |
| | | ROW: | \$500 | Federal NHS | \$189,592 | \$0 | \$189,592 | \$0 | \$0 | \$0 |
| | | CON: | \$305,910 | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$21,090 | Highway and Bridge | \$32,500 | \$25,783 | \$6,717 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Local | \$52,500 | \$45,783 | \$6,717 | \$0 | \$0 | \$0 |
| | | | | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | \$345,000 | \$85,566 | \$259,434 | \$0 | \$0 | \$0 | |
| Main Street | | | | | | | | | | |
| Located at the intersection of Union Street and Main Street. BACTS Sponsored. | | | | | | | | | | |
| Bangor 2311400 | 023114.00 Highways Intersection Improvements W/ Signal | PE: | \$25,000 | Federal NHPP | \$2,000 | \$2,000 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$500 | Federal NHS | \$18,400 | \$0 | \$6,133 | \$6,133 | \$6,133 | \$0 |
| | | CON: | \$0 | Highway and Bridge | \$2,550 | \$2,550 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | Local | \$2,550 | \$2,550 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$25,500 | \$7,100 | \$6,133 | \$6,133 | \$6,133 | \$0 | |
| Route 2 | | | | | | | | | | |
| Located at the intersection of Broadway and State Street; Hancock Street and Oak Street; Washington Street, Oak Street and Penobscot Bridge; Washington Street, Exchange Street and Penobscot Plaza. BACTS Sponsored. | | | | | | | | | | |
| Bangor 2351700 | 023517.00 Highways Mill And Fill | PE: | \$20,482 | Federal STP | \$581,080 | \$16,786 | \$188,098 | \$188,098 | \$188,098 | \$0 |
| | | ROW: | \$500 | Highway and Bridge | \$72,635 | \$58,271 | \$4,788 | \$4,788 | \$4,788 | \$0 |
| | | CON: | \$691,886 | Local | \$72,635 | \$58,271 | \$4,788 | \$4,788 | \$4,788 | \$0 |
| | | CE: | \$13,482 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$726,350 | \$133,327 | \$197,674 | \$197,674 | \$197,674 | \$0 | |
| Hogan Road | | | | | | | | | | |
| Beginning 0.18 of a mile north of Haskell Road and extending 0.60 of a mile south to Mt. Hope Avenue.. BACTS Sponsored. | | | | | | | | | | |
| Bangor 2351900 | 023519.00 Highways Mill And Fill | PE: | \$32,756 | Federal NHS | \$26,605 | \$0 | \$26,605 | \$0 | \$0 | \$0 |
| | | ROW: | \$500 | Federal STP | \$638,666 | \$0 | \$212,889 | \$212,889 | \$212,889 | \$0 |
| | | CON: | \$775,576 | Highway and Bridge | \$83,159 | \$3,326 | \$26,611 | \$26,611 | \$26,611 | \$0 |
| | | CE: | \$22,756 | Local | \$83,159 | \$3,326 | \$26,611 | \$26,611 | \$26,611 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | \$831,588 | \$6,651 | \$292,715 | \$266,111 | \$266,111 | \$0 | |
| Main Street | | | | | | | | | | |
| Beginning at the Hampden town line and extending north 0.66 of a mile to Dutton Street. BACTS Sponsored. | | | | | | | | | | |
| Bangor 2352100 | 023521.00 Highways Mill And Fill | PE: | \$69,117 | Federal STP | \$785,558 | \$0 | \$27,847 | \$271,135 | \$243,288 | \$243,288 |
| | | ROW: | \$500 | Highway and Bridge | \$98,195 | \$6,962 | \$0 | \$30,411 | \$30,411 | \$30,411 |
| | | CON: | \$892,331 | Local | \$98,195 | \$6,962 | \$0 | \$30,411 | \$30,411 | \$30,411 |
| | | CE: | \$20,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$981,948 | \$13,923 | \$27,847 | \$331,957 | \$304,110 | \$304,110 | |
| State Street | | | | | | | | | | |
| Beginning at Hancock Street and extending northeast 0.96 of a mile. BACTS Sponsored. | | | | | | | | | | |
| Bangor 2357300 | 023573.00 Highways Intersection Improvements W/ Signal | PE: | \$18,000 | Federal STP | \$248,000 | \$0 | \$8,200 | \$85,400 | \$77,200 | \$77,200 |
| | | ROW: | \$2,500 | Highway and Bridge | \$31,000 | \$1,930 | \$60 | \$9,710 | \$9,650 | \$9,650 |
| | | CON: | \$275,500 | Local | \$31,000 | \$1,930 | \$60 | \$9,710 | \$9,650 | \$9,650 |
| | | CE: | \$14,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$310,000 | \$3,859 | \$8,321 | \$104,821 | \$96,500 | \$96,500 | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---|--|----------------|-----------|--------------------|------------------|----------------------|-----------------|-----------------|-----------------|-----------------|
| State Street <i>Located at the intersection of State Street and Forest Avenue. BACTS Sponsored.</i> | | | | | | | | | | |
| Bangor | 024597.00 Production Support And Administration Mpo Program Management | PE: | \$0 | Federal STP | \$654,278 | \$0 | \$654,278 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | | | | | | | |
| | | CON: | \$770,293 | Highway and Bridge | \$116,015 | \$0 | \$116,015 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$770,293 | \$0 | \$770,293 | \$0 | \$0 | \$0 | |
| BACTS Allocation <i>Bangor Area Comprehensive Transportation System (BACTS) Capital Improvement funding remaining allocation. Calendar Year 2022.</i> | | | | | | | | | | |
| Brewer 1857500 | 018575.00 Highways Install Or Replace Traffic Signals | | | Federal NHPP | \$800 | \$800 | \$0 | \$0 | \$0 | \$0 |
| | | PE: | \$5,000 | Federal NHS | \$19,200 | \$0 | \$6,400 | \$6,400 | \$6,400 | \$0 |
| | | ROW: | \$0 | Federal STP | \$12,000 | \$0 | \$6,133 | \$2,933 | \$2,933 | \$0 |
| | | CON: | \$33,664 | Highway and Bridge | \$4,000 | \$3,850 | \$317 | -\$83 | -\$83 | \$0 |
| | | CE: | \$1,336 | Local | \$4,000 | \$3,850 | \$317 | -\$83 | -\$83 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | | | \$40,000 | \$8,500 | \$13,167 | \$9,167 | \$9,167 |
| Wilson Street <i>Located at the intersection of Wilson Street and North Main Street. BACTS Sponsored.</i> | | | | | | | | | | |
| Brewer 1864600 | 018646.00 Highways Install Or Replace Traffic Signals | | | Federal NHPP | \$57,200 | \$56,944 | \$256 | \$0 | \$0 | \$0 |
| | | PE: | \$22,000 | Federal NHS | \$30,000 | \$0 | \$10,000 | \$10,000 | \$10,000 | \$0 |
| | | ROW: | \$0 | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$75,000 | Highway and Bridge | \$10,900 | \$10,868 | \$32 | \$0 | \$0 | \$0 |
| | | CE: | \$12,000 | Local | \$10,900 | \$10,868 | \$32 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | | | \$109,000 | \$78,680 | \$10,320 | \$10,000 | \$10,000 |
| Route 9 <i>Located at the intersection of Route 9 and Route 15B. BACTS Sponsored.</i> | | | | | | | | | | |
| Brewer 2038900 | 020389.00 Highways Mill And Fill | PE: | \$20,468 | Federal NHPP | \$528,404 | \$528,404 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Highway and Bridge | \$66,051 | \$66,051 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$586,591 | Local | \$66,051 | \$66,051 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$53,447 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$660,506 | \$660,506 | \$0 | \$0 | \$0 | \$0 | |
| Route 1A <i>Beginning at South Main Street and extending east 1.20 miles. BACTS Sponsored.</i> | | | | | | | | | | |
| Brewer 2085900 | 020859.00 Highways Mill And Fill | PE: | \$12,495 | Federal NHPP | \$237,641 | \$237,641 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Federal NHS | \$17,539 | \$0 | \$5,846 | \$5,846 | \$5,846 | \$0 |
| | | CON: | \$271,343 | Highway and Bridge | \$31,897 | \$31,897 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$35,137 | Local | \$31,897 | \$31,897 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$318,975 | \$301,436 | \$5,846 | \$5,846 | \$5,846 | \$0 | |
| Route 1A <i>Beginning at Thompson Street and extending southeast 0.66 of a mile to Arista Drive. BACTS Sponsored.</i> | | | | | | | | | | |
| Brewer 2089700 | 020897.00 Highways Install Or Replace Traffic Signals | PE: | \$5,000 | Federal STP | \$32,000 | \$500 | \$12,939 | \$9,280 | \$9,280 | \$0 |
| | | ROW: | \$198 | Highway and Bridge | \$4,000 | \$4,000 | \$180 | -\$90 | -\$90 | \$0 |
| | | CON: | \$33,664 | Local | \$4,000 | \$4,000 | \$180 | -\$90 | -\$90 | \$0 |
| | | CE: | \$1,138 | | | | | | | |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---|---|--------|-------------|--------------------|-------------|----------------------|-------------|-------------|----------|----------|
| | | | Totals: | | \$40,000 | \$8,500 | \$13,299 | \$9,101 | \$9,101 | \$0 |
| Brewer 2089700 | 020897.00 Highways Install Or Replace Traffic Signals | | | | | | | | | |
| Route 1A Located at the intersection of Route 1A, Thompson and Walton Street. BACTS Sponsored. | | | | | | | | | | |
| Brewer 2241000 | 022410.00 Highways Mill And Fill | PE: | \$34,000 | Federal STP | \$760,800 | \$23,217 | \$737,583 | \$0 | \$0 | \$0 |
| | | ROW: | \$500 | Highway and Bridge | \$95,100 | \$65,319 | \$29,781 | \$0 | \$0 | \$0 |
| | | CON: | \$864,500 | Local | \$95,100 | \$76,519 | \$18,581 | \$0 | \$0 | \$0 |
| | | CE: | \$52,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | | Totals: | | \$951,000 | \$165,056 | \$785,944 | \$0 | \$0 | \$0 |
| Route 15 Beginning 0.06 of a mile north of Elm Street and extending north 1.08 miles to Abbott Street. BACTS Sponsored. | | | | | | | | | | |
| Brewer 2311200 | 023112.00 Highways Intersection Improvements W/ Signal | PE: | \$10,000 | Federal NHPP | \$143,648 | \$1,000 | \$0 | \$0 | \$47,549 | \$47,549 |
| | | ROW: | \$500 | Federal NHS | \$7,400 | \$0 | \$2,467 | \$2,467 | \$2,467 | \$0 |
| | | CON: | \$172,310 | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$6,000 | Highway and Bridge | \$18,881 | \$1,050 | \$0 | \$0 | \$5,944 | \$5,944 |
| | | Other: | \$0 | Local | \$18,881 | \$1,050 | \$0 | \$0 | \$5,944 | \$5,944 |
| | | | Totals: | | \$188,810 | \$3,100 | \$2,467 | \$2,467 | \$61,903 | \$59,437 |
| Route 9 Located at the intersection of State Street, Penobscot Street and Penobscot Bridge; and State Street and North Main Street. BACTS Sponsored. | | | | | | | | | | |
| Brewer 2357500 | 023575.00 Highways Intersection Improvements W/ Signal | PE: | \$18,000 | Federal STP | \$152,000 | \$0 | \$61,333 | \$45,333 | \$45,333 | \$0 |
| | | ROW: | \$2,000 | Highway and Bridge | \$19,000 | \$1,001 | \$6,665 | \$5,667 | \$5,667 | \$0 |
| | | CON: | \$150,000 | Local | \$19,000 | \$1,001 | \$6,665 | \$5,667 | \$5,667 | \$0 |
| | | CE: | \$20,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | | Totals: | | \$190,000 | \$2,002 | \$74,664 | \$56,667 | \$56,667 | \$0 |
| Wilson Street Located at the intersection of Wilson Street and Dirigo Drive. BACTS Sponsored. | | | | | | | | | | |
| Eastern Region STP-1427(240)X | 014272.40 Production Support And Administration Mpo Program Management | PE: | \$0 | Federal STP | \$187,309 | \$0 | \$187,309 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Highway and Bridge | \$62,487 | \$0 | \$62,487 | \$0 | \$0 | \$0 |
| | | CON: | \$249,795 | Local | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| | | | Totals: | | \$249,795 | \$0 | \$249,795 | \$0 | \$0 | \$0 |
| Transfers Transfer WIN for unprogrammed federal and state funding allocated to the Bangor Area Comprehensive Transportation System (BACTS). | | | | | | | | | | |
| Hampden 1157700 | 011577.00 Highways Reconstruction | PE: | \$524,173 | Federal STP | \$1,573,943 | \$772,915 | \$400,514 | \$400,514 | \$0 | \$0 |
| | | ROW: | \$300,000 | GARVEE | \$3,359,200 | \$0 | \$1,679,600 | \$1,679,600 | \$0 | \$0 |
| | | CON: | \$5,167,610 | Highway and Bridge | \$637,841 | \$585,213 | \$26,314 | \$26,314 | \$0 | \$0 |
| | | CE: | \$475,000 | Local | \$895,799 | \$843,050 | \$26,375 | \$26,375 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | Totals: | | \$6,466,783 | \$2,680,698 | \$1,893,043 | \$1,893,043 | \$0 | \$0 |
| Route 1A Beginning at Western Avenue and extending north 1.73 miles. BACTS Sponsored | | | | | | | | | | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|--|---|---------|-----------|--------------------|-----------|----------------------|-----------|-----------|-----------|-----------|
| Hermion 2287700 | 022877.00 Highways Intersection Improvements W/ Signal | PE: | \$32,000 | Federal STP | \$280,000 | \$21,440 | \$258,560 | \$0 | \$0 | \$0 |
| | | ROW: | \$2,500 | Highway and Bridge | \$35,000 | \$22,700 | \$12,300 | \$0 | \$0 | \$0 |
| | | CON: | \$300,000 | Local | \$35,000 | \$22,700 | \$12,300 | \$0 | \$0 | \$0 |
| | | CE: | \$15,500 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$350,000 | \$66,840 | \$283,160 | \$0 | \$0 | \$0 | |
| Coldbrook Road Located at the intersection of Coldbrook Road, Odlin Road and Emerson Mill Road. BACTS Sponsored. | | | | | | | | | | |
| Old Town 2244500 | 022445.00 Highways Mill And Fill | PE: | \$35,000 | Federal STP | \$412,400 | \$20,800 | \$195,800 | \$195,800 | \$0 | \$0 |
| | | ROW: | \$500 | Highway and Bridge | \$51,550 | \$33,030 | \$9,260 | \$9,260 | \$0 | \$0 |
| | | CON: | \$453,000 | Local | \$51,550 | \$39,414 | \$6,068 | \$6,068 | \$0 | \$0 |
| | | CE: | \$27,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Private | \$0 | \$4,800 | -\$2,400 | -\$2,400 | \$0 | \$0 |
| | | Totals: | | \$515,500 | \$98,043 | \$208,729 | \$208,729 | \$0 | \$0 | |
| Route 2A Beginning at Abbot Street and extending northeast 0.34 of a mile to Jefferson Street. BACTS Sponsored. | | | | | | | | | | |
| Old Town 2397100 | 023971.00 Highways Intersection Improvements W/ Signal | PE: | \$29,500 | Federal STP | \$520,000 | \$0 | \$12,000 | \$177,333 | \$165,333 | \$165,333 |
| | | ROW: | \$500 | Highway and Bridge | \$65,000 | \$3,000 | \$0 | \$20,667 | \$20,667 | \$20,667 |
| | | CON: | \$600,000 | Local | \$65,000 | \$3,000 | \$0 | \$20,667 | \$20,667 | \$20,667 |
| | | CE: | \$20,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$650,000 | \$6,000 | \$12,000 | \$218,667 | \$206,667 | \$206,667 | |
| Center Street Located at the intersection of Route 2A and Main Street, and the intersection of Route 2A and Water Street. | | | | | | | | | | |
| Orono 2089800 | 020898.00 Highways Large Culvert Replacement | PE: | \$165,000 | Federal STP | \$736,708 | \$55,275 | \$34,305 | \$238,579 | \$204,274 | \$204,274 |
| | | ROW: | \$20,000 | Highway and Bridge | \$33,000 | \$0 | \$0 | \$11,000 | \$11,000 | \$11,000 |
| | | CON: | \$843,396 | Local | \$333,692 | \$59,450 | \$833 | \$91,692 | \$90,859 | \$90,859 |
| | | CE: | \$75,004 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$1,103,400 | \$114,725 | \$35,138 | \$341,271 | \$306,133 | \$306,133 | |
| Route 2 Large culvert (#942495) located 0.66 of a mile north of the Veazie town line. BACTS Sponsored. | | | | | | | | | | |
| Orrington 2244600 | 022446.00 Highways 1 1/2" Overlay | PE: | \$31,500 | Federal STP | \$713,600 | \$22,400 | \$691,200 | \$0 | \$0 | \$0 |
| | | ROW: | \$500 | Highway and Bridge | \$89,200 | \$47,648 | \$41,552 | \$0 | \$0 | \$0 |
| | | CON: | \$811,000 | Local | \$89,200 | \$47,648 | \$41,552 | \$0 | \$0 | \$0 |
| | | CE: | \$49,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$892,000 | \$117,695 | \$774,305 | \$0 | \$0 | \$0 | |
| Route 15 Beginning at Snows Corner Road and extending north 0.88 of a mile to Harrison Avenue. BACTS Sponsored. | | | | | | | | | | |

BACTS Region FHWA MaineDOT Sponsored

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 | |
|---|---|---|-------------|--------------------|-------------|----------------------|-------------|-------------|-------------|-------------|-------------|
| Alton, Argyle Twp, Bangor, Old Town, Orono, Veazie 2085500 | 020855.00 Highways Ultra-Thin Bonded Wearing Course | PE: | \$25,124 | Federal NHFP | \$2,074,588 | \$2,074,588 | \$0 | \$0 | \$0 | \$0 | |
| | | ROW: | \$0 | Federal NHPP | \$20,099 | \$20,099 | \$0 | \$0 | \$0 | \$0 | |
| | | CON: | \$2,182,876 | Federal NHS | \$25,000 | \$0 | \$8,333 | \$8,333 | \$8,333 | \$0 | |
| | | CE: | \$150,000 | Highway and Bridge | \$238,312 | \$238,312 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Totals: | | | | \$2,358,000 | \$2,333,000 | \$8,333 | \$8,333 | \$8,333 | \$0 |
| | | Interstate 95 NB Beginning 5.78 miles north of the Hampden town line and extending north 13.80 miles to the Argyle town line. | | | | | | | | | |
| Bangor, Brewer 2227800 | 022278.00 Highways Bridge Rehabilitation | PE: | \$150,000 | Federal NHPP | \$69,750 | \$69,750 | \$0 | \$0 | \$0 | \$0 | |
| | | ROW: | \$5,000 | Federal NHS | \$69,750 | \$0 | \$69,750 | \$0 | \$0 | \$0 | |
| | | CON: | \$2,445,000 | Federal STP | \$2,335,500 | \$0 | \$778,500 | \$778,500 | \$778,500 | \$0 | |
| | | CE: | \$150,000 | Highway and Bridge | \$275,000 | \$15,500 | \$86,500 | \$86,500 | \$86,500 | \$0 | |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Totals: | | | | \$2,750,000 | \$85,250 | \$934,750 | \$865,000 | \$865,000 | \$0 |
| | | Interstate 395 Veterans Remembrance Bridge (#1558) over the Penobscot River. Located at the Bangor-Brewer town line. | | | | | | | | | |
| Bangor, Carmel, Etna, Hampden, Hermon, Newburgh, Newport, OI 2179100 | 021791.00 Highways Signing | PE: | \$0 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | ROW: | \$0 | Federal NHS | \$231 | \$0 | \$77 | \$77 | \$77 | \$0 | |
| | | CON: | \$0 | Highway and Bridge | \$26 | \$10,000 | -\$3,325 | -\$3,325 | -\$3,325 | \$0 | |
| | | CE: | \$257 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: | \$0 | | | | | | | | |
| | | Totals: | | | | \$257 | \$10,000 | -\$3,248 | -\$3,248 | -\$3,248 | \$0 |
| | | Interstate 95 NB Beginning in Newport and extending north 39.98 miles to the Old Town city line. | | | | | | | | | |
| Bangor, Carmel, Hampden, Hermon, Newburgh, Old Town, Orono, 2417300 | 024173.00 Highways Ultra-Thin Bonded Wearing Course | PE: | \$35,000 | Federal NHPP | \$5,372,550 | \$0 | \$3,000 | \$3,000 | \$1,790,850 | \$1,787,850 | |
| | | ROW: | \$0 | Federal NHS | \$22,500 | \$0 | \$7,500 | \$7,500 | \$7,500 | \$0 | |
| | | CON: | \$5,659,500 | Highway and Bridge | \$599,450 | \$2,500 | \$333 | \$333 | \$198,983 | \$198,650 | |
| | | CE: | \$300,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: | \$0 | | | | | | | | |
| | | Totals: | | | | \$5,994,500 | \$2,500 | \$10,833 | \$10,833 | \$1,997,333 | \$1,986,500 |
| | | Interstate 95 Southbound Beginning 0.79 of a mile north of the Orono town line and extending south 23.65 miles. Includes 19.81 miles within project limits. | | | | | | | | | |
| Bangor, Carmel, Hampden, Hermon, Newburgh 2411900 | 024119.00 Highways Ultra-Thin Bonded Wearing Course | PE: | \$35,000 | Federal NHPP | \$4,004,513 | \$3,000 | \$2,250 | \$1,334,588 | \$1,332,338 | \$1,332,338 | |
| | | ROW: | \$0 | Federal NHS | \$24,000 | \$0 | \$12,000 | \$12,000 | \$0 | \$0 | |
| | | CON: | \$4,141,125 | Highway and Bridge | \$447,613 | \$3,000 | \$250 | \$148,288 | \$148,038 | \$148,038 | |
| | | CE: | \$300,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | Other: | \$0 | | | | | | | | |
| | | Totals: | | | | \$4,476,125 | \$6,000 | \$14,500 | \$1,494,875 | \$1,480,375 | \$1,480,375 |
| | | Interstate 95 Northbound Beginning 2.67 miles east of the Etna town line and extending north 17.05 miles. Includes 13.01 miles within project limits. | | | | | | | | | |
| Bangor, Hampden, Hermon 2417100 | 024171.00 Highways Ultra-Thin Bonded Wearing Course | PE: | \$25,000 | Federal NHPP | \$1,502,202 | \$0 | \$0 | \$0 | \$500,734 | \$500,734 | |
| | | ROW: | \$0 | Federal NHS | \$22,500 | \$0 | \$7,500 | \$7,500 | \$7,500 | \$0 | |
| | | CON: | \$1,544,113 | Highway and Bridge | \$169,411 | \$2,500 | \$0 | \$0 | \$55,637 | \$55,637 | |
| | | CE: | \$125,000 | | | | | | | | |
| | | Other: | \$0 | | | | | | | | |
| | | Totals: | | | | \$1,694,113 | \$2,500 | \$7,500 | \$7,500 | \$563,871 | \$556,371 |
| | | Interstate 95 Northbound & Southbound Beginning 0.83 of a mile east of the Hermon town line and extending north 8.46 miles. Includes 4.03 miles within limits. Beginning 0.65 of a mile south of the Interstate 95 Exit 185 on-ramp extending south 8.29 miles. Includes 3.85 miles within limits. | | | | | | | | | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---|--|---------|-------------|----------------------|-------------|----------------------|-------------|----------|----------|------|
| Bangor 1859510 | 018595.10 Highways Intersection Improvements W/ Signal | | | Federal Aid Dem Prog | \$600,000 | \$600,000 | \$0 | \$0 | \$0 | \$0 |
| | | PE: | \$750,000 | Federal HSIP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$25,000 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$0 | Federal NHS | \$22,500 | \$0 | \$7,500 | \$7,500 | \$7,500 | \$0 |
| | | CE: | \$0 | Highway and Bridge | \$152,500 | \$152,500 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$775,000 | \$752,500 | \$7,500 | \$7,500 | \$7,500 | \$0 |
| Hogan Road Design for diverging diamond interchange on Hogan Road/ Interstate 95 Exit 187 and Hogan Road/ I-95 Bridge (#5823) over Interstate 95. Located 0.26 of a mile north of Haskell Road. FHWA AID Demo Grant recipient. | | | | | | | | | | |
| Bangor 1872200 | 018722.00 Highways Bridge Replacement | | | Federal HPP | \$1,502,213 | \$1,502,213 | \$0 | \$0 | \$0 | \$0 |
| | | PE: | \$558,995 | Federal LHIP | \$3,529,972 | \$0 | \$3,529,972 | \$0 | \$0 | \$0 |
| | | ROW: | \$24,092 | Federal STP | \$466,469 | \$452,000 | \$14,469 | \$0 | \$0 | \$0 |
| | | CON: | \$6,113,581 | GARVEE | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$400,000 | Highway and Bridge | \$1,374,664 | \$1,331,600 | \$43,064 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | Private | \$223,350 | \$262,000 | -\$38,650 | \$0 | \$0 | \$0 |
| Totals: | | | \$7,096,668 | \$3,547,813 | \$3,548,855 | \$0 | \$0 | \$0 | | |
| Ohio Street Ohio Street/ I-95 Bridge (#5790) over Interstate 95. Located 0.02 of a mile southeast of Sixteenth Street. | | | | | | | | | | |
| Bangor 1931100 | 019311.00 Highways Bridge Replacement | | | Federal IM | \$206,092 | \$206,092 | \$0 | \$0 | \$0 | \$0 |
| | | PE: | \$351,560 | Federal NHPP | \$2,642,992 | \$2,642,992 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$4,724 | Federal STP | \$133,681 | \$133,681 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$2,713,471 | Highway and Bridge | \$331,432 | \$331,432 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$284,362 | Local | \$39,920 | \$39,920 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$3,354,117 | \$3,354,117 | \$0 | \$0 | \$0 | \$0 |
| Interstate 395 I-395/Webster Avenue Bridge (#5796) over Webster Avenue. Located 0.44 of a mile north of Odlin Road. | | | | | | | | | | |
| Bangor 2081100 | 020811.00 Highways Ramp Improvements | | | Federal HSIP | \$455,697 | \$455,697 | \$0 | \$0 | \$0 | \$0 |
| | | PE: | \$41,848 | Federal NHPP | \$36,000 | \$36,000 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Federal NHS | \$9,500 | \$0 | \$3,167 | \$3,167 | \$3,167 | \$0 |
| | | CON: | \$440,148 | Highway and Bridge | \$55,799 | \$55,799 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$75,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Totals: | | | | | | |
| | | | \$556,996 | \$547,496 | \$3,167 | \$3,167 | \$3,167 | \$0 | | |
| Interstate 95 SB Extend Interstate 95 southbound Exit #185 on-ramp acceleration lane. | | | | | | | | | | |
| Bangor 2166100 | 021661.00 Bicycle/Pedestrian New Construction | | | Federal Safe Routes | \$8,000 | \$0 | \$2,667 | \$2,667 | \$2,667 | \$0 |
| | | PE: | \$12,000 | Federal Safety | \$103,200 | \$0 | \$34,400 | \$34,400 | \$34,400 | \$0 |
| | | ROW: | \$0 | Federal TAP | \$9,600 | \$9,600 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$130,000 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$9,000 | Local | \$30,200 | \$30,400 | -\$200 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$151,000 | \$40,000 | \$36,867 | \$37,067 | \$37,067 | \$0 |
| Finson Road Beginning at Davis Road and extending south 0.38 of a mile. | | | | | | | | | | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---|---|--------|-----------|-------------------------|-----------|----------------------|-----------|-----------|-----------|------|
| Bangor 2166200 | 021662.00 Highways Bridge Painting | PE: | \$4,318 | Federal STP | \$262,419 | \$262,419 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$500 | Highway and Bridge | \$65,605 | \$65,605 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$309,205 | | | | | | | |
| | | CE: | \$14,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$328,024 | \$328,024 | \$0 | \$0 | \$0 | \$0 | |
| Valley Avenue Morse Bridge (#5694) over the Kenduskeag Stream. Located 0.15 of a mile north of Kenduskeag Avenue. | | | | | | | | | | |
| Bangor 2166300 | 021663.00 Highways Highway Improvement | PE: | \$99,500 | Federal HSIP | \$22,500 | \$22,500 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$500 | Federal Safety | \$67,500 | \$0 | \$22,500 | \$22,500 | \$22,500 | \$0 |
| | | CON: | \$0 | Highway and Bridge | \$10,000 | \$10,000 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$100,000 | \$32,500 | \$22,500 | \$22,500 | \$22,500 | \$0 | |
| Broadway Beginning at Center Street and extending north 0.14 of a mile to Alden Street. Includes intersection improvements at northbound and southbound Interstate 95 ramps. | | | | | | | | | | |
| Bangor 2167400 | 021674.00 Highways Bridge Wearing Surface Replacement | PE: | \$16,393 | Federal STP | \$91,928 | \$88,892 | \$1,012 | \$1,012 | \$1,012 | \$0 |
| | | ROW: | \$0 | Highway and Bridge | \$22,982 | \$32,461 | -\$3,160 | -\$3,160 | -\$3,160 | \$0 |
| | | CON: | \$87,389 | | | | | | | |
| | | CE: | \$11,129 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$114,910 | \$121,354 | -\$2,148 | -\$2,148 | -\$2,148 | \$0 | |
| Route 15 Six Mile Falls Bridge (#2771) over Kenduskeag Stream. Located 0.10 of a mile northwest of Route 221. | | | | | | | | | | |
| Bangor 2176700 | 021767.00 Bicycle/Pedestrian New Construction | PE: | \$19,888 | Federal HPP | \$369,214 | \$317,869 | \$17,115 | \$17,115 | \$17,115 | \$0 |
| | | ROW: | \$0 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$414,000 | Local | \$92,304 | \$79,467 | \$4,279 | \$4,279 | \$4,279 | \$0 |
| | | CE: | \$27,630 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$461,518 | \$397,336 | \$21,394 | \$21,394 | \$21,394 | \$0 | |
| River Walk Beginning at Front Street and extending east 0.14 of a mile. A new sidewalk along Front Street for 0.03 of a mile. | | | | | | | | | | |
| Bangor 2176710 | 021767.10 Railroad Rail Crossing Improvements | PE: | \$5,000 | Federal RH Xing Program | \$4,500 | \$4,500 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Federal Safety | \$82,206 | \$0 | \$27,402 | \$27,402 | \$27,402 | \$0 |
| | | CON: | \$81,340 | Highway and Bridge | \$1,500 | \$1,500 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$10,000 | Private | \$8,134 | \$8,134 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$96,340 | \$14,134 | \$27,402 | \$27,402 | \$27,402 | \$0 | |
| Front Street Rail Crossing (#365361N) located 0.10 of a mile south of Broad Street. | | | | | | | | | | |
| Bangor 2220800 | 022208.00 Bicycle/Pedestrian New Construction | PE: | \$42,000 | Federal TAP | \$440,000 | \$28,000 | \$150,667 | \$130,667 | \$130,667 | \$0 |
| | | ROW: | \$18,000 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$474,600 | Local | \$110,000 | \$7,000 | \$37,667 | \$32,667 | \$32,667 | \$0 |
| | | CE: | \$15,400 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$550,000 | \$35,000 | \$188,333 | \$163,333 | \$163,333 | \$0 | |
| Bicycle - Pedestrian Trail Beginning at the end of Sylvan Road and extending west 0.39 of a mile to Stillwater Avenue. | | | | | | | | | | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|--|--|---------|-------------|--------------------|-------------|----------------------|-----------|-------------|-------------|-----------|
| Bangor 2221000 | 022210.00 Bicycle/Pedestrian New Construction | PE: | \$16,500 | Federal TAP | \$319,440 | \$319,440 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$2,000 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$331,575 | Local | \$79,860 | \$79,860 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$49,225 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$399,300 | \$399,300 | \$0 | \$0 | \$0 | \$0 | |
| Union Street Beginning at Vermont Avenue and extending northwest 0.79 of a mile to Griffin Road. | | | | | | | | | | |
| Bangor 2227600 | 022276.00 Highways Bridge Improvements | PE: | \$285,000 | Federal NHPP | \$2,237,250 | \$105,000 | \$0 | \$0 | \$710,750 | \$710,750 |
| | | ROW: | \$15,000 | Federal NHS | \$165,000 | \$0 | \$55,000 | \$55,000 | \$55,000 | \$0 |
| | | CON: | \$3,944,500 | Highway and Bridge | \$2,162,250 | \$30,000 | \$0 | \$0 | \$710,750 | \$710,750 |
| | | CE: | \$320,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$4,564,500 | \$135,000 | \$55,000 | \$55,000 | \$1,476,500 | \$1,421,500 | |
| Interstate 95 I-95/ Broadway Bridge (#5789) over Route 15. Located 0.06 of a mile west of Interstate 95 northbound Exit 187. This project is only partially funded for construction and is contingent upon a successful future competitive grant application. | | | | | | | | | | |
| Bangor 2269400 | 022694.00 Highways Safety Improvements | PE: | \$25,668 | Federal HSIP | \$617,220 | \$617,220 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$67 | Highway and Bridge | \$68,580 | \$68,580 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$560,065 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$100,000 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$685,800 | \$685,800 | \$0 | \$0 | \$0 | \$0 | |
| Interstate 95 Construct parallel acceleration lane at Broadway northbound on-ramp. | | | | | | | | | | |
| Bangor 2413100 | 024131.00 Highways 1 1/4" Overlay | PE: | \$4,746 | Federal STP | \$192,202 | \$1,000 | \$932 | \$932 | \$63,734 | \$62,802 |
| | | ROW: | \$0 | Highway and Bridge | \$48,050 | \$949 | \$0 | \$0 | \$15,700 | \$15,700 |
| | | CON: | \$222,851 | | | | | | | |
| | | CE: | \$12,655 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$240,252 | \$1,949 | \$932 | \$932 | \$79,434 | \$78,502 | |
| Route 2, Hogan Road Beginning at Route 2 and extending north 0.44 of a mile. Includes Hogan Road/Route 2 intersection. | | | | | | | | | | |
| Bangor 2431300 | 024313.00 Bicycle/Pedestrian Multimodal Improvements | PE: | \$35,000 | Federal STP | \$45,000 | \$0 | \$15,000 | \$15,000 | \$15,000 | \$0 |
| | | ROW: | \$25,000 | Federal TAP | \$3,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$0 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | Local | \$12,000 | \$12,000 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$60,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$0 | |
| Hogan Road, Mt. Hope Avenue Beginning 0.02 of a mile north of Haskell Road and extending south 0.51 of a mile. Then beginning 0.01 of a mile east of Hogan Road and extending 0.20 of a mile southwest on Mt. Hope Avenue. | | | | | | | | | | |
| Bangor | 024771.00 Bicycle/Pedestrian New Construction | PE: | \$45,000 | Federal HPP | \$320,324 | \$0 | \$26,000 | \$115,441 | \$89,441 | \$89,441 |
| | | ROW: | \$20,000 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$315,405 | Local | \$80,081 | \$0 | \$6,500 | \$28,860 | \$22,360 | \$22,360 |
| | | CE: | \$20,000 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| | | Totals: | | \$400,405 | \$0 | \$32,500 | \$144,302 | \$111,802 | \$111,802 | |
| Riverfront Trail Enhancements to the Bangor Riverfront trail system to include lighting, restroom, and a new trail spur. | | | | | | | | | | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 | | |
|---|---|---------|--------------|--|--------------|----------------------|--------------|--------------|--------------|--------------|-------------|-----------|
| Brewer, Eddington, Holden 1891500 | 018915.00 Highways New Construction | PE: | \$5,500,000 | Federal FASTLANE | \$19,450,000 | \$0 | \$1,600,000 | \$7,016,667 | \$5,416,667 | \$5,416,667 | | |
| | | ROW: | \$9,650,000 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | CON: | \$42,100,000 | Federal STP | \$21,827,000 | \$3,498,660 | \$1,150,670 | \$6,493,003 | \$5,342,333 | \$5,342,333 | | |
| | | CE: | \$0 | Highway and Bridge | \$15,973,000 | \$875,850 | \$2,637,075 | \$5,911,408 | \$3,274,333 | \$3,274,333 | | |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | Totals: | | | \$57,250,000 | \$4,374,510 | \$5,387,745 | \$19,421,078 | \$14,033,333 | \$14,033,333 | | |
| Interstate 395/Route 9 Connector Beginning 0.25 of a mile west of Interstate 395 and Route 1A, roughly paralleling the Brewer-Holden town line, extending 6.00 miles to Route 9 west of Chemo Pond Road (in the vicinity of Lois Lane). FHWA INFRA Grant recipient; partial CON funding. | | | | | | | | | | | | |
| Brewer 1885800 | 018858.00 Bicycle/Pedestrian New Construction | PE: | \$273,597 | Federal HPP | \$1,543,515 | \$1,430,402 | \$37,704 | \$37,704 | \$37,704 | \$0 | | |
| | | ROW: | \$84,079 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | CON: | \$1,391,717 | Local | \$385,879 | \$384,003 | \$625 | \$625 | \$625 | \$0 | | |
| | | CE: | \$180,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | Other: | \$0 | Totals: | | | \$1,929,393 | \$1,814,406 | \$38,329 | \$38,329 | \$38,329 | \$0 |
| Riverwalk Trail Phase 2 Beginning at Wilson Street and extending northeast 0.40 of a mile to the Penobscot Bridge, including pedestrian spot improvements in the downtown area. | | | | | | | | | | | | |
| Brewer 2240800 | 018915.20 Highways Bridge Replacement | PE: | \$0 | Federal FASTLANE | \$5,550,000 | \$0 | \$1,850,000 | \$1,850,000 | \$1,850,000 | \$0 | | |
| | | ROW: | \$0 | Federal STP | \$2,789,000 | \$0 | \$929,667 | \$929,667 | \$929,667 | \$0 | | |
| | | CON: | \$12,500,000 | Highway and Bridge | \$5,111,000 | \$0 | \$1,703,667 | \$1,703,667 | \$1,703,667 | \$0 | | |
| | | CE: | \$950,000 | Totals: | | | \$13,450,000 | \$0 | \$4,483,333 | \$4,483,333 | \$4,483,333 | \$0 |
| | | Other: | \$0 | Route 1A Wilson Street/I-395 Bridge (#1564) over Interstate 395. Located 0.35 of a mile west of Dirigo Drive. FHWA INFRA Grant recipient. | | | | | | | | |
| Brewer 2240800 | 022408.00 Highways Mill And Fill | PE: | \$17,764 | Federal NHPP | \$297,610 | \$297,610 | \$0 | \$0 | \$0 | \$0 | | |
| | | ROW: | \$0 | Federal NHS | \$22,745 | \$0 | \$7,582 | \$7,582 | \$7,582 | \$0 | | |
| | | CON: | \$362,180 | Highway and Bridge | \$80,089 | \$80,089 | \$0 | \$0 | \$0 | \$0 | | |
| | | CE: | \$20,500 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | Other: | \$0 | Totals: | | | \$400,444 | \$377,699 | \$7,582 | \$7,582 | \$7,582 | \$0 |
| Route 1A Beginning 0.13 of a mile south of Spark Road and extending southeast 0.09 of a mile. Continuing from 0.02 of a mile south of Arista Drive and extending southeast 0.57 of a mile. | | | | | | | | | | | | |
| Brewer 2283300 | 022833.00 Highways Slope Stabilization/Protection | PE: | \$65,000 | Federal NHPP | \$60,000 | \$53,000 | \$2,333 | \$2,333 | \$2,333 | \$0 | | |
| | | ROW: | \$10,000 | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | CON: | \$0 | Highway and Bridge | \$15,000 | \$13,250 | \$583 | \$583 | \$583 | \$0 | | |
| | | CE: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | Other: | \$0 | Totals: | | | \$75,000 | \$66,250 | \$2,917 | \$2,917 | \$2,917 | \$0 |
| Route 15 Located 0.13 of a mile north of Abbott Street. | | | | | | | | | | | | |
| Brewer 2283300 | 024773.00 Bicycle/Pedestrian New Construction | PE: | \$59,500 | Federal HPP | \$395,008 | \$0 | \$14,752 | \$14,752 | \$14,752 | \$126,752 | | |
| | | ROW: | \$14,260 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| | | CON: | \$385,000 | Local | \$98,752 | \$0 | \$3,688 | \$3,688 | \$3,688 | \$31,688 | | |
| | | CE: | \$35,000 | Totals: | | | \$493,760 | \$0 | \$18,440 | \$18,440 | \$18,440 | \$158,440 |
| | | Other: | \$0 | Riverwalk Phase 3 of the Brewer Riverwalk, which will include public restrooms. | | | | | | | | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---|---|--------|-------------|--------------------|-------------|----------------------|-------------|-------------|---------|------|
| Eastern Region 1480019 | 014853.19 Production Support And Administration Statewide Program Development | PE: | \$0 | Federal Planning | \$52,000 | \$0 | \$52,000 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Highway and Bridge | \$13,000 | \$2,000 | \$11,000 | \$0 | \$0 | \$0 |
| | | CON: | \$0 | | | | | | | |
| | | CE: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$65,000 | | | | | | | |
| Totals: | | | | | \$65,000 | \$2,000 | \$63,000 | \$0 | \$0 | \$0 |
| Planning Support Penobscot/Piscataquis Regional Planning Organization support. | | | | | | | | | | |
| Eastern Region 1480020 | 014853.20 Production Support And Administration Statewide Program Development | PE: | \$0 | Federal Planning | \$10,000 | \$0 | \$10,000 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | | | | | | | |
| | | CON: | \$0 | Highway and Bridge | \$2,500 | \$2,500 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$0 | | | | | | | |
| | | Other: | \$12,500 | | | | | | | |
| Totals: | | | | | \$12,500 | \$2,500 | \$10,000 | \$0 | \$0 | \$0 |
| Planning Support Penobscot/Piscataquis Regional Planning Organization support. | | | | | | | | | | |
| Eastern Region | 014853.21 Production Support And Administration Statewide Program Development | PE: | \$0 | Federal Planning | \$8,000 | \$0 | \$0 | \$8,000 | \$0 | \$0 |
| | | ROW: | \$0 | | | | | | | |
| | | CON: | \$0 | Highway and Bridge | \$2,000 | \$0 | \$0 | \$2,000 | \$0 | \$0 |
| | | CE: | \$0 | | | | | | | |
| | | Other: | \$10,000 | | | | | | | |
| Totals: | | | | | \$10,000 | \$0 | \$0 | \$10,000 | \$0 | \$0 |
| Planning Support Penobscot/Piscataquis Regional Planning Organization support. | | | | | | | | | | |
| Hampden 1887300 | 018873.00 Highways Intersection Improvements W/ Signal | PE: | \$8,954 | Federal NHPP | \$51,821 | \$49,224 | \$866 | \$866 | \$866 | \$0 |
| | | ROW: | \$67 | Federal STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$41,807 | Highway and Bridge | \$12,955 | \$12,306 | \$216 | \$216 | \$216 | \$0 |
| | | CE: | \$13,948 | | | | | | | |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | | \$64,776 | \$61,530 | \$1,082 | \$1,082 | \$1,082 | \$0 |
| Route 202 Located at the intersection of Route 1A/9 and Route 202. | | | | | | | | | | |
| Hampden 1940100 | 019401.00 Bicycle/Pedestrian New Construction | PE: | \$46,000 | Federal STP | \$230,400 | \$12,800 | \$217,600 | \$0 | \$0 | \$0 |
| | | ROW: | \$12,000 | Federal TAP | \$33,600 | \$33,600 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$247,000 | Highway and Bridge | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$25,000 | Local | \$66,000 | \$66,000 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | | \$330,000 | \$112,400 | \$217,600 | \$0 | \$0 | \$0 |
| Route 202 Beginning at Mayo Road and extending southeast 0.15 of a mile. | | | | | | | | | | |
| Hampden 2167300 | 021673.00 Highways Bridge Replacement | PE: | \$124,755 | Federal NHPP | \$1,206,243 | \$0 | \$603,122 | \$603,122 | \$0 | \$0 |
| | | ROW: | \$0 | Federal NHS | \$4,866,750 | \$0 | \$2,433,375 | \$2,433,375 | \$0 | \$0 |
| | | CON: | \$6,339,770 | Highway and Bridge | \$799,532 | \$848,250 | -\$24,359 | -\$24,359 | \$0 | \$0 |
| | | CE: | \$408,000 | | | | | | | |
| | | Other: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | | \$6,872,525 | \$848,250 | \$3,012,138 | \$3,012,138 | \$0 | \$0 |
| Interstate 95 Southbound I-95 SB/ Emerson Mills Road Bridge (#1430) over B&A Railroad and Emerson Mills Road. Located 0.12 of a mile south of Old Emerson Mill Road. | | | | | | | | | | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---|---|--------|-------------|------------------------|-------------|----------------------|-------------|-------------|-----------|-----------|
| Hampden 2167310 | 021673.10 Highways Bridge Replacement | PE: | \$75,885 | Federal NHPP | \$1,422,000 | \$0 | \$711,000 | \$711,000 | \$0 | \$0 |
| | | ROW: | \$0 | Federal NHS | \$4,866,750 | \$0 | \$2,433,375 | \$2,433,375 | \$0 | \$0 |
| | | CON: | \$6,565,000 | Highway and Bridge | \$774,635 | \$848,250 | -\$36,807 | -\$36,807 | \$0 | \$0 |
| | | CE: | \$422,500 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$7,063,385 | \$848,250 | \$3,107,568 | \$3,107,568 | \$0 | \$0 | |
| Interstate 95 Northbound I-95 NB/Emerson Mills Road Bridge (#5969) over Emerson Mills Road. Located 0.29 of a mile west of Exit 180. | | | | | | | | | | |
| Hampden 2169200 | 021692.00 Highways Bridge Replacement | PE: | \$374,832 | Federal STP | \$2,900,406 | \$1,350,266 | \$775,070 | \$775,070 | \$0 | \$0 |
| | | ROW: | \$500 | Highway and Bridge | \$725,101 | \$725,101 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$3,483,259 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$220,000 | Private | \$453,084 | \$453,084 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$4,078,591 | \$2,528,451 | \$775,070 | \$775,070 | \$0 | \$0 | |
| Route 1A Grist Mill Bridge (#2334) over Souadabscook Stream. Located 0.21 of a mile northeast of Elm Street. | | | | | | | | | | |
| Hampden 2322400 | 023224.00 Highways Bridge Substructure Rehabilitation | PE: | \$3,523 | Federal NHPP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Federal STP | \$1,722,819 | \$36,000 | \$843,409 | \$843,409 | \$0 | \$0 |
| | | CON: | \$2,020,000 | Highway and Bridge | \$430,705 | \$316,000 | \$57,352 | \$57,352 | \$0 | \$0 |
| | | CE: | \$130,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$2,153,523 | \$352,000 | \$900,762 | \$900,762 | \$0 | \$0 | |
| Coldbrook Road Coldbrook Road/I-95 Bridge (#5970) over Interstate 95. Located 0.24 of a mile south of the Odlin Road. | | | | | | | | | | |
| Hampden 2356900 | 023569.00 Highways Mill And Fill | PE: | \$19,535 | Federal NHPP | \$674,414 | \$5,000 | \$0 | \$223,138 | \$223,138 | \$223,138 |
| | | ROW: | \$0 | Federal NHS | \$10,628 | \$0 | \$5,314 | \$5,314 | \$0 | \$0 |
| | | CON: | \$797,696 | Highway and Bridge | \$171,260 | \$3,907 | \$0 | \$55,784 | \$55,784 | \$55,784 |
| | | CE: | \$39,071 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$856,302 | \$8,907 | \$5,314 | \$284,236 | \$278,922 | \$278,922 | |
| Route 202 Beginning 0.05 of a mile east of Stoney Brook Road and extending northeast 2.39 miles to Mecaw Road. | | | | | | | | | | |
| Hampden 2359300 | 023593.00 Highways Mill And Fill | PE: | \$5,184 | Federal NHPP | \$207,205 | \$4,147 | \$0 | \$67,686 | \$67,686 | \$67,686 |
| | | ROW: | \$0 | Highway and Bridge | \$51,801 | \$1,037 | \$0 | \$16,921 | \$16,921 | \$16,921 |
| | | CON: | \$243,453 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$10,369 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$259,006 | \$5,184 | \$0 | \$84,607 | \$84,607 | \$84,607 | |
| Route 9 Beginning 0.02 of a mile west of Route 1A and extending west 0.47 of a mile. | | | | | | | | | | |
| Milford 1931200 | 019312.00 Highways Bridge Replacement | PE: | \$356,983 | Federal Bridge Program | \$160,000 | \$160,000 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$3,940 | Federal STP | \$2,110,406 | \$1,995,534 | \$39,094 | \$37,889 | \$37,889 | \$0 |
| | | CON: | \$2,264,085 | Highway and Bridge | \$503,602 | \$534,211 | -\$10,002 | -\$10,303 | -\$10,303 | \$0 |
| | | CE: | \$213,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | Private | \$64,000 | \$64,000 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | \$2,838,008 | \$2,753,744 | \$29,091 | \$27,586 | \$27,586 | \$0 | |
| Route 2 Lower Trestle Bridge (#3535) over Sunkhaze Stream/River Overflow. Located 1.25 miles south of French Settlement Road. | | | | | | | | | | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|--|--|--------|-------------|--------------------|-------------|----------------------|-----------|-------------|-------------|-------------|
| Milford 2050500 | 020505.00 Highways Bridge Replacement | PE: | \$240,069 | Federal STP | \$1,976,413 | \$1,932,230 | \$14,728 | \$14,728 | \$14,728 | \$0 |
| | | ROW: | \$54,818 | Highway and Bridge | \$503,378 | \$492,333 | \$3,682 | \$3,682 | \$3,682 | \$0 |
| | | CON: | \$1,957,405 | | | | | | | |
| | | CE: | \$227,500 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$2,479,791 | \$2,424,563 | \$18,409 | \$18,409 | \$18,409 | \$0 |
| Route 2 Sunkhaze Bridge (#2825) over Sunkhaze Stream/River Overflow. Located 1.50 miles north of Grove Street. | | | | | | | | | | |
| Old Town 2021700 | 020217.00 Highways Flashing Beacon | PE: | \$21,000 | Federal HSIP | \$59,400 | \$51,816 | \$7,584 | \$0 | \$0 | \$0 |
| | | ROW: | \$11,000 | Highway and Bridge | \$6,600 | \$13,503 | -\$6,903 | \$0 | \$0 | \$0 |
| | | CON: | \$27,767 | | | | | | | |
| | | CE: | \$6,233 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$66,000 | \$65,320 | \$680 | \$0 | \$0 | \$0 |
| Route 2A Located at the intersection of Route 2A and Brunswick Street. | | | | | | | | | | |
| Old Town 2251100 | 022511.00 Highways Bridge Replacement | PE: | \$585,000 | Federal STP | \$1,982,000 | \$120,000 | \$180,000 | \$680,667 | \$500,667 | \$500,667 |
| | | ROW: | \$15,000 | Highway and Bridge | \$1,622,000 | \$30,000 | \$45,000 | \$545,667 | \$500,667 | \$500,667 |
| | | CON: | \$2,740,000 | | | | | | | |
| | | CE: | \$264,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$3,604,000 | \$150,000 | \$225,000 | \$1,226,333 | \$1,001,333 | \$1,001,333 |
| Stillwater Avenue Stillwater #2 Bridge (#2806) over the North Channel Stillwater River. Located 0.13 of a mile north of Free Street. This project is only partially funded for construction and is contingent upon a successful future competitive grant application. | | | | | | | | | | |
| Old Town 2251200 | 022512.00 Highways Bridge Replacement | PE: | \$185,000 | Federal STP | \$1,148,000 | \$120,000 | \$20,000 | \$349,333 | \$329,333 | \$329,333 |
| | | ROW: | \$15,000 | Highway and Bridge | \$1,028,000 | \$30,000 | \$5,000 | \$334,333 | \$329,333 | \$329,333 |
| | | CON: | \$1,800,000 | | | | | | | |
| | | CE: | \$176,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$2,176,000 | \$150,000 | \$25,000 | \$683,667 | \$658,667 | \$658,667 |
| Stillwater Avenue Stillwater #1 Bridge (#1472) over the South Channel Stillwater River. Located 0.06 of a mile north of Free Street. This project is only partially funded for construction and is contingent upon a successful future competitive grant application. | | | | | | | | | | |
| Old Town 2295000 | 022950.00 Highways Intersection Improvements W/ Signal | PE: | \$450,000 | Federal STP | \$2,610,000 | \$350,000 | \$305,000 | \$855,000 | \$550,000 | \$550,000 |
| | | ROW: | \$750,000 | Highway and Bridge | \$1,890,000 | \$240,000 | \$0 | \$550,000 | \$550,000 | \$550,000 |
| | | CON: | \$3,000,000 | | | | | | | |
| | | CE: | \$300,000 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$4,500,000 | \$590,000 | \$305,000 | \$1,405,000 | \$1,100,000 | \$1,100,000 |
| Stillwater Avenue Located at the intersection of Route 2A and College Avenue (includes all approaches). This project is only partially funded for construction and is contingent upon a successful future competitive grant application. | | | | | | | | | | |
| Orono 2269200 | 022692.00 Highways Roundabout Construction | PE: | \$425,553 | Federal HSIP | \$3,161,497 | \$3,161,497 | \$0 | \$0 | \$0 | \$0 |
| | | ROW: | \$269,000 | Highway and Bridge | \$351,750 | \$351,750 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$2,840,053 | Local | \$466,214 | \$466,214 | \$0 | \$0 | \$0 | \$0 |
| | | CE: | \$444,854 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | | \$3,979,460 | \$3,979,460 | \$0 | \$0 | \$0 | \$0 |
| Route 2 Located at the intersection of Route 2 and Rangeley Road. | | | | | | | | | | |

| Towns Fed Project # <i>Description</i> | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|--|---|--------|-----------|--------------------|------------------|----------------------|-----------------|-----------------|------------|------|
| Orrington 2330800 | 023308.00 Highways Ultra-Thin Bonded Wearing Course | PE: | \$14,306 | Federal STP | \$314,738 | \$213,102 | \$36,810 | \$32,413 | \$32,413 | \$0 |
| | | ROW: | \$0 | Highway and Bridge | \$78,685 | \$53,276 | \$9,202 | \$8,103 | \$8,103 | \$0 |
| | | CON: | \$357,658 | | | | | | | |
| | | CE: | \$21,459 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$393,423 | \$266,378 | \$46,012 | \$40,517 | \$40,517 | \$0 | |
| Route 15 <i>Beginning 0.22 of a mile northeast of Industrial Way and extending northeast 1.65 miles.</i> | | | | | | | | | | |
| Statewide | 024763.00 Production Support And Administration Intelligent Transportation Systems | PE: | \$16,250 | Federal STP | \$200,000 | \$0 | \$200,000 | \$0 | \$0 | \$0 |
| | | ROW: | \$0 | Highway and Bridge | \$50,000 | \$0 | \$50,000 | \$0 | \$0 | \$0 |
| | | CON: | \$217,500 | | | | | | | |
| | | CE: | \$16,250 | | | | | | | |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$250,000 | \$0 | \$250,000 | \$0 | \$0 | \$0 | |
| Permanent Portable CMS <i>Permanent portable Changeable Message Signs (CMS) on key corridors: Route 201 Jackman-Bingham, Route 9 Calais-Brewer, and Route 1A Ellsworth-Brewer.</i> | | | | | | | | | | |
| Veazie 2302800 | 023028.00 Highways Slope Stabilization/Protection | PE: | \$74,500 | Federal STP | \$60,000 | \$0 | \$20,000 | \$20,000 | \$20,000 | \$0 |
| | | ROW: | \$500 | Highway and Bridge | \$15,000 | \$15,000 | \$0 | \$0 | \$0 | \$0 |
| | | CON: | \$0 | | | | | | | |
| | | CE: | \$0 | Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | Other: | \$0 | | | | | | | |
| Totals: | | | | \$75,000 | \$15,000 | \$20,000 | \$20,000 | \$20,000 | \$0 | |
| Route 2 <i>Located 0.07 of a mile north of Main Street.</i> | | | | | | | | | | |

BACTS Region FTA FTA / 5339 MaineDOT Sponsored

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---------------------------------------|---|---|-------------|---------|-------------|----------------------|-------------|-----------|-----------|-----------|
| Bangor | 022769.19 Transit Service Area Capital Equipment Purchase | Cap Equip: | \$146,025 | Federal | \$116,820 | \$0 | \$116,820 | \$0 | \$0 | \$0 |
| | | | | Local | \$29,205 | \$0 | \$29,205 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$146,025 | \$0 | \$146,025 | \$0 | \$0 | \$0 |
| | | Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration § 5339 for urbanized area transit. | | | | | | | | |
| Bangor | 022769.20 Transit Service Area Capital Equipment Purchase | Cap Equip: | \$146,025 | Federal | \$116,820 | \$0 | \$116,820 | \$0 | \$0 | \$0 |
| | | | | Local | \$29,205 | \$0 | \$29,205 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$146,025 | \$0 | \$146,025 | \$0 | \$0 | \$0 |
| | | Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration § 5339 for urbanized area transit, Fiscal Year 2020. | | | | | | | | |
| Bangor | 022769.21 Transit Service Area Capital Equipment Purchase | Cap Equip: | \$146,025 | Federal | \$116,820 | \$0 | \$0 | \$116,820 | \$0 | \$0 |
| | | | | Local | \$29,205 | \$0 | \$0 | \$29,205 | \$0 | \$0 |
| | | Totals: | | | \$146,025 | \$0 | \$0 | \$146,025 | \$0 | \$0 |
| | | Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration § 5339 for urbanized area transit, Fiscal Year 2021. | | | | | | | | |
| Bangor | 022769.22 Transit Service Area Capital Equipment Purchase | Cap Equip: | \$146,025 | Federal | \$116,820 | \$0 | \$0 | \$0 | \$116,820 | \$0 |
| | | | | Local | \$29,205 | \$0 | \$0 | \$0 | \$29,205 | \$0 |
| | | Totals: | | | \$146,025 | \$0 | \$0 | \$0 | \$146,025 | \$0 |
| | | Urban Transit Capital Transit Capital Assistance for the Bangor area Small Urban Transit Agencies, Federal Transit Administration § 5339 for urbanized area transit, Fiscal Year 2022. | | | | | | | | |
| Bangor | 024329.00 Transit Service Area Capital Equipment Purchase | Cap Equip: | \$3,420,000 | Federal | \$2,890,000 | \$0 | \$2,890,000 | \$0 | \$0 | \$0 |
| | | | | Local | \$530,000 | \$0 | \$530,000 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$3,420,000 | \$0 | \$3,420,000 | \$0 | \$0 | \$0 |
| | | Urban Transit Capital FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly. | | | | | | | | |
| Bangor | 024739.00 Transit Service Area Capital Equipment Purchase | Cap Equip: | \$146,025 | Federal | \$116,820 | \$0 | \$0 | \$0 | \$0 | \$116,820 |
| | | | | Local | \$29,205 | \$0 | \$0 | \$0 | \$0 | \$29,205 |
| | | Totals: | | | \$146,025 | \$0 | \$0 | \$0 | \$0 | \$146,025 |
| | | Urban Transit Capital FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly. | | | | | | | | |

| Towns Fed Project # <i>Description</i> | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---|--|------------|-------------|---------|-------------|----------------------|-------------|------|------|------|
| Bangor | 024753.00 Transit Service Area New Construction | Cap Equip: | \$1,607,500 | Federal | \$1,286,000 | \$0 | \$1,286,000 | \$0 | \$0 | \$0 |
| | | | | Local | \$321,500 | \$0 | \$321,500 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$1,607,500 | \$0 | \$1,607,500 | \$0 | \$0 | \$0 |
| Urban Transit Capital FTA Section 5339 for Capital Assistance - Bangor, Community Connector bus service - will apply to FTA directly. Discretionary funds for new transit hub. | | | | | | | | | | |

BACTS Region FTA FTA SECTION 8 / 5303 MaineDOT Sponsored

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---------------------------------------|--|---|-----------|---------|-----------|----------------------|-----------|-----------|-----------|-----------|
| Bangor | 023342.20 Transit Service Area Administrative Assistance | Admin: | \$101,250 | Federal | \$81,000 | \$0 | \$81,000 | \$0 | \$0 | \$0 |
| | | | | Local | \$20,250 | \$0 | \$20,250 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$101,250 | \$0 | \$101,250 | \$0 | \$0 | \$0 |
| | | Urban Transit Planning Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2020. Funds are transferred to FHWA. | | | | | | | | |
| Bangor | 023342.21 Transit Service Area Administrative Assistance | Admin: | \$101,250 | Federal | \$81,000 | \$0 | \$0 | \$81,000 | \$0 | \$0 |
| | | | | Local | \$20,250 | \$0 | \$0 | \$20,250 | \$0 | \$0 |
| | | Totals: | | | \$101,250 | \$0 | \$0 | \$101,250 | \$0 | \$0 |
| | | Urban Transit Planning Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2021. Funds are transferred to FHWA. | | | | | | | | |
| Bangor | 023342.22 Transit Service Area Administrative Assistance | Other: | \$101,250 | Federal | \$81,000 | \$0 | \$0 | \$0 | \$81,000 | \$0 |
| | | | | Local | \$20,250 | \$0 | \$0 | \$0 | \$20,250 | \$0 |
| | | Totals: | | | \$101,250 | \$0 | \$0 | \$0 | \$101,250 | \$0 |
| | | Urban Transit Planning Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2022. Funds are transferred to FHWA. | | | | | | | | |
| Bangor | 024695.00 Transit Service Area Planning Studies | Admin: | \$102,500 | Federal | \$82,000 | \$0 | \$0 | \$0 | \$0 | \$82,000 |
| | | | | Local | \$20,500 | \$0 | \$0 | \$0 | \$0 | \$20,500 |
| | | Totals: | | | \$102,500 | \$0 | \$0 | \$0 | \$0 | \$102,500 |
| | | Urban Transit Planning Bangor Area Comprehensive Transportation System (BACTS), Federal Transit Administration § 5303 for metropolitan planning Fiscal Year 2023. Funds are transferred to FHWA. | | | | | | | | |

BACTS Region FTA FTA SECTION 9 / 5307 MaineDOT Sponsored

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|---|---|---|-------------|---------|-------------|----------------------|-------------|-----------|-----------|------|
| Bangor | 020270.22 Transit Service Area Operating Assistance | Operating: | \$212,500 | Federal | \$170,000 | \$0 | \$0 | \$0 | \$170,000 | \$0 |
| | | | | Local | \$42,500 | \$0 | \$0 | \$0 | \$42,500 | \$0 |
| | | Totals: | | | \$212,500 | \$0 | \$0 | \$0 | \$212,500 | \$0 |
| | | Urban Transit Operating Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit. | | | | | | | | |
| Bangor | 020720.20 Transit Service Area Operating Assistance | Operating: | \$180,000 | Federal | \$144,000 | \$0 | \$144,000 | \$0 | \$0 | \$0 |
| | | | | Local | \$36,000 | \$0 | \$36,000 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$180,000 | \$0 | \$180,000 | \$0 | \$0 | \$0 |
| | | Urban Transit Operating Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit. | | | | | | | | |
| Bangor | 020720.21 Transit Service Area Operating Assistance | Operating: | \$212,500 | Federal | \$170,000 | \$0 | \$0 | \$170,000 | \$0 | \$0 |
| | | | | Local | \$42,500 | \$0 | \$0 | \$42,500 | \$0 | \$0 |
| | | Totals: | | | \$212,500 | \$0 | \$0 | \$212,500 | \$0 | \$0 |
| | | Urban Transit Operating Transit American with Disabilities Act (ADA) Operating Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit. | | | | | | | | |
| Bangor | 022757.20 Transit Service Area Capital-Eligible Maintenance | Cap Equipt: | \$568,750 | Federal | \$455,000 | \$0 | \$455,000 | \$0 | \$0 | \$0 |
| | | | | Local | \$113,750 | \$0 | \$113,750 | \$0 | \$0 | \$0 |
| | | Totals: | | | \$568,750 | \$0 | \$568,750 | \$0 | \$0 | \$0 |
| | | Urban Transit Capital Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit. | | | | | | | | |
| Bangor | 022757.21 Transit Service Area Capital-Eligible Maintenance | Cap Equipt: | \$609,075 | Federal | \$487,260 | \$0 | \$0 | \$487,260 | \$0 | \$0 |
| | | | | Local | \$121,815 | \$0 | \$0 | \$121,815 | \$0 | \$0 |
| | | Totals: | | | \$609,075 | \$0 | \$0 | \$609,075 | \$0 | \$0 |
| | | Urban Transit Capital Transit Capital Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit. | | | | | | | | |
| Bangor | 022761.20 Transit Service Area Operating Assistance | Operating: | \$1,552,000 | Federal | \$776,000 | \$0 | \$776,000 | \$0 | \$0 | \$0 |
| | | | | Local | \$674,891 | \$0 | \$674,891 | \$0 | \$0 | \$0 |
| | | State | \$101,109 | \$0 | \$101,109 | \$0 | \$0 | \$0 | | |
| | | Totals: | | | \$1,552,000 | \$0 | \$1,552,000 | \$0 | \$0 | \$0 |
| Urban Transit Operating FTA Section 5307 for Operating Assistance - Community Connector. | | | | | | | | | | |

| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 | |
|---|---|--|---|-------------|-------------|----------------------|-------------|-------------|-----------|-----------|-----|
| Bangor | 022761.21 Transit Service Area Operating Assistance | Operating: | \$1,590,180 | Federal | \$795,090 | \$0 | \$0 | \$795,090 | \$0 | \$0 | |
| | | | | Local | \$693,981 | \$0 | \$0 | \$693,981 | \$0 | \$0 | |
| | | | | State | \$101,109 | \$0 | \$0 | \$101,109 | \$0 | \$0 | |
| | | Totals: | | \$1,590,180 | \$0 | \$0 | \$1,590,180 | \$0 | \$0 | | |
| | | Urban Transit Operating FTA Section 5307 for Operating Assistance - Community Connector. | | | | | | | | | |
| Bangor | 022761.22 Transit Service Area Operating Assistance | Operating: | \$1,606,606 | Federal | \$803,303 | \$0 | \$0 | \$0 | \$803,303 | \$0 | |
| | | | | Local | \$702,194 | \$0 | \$0 | \$0 | \$702,194 | \$0 | \$0 |
| | | | | State | \$101,109 | \$0 | \$0 | \$0 | \$101,109 | \$0 | \$0 |
| | | Totals: | | \$1,606,606 | \$0 | \$0 | \$0 | \$1,606,606 | \$0 | \$0 | |
| | | Urban Transit Operating FTA Section 5307 for Operating Assistance - Community Connector. | | | | | | | | | |
| Bangor | 023420.00 Transit Service Area Capital Equipment Purchase | Cap Equip: | \$769,200 | Federal | \$615,360 | \$0 | \$615,360 | \$0 | \$0 | \$0 | |
| | | | | Local | \$153,840 | \$0 | \$153,840 | \$0 | \$0 | \$0 | \$0 |
| | | | | Totals: | | \$769,200 | \$0 | \$769,200 | \$0 | \$0 | \$0 |
| | | Urban Transit Capital City of Bangor, Community Connector, carryover balance FTA funds for capital procurement. | | | | | | | | | |
| | | Bangor | 024323.00 Transit Service Area Administrative Assistance | Admin: | \$100,000 | Federal | \$80,000 | \$0 | \$80,000 | \$0 | \$0 |
| Local | \$20,000 | | | | | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | | | \$100,000 | \$0 | \$100,000 | \$0 | \$0 | \$0 |
| Urban Transit Planning FTA Section 5307 for Planning Assistance - city of Bangor, Community Connector- will apply to FTA directly. | | | | | | | | | | | |
| Bangor | 024325.00 Transit Service Area Operating Assistance | | | Operating: | \$1,192,540 | Federal | \$596,270 | \$0 | \$596,270 | \$0 | \$0 |
| | | Local | \$596,270 | | | \$0 | \$596,270 | \$0 | \$0 | \$0 | \$0 |
| | | Totals: | | | | \$1,192,540 | \$0 | \$1,192,540 | \$0 | \$0 | \$0 |
| | | Urban Transit Operating FTA Section 5307 for Operating Assistance - Bangor Carryover balance- will apply to FTA directly. | | | | | | | | | |
| | | Bangor | 024665.00 Transit Service Area Capital Equipment Purchase | Cap Equip: | \$50,000 | Federal | \$40,000 | \$0 | \$40,000 | \$0 | \$0 |
| Local | \$10,000 | | | | | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 |
| Totals: | | | | | | \$50,000 | \$0 | \$50,000 | \$0 | \$0 | \$0 |
| Urban Transit Capital Transit Capital Assistance (software) for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit. | | | | | | | | | | | |
| Bangor | 024697.00 Transit Service Area Operating | | | Operating: | \$212,500 | Federal | \$170,000 | \$0 | \$0 | \$0 | \$0 |
| | | Local | \$42,500 | | | \$0 | \$0 | \$0 | \$0 | \$42,500 | |
| | | Totals: | | \$212,500 | | \$0 | \$0 | \$0 | \$0 | \$212,500 | |

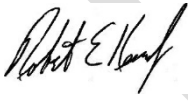
| Towns Fed Project # Description | WIN Asset Scope | Stage | Available | Source | Available | Obligated to Date | 2020 | 2021 | 2022 | 2023 |
|--|---|---|-------------|---------|-------------|----------------------|------|------|------|-------------|
| Bangor | 024697.00 Transit Service Area Operating Assistance | | | | | | | | | |
| Urban Transit Operations Transit Capital Assistance (preventive maintenance) for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit. | | | | | | | | | | |
| Bangor | 024717.00 Transit Service Area Capital-Eligible Maintenance | Cap Equip: | \$687,070 | Federal | \$549,656 | \$0 | \$0 | \$0 | \$0 | \$549,656 |
| | | | | Local | \$137,414 | \$0 | \$0 | \$0 | \$0 | \$137,414 |
| | | Totals: | | | \$687,070 | \$0 | \$0 | \$0 | \$0 | \$687,070 |
| | | Urban Transit Capital Transit Capital Assistance (preventive maintenance) for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit. | | | | | | | | |
| Bangor | 024719.00 Transit Service Area Operating Assistance | Operating: | \$1,621,578 | Federal | \$810,789 | \$0 | \$0 | \$0 | \$0 | \$810,789 |
| | | | | Local | \$709,680 | \$0 | \$0 | \$0 | \$0 | \$709,680 |
| | | | | State | \$101,109 | \$0 | \$0 | \$0 | \$0 | \$101,109 |
| | | Totals: | | | \$1,621,578 | \$0 | \$0 | \$0 | \$0 | \$1,621,578 |
| Urban Transit Operations Transit Operating Assistance for Bangor, Community Connector, Federal Transit Administration § 5307 for urbanized area transit. | | | | | | | | | | |

APPENDIX A

METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION (To be submitted with the Statewide Transportation Improvement Program)

The Metropolitan Planning Organization, BACTS (Bangor Area Comprehensive Transportation System), in accordance to Title 23 §450.336 and 23 CFR Part 450 hereby certifies that the transportation improvement process is addressing major issues facing the MPO, and is being carried out in accordance with the following requirements:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature: 
Printed Name: Robert E. Kenerson, Jr.
Title: Executive Director
Date: January 20, 2020

APPENDIX C

BACTS PROJECT RATING, SCREENING, AND SCORING

PROJECT RATING

The BACTS Policy Committee initially adopted a project rating criterion in 1998. The criteria have been revised several times, most recently in 2009, to address minor issues that were not foreseen in the earlier versions.

PROPOSAL SCREENING

All proposed projects shall be pre-screened by the BACTS Policy Committee and staff to ensure that they meet minimum area standards for submission, before they are formally evaluated according to the project criteria. All proposals must meet the following screening requirements:

- 1) Proposals for road improvements shall be for collector or arterial roadways.
- 2) Proposals shall have clear geographic scope limits, and a clear and reasonable scope of work as determined by the BACTS Policy Committee. In many cases, the cost per mile as evaluated by the Policy Committee will be different from the value assigned by Maine DOT staff during the preliminary scoping process, as it will be based on actual costs for similar local projects in previous TIPs and adjusted as necessary for inflation.
- 3) Proposals shall be consistent with the goals and objectives of the BACTS MTP and, wherever applicable, shall incorporate the recommendations of completed BACTS transportation studies.
- 4) Proposals shall not conflict with the comprehensive plan or other policy documents of the municipalities in which they are located.
- 5) Municipalities will coordinate with any necessary utilities located within the projects limits in order to coordinate utility work plans with possible projects. Proposals shall be scoped to include all necessary utilities work in the cost estimates.
- 6) Municipal officials will sign statements agreeing to the finalized scope for each project in their municipality, as determined by the Policy Committee, prior to the start of the scoring process.

PROPOSAL SCORING

Proposals will be evaluated by the weighted scoring of variables appropriate for each of four types of project: Development (reconstruction), Rehabilitation, Preservation, and Operational and Safety Improvements. The BACTS Policy Committee will determine and assign a percentage of each biennial budget allocation to each of these four categories. Thus, all project comparisons will be made among projects within a single category, with the top-ranked projects in each category selected for funding in the current TIP. However, the Policy Committee shall have the flexibility to adjust and re-adjust the category allotments during the project selection process as necessary, in order to maximize the regional impact of the finalized TIP. The evaluation criteria for each project type are listed below. A detailed description of each factor is provided following the evaluation tables.

Any potential projects submitted in the upcoming TIP that had any surface treatment maintenance performed must be brought to the BACTS Policy Committee beforehand. BACTS staff then conducts a pavement rating for that project prior to the maintenance. This rating is then used as the pavement condition instead to prevent a project from being penalized for performing maintenance. The definition of surface treatment maintenance is any crack sealing or

resurfacing one inch or less with spot grinding and fill acceptable. The allowance is good for the current TIP project submission.

PROJECT CATEGORIES/TYPES

1.) Development – The creation or substantial replacement of a highway, *sidewalk, bicycle lane, or other transportation asset. In MPO areas, this category covers primarily:

- **Reconstruction**, which calls for removing and replacing the pavement, gravel base and sub-base for more than half of the project length. Reconstruction primarily addresses structural deficiencies, grade problems, and safety concerns, often in order to bring a highway up to modern design standards. Reconstruction may involve substantial drainage work, the addition of travel lanes, and significant alignment changes. Typical design life is 20 years.

| Factors | Score | Weight |
|---------------------|---------|--------|
| Traffic volume | 0 to 10 | 0.30 |
| Truck percentage | 0 to 10 | 0.10 |
| Pavement condition | 0 to 10 | 0.20 |
| Road geometrics | 0 to 10 | 0.25 |
| Multi-modal and TDM | 0 to 10 | 0.15 |
| Access Management | 0 to 10 | 0.15 |
| Maximums | 60 | 1.15 |

2.) Preservation – Work designed to preserve the investment in a road that has been built to modern safety and mobility standards established by Maine DOT and the American Association of State Highway and Transportation Officials (AASHTO). The preservation category includes:

- **Mill & fill**, which calls for grinding out some of the existing pavement and replacing it with new hot-mix asphalt. This treatment removes inconsistent riding surfaces, restores the cross-section, and/or removes a surface layer of worn, oxidized pavement.
- **Resurfacing**, this calls for placing a layer of hot-mix asphalt over existing pavement and, in some cases, performing drainage and shoulder work. Types of preservation overlays include:
 - ⇒ **¾ inch overlay** – the first resurfacing of a rebuilt highway, or the next resurfacing after a more intensive resurfacing project.
 - ⇒ **1¼ inch overlay** – a resurfacing that involves 1¼-inch depth asphalt. It generally applies when a road requires a more substantial treatment, for structural reasons, than a basic ¾-inch overlay.

Typical design life is 8-10 years

| Factors | Score | Weight |
|---------------------|---------|--------|
| Traffic volume | 0 to 10 | 0.30 |
| Truck percentage | 0 to 10 | 0.10 |
| Pavement condition | 0 to 10 | 0.55 |
| Multi-modal and TDM | 0 to 10 | 0.05 |
| Maximums | 40 | 1.0 |

3.) Rehabilitation – Work designed to restore the pavement, gravel base, and sub-base to a previous level of service. Rehabilitation projects call for more significant improvements to a road’s geometric design and drainage than pavement preservation. In MPO areas, this category covers treatments that add to, replace or improve subordinate elements of a highway, including:

- **Full-depth reclamation**, which involves pulverizing the existing pavement in place and mixing it with at least 2 inches of aggregate to create a mass that is graded, compacted and overlaid with a new asphalt-wearing course.
- **Foamed asphalt**, a reclamation process that blends hot, new asphalt and water to create foam that coats the aggregate particles, enhancing the structural integrity of the roadway.
- **Structural overlay**, which involves laying down at least 2 inches of hot-mix asphalt to strengthen a roadway. A road’s structure – pavement, gravel base and sub-base – receives a rating based on conditions and the type of traffic it handles. A structural overlay boosts a road’s structural rating so that it can withstand wear-and tear from changing conditions, such as higher truck traffic.
- ***Sidewalks as part of a Rehabilitation project**

Typical design life is 12-15 years.

| Factors | Score | Weight |
|---------------------|---------|--------|
| Traffic volume | 0 to 10 | 0.30 |
| Truck percentage | 0 to 10 | 0.15 |
| Pavement condition | 0 to 10 | 0.30 |
| Road geometrics | 0 to 10 | 0.10 |
| Multi-modal and TDM | 0 to 10 | 0.15 |
| Access Management | 0 to 10 | 0.15 |
| Maximums | 60 | 1.15 |

4.) Operational and Safety Improvements – Investments intended to optimize the safety and capacity of existing facilities. These efforts include:

- **Intersection improvements**, with and without signals.
- ***Sidewalk construction.**

There will be three sub categories within the Operational and Safety Improvements Intersection projects for scoring purposes.

- *Geometrics and Equipment*
- *Equipment Only*
- *Study Recommendations*

The scoring for these categories will be as follows:

- *Geometrics and Equipment*

| Factors | Score | Weight |
|------------------|---------|--------|
| Traffic volume | 0 to 10 | 0.15 |
| Truck percentage | 0 to 10 | 0.05 |

| | | |
|------------------------|---------|------|
| Road geometrics | 0 to 10 | 0.20 |
| Safety | 0 to 10 | 0.25 |
| Stopped delay/warrants | 0 to 10 | 0.25 |
| Multi-modal and TDM | 0 to 10 | 0.10 |
| Access Management | 0 to 10 | 0.15 |
| Maximums | 70 | 1.15 |

- *Equipment Only*

| Factor | Score | Weight |
|---------------------|---------|--------|
| Traffic Volume | 0 to 10 | .20 |
| Safety | 0 to 10 | .35 |
| Stop Delay/Warrants | 0 to 10 | .35 |
| Multimodal / TDM | 0 to 10 | .10 |
| Maximums | 40 | 1.0 |

- *Study Recommendations*

There will be no scoring criteria for this sub-category. These projects will be recommendations made by the BACTS Policy Committee based on the following standards and prioritized in this order:

- 1) Project must be a “Priority 1” project from the “2009 BACTS Traffic Signal Study” or the latest revision of that study;
- 2) Project shall benefit a corridor (projects with multiple intersection improvements will take higher precedence over those with only one improvement);
- 3) Project is a local or stand-alone project (projects with multiple intersection improvements will take higher precedence over those with only one improvement.); and
- 4) Single improvement intersection (i.e. Pedestrian signal, back plate, dual flasher).

FACTOR DESCRIPTIONS

1) Traffic Volume

Traffic volumes for all projects except intersections are based on the latest average annual daily traffic (AADT) counts obtained by BACTS for each project. The score is calculated by dividing the proposed project’s AADT by the largest AADT in the set of proposals submitted, then multiplying by ten in order to fit the 0 to 10 scale.

Traffic volumes for intersection proposals are based on the latest peak hour volume collected during a turning movement count by BACTS. The intersection’s total approach volume (based on the average of all its approaches) is divided by the largest total approach volume in the set of intersection proposals submitted, then multiplied by ten in order to fit the 0 to 10 scale.

2) Truck Percentage

Truck percentage is to be based on the truck percentage component of the latest average annual daily traffic (AADT) counts obtained by BACTS for each project corridor. The score is calculated by dividing the proposed

project's truck percentage by the largest truck percentage in the set of proposals submitted, then multiplying by ten in order to fit the 0 to 10 scale. For intersections, the selected truck percentage will be the highest percentage on any one approach rather than an averaged value.

3) Pavement Condition

Pavement condition is based on the Pavement Condition Rating (PCR) determined for each project corridor during the most recent pavement assessment conducted by BACTS or Maine DOT. The score is calculated by dividing the lowest PCR in the set of proposals submitted, by the proposed project, then multiplying by 10 in order to fit a scale of 0 to 10.

4) Geometrics

Proposals are assigned points in accordance with MAINE DOT's Highway Design Guide for the project's ability to remedy substandard conditions. 2.5 points are awarded for each condition remedied, up to a maximum of 10 points for all four conditions.

Development and rehabilitation project standards are pavement width, shoulder width, horizontal alignment, and vertical alignment.

Intersection project standards are turning radius, lane width, signal or signage placement, and alignment (either horizontal or vertical).

5) Safety

Safety is evaluated based on the percentage of injuries (PI) and the critical rate factor (CRF) for a given intersection, as determined by MAINE DOT based on the most recent cumulative crash data in that location. The formula is as follows:

- Total safety points (not to exceed 10 point) = PI points + CRF points
PI points = $0.125 \times$ percent personal injuries, expressed as a percentage
CRF = $2.27 \times$ CRF, expressed as a percentage

6) Stopped Delay/Warrants

Signalized intersections are evaluated according to the total delay for vehicles passing through the intersection, using the following formula:

- $SD = (60 - \text{Delay}_{\text{after}}) \times 0.22$ (not to exceed 10 points)

Unsignalized intersections are evaluated by the number of MUTCD traffic warrants that are met at that intersection. If one warrant is met, the project scores 3 points; 2 warrants score 7 points; and 3 or more warrants score 10 points.

7) Multi-modal and TDM

A score from zero to ten is given to projects that accommodate alternative modes of travel or better travel demand management (TDM). Points will be awarded as indicated for each criterion that either already exists along a project corridor or will be satisfied through implementation of the proposed project, up to a maximum of 10 points for this factor.

Pedestrian mode:

- New or existing sidewalk meeting ADA guidelines, including curb cuts (1, or 2 within 1 mile of school zone)
- Retrofit new ADA-conforming curb cuts at intersection crosswalks (2)
- New/improved traffic signal w/dedicated or pedestrian-actuated pedestrian phase (1)
- Construction of curb extensions or pedestrian crossing islands, as appropriate (1)
- ½ credit will be given to new/existing ADA sidewalks on less than ½ entire length of project.

Bicycle mode:

- Minimum 3-ft shoulder (preferably 5-ft or more) in ditch sections (1, or 2 within 3 miles of school zone)
- Minimum 4-ft shoulder (preferably 5-ft or more) in curb sections (1, or 2 within 3 miles of school zone)
- Installation of bicycle-friendly drainage grates and/or in-curb drainage (0.5)
- ½ credit will be given to new/existing shoulders meeting above criteria on less than ½ entire length of project.

Transit mode:

- Project is on an existing or planned bus route (2)
- Sidewalk widening to create space for bus shelters (1)
- New/improved ADA-conforming sidewalks and crosswalks between transit stop and stores, businesses, schools, churches, hospitals, public services and facilities, or sub-developments of 10 or more housing units within 1-mile radius (1)
- New/improved traffic signals and crosswalks serving a transit stop (1)

Carpool/Vanpool:

- Project will improve access (including signage, lighting, or bus shelters) to a designated park 'n ride lot (2)

Mixed-use development:

- Local land use AND access management ordinances are in place to permit and encourage mixed-use development (i.e. retail, residential, commercial, personal services, public space) along project corridor (3)

8) Access Management

10 points will be given to eligible projects when the submitting municipality is willing to sign a three-party agreement that states that access management principles will be given priority consideration during the entire design process

***NOTE:** The following apply when sidewalks are a standalone project or are part of a road project.

- 1.) If a road project that includes sidewalk work is submitted, then use the overall project type. For example, a rehabilitation project that includes work to existing sidewalks, would fall under the project type, "rehabilitation" or if existing sidewalks are being repaired under a reconstruction project it would then fall under the project type, "development");
- 2.) If rebuilding an existing sidewalk as a standalone project, use the "operational and safety improvements" project type; and
- 3.) If building a sidewalk as a standalone project, where no sidewalk exists now, use the "development/new construction" project type.

Attachment E

2023 Captial Work Plan Project List March 17, 2020 Meeting DRAFT

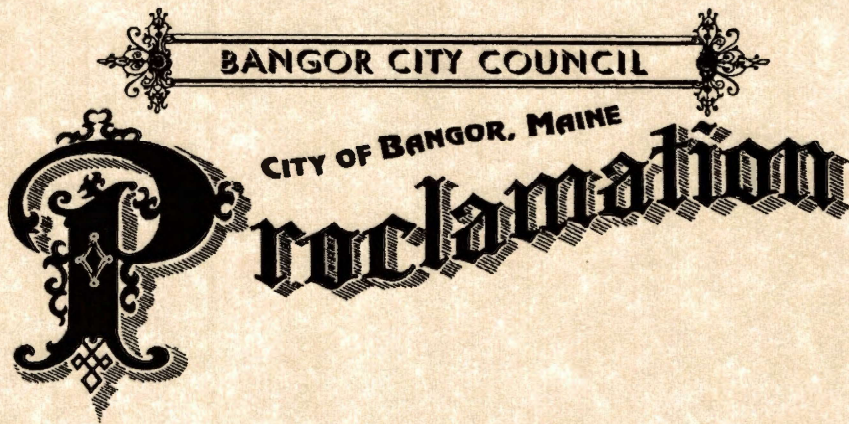
2023 ALLOCATION \$1,780,150
80/10/10 Split

| Project ID # | Municipality | Location | NHS - Yes/No | Federal Function Class | Category | Length in Miles | Project Scope | Traffic Volume | Truck volume | PCR | Geom. | Safety | Multi-Modal/ TDM | Access Management | WEIGHTED TOTALS | Preliminary Estimate | Running Total |
|--------------|--------------|---|--------------|--------------------------|--------------|-----------------|--|----------------|--------------|-------|-------|--------|------------------|-------------------|-----------------|----------------------|-----------------|
| Pres 7 | Bangor | Oak Street, State Street to Penobscot Bridge | Yes | Other Principal Arterial | Preservation | 0.25 | 12" mill and overlay of Oak Street/Broadway •Reset granite curb where reveal has been lost •Overlay sidewalks and provide sidewalk ramp improvements to meet ADA requirements. | 15071 | 301 | 1.788 | | | 9.00 | | 7.06 | \$286,446.77 | \$ 286,446.77 |
| Pres 8 | Orono | Forest Avenue, .17 miles east of I-95 to Bennoch Road | No | Minor Collector | Preservation | 0.93 | •Address rutting and pavement surface degradation •Address poor drainage •Address lack of shoulders | 2239 | 44 | 0.85 | | | 7.00 | | 6.44 | \$1,064,221.98 | \$ 1,350,668.75 |
| Pres 13 | Hampden | Western Ave MRN to Route 202 | Yes | Other principal Arterial | Preservation | 0.41 | •Reset existing granite curb in locations where curb reveal has been lost. •Provide slip form concrete curb in locations where bituminous curb is to be replaced. •Provide sidewalk ramps with tactile warning surface at all crosswalk locations. | 10120 | 202 | 1.75 | | | 9.00 | | 5.81 | \$469,452.70 | \$ 1,820,121.46 |
| Pres 10 | Bangor | Hancock Street, Oak Street to State Street | No | Minor Arterial | Preservation | 0.8 | •2" mill and overlay of Hancock Street •Reset granite curb where reveal has been lost •Replace bituminous curb with slip form concrete curb •Provide sidewalk ramp improvements to meet ADA requirements | 9929 | 199 | 1.99 | | | 5.00 | | 5.24 | \$915,529.66 | \$ 2,735,651.12 |
| Pres 4 | Brewer | South Main Street, Abbot to Wilson Street | Yes | Other Principal Arterial | Preservation | 0.95 | •To replace a quickly deteriorating section of roadway that handles a lot of truck traffic in the city. •Several utility trenches are settling and overall poor condition of pavement in the travel lanes. | 11353 | 197 | 2.934 | | | 4.50 | | 4.56 | \$1,087,097.73 | \$ 3,822,748.85 |
| Pres 11 | Bangor | Main Street, Hammond Street to Cedar Street | No | Minor Arterial | Preservation | 0.35 | •2" mill and overlay of Main Street •Reset granite curb where reveal is lost •Provide sidewalk ramp improvements to meet ADA requirements | 7804 | 156 | 2.29 | | | 7.00 | | 4.46 | \$400,825.48 | \$ 4,223,574.33 |
| PRES 1 | Brewer | Wilson Street, .13 miles south of Sparks Avenue and extending northeasterly to .11 miles north of Green Point Road. | Yes | Other Principal Arterial | Preservation | 0.58 | •To replace aging pavement and repair several utility trenches that have settled. | 13162 | 263 | 2.842 | | | 2.00 | | 4.29 | \$663,896.51 | \$ 4,887,470.83 |
| Pres 6 | Bangor | Outer Hammond Street, Hammond St Ext to TL | No | Major Collector | Preservation | 0.36 | •1 ½ " mill and overlay of Outer Hammond Street •Repair slip form concrete curb where damaged | 10391 | 208 | 3.34 | | | 1.00 | | 4.21 | \$412,263.35 | \$ 5,299,734.18 |
| PRES 2 | Brewer | Parkway South, Wilson Street to Easterly bridge joint of I-395 overpass | No | Minor Arterial | Preservation | 0.47 | •To replace aging pavement •Repair several utility trenches that have settled. •Repair heavily used section of sidewalk that is in poor condition. | 9879 | 213 | 3.384 | | | 6.00 | | 4.21 | \$538,079.93 | \$ 5,837,814.11 |
| Pres 3 | Orono | Kelley Road, I-95 to Old Kelley Road | No | Minor Arterial | Preservation | 0.77 | •Address rutting and pavement surface degradation | 8404 | 168 | 2.66 | | | 4.00 | | 4.06 | \$881,216.05 | \$ 6,719,030.16 |
| Pres 9 | Bangor | Hammond Street, Union Street to -95 | No | Minor Arterial | Preservation | 1.2 | •1 ½ inch mill and overlay of Hammond Street •Repair slip form concrete curb where damaged •Provide sidewalk ramp improvements to meet ADA requirements | 7122 | 142 | 3.13 | | | 4.50 | | 3.61 | \$1,373,044.50 | \$ 8,092,074.66 |

| Project ID # | Municipality | Location | NHS - Yes/No | Federal Function Class | Category | Length in Miles | Project Scope | Traffic Volume | Truck volume | PCR | Geom. | Safety | Multi-Modal/ TDM | Access Management | WEIGHTED TOTALS | Preliminary Estimate | Running Total | |
|--------------|--------------|--|--------------|--|--------------|-----------------|---|----------------|--------------|-----|-------|--------|------------------|-------------------|-----------------|----------------------|-----------------|---------------|
| OSI 1 | Bangor | Kenduskeag and Griffin | No | Minor Arterial/Major Collector | OSI - E Only | N/A | •Complete upgrade to traffic signal equipment including traffic signal foundations and mast arms, controller cabinet, detection and power supply •Possible need for left turn lane on Kenduskeag Avenue north bound approach. | 7269 | 108 | | | 8.85 | 6.00 | 10.00 | 6.12 | | | |
| OSI 2 | Bangor | Hogan Road and Bangor Mall Blvd | No | Major Collector/Local Road | OSI - E Only | N/A | •Replace exiting wooden strain poles with two new steel strain poles with foundations to provide improved support for traffic signal equipment | 14515 | 290 | | | 6.23 | 3.00 | 10.00 | 5.82 | \$250,000.00 | \$ 250,000.00 | |
| OSI 3 | Bangor | Penobscot Corridor | Yes | Other Principal arterial | OSI - E only | N/A | •This project includes the intersections of Broadway/Oak and State, Broadway and Hancock, Oak and Washington, Washington and Exchange. •Project includes new Econolite traffic signal controllers and system master for the Penobscot Corridor. •The project also includes providing pedestrian signals, push buttons and improving sidewalk ramps and crosswalks including tactile warning surfaces. | 5376 | 176 | | | 2.42 | 4.00 | 10.00 | 3.43 | \$100,000.00 | \$ 350,000.00 | |
| OSI 5 | Brewer | Wilson and Parkway South | Yes | Other Principal Arterial / Minor Arterial | OSI E Only | N/A | •To replace detection cameras that are now obsolete and no longer supported by manufacturer at a critical intersection. •To replace pedestrian push buttons that do not meet the current standard and add the required talking ped buttons. | 8074 | 161 | | | 0.00 | 1.00 | 10.00 | 2.62 | \$726,829.00 | \$ 1,076,829.00 | |
| OSI 6 | Brewer | Wilson/Pierce; Wilson / South Main Wilson/GreenPt | Yes | Other Principal Arterial /Major Collector/Local Road | OSI E only | N/A | •To replace obsolete cameras that are no longer supported by the manufacturer •Replace aging controller at Wilson and Pierce/Sparks | 8785 | 145 | | | 0.00 | 2.00 | 10.00 | 2.81 | \$65,000.00 | \$ 1,141,829.00 | |
| | | | | | | | | | | | | | | | | \$45,000.00 | \$ 1,186,829.00 | |
| Project ID # | Municipality | Location | NHS - Yes/No | Federal Function Class | Category | Length in Miles | Project Scope | Traffic Volume | Truck volume | PCR | Geom. | Safety | Multi-Modal/ TDM | Access Management | WEIGHTED TOTALS | Preliminary Estimate | Running Total | |
| OSI 7 | Bangor | Broadway /B95 SB on Ramp | Yes | Other Principal Arterial | OSI & G | N/A | •Complete upgrade to traffic signal equipment, including foundations, mast arms, controller cabinet, detection, and power supply to meet current design standards. •Pedestrian equipment will be reviewed and improved | 10330 | 206 | | | 2.50 | 5.05 | 2.00 | 10.00 | 4.77 | \$250,000.00 | \$250,000.00 |
| OSI 8 | Bangor | Washington /Oak | Yes | Other Principal Arterial , Minor Arterial | OSI & G | N/A | •Upgrade traffic signal foundations and mast arms. •Narrow slip lane from Oak to Washington to slow traffic and make more pedestrian friendly. | 12885 | 258 | | | 2.50 | 0.00 | 7.00 | 10.00 | 4.33 | \$100,000.00 | \$ 350,000.00 |

Grand Total

\$9,628,903.66



PROCLAIMING MARCH 18, 2020 AS TRANSIT DRIVER APPRECIATION DAY

- WHEREAS,** March 18th has grown to be widely recognized throughout the United States as National Transit Driver Appreciation Day memorializing the first bus service in the world started on March 18, 1662 in Paris; and
- WHEREAS,** The Community Connector public transit service provides needed transportation services to the communities of Bangor, Brewer, Hampden, Veazie, Orono, Old Town, and the University of Maine through a regional collaborative partnership; and
- WHEREAS,** The service provides nearly one million rides per year transporting passengers to work, school, medical appointments, shopping, social and personal services appointments, community downtowns and a variety of other important locations; and
- WHEREAS,** The Community Connector provides a viable transportation alternative for those who do not have personal transportation readily available, or who wish to utilize the convenience and dependability of public transportation; and
- WHEREAS,** The Community Connector's Drivers consistently go above and beyond in their efforts to provide safe, friendly, affordable, reliable and comfortable transportation for all members of these communities; and
- WHEREAS,** The Community Connector's Drivers have shown themselves to be committed to working with each other and with other community, city and regional entities to continually improve upon our regional transit service.

NOW, THEREFORE, I, Clare Davitt, Mayor of Bangor, on behalf of the City Council and the City of Bangor, do hereby proclaim March 18, 2020 as Transit Driver Appreciation Day and urge residents and visitors in the greater Bangor area to ride the bus on March 18th and thank your Driver.

Given this the 9th day of March, 2020.



Mayor Clare Davitt

